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

RQ16-001

FORD

12/9/2016

APPENDIX G

Non Confidential

Non Conf - Eng Review

1FTEX1CG4FK	[redacted]	#N/A		4192	7/24/2015 9 37	HANNA,CHRIS	7/21/2015 18 20	Admin			0	63 3	0	0
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1FTEW1EGXFK		#N/A	TR WORKGROUP REPAIR	4487	7/24/2015 9 37	HANNA,CHRIS	7/21/2015 18 20	Admin	7	18	0	63 3	0	0
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1FTEW1EG1FK		#N/A	CH L12 CHASSIS REPAIR	1819	7/24/2015 9 37	HANNA,CHRIS	7/21/2015 18 20	Admin	11	8	0	63 3	0	0
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1FTEW1CGXFK		#N/A	CH 310 STATUS READER	648	7/24/2015 9 37	HANNA,CHRIS	7/21/2015 18 20	Admin	12	13	0	63 3	0	0
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1FTEW1EG1FK		#N/A	CH 310 STATUS READER	5377	7/24/2015 9 37	HANNA,CHRIS	7/21/2015 18 20	Admin	7	13	0	63 3	0	0
1FTEW1EG7FK		#N/A	GATE REJECTED	4862	7/24/2015 9 37	HANNA,CHRIS	7/21/2015 18 20	Admin	7	21	0	63 3	0	0
1FTEW1EG6FK		#N/A	PD WATER REPAIR	1482	7/24/2015 9 37	HANNA,CHRIS	7/21/2015 18 20	Admin	3	0	0	63 3	0	0
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1FTFX1EF3FKE		#N/A	PD WATER REPAIR	603	7/24/2015 9 37	HANNA,CHRIS	7/21/2015 18 20	Admin	2	21	0	63 3	0	0
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1FTEW1EGXFK		#N/A	CH 310 STATUS READER	2520	7/24/2015 9 37	HANNA,CHRIS	7/21/2015 18 20	Admin	10	18	0	63 3	0	0
1FTEW1EG8FK		#N/A	PD WORKGROUP REPAIR	2415	7/24/2015 9 37	HANNA,CHRIS	7/21/2015 18 20	Admin	5	18	0	63 3	0	0
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1FTEW1EG8FK		#N/A	CH WORGROUP REPAIR	1512	7/24/2015 9 37	HANNA,CHRIS	7/21/2015 18 20	Admin	11	18	0	63 3	0	0
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1FTEW1EFXFK		#N/A	PD WORKGROUP REPAIR	952	7/24/2015 9 37	HANNA,CHRIS	7/21/2015 18 20	Admin	12	5	0	63 3	0	0
1FTEW1EF8FK		#N/A	CH L12 CHASSIS REPAIR	2364	7/24/2015 9 37	HANNA,CHRIS	7/21/2015 18 20	Admin	10	21	0	63 3	0	0
1FTEW1EF4FK		#N/A	PD TRIM REPAIR	70	7/24/2015 9 37	HANNA,CHRIS	7/21/2015 18 20	Admin	3	18	0	63 3	0	0
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1FTEW1EG3FK		#N/A	PD WORKGROUP REPAIR	1895	7/24/2015 9 37	HANNA,CHRIS	7/21/2015 18 20	Admin	0	20	0	63 3	0	0

1FTFX1EF0FK	[redacted]	#N/A	PD WORKGROUP REPAIR	4610	7/24/2015 9 37	HANNA,CHRIS	7/21/2015 18 20	Admin	5	19	0	63 3	0	0
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1FTEW1EG6F		#N/A	PD WORKGROUP REPAIR	8919	7/24/2015 9 37	HANNA,CHRIS	7/21/2015 18 20	Admin	12	18	0	63 3	0	0
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1FTEW1EF1F		#N/A	PD TRIM REPAIR	624	7/24/2015 9 37	HANNA,CHRIS	7/21/2015 18 20	Admin	3	18	0	63 3	0	0
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1FTEW1CG6F		#N/A	PD TRIM REPAIR	8861	7/24/2015 9 37	HANNA,CHRIS	7/21/2015 18 20	Admin	3	18	0	63 3	0	0
1FTEW1EG6F		#N/A	CH 310 STATUS READER	1799	7/24/2015 9 37	HANNA,CHRIS	7/21/2015 18 20	Admin	11	11	0	63 3	0	0
1FTEW1EG8F		#N/A	CH 310 STATUS READER	1632	7/24/2015 9 37	HANNA,CHRIS	7/21/2015 18 20	Admin	11	16	0	63 3	0	0
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1FTEW1EF2F		#N/A	PD TRIM REPAIR	8993	7/24/2015 9 37	HANNA,CHRIS	7/21/2015 18 20	Admin	3	18	0	63 3	0	0
1FTEW1EF1F		#N/A		8839	7/24/2015 9 37	HANNA,CHRIS	7/21/2015 18 20	Admin			0	63 3	0	0
1FTFW1EF1F		#N/A		19	7/24/2015 9 37	HANNA,CHRIS	7/21/2015 18 20	Admin			0	63 3	0	0
1FTEW1EG9F		#N/A	CH HEAVY REPAIR	1798	7/24/2015 9 37	HANNA,CHRIS	7/21/2015 18 20	Admin	11	10	0	63 3	0	0
1FTFW1EF9F		#N/A		8865	7/24/2015 9 37	HANNA,CHRIS	7/21/2015 18 20	Admin			0	63 3	0	0
1FTEW1EG7F		#N/A	PD WORKGROUP REPAIR	3891	7/24/2015 9 37	HANNA,CHRIS	7/21/2015 18 20	Admin	8	20	0	63 3	0	0
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1FTFW1EF8F		#N/A	CH CHASSIS REPAIR	8925	7/24/2015 9 37	HANNA,CHRIS	7/21/2015 18 20	Admin	13	4	0	63 3	0	0
1FTEW1EG3F		#N/A	CH HEAVY REPAIR	1974	7/24/2015 9 37	HANNA,CHRIS	7/21/2015 18 20	Admin	11	1	0	63 3	0	0
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1FTEW1EF7F		#N/A		49	7/24/2015 9 37	HANNA,CHRIS	7/21/2015 18 20	Admin			0	63 3	0	0
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1FTFX1EG5FK		#N/A	PD BODY REPAIR	8995	7/24/2015 9 37	HANNA,CHRIS	7/21/2015 18 20	Admin	13	0	0	63 3	0	0
1FTFX1EG4FK		#N/A	PD WORKGROUP REPAIR	8959	7/24/2015 9 37	HANNA,CHRIS	7/21/2015 18 20	Admin	5	21	0	63 3	0	0
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1FTEW1EG9F		#N/A	PD GATE DROP OFF	1735	7/24/2015 9 37	HANNA,CHRIS	7/21/2015 18 20	Admin	3	0	0	63 3	0	0
1FTEW1CF2F		#N/A	PD WORKGROUP REPAIR	3848	7/24/2015 9 37	HANNA,CHRIS	7/21/2015 18 20	Admin	8	15	0	63 3	0	0
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1FTEW1EG2F		#N/A	PD WORKGROUP REPAIR	5059	7/24/2015 9 37	HANNA,CHRIS	7/21/2015 18 20	Admin	7	18	0	63 3	0	0
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1FTEW1EF2F		#N/A	PD TRIM REPAIR	264	7/24/2015 9 37	HANNA,CHRIS	7/21/2015 18 20	Admin	3	18	0	63 3	0	0
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1FTEW1EG5F		#N/A	CH L12 CHASSIS REPAIR	4776	7/24/2015 9 37	HANNA,CHRIS	7/21/2015 18 20	Admin	8	1	0	63 3	0	0
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1FTEW1EF9F		#N/A	PD TRIM REPAIR	2788	7/24/2015 9 37	HANNA,CHRIS	7/21/2015 18 20	Admin	3	0	0	63 3	0	0
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1FTEW1EF9F		#N/A	CH HOIST	1777	7/24/2015 9 37	HANNA,CHRIS	7/21/2015 18 20	Admin	11	12	0	63 3	0	0
1FTEW1EG2F		#N/A	PD GATE DROP OFF	5136	7/24/2015 9 37	HANNA,CHRIS	7/21/2015 18 20	Admin	5	19	0	63 3	0	0
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1FTEW1CP9F		#N/A	PD TRIM REPAIR	5014	7/24/2015 9 37	HANNA,CHRIS	7/21/2015 18 20	Admin	3	0	0	63 3	0	0
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1FTEW1CG0F		#N/A		848	7/24/2015 9 37	HANNA,CHRIS	7/21/2015 18 20	Admin			0	63 3	0	0
1FTEW1EF2F		#N/A	PD WORKGROUP REPAIR	4811	7/24/2015 9 37	HANNA,CHRIS	7/21/2015 18 20	Admin	7	23	0	63 3	0	0
1FTEW1EF7F		#N/A	PD WATER REPAIR	1335	7/24/2015 9 37	HANNA,CHRIS	7/21/2015 18 20	Admin	3	0	0	63 3	0	0
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1FTEW1EF1F		#N/A	CH HEAVY REPAIR	5237	7/24/2015 9 37	HANNA,CHRIS	7/21/2015 18 20	Admin	2	23	0	63 3	0	0
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1FTEW1EF5F		#N/A	PD WORKGROUP REPAIR	1478	7/24/2015 9 37	HANNA,CHRIS	7/21/2015 18 20	Admin	3	0	0	63 3	0	0
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1FTEW1EFXF		#N/A	PD WORKGROUP REPAIR	330	7/24/2015 9 37	HANNA,CHRIS	7/21/2015 18 20	Admin	5	22	0	63 3	0	0

Campaign V07 21 15 Stop Ship Brake Master Cylinder
Campaign Status Closed Campaigns
Start Date End Date
Good Sticker GOOD GREEN STICKER Bad Sticker BAD RED STICKER
Sticker Number V21 Campaign Type CORPORATE STOP SHIP
Open Date 21 Jul 15 Close Date 27 Jul 15
Unit, Count 1409 Suspect Units 0 Good Units 1409 Bad Units 0 Units Shipped Without Authority 0
Units Repaired 341
Units No Repair Required 1068
Inspection Time 0 Total Inspection Time 0 0 Hours Repair Time 0 Total Repair Time 0 0 Hours Total Time 0 0 Hours
Unit States Included All
Average Time Held 15 6 Hours Minimum Time Held 0 0 Hours Maximum Time Held 129 3 Hours
QLSAR228
Campaign Detail Report
7/28/2015 7 41

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VIN	[redacted]	Unit ID	Date Time	User Name	Aisle Name	Bay ID
1FTEW1EF2F		5112834	7/24/2015 6 15	AVS/PVS, SYSTEM ID		
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1FTEW1CF9F		5112894	7/24/2015 6 17	AVS/PVS, SYSTEM ID		
1FTEX1C87FK		5113574	7/24/2015 6 18	AVS/PVS, SYSTEM ID		
1FTEW1EG9F		5112406	7/24/2015 6 21	AVS/PVS, SYSTEM ID		
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1FTEW1EF3F		5112442	7/24/2015 6 33	AVS/PVS, SYSTEM ID		
1FTEX1EP4FK		5113214	7/24/2015 6 33	AVS/PVS, SYSTEM ID		
1FTEX1EP6FK		5112540	7/24/2015 6 33	AVS/PVS, SYSTEM ID		
1FTFX1EF7FK		5113362	7/24/2015 6 35	AVS/PVS, SYSTEM ID		
1FTEW1CP5F		5112264	7/24/2015 6 46	AVS/PVS, SYSTEM ID		
1FTEW1CP8F		5113240	7/24/2015 6 46	AVS/PVS, SYSTEM ID		
1FTEW1EF2F		5112811	7/24/2015 6 46	AVS/PVS, SYSTEM ID		
1FTEW1CF7F		5112977	7/24/2015 6 47	AVS/PVS, SYSTEM ID		
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1FTEW1CP4F		5113520	7/24/2015 6 48	AVS/PVS, SYSTEM ID		
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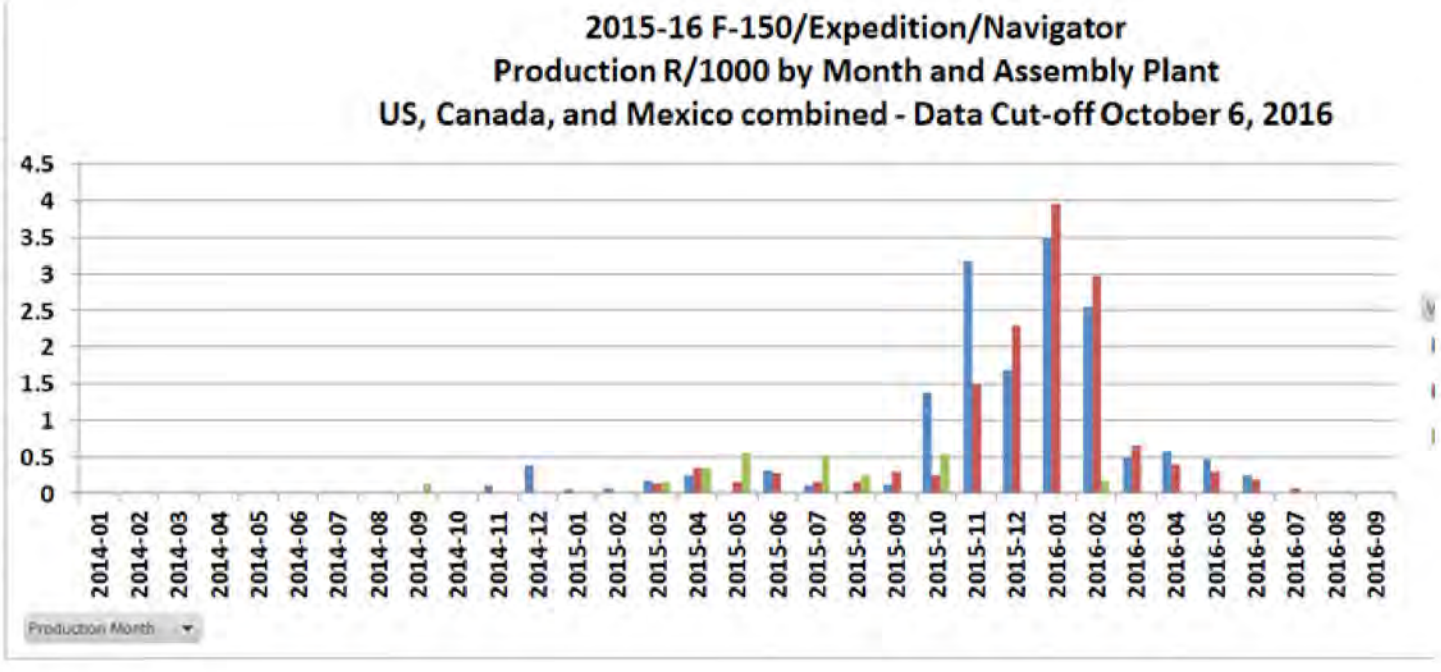
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Plant Unit Location GATE RELEASED
Start Date 24 Jul 2015 06 00 00
End Date 28 Jul 2015 11 06 59
Total Units 3763
Total Movements 3774
QLSAR208
PUL Movement Report
7/28/2015 11 06
Confidential Transient/Uncontrolled when printed Responsibility is of the user to mon tor viewing of this data, restricting access to those with a business need

From: Kapanowski, Martin C (M.C.)
Sent: Thursday, October 20, 2016 4:03 PM
To: Milz, Kevin (K.W.); Daanyal, Shaji (.); Callies, Sheri (S.A.); Raza, Mohammed Zahid (M.Z.); Burguete, Mauricio (MBA.); Chahal, Harbind (H.S.); Edelen, Jack (J.M.)
Subject: KTP vs. DTP/KCAP

Folks, take a look at this chart. This is filtered claims for customer concerns of pedals travelling too far, binned to MC internal bypass for DTP, KCAP and KTP.
All use the same step bore MC from Hitachi. DTP and KCAP use a Bosch Booster and KTP uses a Conti booster. Both use KSR pedals, although they are not common.
Notice that KTP drops off the chart in Nov 2015, at the same time as DTP/KCAP experience increased rates. Then in March the rates drop back, but KTP remains absent except for a blip in Feb.
Please check your records for any changes to MC, boosters or pedals that may have happened around Nov 2015. Something changed between U22x and P552. I'd like to understand the difference and see if we can get P552 to U22x levels.



Marty Kapanowski
F150 & Expedition/Navigator Applications Supervisor
Ford Chassis Engineering – Brake Systems
Phone 313-805-2980

RQ16-001 000326 ER

2015-16 F-150/Expedition/Navigator Brake

Combined data for Leak to Booster and MC Internal Bypass/Failure

CDR Folder #:	N/A
Date Issued:	07/22/2016
Date Revised:	11/07/2016

*PT-Powertrain/CH-Chassis/EL-Electrical/BO-Body

Concern Analyst:	Kim Page	313-39-06357
Supervisor:	Rick Jones	313-24-86701

Affected CCRG:
Trucks/Large SUV's and Commercial Vehicles

Model Year(s):	2013-2016
Vehicle Model(s):	F-150, Expedition, Navigator
Body Cab Style:	
Engine Type:	
Transmission Type:	
Causal Base Part #:	2140, 2005, and 2152
Search Countries	USA, Canada, and Mexico
Prior FSA or Investigation:	☑ Yes ☐ No ☐ Unknown

Search Criteria:	Chassis>Service Brakes>Booster/hydroboost;Master Cylinder;Master Cylinder/booster/hydroboost; MY 2013-2016 F-150 and 2015-2016 Expedition/Navigator
Source: CDR AWS Source System	
Run or Cut/Off Date: 10/06/2016	

Issue Descriptions:

For comparison purposes, combined the Data files for the MC Leak to Booster update and the MC Internal Bypass/Failure.

MC Leak to Booster, Prior FSA 16S24

The rear-most cup seal in the Brake Fluid Master Cylinder may roll, allowing brake fluid to leak into the Brake Vacuum Booster. If the brake fluid becomes too low in the Master Cylinder, the driver may experience longer pedal travel, increased pedal effort, and extended stopping distance.

MC Internal Bypass/Failure

Some subject vehicles may have brake fluid Master Cylinders that may intermittently fail, or by-pass, internally resulting in a long pedal stroke. This may give the customer the perception of a loss of brakes or poor braking performance.

					OGC Data (Date Provided - TBD)		
Model Year/Model	VOQ	FMC360/MORS	GCQIS	AWS	# of Claims:	# of Lawsuits:	Total
2013 F-150				1018			1018
2014 F-150				1967			1967
2015 F-150/Expedition/Navigator				357			357
2016 F-150/Expedition/Navigator				1337			1337
Total		0	0	4679	0	0	4679

2015-16 F-150/Expedition/Navigator Brake

Combined data for Leak to Booster and MC Internal Bypass/Failure

CDR Folder #:	N/A			
Date Issued:	07/22/2016			
Date Revised:	11/07/2016			

volume				
2015 Rate (R/1000)	Complaint Rate=	#DIV/0!	Warranty Rate=	#DIV/0!
2016 Rate (R/1000)	Complaint Rate=	#REF!	Warranty Rate=	#REF!

*Complaints may contain duplicate reports with FMC360 and GCQIS due to NHTSA Data Contains Partial VIN Only

Alleged Concern Modes by Model Year

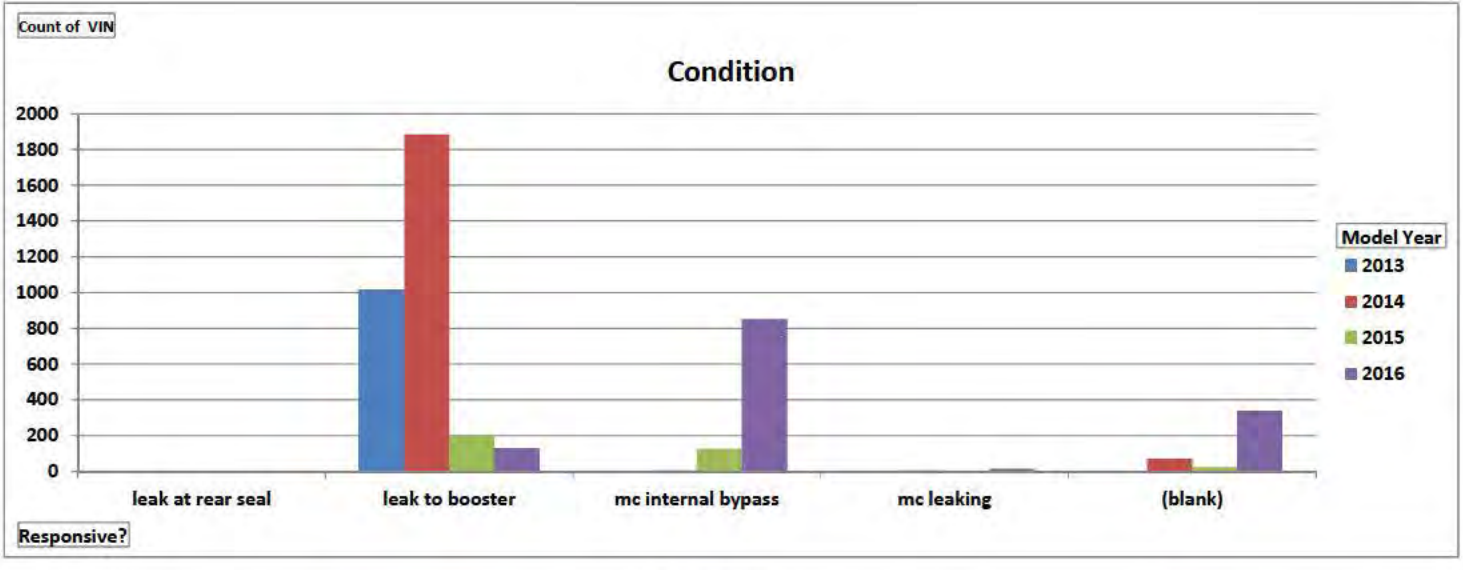
Concern Mode Desc.	2013	2014	2015	2016	% Of Total
Unread records	0	72	25	339	9.32%
leak at rear seal	0	0	0	2	0.04%
leak to booster	1018	1884	202	130	69.12%
mc internal bypass	0	6	126	852	**21.03%**
mc leaking	0	5	4	14	0.49%
Total	1018	1967	357	1337	

Alleged Significant Events	
Fire	
Personal Injury	
Fatality	
Accidents	

Tow in **	

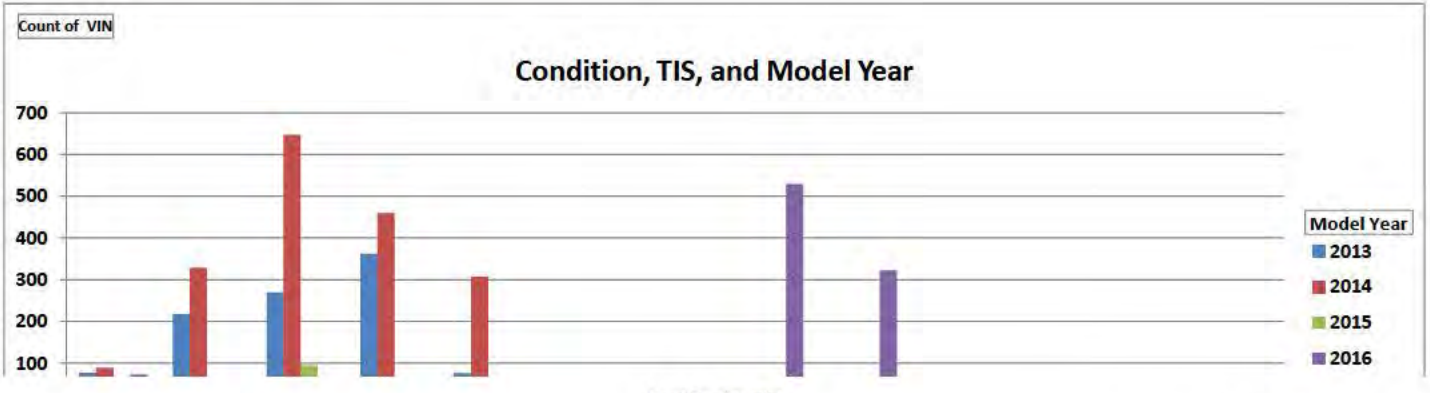
2013-2016 F-150/Expedition/Navigator MC Leak to Booster and MC Internal Bypass/Failure Combined

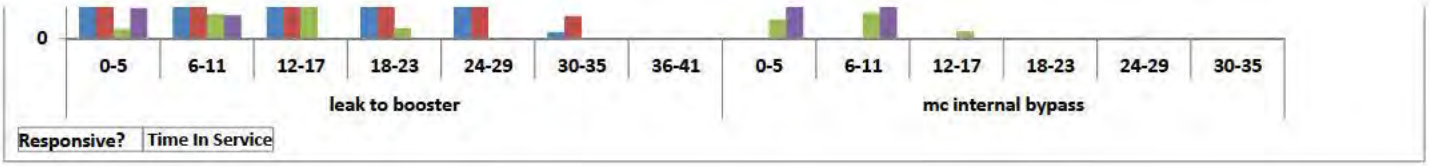
Count of VIN	Column Labels				
Row Labels	2013	2014	2015	2016	Grand Total
leak at rear seal				2	2
leak to booster	1018	1884	202	130	3234
mc internal bypass		6	126	852	984
mc leaking		5	4	14	23
(blank)		72	25	339	436
Grand Total	1018	1967	357	1337	4679



2013-2016 F-150/Expedition/Navigator MC Leak to Booster and MC Internal Bypass/Failure Combined

Count of VIN	Column Labels				
Row Labels	2013	2014	2015	2016	Grand Total
leak to booster	1018	1884	202	130	3234
0-5	77	89	23	73	262
6-11	217	328	59	55	659
12-17	269	647	94	2	1012
18-23	362	459	25		846
24-29	76	307	1		384
30-35	15	54			69
36-41	2				2
mc internal bypass		6	126	852	984
0-5			46	529	575
6-11			61	322	383
12-17			17	1	18
18-23		2	2		4
24-29		3			3
30-35		1			1
Grand Total	1018	1890	328	982	4218

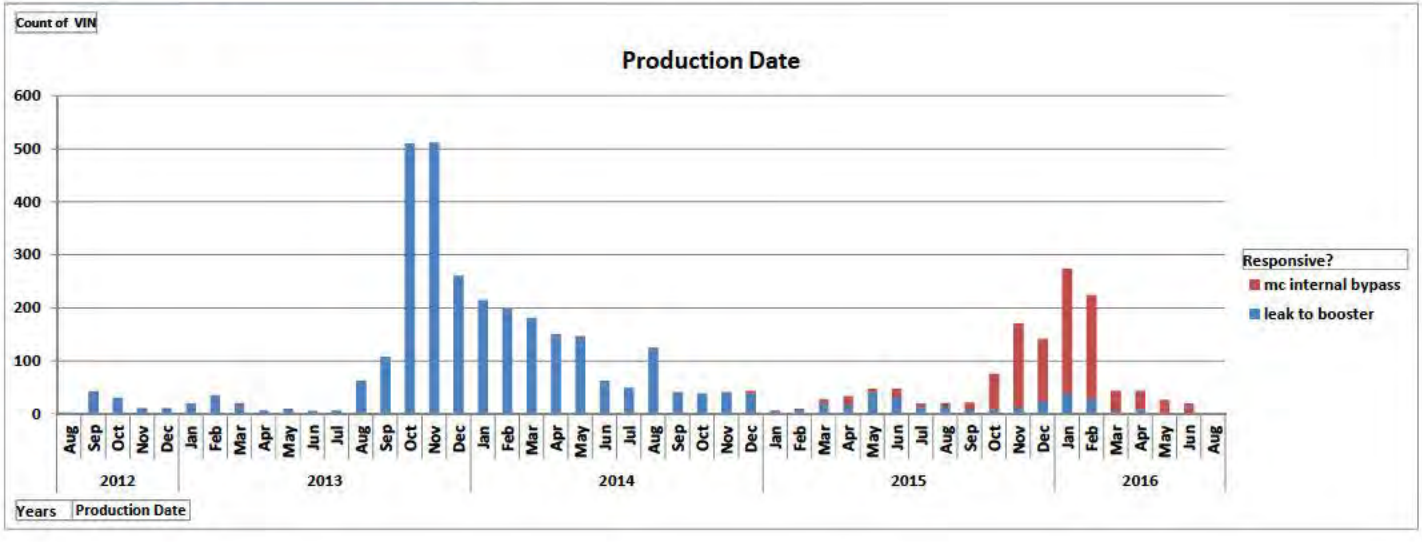



0
0-5
6-11
12-17
18-23
24-29
30-35
36-41
leak to booster
0-5
6-11
12-17
18-23
24-29
30-35
mc internal bypass
Responsive?
Time In Service

2013-2016 F-150/Expedition/Navigator MC Leak to Booster and MC Internal Bypass/Failure Combined

Count of VIN Row Labels	Column Labels leak to booster	mc internal bypass	Grand Total
2012			
Aug	3		3
Sep	43		43
Oct	31		31
Nov	11		11
Dec	11		11
2013			
Jan	20		20
Feb	36		36
Mar	21		21
Apr	7		7
May	10		10
Jun	6		6
Jul	7		7
Aug	63		63
Sep	108		108
Oct	510		510
Nov	512		512
Dec	261		261
2014			
Jan	215		215
Feb	198	1	199
Mar	182		182
Apr	150	1	151
May	144	3	147
Jun	63		63
Jul	50		50
Aug	124	1	125
Sep	40	1	41
Oct	39		39
Nov	40	1	41
Dec	39	5	44
2015			
Jan	6	1	7
Feb	8	2	10
Mar	20	8	28
Apr	18	16	34
May	41	7	48
Jun	32	16	48
Jul	12	8	20
Aug	14	7	21
Sep	8	14	22
Oct	9	67	76
Nov	14	157	171

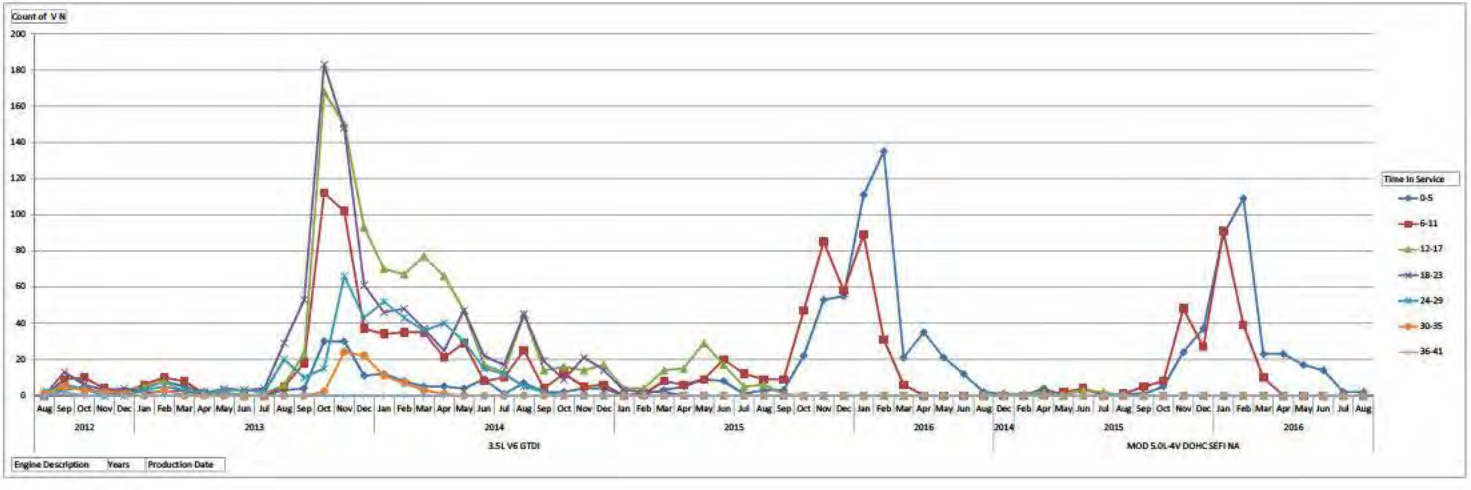
Dec	24	118	142
2016			
Jan	38	236	274
Feb	29	195	224
Mar	5	39	44
Apr	9	35	44
May	2	25	27
Jun	1	19	20
Aug		1	1
Grand Total	3234	984	4218



2013-2016 F-150/Expedition/Navigator MC Leak to Booster and MC Internal Bypass/Failure Combined

Count of VIN	Column Labels									
Row Labels	0	5	6	11	12	17	18	23	24	29	30	35	36	41
3.5L V6 GTDI	670		939		1029		876		422		85		2	
2012														
Aug									2		1			
Sep	3		9		5		13		6		5		2	
Oct	5		10		3		6		4		3			
Nov			4		2		3				2			
Dec	2		2		2		4				1			
2013														
Jan	4		6		5		2		3					
Feb	8		10		8		2		5		3			
Mar	5		8		2		3		3					
Apr	2		1		1		1		2					
May			1		2		4		3					
Jun							3		3					
Jul						1	4		2					
Aug	3		5		6		29		20					
Sep	4		18		23		53		10					
Oct	30		112		168		183		15		2			
Nov	30		102		150		148		66		24			
Dec	11		37		93		61		43		22			
2014														
Jan	12		34		70		46		52		11			
Feb	8		35		67		48		43		7			
Mar	5		35		77		37		36		3			
Apr	5		21		66		25		40		1			
May	4		29		47		47		30					
Jun	9		8		17		22		15					
Jul	1		10		13		17		12					
Aug	7		25		45		45		5					
Sep	2		4		14		19		2					
Oct	2		12		16		9							
Nov	4		5		14		21							
Dec	4		6		17		14							
2015														
Jan						4	3							
Feb	1		1		4		2							
Mar	3		8		14		2							
Apr	5		6		15									
May	9		9		29									
Jun	8		20		17									
Jul	1		12		5									
Aug	3		9		6									
Sep	3		9		1									
Oct	22		47											
Nov	53		85											
Dec	55		58											
2016														
Jan	111		89											
Feb	135		31											
Mar	21		6											
Apr	35													
May	21													
Jun	12													
Aug	2													
MOD 5.0L 4V DOHC SEFI NA	352		236		9									
2014														
Dec	1				1									
2015														
Feb					1									
Apr	4		1		2									
May			2											
Jun			4		3									
Jul					2									
Aug	1		1											
Sep	1		5											
Oct	5		8											
Nov	24		48											

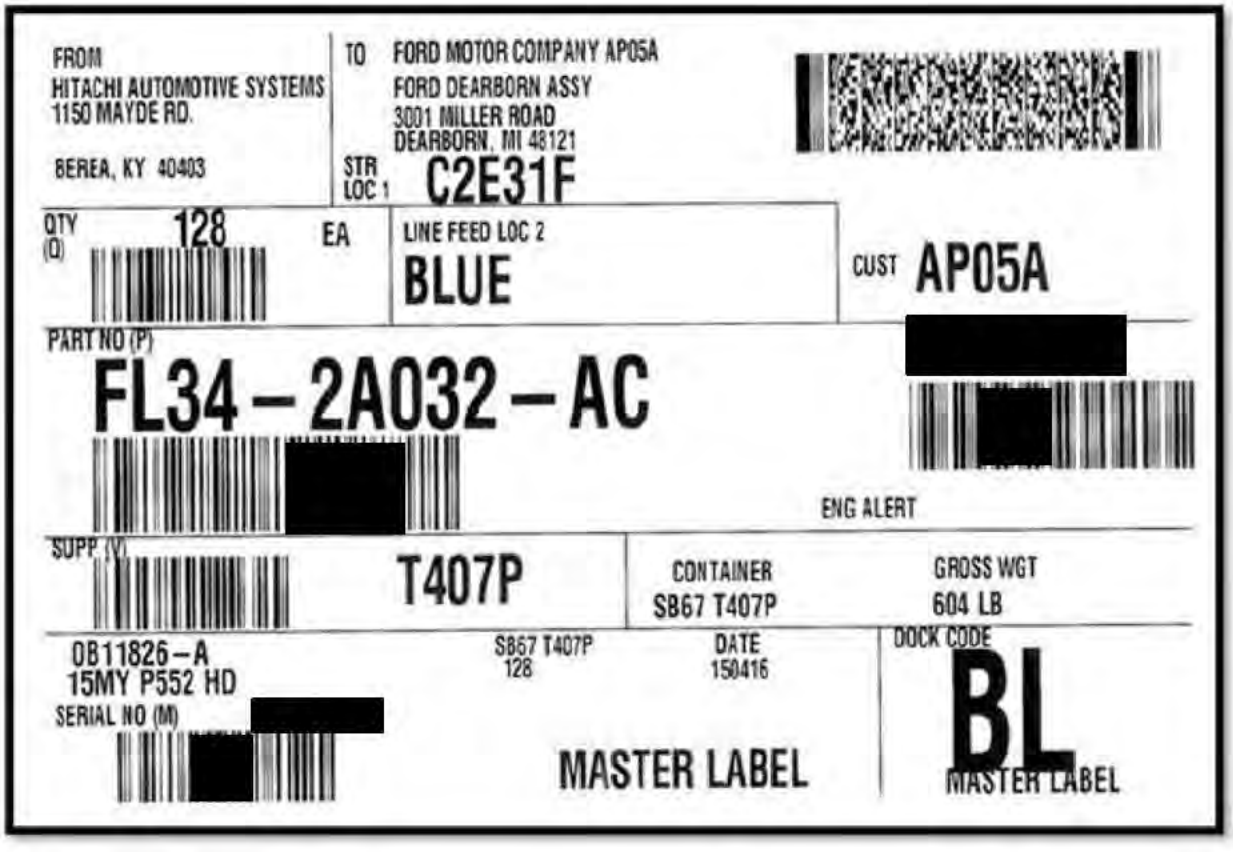
Dec	37	27
2016		
Jan	89	91
Feb	109	39
Mar	23	10
Apr	23	
May	17	
Jun	14	
Jul	2	
Aug	2	



From: Ruiz, Jesica (.)
Sent: Tuesday, May 12, 2015 5:09 PM
To: Harris, Jonathan (J.E.)
Cc: Williams, Dan (DW.)
Subject: Master Cylinders - DTP Label

DTP Master Cylinders – Label from bin on the production floor as of 1pm 5/12/15.

I am not sure which one is the lot code on this label.



Jesica Ruiz

Resident STA Engineer
Chassis & Vehicle Engineering
Ford Motor Company
Dearborn Truck Plant

Desk: 313-845-0221
Cell: 313-495-6856
Fax: 313-337-3158
Email: jruiz68@ford.com

F-150 MC Leak to Booster update, 2013-16 MY's - Includes 2015-16 Expedition/Navigator

Data Cut-Off Date: October 6, 2016

CDR Folder #:	N/A
Date Issued:	
Date Revised:	10/13/2016

*PT=Powertrain/CH=Chassis/EL=Electrical/BO=Body

Concern Analyst:	Kim Page	313-390-6357
Supervisor:	Rick Jones	313-24-86701

Affected CCRG:
Trucks/Large SUV's and Commercial Vehicles

Model Year(s):	2013-2016
Vehicle Model(s):	F-150/Expedition/Navigator
Body Cab Style:	
Engine Type:	3.5L V6 GTDI
Transmission Type:	
Causal Base Part #:	2140, 2005, 2152
Search Countries	USA And Canada
Prior FSA or Investigation:	☑ Yes ☐ No ☐ Unknown

Search Criteria:	CDR search of AWS source system: updated for 2014-16 F-150 3.5L V6 GTDI, Chassis>Service Brakes>booster/hydroboost;Master Cylinder;Master Cylinder/booster/hydroboost, and 2015-16 Expedition/Navigator, same commodities. VOQ's kept updated as found during CDR inbox processing.
Source: CDR - AWS	
Run or Cut/Off Date: 10/06/2016	

Issue Description:
Prior FSA 16S24
The rear-most cup seal in the Brake Fluid Master Cylinder may roll, allowing brake fluid to leak into the Brake Vacuum Booster. If the brake fluid becomes too low in the Master Cylinder, the driver may experience longer pedal travel, increased pedal effort, and extended stopping distance.

For 2015-16, there are 310 reports on 302 VINs, For 2013-14, many of these are repairs under FSA 16S24

Model Year/Model	VOQ	FMC360/MORS	GCQIS	AWS	OGC Data (Date Provided - TBD) # of Claims:	# of Lawsuits:	Total
2013 F-150	12			1018	TBD	TBD	1030
2014 F-150	71			1885			1956
2015 F-150/U22X	7			197			204
2016 F-150/U22X	1			105	TBD	TBD	106
Total	91	0	0	3205	0	0	3296
Estimated Population							
Rate (R/1000)	Complaint Rate=	#DIV/0!	Warranty Rate=	#DIV/0!			

*Complaints may contain duplicate reports with FMC360 and GCQIS due to NHTSA Data Contains Partial VIN Only

F-150 MC Leak to Booster update, 2013-16 MY's - Includes 2015-16 Expedition/Navigator

Data Cut-Off Date: October 6, 2016

CDR Folder #:	N/A
Date Issued:	
Date Revised:	10/13/2016

Alleged Concern Modes

Concern Mode Desc.	VOQ	FMC360/MORS	GCQIS	AWS	% Of Total
Loss of Brake/No brakes					0%
2013 F-150	12			1018	31%
2014 F-150	71			1885	59%
2015 F-150/U22X	7			197	6%
2016 F-150/U22X	1			105	3%
					0%
Total	91	0	0	3205	

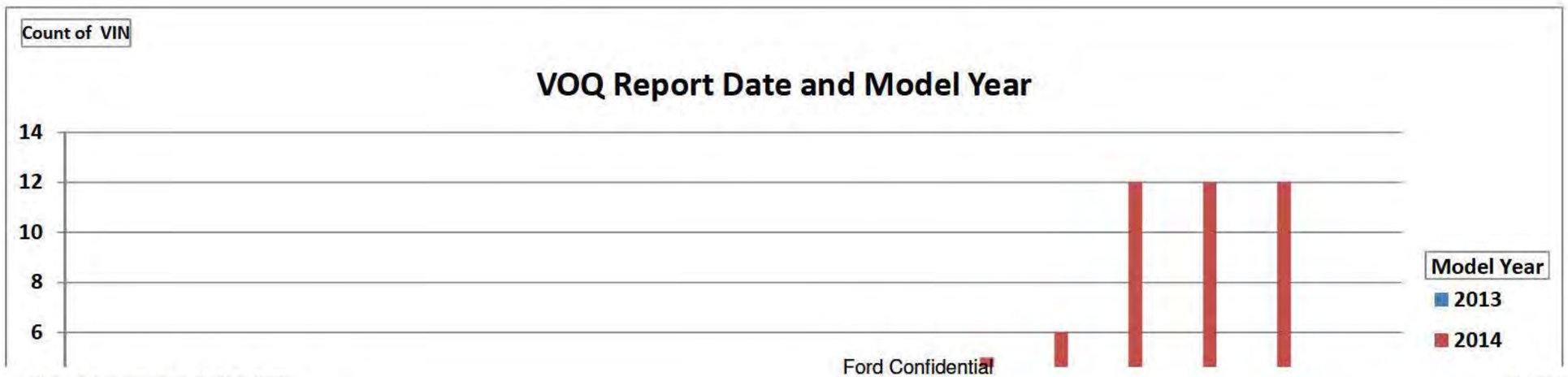
Alleged Significant Events

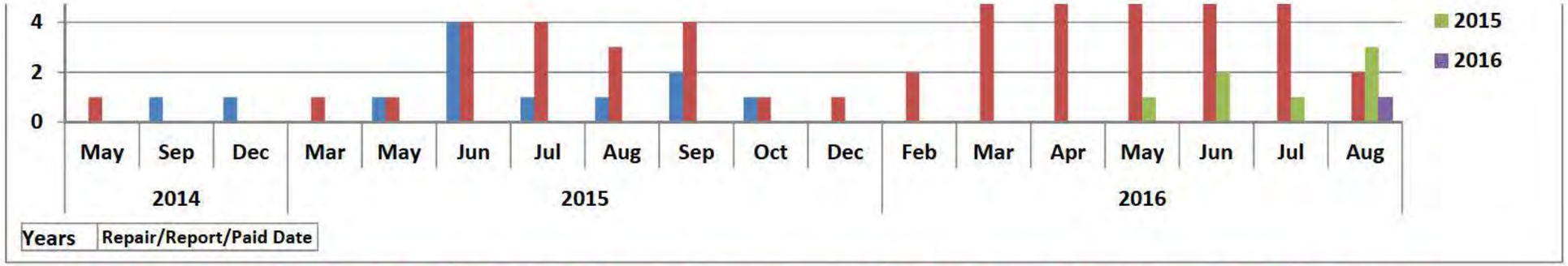
Fire	0
Personal Injury	0
Fatality	0
Accidents	0

Tow in **	

F-150 MC Leak to Booster update, 2013-16 MY's - Includes 2015-16 Expedition/Navigator

Count of VIN	Column Labels				
Row Labels	2013	2014	2015	2016	Grand Total
2014					
May		1			1
Sep	1				1
Dec	1				1
2015					
Mar		1			1
May	1	1			2
Jun	4	4			8
Jul	1	4			5
Aug	1	3			4
Sep	2	4			6
Oct	1	1			2
Dec		1			1
2016					
Feb		2			2
Mar		5			5
Apr		6			6
May		12	1		13
Jun		12	2		14
Jul		12	1		13
Aug		2	3	1	6
Grand Total	12	71	7	1	91





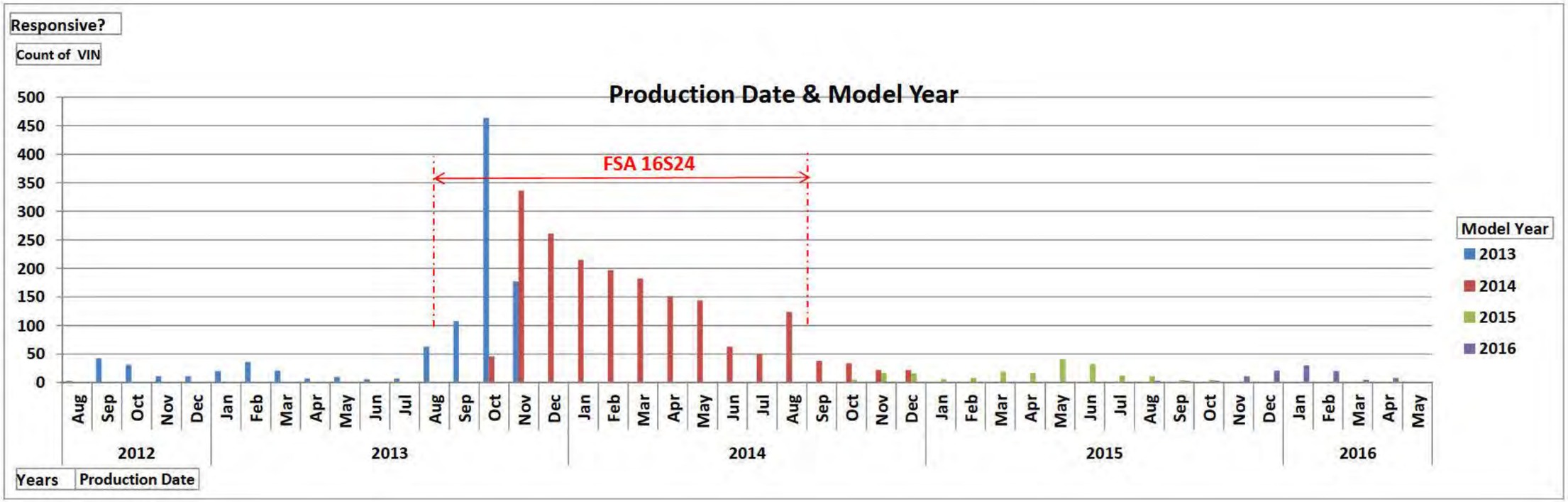
Note: The high VOQ count for 2014MY during 2016 is due mainly to complaints about parts not being available in a timely manner.

F-150 MC Leak to Booster update, 2013-16 MY's - Includes 2015-16 Expedition/Navigator

Responsive?	y

Count of VIN	Column Labels				
Row Labels	2013	2014	2015	2016	Grand Total
2012					
Aug	3				3
Sep	43				43
Oct	31				31
Nov	11				11
Dec	11				11
2013					
Jan	20				20
Feb	36				36
Mar	21				21
Apr	7				7
May	10				10
Jun	6				6
Jul	7				7
Aug	63				63
Sep	108				108
Oct	464	46			510
Nov	177	336			513
Dec		261			261
2014					
Jan		215			215
Feb		197			197
Mar		182			182
Apr		151			151
May		144			144
Jun		63			63
Jul		50			50
Aug		124			124
Sep		38	2		40
Oct		34	5		39
Nov		22	17		39
Dec		22	16		38
2015					
Jan			6		6
Feb			8		8
Mar			19		19
Apr			17		17
May			41		41
Jun			32		32
Jul			12		12
Aug			11	3	14
Sep			4	3	7
Oct			5	3	8

Nov			2	11	13
Dec				21	21
2016					
Jan				30	30
Feb				20	20
Mar				5	5
Apr				8	8
May				1	1
Grand Total	1018	1885	197	105	3205

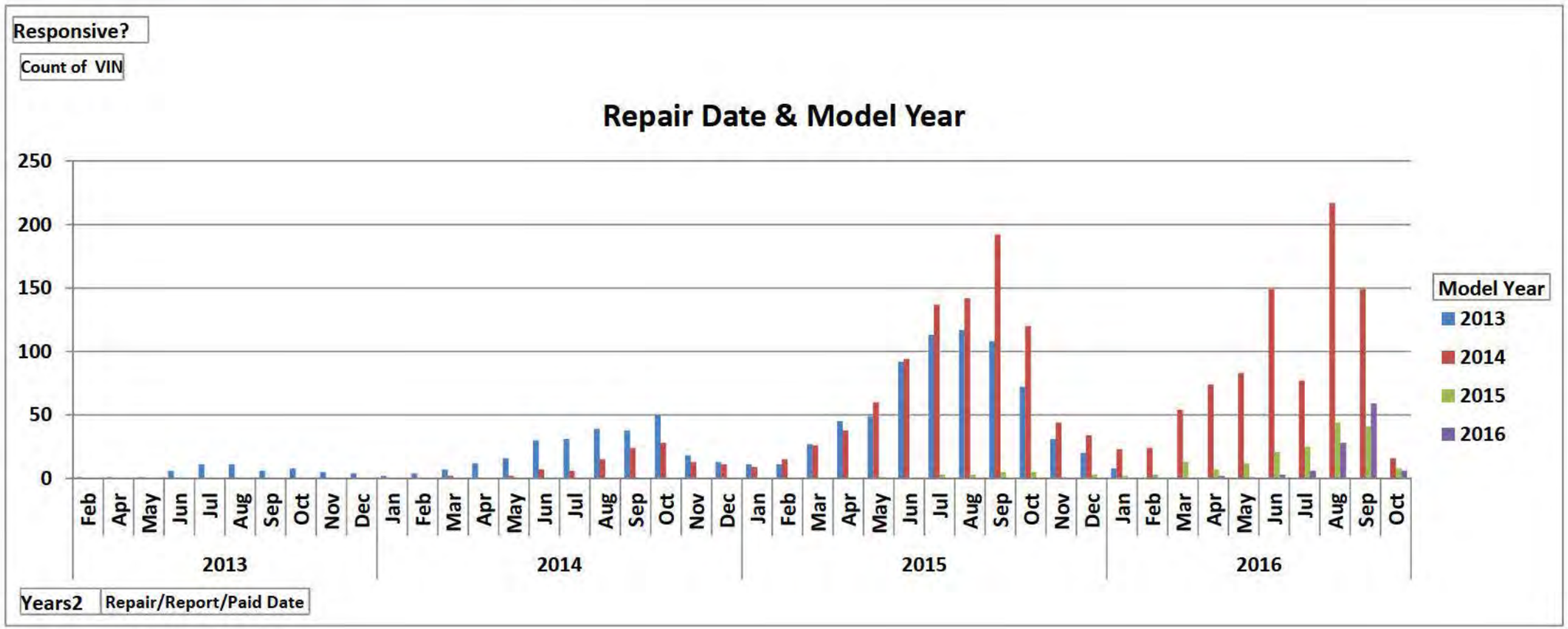


F-150 MC Leak to Booster update, 2013-16 MY's - Includes 2015-16 Expedition/Navigator

Responsive?	y

Count of VIN	Model Year				
Repair Date	2013	2014	2015	2016	Grand Total
2013					
Feb	1				1
Apr	1				1
May	1				1
Jun	6				6
Jul	11				11
Aug	11				11
Sep	6				6
Oct	8				8
Nov	5				5
Dec	4				4
2014					
Jan	2				2
Feb	4				4
Mar	7	2			9
Apr	12				12
May	16	2			18
Jun	30	7			37
Jul	31	6			37
Aug	39	15			54
Sep	38	24			62
Oct	50	28			78
Nov	18	13			31
Dec	13	11			24
2015					
Jan	11	9			20
Feb	11	15			26
Mar	27	26			53
Apr	45	38			83
May	49	60	1		110
Jun	92	94			186
Jul	113	137	3		253
Aug	117	142	3		262
Sep	108	192	5		305
Oct	72	120	5		197
Nov	31	44	1		76
Dec	20	34	3		57

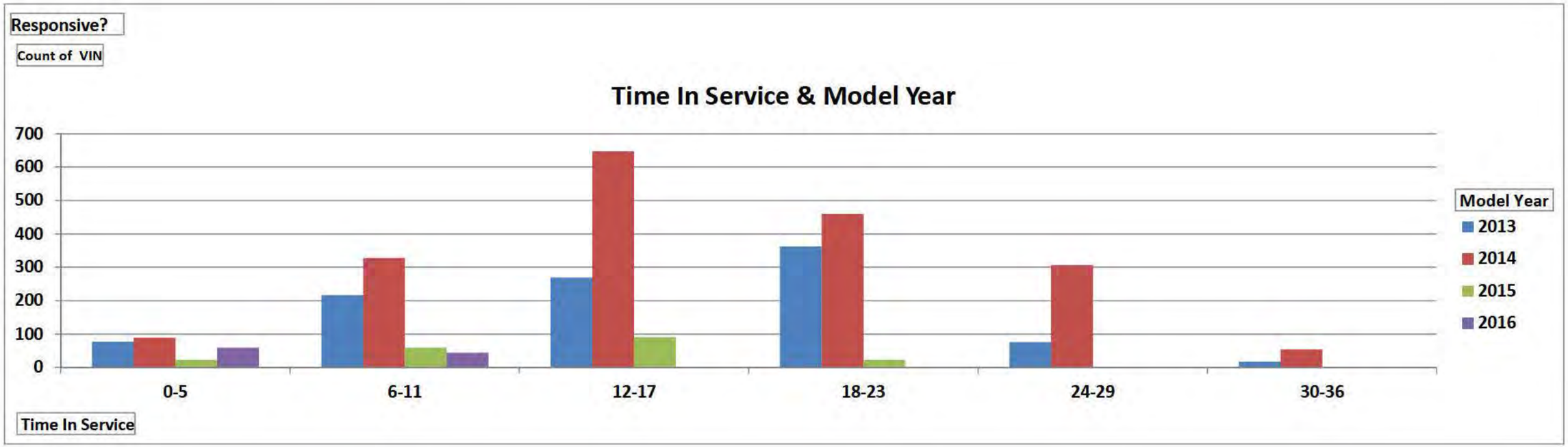
2016					
Jan	8	23	2		33
Feb		24	3		27
Mar		54	13		67
Apr		74	7	2	83
May		83	12	1	96
Jun		149	21	3	173
Jul		77	25	6	108
Aug		217	44	28	289
Sep		149	41	59	249
Oct		16	8	6	30
Grand Total	1018	1885	197	105	3205



F-150 MC Leak to Booster update, 2013-16 MY's - Includes 2015-16 Expedition/Navigator

Responsive?	y

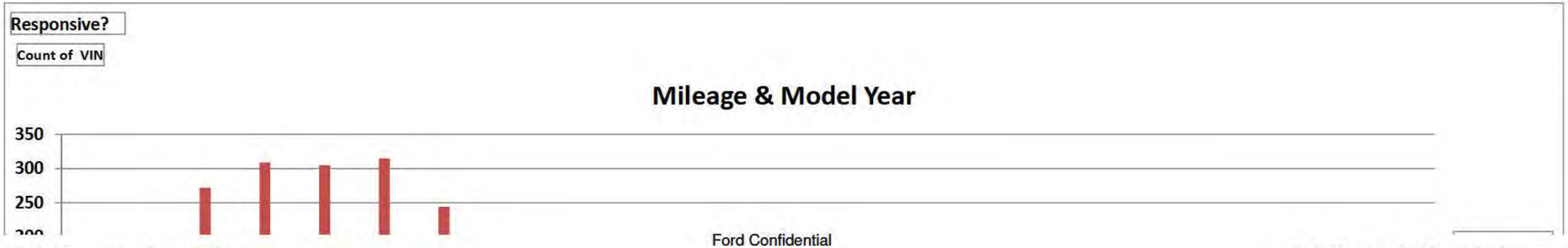
Count of VIN	Column Labels				
Row Labels	2013	2014	2015	2016	Grand Total
0-5	77	89	23	59	248
6-11	217	328	59	44	648
12-17	269	647	91	2	1009
18-23	362	460	23		845
24-29	76	307	1		384
30-36	17	54			71
Grand Total	1018	1885	197	105	3205

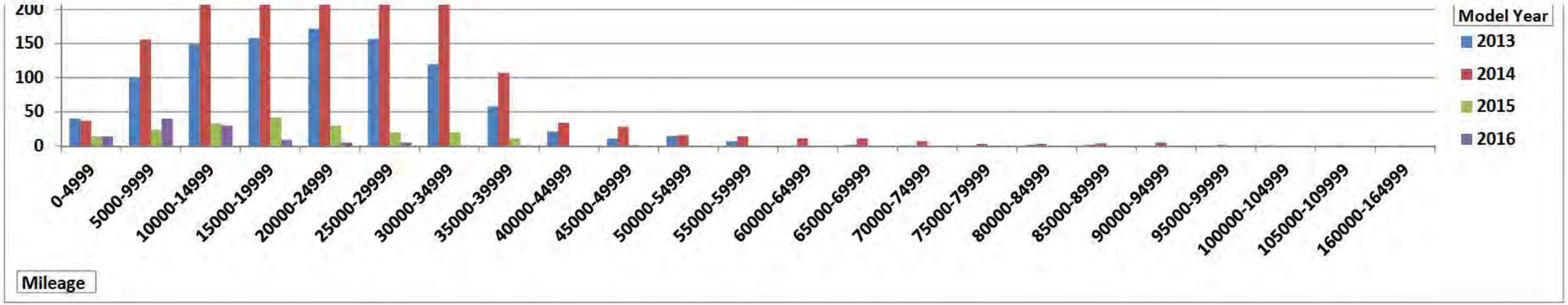


F-150 MC Leak to Booster update, 2013-16 MY's - Includes 2015-16 Expedition/Navigator

Responsive?	y

Count of VIN	Column Labels				
Row Labels	2013	2014	2015	2016	Grand Total
0-4999	40	37	14	14	105
5000-9999	101	156	24	40	321
10000-14999	149	272	33	30	484
15000-19999	158	309	42	9	518
20000-24999	172	305	30	5	512
25000-29999	157	315	20	5	497
30000-34999	120	244	20	1	385
35000-39999	58	107	11	1	177
40000-44999	21	34			55
45000-49999	11	28	2		41
50000-54999	15	16			31
55000-59999	7	14	1		22
60000-64999	1	11			12
65000-69999	2	11			13
70000-74999	1	7			8
75000-79999		3			3
80000-84999	2	3			5
85000-89999	2	4			6
90000-94999		5			5
95000-99999		2			2
100000-104999	1				1
105000-109999		1			1
160000-164999		1			1
Grand Total	1018	1885	197	105	3205

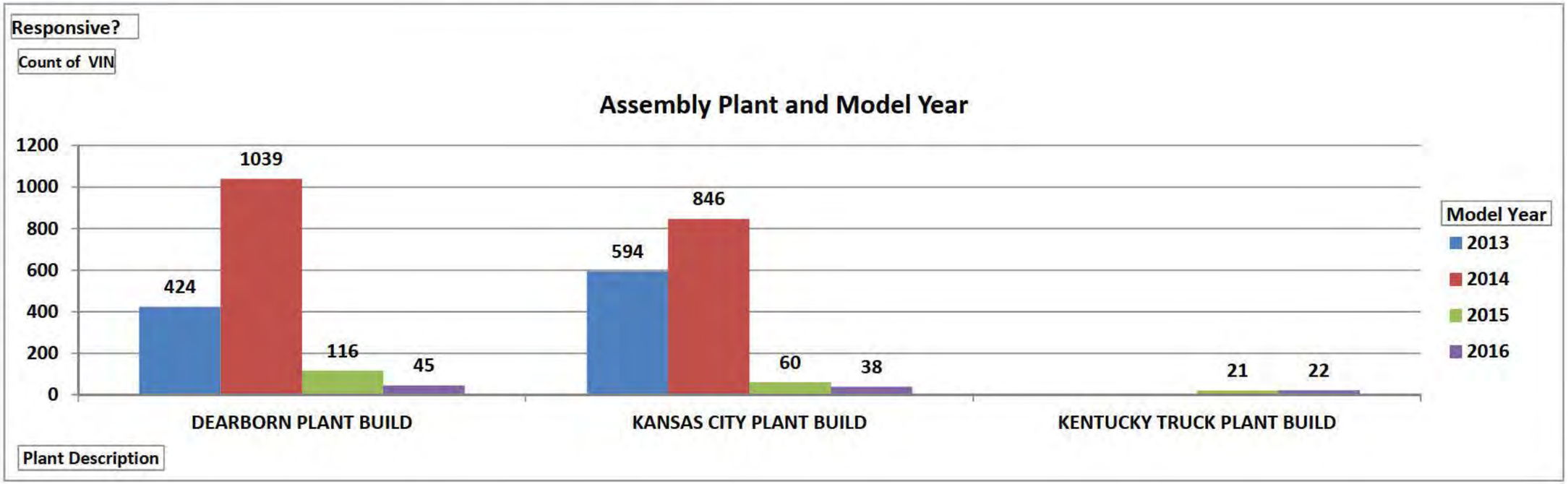



200
150
100
50
0
Model Year
2013
2014
2015
2016
0-4999
5000-9999
10000-14999
15000-19999
20000-24999
25000-29999
30000-34999
35000-39999
40000-44999
45000-49999
50000-54999
55000-59999
60000-64999
65000-69999
70000-74999
75000-79999
80000-84999
85000-89999
90000-94999
95000-99999
100000-104999
105000-109999
160000-164999
Mileage

F-150 MC Leak to Booster update, 2013-16 MY's - Includes 2015-16 Expedition/Navigator

Responsive?	y

Count of VIN	Column Labels				
Row Labels	2013	2014	2015	2016	Grand Total
DEARBORN PLANT BUILD	424	1039	116	45	1624
KANSAS CITY PLANT BUILD	594	846	60	38	1538
KENTUCKY TRUCK PLANT BUILD			21	22	43
Grand Total	1018	1885	197	105	3205

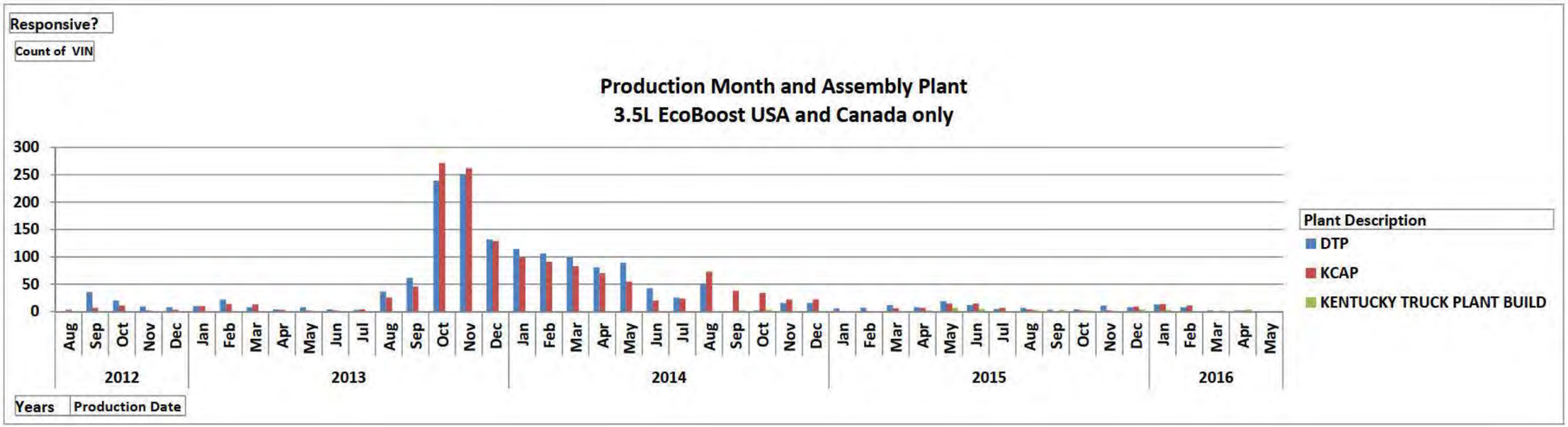


F-150 MC Leak to Booster update, 2013-16 MY's - Includes 2015-16 Expedition/Navigator

Responsive?	y

Count of VIN	Column Labels			
Row Labels	DTP	KCAP	KENTUCKY TRUCK PLANT BUILD	Grand Total
2012				
Aug		3		3
Sep	36	7		43
Oct	20	11		31
Nov	9	2		11
Dec	8	3		11
2013				
Jan	10	10		20
Feb	22	14		36
Mar	8	13		21
Apr	4	3		7
May	8	2		10
Jun	4	2		6
Jul	3	4		7
Aug	37	26		63
Sep	62	46		108
Oct	239	271		510
Nov	251	262		513
Dec	132	129		261
2014				
Jan	115	100		215
Feb	106	91		197
Mar	99	83		182
Apr	81	70		151
May	89	55		144
Jun	43	20		63
Jul	26	24		50
Aug	51	73		124
Sep		38	2	40
Oct	2	34	3	39
Nov	16	22	1	39
Dec	16	22		38
2015				
Jan	6			6
Feb	7	1		8
Mar	12	6	1	19
Apr	8	7	2	17
May	19	15	7	41
Jun	12	15	5	32
Jul	5	7		12
Aug	7	4	3	14
Sep	3	1	3	7
Oct	4	2	2	8
Nov	11	2		13
Dec	8	9	4	21
2016				
Jan	13	14	3	30

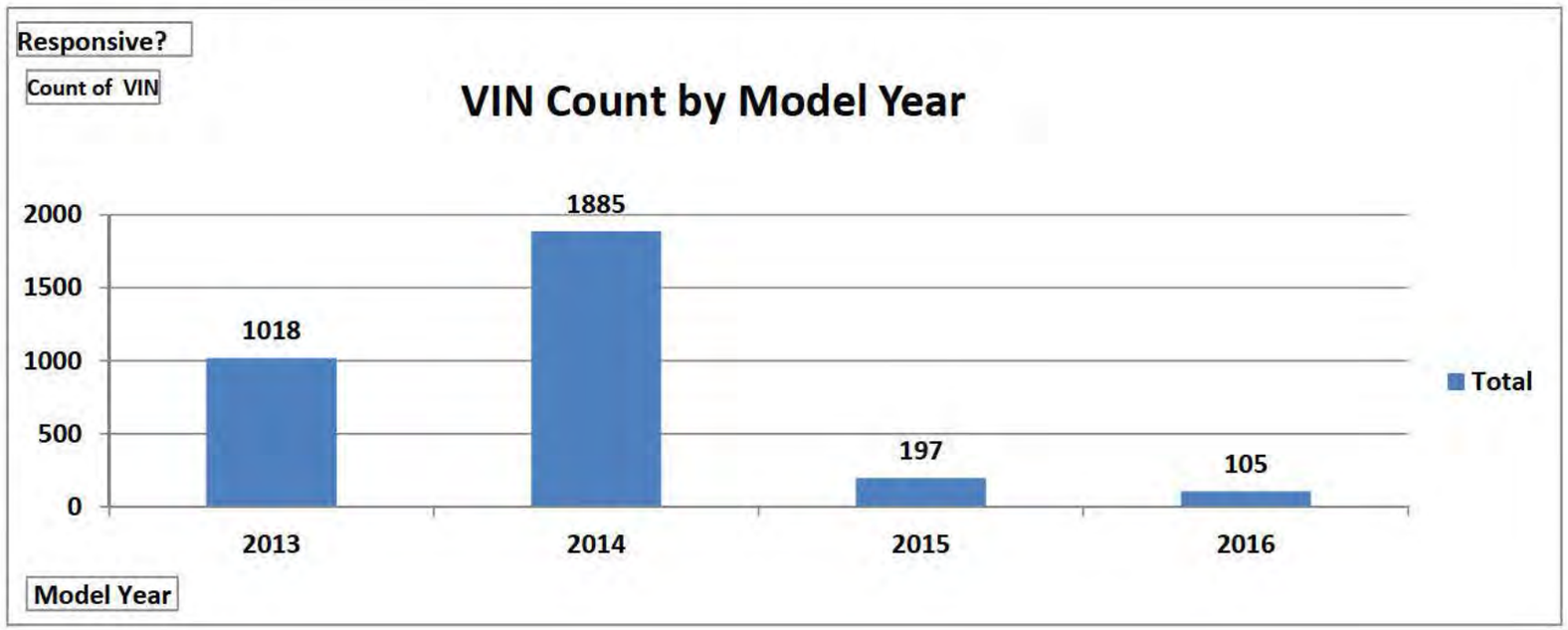
Feb	8	11	1	20
Mar	2	1	2	5
Apr	2	2	4	8
May		1		1
Grand Total	1624	1538	43	3205



F-150 MC Leak to Booster update, 2013-16 MY's - Includes 2015-16 Expedition/Navigator

Responsive?	y

Row Labels	Count of VIN
2013	1018
2014	1885
2015	197
2016	105
Grand Total	**3205**

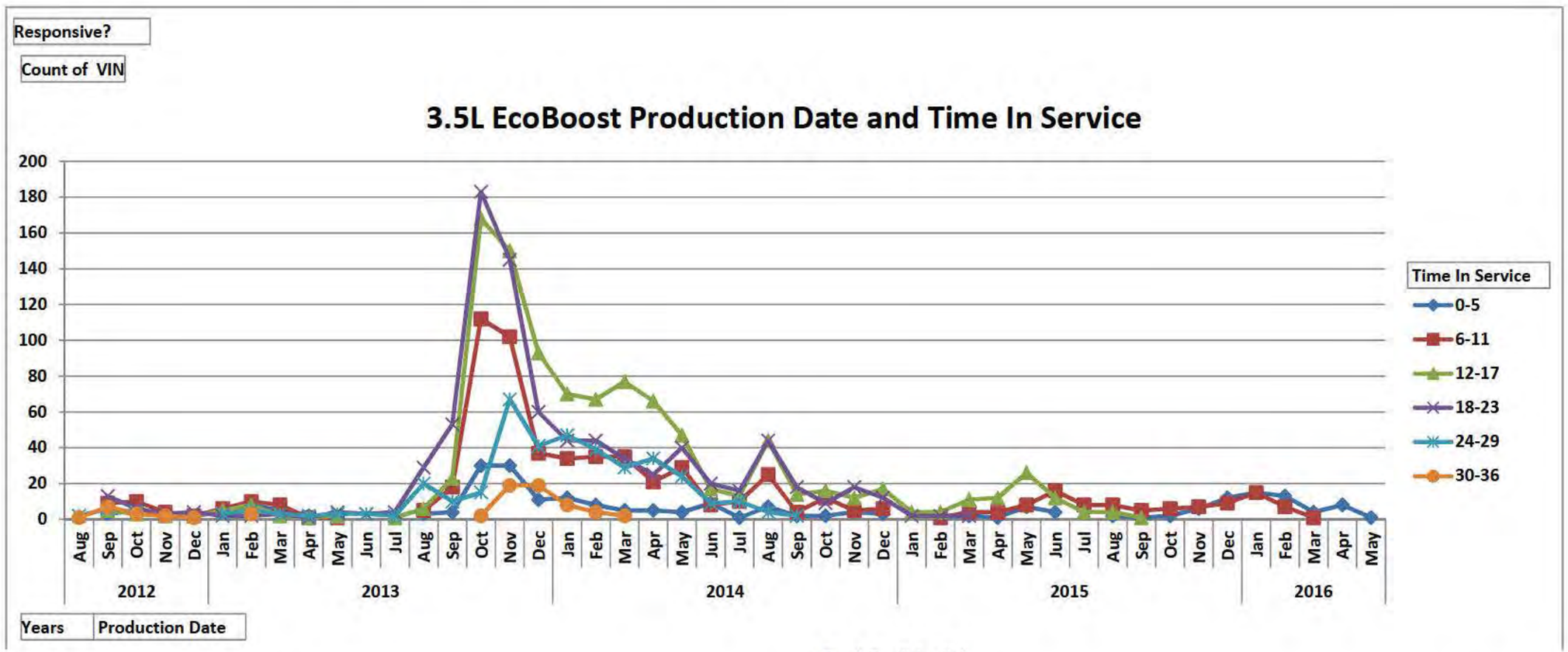


F-150 MC Leak to Booster update, 2013-16 MY's - Includes 2015-16 Expedition/Navigator

Responsive? y

Count of VIN Row Labels	Column Labels 0-5	6-11	12-17	18-23	24-29	30-36	Grand Total
2012							
Aug					2	1	3
Sep	3	9	5	13	6	7	43
Oct	5	10	3	6	4	3	31
Nov		4	2	3		2	11
Dec	2	2	2	4		1	11
2013							
Jan	4	6	5	2	3		20
Feb	8	10	8	2	5	3	36
Mar	5	8	2	3	3		21
Apr	2	1	1	1	2		7
May		1	2	4	3		10
Jun				3	3		6
Jul			1	4	2		7
Aug	3	5	6	29	20		63
Sep	4	18	23	53	10		108
Oct	30	112	168	183	15	2	510
Nov	30	102	150	145	67	19	513
Dec	11	37	93	60	41	19	261
2014							
Jan	12	34	70	44	47	8	215
Feb	8	35	67	44	39	4	197
Mar	5	35	77	34	29	2	182
Apr	5	21	66	25	34		151
May	4	29	47	40	24		144
Jun	9	8	17	20	9		63
Jul	1	10	13	16	10		50
Aug	7	25	44	44	4		124
Sep	2	4	14	18	2		40
Oct	2	12	16	9			39
Nov	4	5	12	18			39
Dec	3	6	17	12			38
2015							
Jan			4	2			6
Feb	1	1	4	2			8
Mar	2	4	11	2			19
Apr	1	4	12				17
May	7	8	26				41

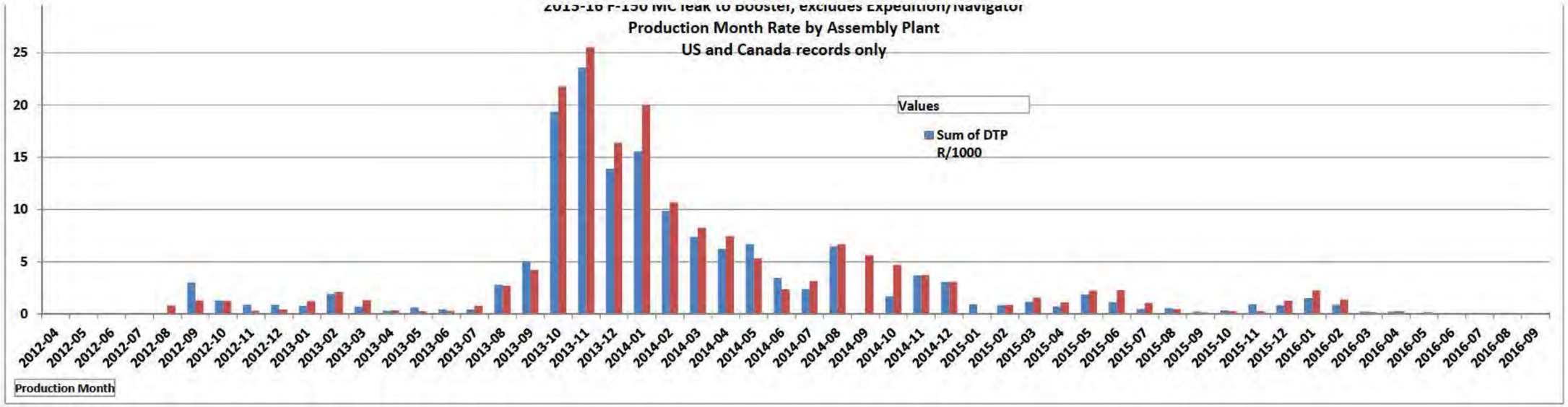
Jun	4	16	12				32
Jul		8	4				12
Aug	2	8	4				14
Sep	1	5	1				7
Oct	2	6					8
Nov	6	7					13
Dec	12	9					21
2016							
Jan	15	15					30
Feb	13	7					20
Mar	4	1					5
Apr	8						8
May	1						1
Grand Total	**248**	**648**	**1009**	**845**	**384**	**71**	**3205**



F-150 MC Leak to Booster update, 2013-16 MY's

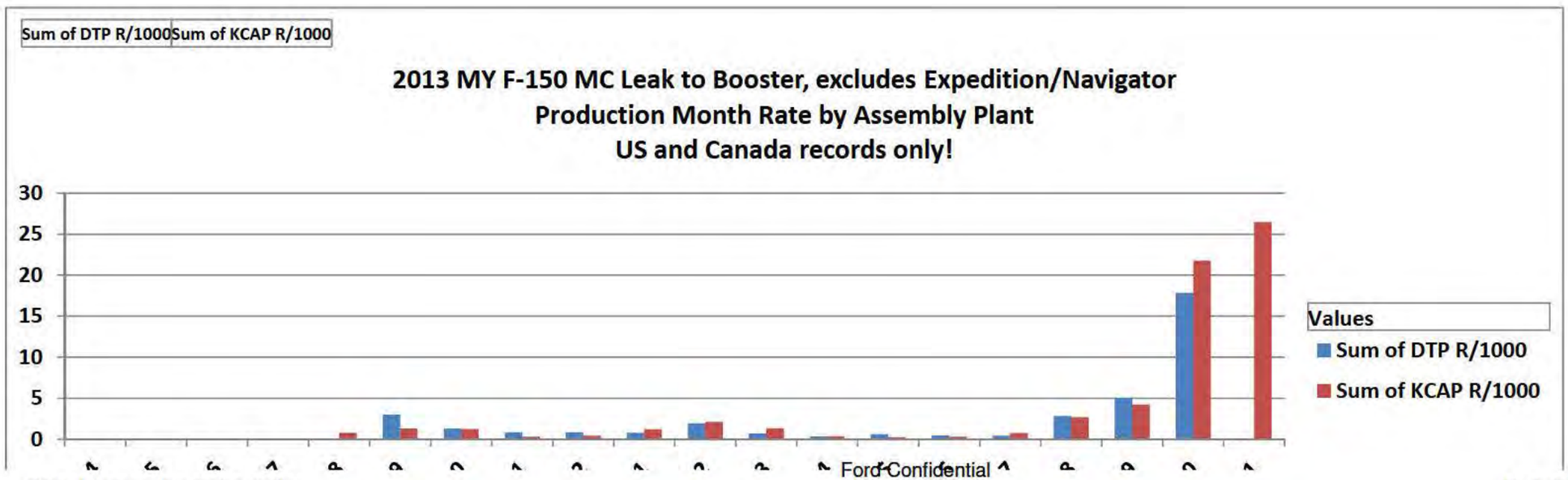
Row Labels	Sum of DTP R/1000	Sum of KCAP R/1000
2012-04	#DIV/0!	0
2012-05	0	#DIV/0!
2012-06	#DIV/0!	0
2012-07	0	0
2012-08	0	0.799147576
2012-09	3.001250521	1.27900603
2012-10	1.297353399	1.234013911
2012-11	0.86306099	0.312548836
2012-12	0.860770389	0.425773489
2013-01	0.78845699	1.214771623
2013-02	1.917879871	2.100210021
2013-03	0.676189671	1.31114473
2013-04	0.323180092	0.351452671
2013-05	0.596881295	0.25
2013-06	0.436395374	0.304878049
2013-07	0.423848545	0.769822941
2013-08	2.812404986	2.685118248
2013-09	5.04516234	4.212454212
2013-10	19.34909326	21.78106414
2013-11	23.5924429	25.48638132
2013-12	13.89035042	16.3643283
2014-01	15.56156969	19.9960008
2014-02	9.845810886	10.67824454
2014-03	7.375400432	8.217821782
2014-04	6.219287469	7.446016381
2014-05	6.665668065	5.312469816
2014-06	3.464389301	2.364904813
2014-07	2.380516389	3.134796238
2014-08	6.469618166	6.661799598
2014-09	#DIV/0!	5.617977528
2014-10	1.705029838	4.698728579
2014-11	3.67731556	3.713706955
2014-12	3.061029271	3.065347638
2015-01	0.918836141	#DIV/0!
2015-02	0.831650232	0.873362445
2015-03	1.148215482	1.556824079
2015-04	0.708591674	1.083255958
2015-05	1.866404715	2.216312057
2015-06	1.109877913	2.272382972
2015-07	0.472232716	1.049632629
2015-08	0.553009954	0.46484602
2015-09	0.230008434	0.123655249
2015-10	0.351864884	0.257201646
2015-11	0.937526634	0.25383932
2015-12	0.822283894	1.248785903
2016-01	1.516388662	2.238209432
2016-02	0.887803795	1.365611421
2016-03	0.224542495	0.150625094
2016-04	0.228702115	0.283848992
2016-05	0	0.174398326
2016-06	0	0
2016-07	0	0
2016-08	0	0
2016-09	0	0
Grand Total	#DIV/0!	#DIV/0!

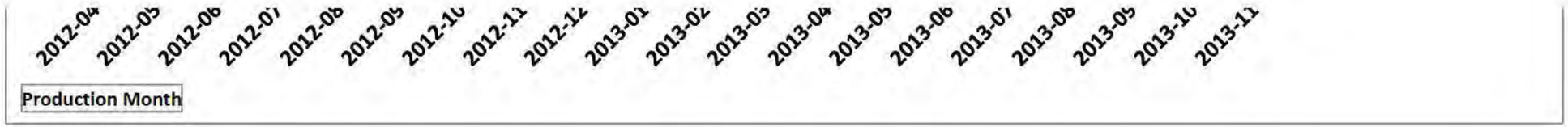



2013-16 F-150 MC leak to Booster, excludes Expedition/Navigator
Production Month Rate by Assembly Plant
US and Canada records only
Values
Sum of DTP R/1000
25
20
15
10
5
0
2012-04 2012-05 2012-06 2012-07 2012-08 2012-09 2012-10 2012-11 2012-12 2013-01 2013-02 2013-03 2013-04 2013-05 2013-06 2013-07 2013-08 2013-09 2013-10 2013-11 2013-12 2014-01 2014-02 2014-03 2014-04 2014-05 2014-06 2014-07 2014-08 2014-09 2014-10 2014-11 2014-12 2015-01 2015-02 2015-03 2015-04 2015-05 2015-06 2015-07 2015-08 2015-09 2015-10 2015-11 2015-12 2016-01 2016-02 2016-03 2016-04 2016-05 2016-06 2016-07 2016-08 2016-09
Production Month

F-150 MC Leak to Booster update, 2013-16 MY's

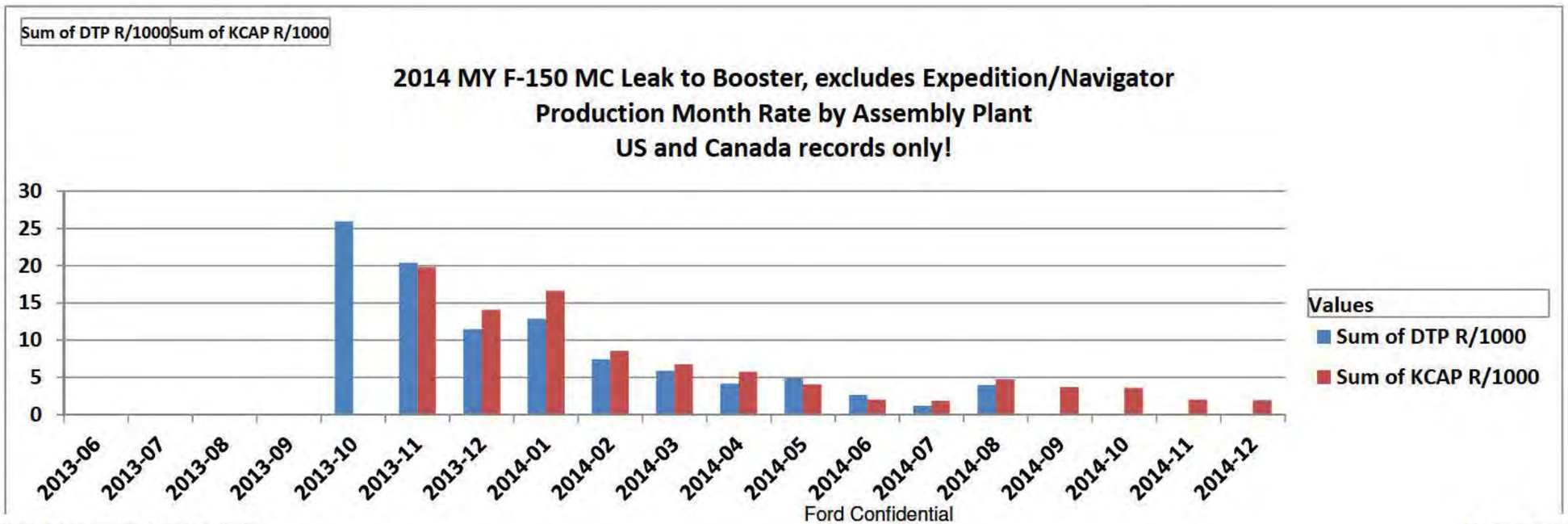
Row Labels	Sum of DTP R/1000	Sum of KCAP R/1000
2012-04		
2012-05		
2012-06		
2012-07		
2012-08		0.799147576
2012-09	3.001250521	1.27900603
2012-10	1.297353399	1.234013911
2012-11	0.86306099	0.312548836
2012-12	0.860770389	0.425773489
2013-01	0.78845699	1.214771623
2013-02	1.917879871	2.100210021
2013-03	0.676189671	1.31114473
2013-04	0.323180092	0.351452671
2013-05	0.596881295	0.25
2013-06	0.436728901	0.304878049
2013-07	0.423848545	0.770416025
2013-08	2.81561525	2.685118248
2013-09	5.04516234	4.215542522
2013-10	17.85383904	21.78106414
2013-11		26.4573991




2012-04
2012-05
2012-06
2012-07
2012-08
2012-09
2012-10
2012-11
2012-12
2013-01
2013-02
2013-03
2013-04
2013-05
2013-06
2013-07
2013-08
2013-09
2013-10
2013-11
Production Month

F-150 MC Leak to Booster update, 2013-16 MY's

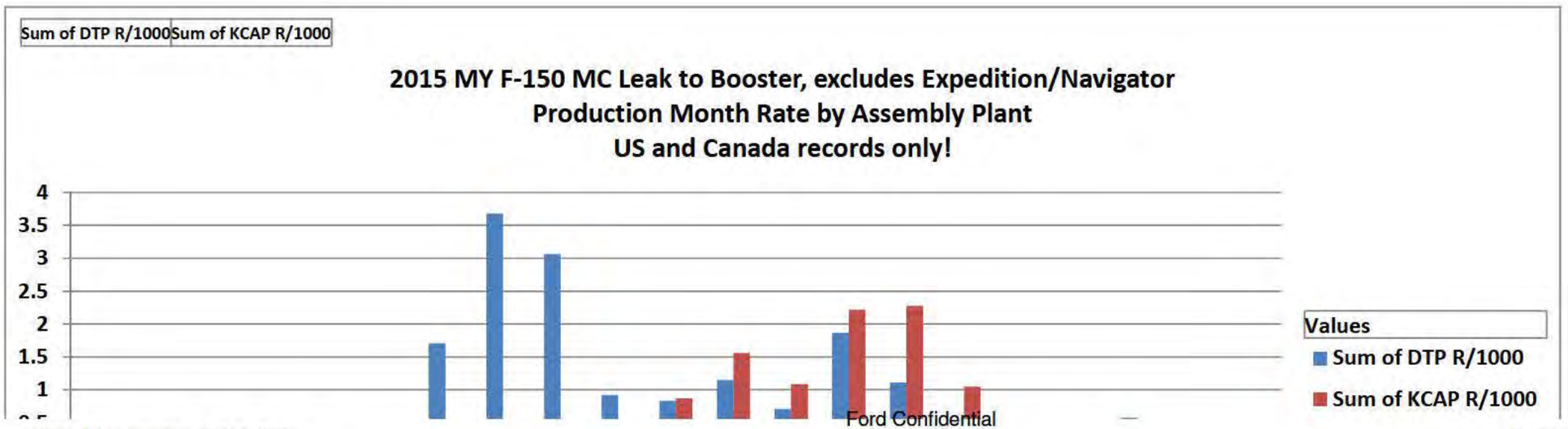
Row Labels	Sum of DTP R/1000	Sum of KCAP R/1000
2013-06		
2013-07		
2013-08		
2013-09		
2013-10	25.94033722	
2013-11	20.39665382	19.77715877
2013-12	11.47006209	14.08093365
2014-01	12.85520974	16.59668066
2014-02	7.430800669	8.566064304
2014-03	5.885859037	6.732673267
2014-04	4.147465438	5.74406978
2014-05	4.87695078	4.056795132
2014-06	2.65871737	2.010169091
2014-07	1.192879427	1.828631139
2014-08	3.948038716	4.747557747
2014-09		3.708648568
2014-10		3.600609334
2014-11		2.032520325
2014-12		1.951219512

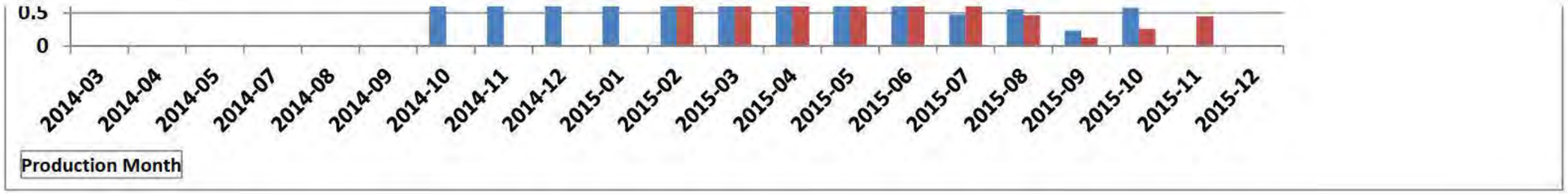


Production Month

F-150 MC Leak to Booster update, 2013-16 MY's

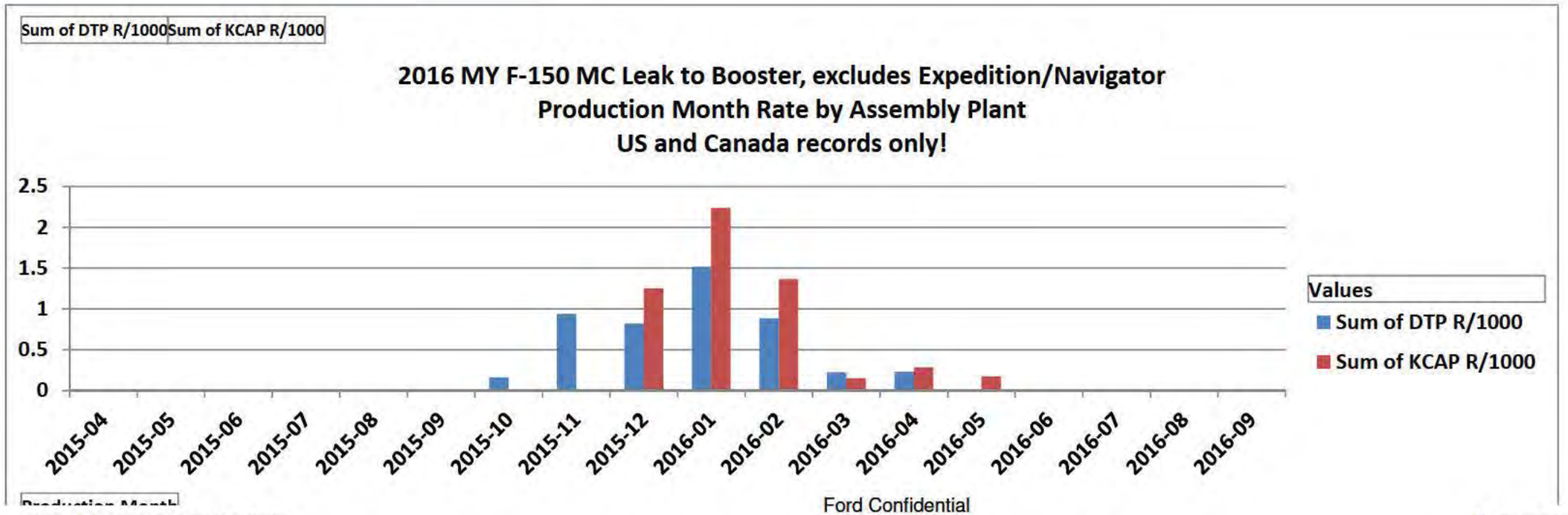
Row Labels	Sum of DTP R/1000	Sum of KCAP R/1000
2014-03		
2014-04		
2014-05		
2014-07		
2014-08		
2014-09		
2014-10	1.705029838	
2014-11	3.67731556	
2014-12	3.061029271	
2015-01	0.918836141	
2015-02	0.831650232	0.873362445
2015-03	1.148215482	1.556824079
2015-04	0.708780012	1.083255958
2015-05	1.868056238	2.216312057
2015-06	1.109877913	2.273416187
2015-07	0.473664267	1.049632629
2015-08	0.55327221	0.465116279
2015-09	0.230946882	0.123655249
2015-10	0.577367206	0.257798402
2015-11		0.448531061
2015-12		0




0.5
0
2014-03
2014-04
2014-05
2014-07
2014-08
2014-09
2014-10
2014-11
2014-12
2015-01
2015-02
2015-03
2015-04
2015-05
2015-06
2015-07
2015-08
2015-09
2015-10
2015-11
2015-12
Production Month

F-150 MC Leak to Booster update, 2013-16 MY's

Row Labels	Sum of DTP R/1000	Sum of KCAP R/1000
2015-04	0	
2015-05	0	
2015-06		
2015-07	0	
2015-08	0	
2015-09	0	
2015-10	0.162022035	
2015-11	0.937526634	0
2015-12	0.822283894	1.249826413
2016-01	1.516388662	2.238209432
2016-02	0.887803795	1.365611421
2016-03	0.224542495	0.150625094
2016-04	0.228702115	0.283848992
2016-05	0	0.174398326
2016-06	0	0
2016-07	0	0
2016-08	0	0
2016-09	0	0
Grand Total	4.77926963	5.462519679



Production Month

2013-16 F-150 MC Leak to Booster Month of Production R/1000 by Assembly Plant - US and Canada ONLY!

	DTP 2013-16 MY F-150			KCAP 2013-16 MY F-150			2013-16 MY F-150 Total		
Production Month	DTP Reports	DTP Prod Volume	DTP R/1000	KCAP Reports	KCAP Prod Volume	KCAP R/1000	F-150 Reports	Total F-150 Volume	F-150 R/1000
2012-04			#DIV/0!		16	0	0	16	0
2012-05		12	0			#DIV/0!	0	12	0
2012-06			#DIV/0!		21	0	0	21	0
2012-07		17	0		1	0	0	18	0
2012-08		30	0	3	3754	0.799147576	3	3784	0.792811839
2012-09	36	11995	3.001250521	7	5473	1.27900603	43	17468	2.461644149
2012-10	20	15416	1.297353399	11	8914	1.234013911	31	24330	1.274147143
2012-11	9	10428	0.86306099	2	6399	0.312548836	11	16827	0.653711297
2012-12	8	9294	0.860770389	3	7046	0.425773489	11	16340	0.673194614
2013-01	10	12683	0.78845699	10	8232	1.214771623	20	20915	0.956251494
2013-02	22	11471	1.917879871	14	6666	2.100210021	36	18137	1.984892761
2013-03	8	11831	0.676189671	13	9915	1.31114473	21	21746	0.96569484
2013-04	4	12377	0.323180092	3	8536	0.351452671	7	20913	0.334720031
2013-05	8	13403	0.596881295	2	8000	0.25	10	21403	0.467224221
2013-06	4	9166	0.436395374	2	6560	0.304878049	6	15726	0.381533766
2013-07	3	7078	0.423848545	4	5196	0.769822941	7	12274	0.570311227
2013-08	37	13156	2.812404986	26	9683	2.685118248	63	22839	2.758439511
2013-09	62	12289	5.04516234	46	10920	4.212454212	108	23209	4.653367228
2013-10	239	12352	19.34909326	271	12442	21.78106414	510	24794	20.56949262
2013-11	251	10639	23.5924429	262	10280	25.48638132	513	20919	24.52316076
2013-12	132	9503	13.89035042	129	7883	16.3643283	261	17386	15.01207868
2014-01	115	7390	15.56156969	100	5001	19.9960008	215	12391	17.35130337
2014-02	106	10766	9.845810886	91	8522	10.67824454	197	19288	10.21360431
2014-03	99	13423	7.375400432	83	10100	8.217821782	182	23523	7.737108362
2014-04	81	13024	6.219287469	70	9401	7.446016381	151	22425	6.733556299
2014-05	89	13352	6.665668065	55	10353	5.312469816	144	23705	6.074667792
2014-06	43	12412	3.464389301	20	8457	2.364904813	63	20869	3.01883176
2014-07	26	10922	2.380516389	24	7656	3.134796238	50	18578	2.691355367
2014-08	51	7883	6.469618166	73	10958	6.661799598	124	18841	6.581391646
2014-09			#DIV/0!	38	6764	5.617977528	38	6764	5.617977528
2014-10	2	1173	1.705029838	34	7236	4.698728579	36	8409	4.281127364
2014-11	16	4351	3.67731556	22	5924	3.713706955	38	10275	3.698296837
2014-12	16	5227	3.061029271	22	7177	3.065347638	38	12404	3.063527894
2015-01	6	6530	0.918836141			#DIV/0!	6	6530	0.918836141
2015-02	7	8417	0.831650232	1	1145	0.873362445	8	9562	0.836645053
2015-03	12	10451	1.148215482	6	3854	1.556824079	18	14305	1.258301293
2015-04	8	11290	0.708591674	7	6462	1.083255958	15	17752	0.844975214
2015-05	19	10180	1.866404715	15	6768	2.216312057	34	16948	2.006136417

2015-06	12	10812	1.109877913	15	6601	2.272382972	27	17413	1.550565669
2015-07	5	10588	0.472232716	7	6669	1.049632629	12	17257	0.695369995
2015-08	7	12658	0.553009954	4	8605	0.46484602	11	21263	0.517330574
2015-09	3	13043	0.230008434	1	8087	0.123655249	4	21130	0.189304307
2015-10	4	11368	0.351864884	2	7776	0.257201646	6	19144	0.313414125
2015-11	11	11733	0.937526634	2	7879	0.25383932	13	19612	0.662859474
2015-12	8	9729	0.822283894	9	7207	1.248785903	17	16936	1.003778932
2016-01	13	8573	1.516388662	14	6255	2.238209432	27	14828	1.820879417
2016-02	8	9011	0.887803795	11	8055	1.365611421	19	17066	1.113324739
2016-03	2	8907	0.224542495	1	6639	0.150625094	3	15546	0.192975685
2016-04	2	8745	0.228702115	2	7046	0.283848992	4	15791	0.253308847
2016-05		8745	0	1	5734	0.174398326	1	14479	0.069065543
2016-06		7809	0		5968	0	0	13777	0
2016-07		4298	0		3264	0	0	7562	0
2016-08		13361	0		9314	0	0	22675	0
2016-09		11617	0		7835	0	0	19452	0

2013 F-150 MC Leak to Booster Month of Production R/1000 by Assembly Plant - US and Canada ONLY!

Production Month	DTP 2013 MY F-150 DTP Reports	DTP Prod Volume	DTP R/1000	KCAP 2013 MY F-150 KCAP Reports	KCAP Prod Volume	KCAP R/1000	2013 MY F-150 Total F-150 Reports	Total F-150 Volume	F-150 R/1000
2012-04					16		0	16	0
2012-05		12					0	12	0
2012-06					21		0	21	0
2012-07		17			1		0	18	0
2012-08		30		**3**	3754	0.799147576	3	3784	0.792811839
2012-09	**36**	11995	3.001250521	**7**	5473	1.27900603	43	17468	2.461644149
2012-10	**20**	15416	1.297353399	**11**	8914	1.234013911	31	24330	1.274147143
2012-11	**9**	10428	0.86306099	**2**	6399	0.312548836	11	16827	0.653711297
2012-12	**8**	9294	0.860770389	**3**	7046	0.425773489	11	16340	0.673194614
2013-01	**10**	12683	0.78845699	**10**	8232	1.214771623	20	20915	0.956251494
2013-02	**22**	11471	1.917879871	**14**	6666	2.100210021	36	18137	1.984892761
2013-03	**8**	11831	0.676189671	**13**	9915	1.31114473	21	21746	0.96569484
2013-04	**4**	12377	0.323180092	**3**	8536	0.351452671	7	20913	0.334720031
2013-05	**8**	13403	0.596881295	**2**	8000	0.25	10	21403	0.467224221
2013-06	**4**	9159	0.436728901	**2**	6560	0.304878049	6	15719	0.381703671
2013-07	**3**	7078	0.423848545	**4**	5192	0.770416025	7	12270	0.570497148
2013-08	**37**	13141	2.81561525	**26**	9683	2.685118248	63	22824	2.760252366
2013-09	**62**	12289	5.04516234	**46**	10912	4.215542522	108	23201	4.654971768
2013-10	**193**	10810	17.85383904	**271**	12442	21.78106414	464	23252	19.95527266
2013-11				**177**	6690	26.4573991	177	6690	26.4573991

2014 F-150 MC Leak to Booster Month of Production R/1000 by Assembly Plant - US and Canada ONLY!

Production Month	DTP 2014 MY F-150 DTP Reports	DTP Prod Volume	DTP R/1000	KCAP 2014 MY F-150 KCAP Reports	KCAP Prod Volume	KCAP R/1000	2014 MY F-150 Total F-150 Reports	Total F-150 Volume	F-150 R/1000
2013-06		7					0	7	
2013-07					4		0	4	
2013-08		15					0	15	
2013-09					8		0	8	
2013-10	**40**	1542	25.94033722				40	1542	25.94033722
2013-11	**217**	10639	20.39665382	**71**	3590	19.77715877	288	14229	20.24035421
2013-12	**109**	9503	11.47006209	**111**	7883	14.08093365	220	17386	12.65385943
2014-01	**95**	7390	12.85520974	**83**	5001	16.59668066	178	12391	14.36526511
2014-02	**80**	10766	7.430800669	**73**	8522	8.566064304	153	19288	7.932393198
2014-03	**79**	13422	5.885859037	**68**	10100	6.732673267	147	23522	6.249468583
2014-04	**54**	13020	4.147465438	**54**	9401	5.74406978	108	22421	4.816912716
2014-05	**65**	13328	4.87695078	**42**	10353	4.056795132	107	23681	4.518390271
2014-06	**33**	12412	2.65871737	**17**	8457	2.010169091	50	20869	2.395898222
2014-07	**13**	10898	1.192879427	**14**	7656	1.828631139	27	18554	1.455211814
2014-08	**31**	7852	3.948038716	**52**	10953	4.747557747	83	18805	4.413719755
2014-09				**25**	6741	3.708648568	25	6741	3.708648568
2014-10				**26**	7221	3.600609334	26	7221	3.600609334
2014-11				**12**	5904	2.032520325	12	5904	2.032520325
2014-12				**14**	7175	1.951219512	14	7175	1.951219512

2016 F-150 MC Leak to Booster Month of Production R/1000 by Assembly Plant - US and Canada ONLY!

Production Month	DTP 2016 MY F-150 DTP Reports	DTP Prod Volume	DTP R/1000	KCAP 2016 MY F-150 KCAP Reports	KCAP Prod Volume	KCAP R/1000	2016 MY F-150 Total F-150 Reports	Total F-150 Volume	F-150 R/1000
2015-04		3	0				0	3	0
2015-05		9	0				0	9	0
2015-06					3		0	3	0
2015-07		32	0				0	32	0
2015-08		6	0		5		0	11	0
2015-09		53	0				0	53	0
2015-10	1	6172	0.162022035		18		1	6190	0.161550889
2015-11	11	11733	0.937526634		3420	0	11	15153	0.725928859
2015-12	8	9729	0.822283894	9	7201	1.249826413	17	16930	1.004134672
2016-01	13	8573	1.516388662	14	6255	2.238209432	27	14828	1.820879417
2016-02	8	9011	0.887803795	11	8055	1.365611421	19	17066	1.113324739
2016-03	2	8907	0.224542495	1	6639	0.150625094	3	15546	0.192975685
2016-04	2	8745	0.228702115	2	7046	0.283848992	4	15791	0.253308847
2016-05		8745	0	1	5734	0.174398326	1	14479	0.069065543
2016-06		7809	0		5968	0	0	13777	0
2016-07		4298	0		3264	0	0	7562	0
2016-08		13361	0		9314	0		22675	0
2016-09		11617	0		7835	0		19452	0

Country Sold	(Multiple Items)
Engine [EN]	T/KW - 3.5L V6 GAS DOHC TIVCT

Sum of VEHICLES	Column Labels						
	DTP		DTP Total	KCAP		KCAP Total	Grand Total
Row Labels	2013	2014		2013	2014		
2012-04				16		16	16
2012-05	12		12				12
2012-06				21		21	21
2012-07	17		17	1		1	18
2012-08	30		30	3754		3754	3784
2012-09	11995		11995	5473		5473	17468
2012-10	15416		15416	8914		8914	24330
2012-11	10428		10428	6399		6399	16827
2012-12	9294		9294	7046		7046	16340
2013-01	12683		12683	8232		8232	20915
2013-02	11471		11471	6666		6666	18137
2013-03	11831		11831	9915		9915	21746
2013-04	12377		12377	8536		8536	20913
2013-05	13403		13403	8000		8000	21403
2013-06	9159	7	9166	6560		6560	15726
2013-07	7078		7078	5192	4	5196	12274
2013-08	13141	15	13156	9683		9683	22839
2013-09	12289		12289	10912	8	10920	23209
2013-10	10810	1542	12352	12442		12442	24794
2013-11		10639	10639	6690	3590	10280	20919
2013-12		9503	9503		7883	7883	17386
2014-01		7390	7390		5001	5001	12391
2014-02		10766	10766		8522	8522	19288
2014-03		13422	13422		10100	10100	23522
2014-04		13020	13020		9401	9401	22421
2014-05		13328	13328		10353	10353	23681
2014-06		12412	12412		8457	8457	20869
2014-07		10898	10898		7656	7656	18554
2014-08		7852	7852		10953	10953	18805
2014-09					6741	6741	6741
2014-10					7221	7221	7221
2014-11					5904	5904	5904
2014-12					7175	7175	7175
Grand Total	**161434**	**110794**	**272228**	**124452**	**108969**	**233421**	**505649**

Oct. 7, 2016 - Update the 2015-16 F-150/u22x MC Internal Bypass/Failure

~~* Need to get the Mexico data, also for~~ - Nope, searched all countries on 10/6 - filtered US & Can. for MC tech to boost up

So, for the internal bypass update, filter for US, Canada, & Mexico
- all engines
- Commodity: Master Cylinder (Chassis > Service Brakes > MC)
  - This is consistent with previous search for this issue.
- 2015 & 2016 ONLY!!!

- Add these records to "2015-16 F-150 - Expedition/Navigator MC Internal Failure"

~~1571 records~~ 1349 with base PN 2140 (MC)

- Use keyword searches on Tech comments
  - internal ✓
  - "failure" ✓
  - bypass, by pass, by-pass ✓
  - component test ✓
  - bleeding down ✓
  - bad (another 34)

718 651 ER records, still 678 unread.- (what else to search???)

~~"int. comment" no brakes" 78 rec.~~

OK, update the graphs: 895 int. bypass: 118 2015MY
777 2016MY

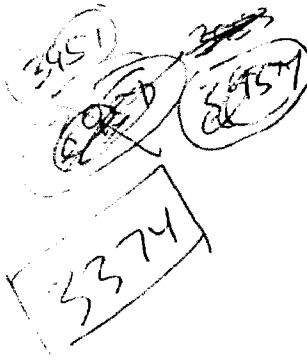
Update datasource - Through 1570, add filter for responsiveness

For Tuesday, make sure all charts are properly updated, etc. Update the Summary Sheet, then get file to Todd (or parts of it) and Mohammed Raza (engineer)

over

Oct. 6, 2016 - Update data, continued

- Search MC records for "fluid", "leak", "booster"
  (1097 MC records)
  "fluid" - 446
  "leak" - 237
  "booster" - 106
  ~~read 789~~ read 789



- Search Booster (253) records for "master cylinder"
  "fluid" - 125
  "master cylinder" 7x100 or more
  read about

2013 - not updated since Jan. 8 - 1018

2014 - 1885

2015 - 197

2016 - 106

Oct. 12 -

Need the Rate tabs updated with current AWS info & uploaded Vol. info

- Have these tables made in the updated vol. info (Given to me by Steve Hickell

- Have updated the following:
  - State R per 1000 Chart & Table
  - ~~State~~
  - US & Mex State Rate Chart & Table

On Thurs, 10/13, need to update the following:

- ✓ Country R/1000
- ✓ Country & Eng rate chart & Table
- ✓ R per 1000 by Prod. Month chart & Table
- ✓ Prod Mon Rate by Plant Chart & Table
- ✓ Engine & R per 1000
- ✓ Eng Volumes & Reports
- ~~Rate by Prod. Month~~ ~~Rate by Prod Mon & Plant~~
- Prod Dates by Country & Veh.

} Tables first!!

Country MY's
Total VIN count reports

	2015	2016
Can	7	11
Mex	7	65
US	106	701

MY Responsive Reports

Engine	2015	2016
3.5L V6 Flexfuel	5	9
5.0L	38	326
3.5L V6 GTDI	59	427
2.7L V6 GTDI	18	15
5.4L	—	—

MY Volume

Engine	2015	2016
3.5L V6 Flexfuel	57509	77435
5.0L	179667	216173
3.5L V6 GTDI	232691	238809
2.7L V6 GTDI	121613	164564
5.4L	14	—

US, 2016, Vol. = 559357

Can, 2015, vol = 86659

2016, vol = 125272

~~2013-15~~ F-150 Master Cylinder leak into booster - re-run to update/~~refresh data~~, then filter on Mexico and ~~read those~~ reports

chassis > service brakes > ~~booster/hydroboost~~; master cylinder/booster/hydroboost master cylinder

[FSA ~~16524~~ was done here, ~~don't know about other markets~~ → and all other markets]

Eduardo Santiago - FOM, seeing same/similar ~~failure~~ on 2015-16 F-150's. I am also seeing those reports.

Next Step: run CQR search (same search criteria) beginning Jan. 9, 2016 (my last search date was Jan. 8, 2016), include Expedition/Navigator. Create file with all the 2013-16 F-150's, and also an Expedition/Navigator file (which begins 2015)

(Note: Expedition/Navigator search date was Feb. 4, 2016 - so start w/ Feb. 5, 2016)

Jan. 7, 2016 was most recent maintenance date, so start w/ maintenance date of Jan-8, 2016

July 22, 2016, run searches:

F-150 Maintenance date start: Jan 8, 2016
end: July 22, 2016

2014-16 F-150
chassis > service brakes > booster/hydroboost
Master Cylinder
Master cylinder/booster/hydroboost

Results: AWS: 1553
CQIS: 199
FMC: 198
LMNS: 1
VOQ: 39
1990 Total ECI records

Oct. 6, 2016 - Engineering has requested a data update for the current CCRB Agenda item: 2015-16 F-150/4.2x MC Internal Bypass/failure

- Todd F. would like data updated for 2014-16 F-150/4.2x both failure modes. (Leak to Booster AND MC Internal By-Pass)

* Use the "big net" to capture all these records, then split out the MC Internal failure and Leak to Booster into the separate data files.

Maintenance Date Start: July 22, 2016

Search: ~~2014-16 F-150 Chassis~~

2014-16 F-150/Expedition/Navigator>Chassis>
- service brakes>
- booster/hydroboost
- Master cylinder
- Master cylinder/booster/hydroboost

AA,AH,AJ,AK - I should have ran 2013, also

Source System: AWS

Results: ~~Q40~~ 3414 Records!!!

- For consistency, delete any 2014 Expedition/Navigator records (26 of these → 3388 records)

Causal Part BN's: MC (base PN 2140)
Booster (base PN 2005)
MC Gasket (base PN 2152)
} 2165 out of 3388 records

---

* For Consistency, when looking for MC Leak to Booster update,
- Use US and Canada records only! → 2032 out of 2165 (base PN's filtered)
- Use 3.5L EcoBoost only! → 1351 out of the previously filtered

! Replaced the 3.5L V6 DOHC TIVCT with 3.5L V6 GTDI for consistency and data clarity → ~~appox~~ 528 were replaced, these would be 2014's

- These 1351 records were added to the file "MC Leak to Booster update, July 22, ~~2016~~ 2016", and saved as "MC Leak to Booster update Oct6"
- Search these records for "fluid", "leak", "booster" for MC records and "master cylinder" and derivatives of it for booster records

Aug. 16, 2016 - The MC Internal failure data is incomplete, the search dates for the update began Jan. 8, 2016 (F-150) and Feb 4, 2016 (Exp/Na

So, need to run another search, MY's 2014-16
US, Canada, and Mexico only
AWS records only
Chassis > service brakes > master cylinder
* ~~end Jan. 7 for F-150~~ } sort end dates,
~~Feb. 3 for Exp/Navi.~~ } pull out all recor

This search yielded 1329 MC records (base PN 2140) prior to July 22 search
- Use keyword to search Tech Comments
  internal
  failure
  "bypass", by pass, by-pass
  component test

- 103 records found to be responsive to MC internal leak/bypass/fail

* Added Those to the records in the already created file: "2014-16 F-150 Expedition-Navigator MC Internal Failure" and updated the pivot charts.

Now have 330 total responsive records.

F-150: 110 2014 MY
71 2015 MY
138 2016 MY

Exp: n/a 2014 MY
5 2015 MY
0 2016 MY

Navi: n/a 2014
1 2015
5 2016

MY Totals:

2014: 110
2015: 77
2016: 143

Country Totals

Canada: 2014: 14
2015: 7
2016 2

Mexico 2014: 5
2015: 4
2016 30

USA: 2014: 91
2015: 66
2016: 111

Volume info

Mexico

Exp) 2015: 295
2016: 259

Navi: 2015: 193
2016: 138

F-150: 2015: 1019
2016: 1676

It appears that 2016

Expedition JI was ~~March~~ Aug, 2015 ish

Navigator JI was July ~~March~~ 2015 ish

F-150 JI was Oct ~~April~~ 2015 ish for DAP
Oct ~~June~~ 2015 ish for KCAP

Put July in 2015 MY, & Aug. in 2016 MY

Mexico

2015 Total: ~~1508~~ 1508

2016 Total: ~~2073~~ 2072

} filter by MY's for country

USA

2015 Total: 18772

2016 Total: 19345

Canada

2015 Total: 2525

2016 Total: 2673

Hex R/1000 2015 = $\frac{\#\text{ repairs}}{\text{Volume}} \times 1000$

* Steve gave me inaccurate volumes, the vehicles weren't being summed.

SO.... R/1000 is way off. Actually much lower than what we stated in the meeting, which is good, but looks bad for me :)

Volume info - Corrected, Aug. 18-19th, 2016

Canada

	2015	2016
Expedition	~~2009~~ ~~2010~~	398
Navigator	~~140~~	
F-150		

	2015	2016	Totals
Exp	2013	2374	4387
Nav	541	515	1056
F-150	84105	96944	181049
Total	86659	99833	186492

Mexico

	2015	2016	Total
Expedition	577	563	1140
Navi	410	362	772
F-150	5545	10574	16059
Total	6532	11439	17971

USA

	2015	2016	Total
Exp	41876	40182	82058
Navi	13884	10045	23929
F-150	436543	405826	842369
Total	492303	456053	948356

R/1000 Table

US

Powertrain	Model Year 2015 MY	R/1000 2016 MY
⋮		
3.5L V6 FlexFuel		
5.0L V8 FlexFuel		
Mexico 3.5L V6 GTDI		
2.7 V6 GTDI		

Canada

- For State volumes for the US, leave Vehicle out of it, just look at Totals

Aug. 23, 2016

- Run VOQ searches
  2014
  ~~2015~~-16 F-150
  ~~2015~~-16 Expedition/Navigator > chassis > service brakes
  2014
- 158 records returned
- De-dup by ODI # ⟹ 144 unique ODI #'s
- Read verbatims for Responsiveness to both
  - "MC internal fail" } for records for "loss of brakes" or "pedal to floo
  - "MC leak to booster" } w/o other info, put ambiguous
  if a record is not either of these, put "other"

* From the 2013-15 F-150 MC, search date Jan. 8, 2016, the most recent VOQ in that file is ODI # 10809601, Report date 5/1/2015
  10808546, Report date 12/2/201
* Quite a few 2014's have MC leak to booster (60 that were not in Jan. 8 data file) but these ~~may~~ are most likely part of the FSA population. (71 total)
* 2015 MY MC leak to booster: 6 VOQ's (no S.E.'s), these verbatims are highlighted in Red text
* ~~12~~ 13 VOQ's for MC Internal Failure - 11 - 2016's, 1 - 2015, 1 - 2014
  14 VOQ's are ambiguous - let's take a closer look at these
  2 - 2016's
  3 - 2015's
  9 - 2014's

From: Siddiqui, Saif (S.S.)
Sent: Tuesday, October 25, 2016 3:02 PM
To: 'Ralph Wagers'; 'Fred Schwendenmann'; 'Alex Rojas'; 'Donnie.Cook@hitachi-automotive.us'; 'Casey.Brown@hitachi-automotive.us'; christopher.holmes@hitachi-automotive.us
Cc: Daanyal, Shaji (.); Mills, Eric (E.); Herman, Jerome (J.A.); Harris, Jonathan (J.E.)
Subject: P552 - Ford Motor Company - Warranty Claim - Hitachi (T407P) - 1FTEW1EP8GF[redacted] - Production Date: 24-AUG-2016

Ford Dearborn Truck Plant has received a warranty claim on the P552 program as described below. In an effort to prevent recurrence, please take the steps outlined below. If you have any concerns meeting this request, feel free to contact me immediately. **In your initial response, document any cross vehicle line/cross Ford plant usage of the suspect component.**

IMMEDIATE ACTION REQUIRED

- **Identify containment action/date occurring at the vehicle assembly plant. Provide clean point Blend/Rotation/Vehicle number (if applicable).**
- **Identify containment action/date occurring at the warehouse/sequencer location. Provide clean point Blend/Rotation/Vehicle number (if applicable).**
- **Identify containment action/date occurring at the supplier manufacturing location. Provide shipping/transportation dates.**

****

Initial Response (within 48 hours)
When warranty claim is received, prior to part being received

1. **Review claim information.**
   - Estimate suspect part manufacturing date based on vehicle Production Date.
   - Identify the most likely Failure Mode(s)/ Defect(s).

2. **Walk through the manufacturing process to determine if the Failure Mode/ Defect exists currently or during the suspect time period.**
   - Review CR / QR history and your internal process control history to determine if failure mode has been noted in last 90 days.
   - If failure mode/defect was already addressed, provide containment or corrective actions taken and dates implemented.
   - Ensure current production is defect free. If not, implement incremental containment action and provide applicable marking / identification of clean point.
   - Extend containment into the plants if defect is found in internal sort.

3. **Review function and effectiveness of process controls.**
   - Verify applicable end of line test and upstream process controls and Poke Yokes are, and have been, in place and functioning.
   - Run additional test parts ("rabbits") through process to confirm controls.

4. **Make your plant floor personnel aware of the issue (Quality Alert, Visual Aids, Daily Quality Meetings, etc.).**

5. **Have your in-plant rep review the Ford Plant installation and inspection/test processes to understand failure mode detection at the Ford facility.**

6. **Initiate an 8D, at least through D3 (Containment), capturing the above steps. Include the Resident and Site STA Engineers on distribution.**

   - **Identify containment action/date occurring at the vehicle assembly plant. Provide clean point Blend/Rotation/Vehicle number (if applicable).**
   - **Identify containment action/date occurring at the warehouse/sequencer location. Provide clean point Blend/Rotation/Vehicle number (if applicable).**
   - **Identify containment action/date occurring at the supplier manufacturing location. Provide shipping/transportation dates.**

Updated Response
After part is received/analyzed

1. **If part received and Failure Mode/Defect NOT verified:**
   - Review investigation results with the PD/PVT Engineer and coordinate any required next steps.
   - Update 8D.

2. **If part received and/or Failure Mode/Defect is verified:**
   - Coordinate with IQ to confirm stock certification requirements.
   - Complete the 8D.

Regards

Saif Shareef Siddiqui
Resident STA Engineer
Chassis & Vehicle Engineering
Dearborn Truck Plant
Ford Motor Company
Cell: 313-434-4065
Server: **AWS Prod**
Claims loaded through: **24-OCT-2016**

Claim Detail Report

Note: All costs are in US dollars
Model Year = 2016; **Claim Key** = 2678670

Vehicle Information		Claim Information	
Model Year:	2016	Document Number:	205153A
Market Derived:	F - FORD	Repair Date:	18-OCT-2016
Body/Cab Type:	T/BC - DOUBLE CAB (CREW CAB)	Distance:	36
Version/Series:	T/AM-150 SERIES	TIS:	-1
Drive Type:	T/E-4 WHL L/H PART TIME DRIVE	FCC Auth:	1
Vehicle Line:	T/FC-P552 F150 [15-17]	AWS Load Date:	24-OCT-2016

Warranty Start Date:

Production Date: 24-AUG-2016

VIN: 1FTEW1EP8GF[redacted]

Dealer Information		Expense Information	
		Customer Paid Amount:	.00
Dealer Name:		Deductible Amount:	.00
Dealer Code:		Dealer Paid Amount:	.00
Address:		Labor Cost:	113.32
City:		Misc. Expense Amount:	.00
State:		Part Markup Amount:	54.88
Country:		Material Cost:	118.70
Phone:		Total Cost Gross:	232.02

Cust. Concern Code: H15 - BRAKE PEDAL SPONGY

Condition Code: 42 - DOES NOT OPERATE PROPERLY

Technician Comment: BRAKE PEDAL FADES TO FLOOR WHEN PRESSED REPLACED MASTER CYLINDER , BLED BRAKE SYSTEM ROADTEST . PASSED. LABOR OPS CODES 2140A REPLACE MASTER CYLINDER, 2140AXQ ROD TEST. 1687

Customer Comment: CUSTOMER STATES WHEN COMING TO A STOP BRAKE PEDAL WILL FADE TO THE FLOOR

Labor Op Code	Labor Op Description	Labor Op Cost
2140A	MASTER CYLINDER REMOVE AND INSTALL OR REPLACE	92.72
2140AXQ		20.60

Causal Flag	Full Part Number PREF	BASE	SUFF	Part Description	CPSC	Part Quantity	Extended Amount
N	FL3Z	2140	B	CYLINDER ASY-BRK MST	*	1	85.84
N	PM	1	C	BATTERY ASY	*	1	5.93
N	*	W503298	S439		*	3	2.79
N	PM	20	*		*	2	24.14
Y	*	2140	*	CYLINDER ASY-BRK MST	060601	0	.00

DTC Sections: **Mil. Light On = ***

Flag	Test Type	Malfunction Cd	Malfunction Cd Description	Monitor Cd	Monitor Cd Description

Any comments? You can contact



webmaster

27753

From: Siddiqui, Saif (S.S.)
Sent: Thursday, September 01, 2016 7:37 PM
To: 'DEBBIE.SMITH@US.BOSCH.COM'; 'LARRY.LAUTENSCHLAGER@US.BOSCH.COM'; ''Cope Eric (CC/QMM1-NA'; 'Croft Rocio (CC/QMM1-NA)'; Bogdan.Hodorogea@us.bosch.com; Kathy.Serrat@us.bosch.com
Cc: Alizadeh, Mike (M.); Mills, Eric (E.); Herman, Jerome (J.A.); Harris, Jonathan (J.E.)
Subject: P552 - Ford Motor Company - Warranty Claim - BOSCH (S4U88) - 1FTEW1EF2GF[redacted]

Bosch Team,

Ford Dearborn Truck Plant has received a warranty claim on the P552 program as described below. In an effort to prevent recurrence, please take the steps outlined below. If you have any concerns meeting this request, feel free to contact me immediately. **In your initial response, document any cross vehicle line/cross Ford plant usage of the suspect component.**

**Please provide your 3D 8D with containment actions within 24Hrs. All warranty claims must be contained with or without parts back based on known historical issues.

****

Initial Response (within 48 hours)
When warranty claim is received, prior to part being received

1. **Review claim information.**
   - Estimate suspect part manufacturing date based on vehicle Production Date.
   - Identify the most likely Failure Mode(s)/ Defect(s).

2. **Walk through the manufacturing process to determine if the Failure Mode/ Defect exists currently or during the suspect time period.**
   - Review CR / QR history and your internal process control history to determine if failure mode has been noted in last 90 days.
   - If failure mode/defect was already addressed, provide containment or corrective actions taken and dates implemented.
   - Ensure current production is defect free. If not, implement incremental containment action and provide applicable marking / identification of clean point.
   - Extend containment into the plants if defect is found in internal sort.

3. **Review function and effectiveness of process controls.**
   - Verify applicable end of line test and upstream process controls and Poke Yokes are, and have been, in place and functioning.
   - Run additional test parts ("rabbits") through process to confirm controls.

4. **Make your plant floor personnel aware of the issue (Quality Alert, Visual Aids, Daily Quality Meetings, etc.).**

5. **Have your in-plant rep review the Ford Plant installation and inspection/test processes to understand failure mode detection at the Ford facility.**

6. **Initiate an 8D, at least through D3 (Containment), capturing the above steps. Include the Resident and Site STA Engineers on distribution.**

Updated Response
After part is received/analyzed

1. **If part received and Failure Mode/Defect NOT verified:**
   - Review investigation results with the PD/PVT Engineer and coordinate any required next steps.
   - Update 8D.

2. **If part received and/or Failure Mode/Defect is verified:**
   - Coordinate with IQ to confirm stock certification requirements.
   - Complete the 8D.

Regards

Saif Shareef Siddiqui
Resident STA Engineer
Chassis & Vehicle Engineering
Dearborn Truck Plant
Ford Motor Company
Cell: 313-434-4065

Server: **AWS Prod**
Claims loaded through: **31-AUG-2016**

Claim Detail Report

Note: All costs are in US dollars
Model Year = 2016; **Claim Key** = 2072329

Vehicle Information

Model Year: 2016
Market Derived: F - FORD
Body/Cab Type: T/BC - DOUBLE CAB (CREW CAB)
Version/Series: T/AM-150 SERIES
Drive Type: T/E-4 WHL L/H PART TIME DRIVE
Vehicle Line: T/FC-P552 F150 [15-17]
Warranty Start Date: 02-JUN-2016
Production Date: 15-APR-2016
VIN: 1FTEW1EF2GF[redacted]

Claim Information

Document Number: 27103901
Repair Date: 08-AUG-2016
Distance: 6150
TIS: 3
FCC Auth: 1
AWS Load Date: 31-AUG-2016

Dealer Information

Dealer Name: KEITH HAWTHORNE FORD
Dealer Code: 00915 - *

Expense Information

Customer Paid Amount: .00
Deductible Amount: .00
Dealer Paid Amount: .00

Address:	617 N. MAIN STREET	Labor Cost:	228.76
City:	BELMONT	Misc. Expense Amount:	.00
State:	NC Zip Code:280123137	Part Markup Amount:	62.64
Country:	USA Region Code: NA	Material Cost:	219.26
Phone:	(704)825-5186	Total Cost Gross:	448.02

Cust. Concern Code: H15 - BRAKE PEDAL SPONGY

Condition Code: D4 - FLAW IN MATERIAL

Technician Comment: VERIFIED CONCERN, FOUND PEDAL TO HAVE NO PRESSURE BRAKE DIAG AS WELL AS PPT REPLACED BRAKE BOOSTER AND MASTER CYLINDER, RETESTED NOW AS DESIGNED

Customer Comment: CUSTOMER STATES BRAKES HAVE NO PRESSURE, CHECK AND ADVISE

Labor Op Code	Labor Op Description	Labor Op Cost
2005A	BRAKE BOOSTER ASSEMBLY REPLACE	114.38
2005AXQ		19.06
2219D	ANTI-LOCK BRAKE SYSTEM DIAGNOSIS	19.06
2219D45	ABS - DIAGNOSTIC PIN POINT TEST	76.26

Causal Flag	Full Part Number PREF	BASE	SUFF	Part Description	CPSC	Part Quantity	Extended Amount
Y	FL3Z	2005	A	BOOSTER ASY-POWER BR	060701	1	121.69
N	3M5Z	2L523	AA	BUSHING - BRK V/PUMP	060602	1	6.44
N	GL3Z	2140	A	CYLINDER ASY-BRK MST	060601	1	74.02
N	PM	20	*		000057	2	17.11

DTC Sections: **Mil. Light On =** *

Flag	Test Type	Malfunction Cd	Malfunction Cd Description	Monitor Cd	Monitor Cd Description

Any comments? You can contact

webmaster

15521

From: Siddiqui, Saif (S.S.)
Sent: Wednesday, October 05, 2016 2:37 PM
To: 'Ralph Wagers'; 'Fred Schwendenmann'; 'Alex Rojas'; 'Donnie.Cook@hitachi-automotive.us'; 'Casey.Brown@hitachi-automotive.us'
Cc: Daanyal, Shaji (.); Mills, Eric (E.); Herman, Jerome (J.A.); Harris, Jonathan (J.E.)
Subject: P552 - Ford Motor Company - Warranty Claim - Hitachi (T407P) - 1FTEW1CF0GF[redacted]

I think we should start sending the MC claims in package form instead of sending separately. This is the fourth one from DTP alone.

Hitachi Team,

Ford Dearborn Truck Plant has received a warranty claim on the P552 program as described below. In an effort to prevent recurrence, please take the steps outlined below. If you have any concerns meeting this request, feel free to contact me immediately. **In your initial response, document any cross vehicle line/cross Ford plant usage of the suspect component.**

****

Initial Response (within 48 hours)
When warranty claim is received, prior to part being received

1. **Review claim information.**
   - Estimate suspect part manufacturing date based on vehicle Production Date.
   - Identify the most likely Failure Mode(s)/ Defect(s).

2. **Walk through the manufacturing process to determine if the Failure Mode/ Defect exists currently or during the suspect time period.**
   - Review CR / QR history and your internal process control history to determine if failure mode has been noted in last 90 days.
   - If failure mode/defect was already addressed, provide containment or corrective actions taken and dates implemented.
   - Ensure current production is defect free. If not, implement incremental containment action and provide applicable marking / identification of clean point.
   - Extend containment into the plants if defect is found in internal sort.

3. **Review function and effectiveness of process controls.**
   - Verify applicable end of line test and upstream process controls and Poke Yokes are, and have been, in place and functioning.
   - Run additional test parts ("rabbits") through process to confirm controls.

4. **Make your plant floor personnel aware of the issue (Quality Alert, Visual Aids, Daily Quality Meetings, etc.).**

5. **Have your in-plant rep review the Ford Plant installation and inspection/test processes to understand failure mode detection at the Ford facility.**

6. **Initiate an 8D, at least through D3 (Containment), capturing the above steps. Include the Resident and Site STA Engineers on distribution.**

- **Identify containment action/date occurring at the vehicle assembly plant. Provide clean point Blend/Rotation/Vehicle number (if applicable).**
- **Identify containment action/date occurring at the warehouse/sequencer location. Provide clean point Blend/Rotation/Vehicle number (if applicable).**
- **Identify containment action/date occurring at the supplier manufacturing location. Provide shipping/transportation dates.**

Updated Response
After part is received/analyzed

1. **If part received and Failure Mode/Defect NOT verified:**
   - Review investigation results with the PD/PVT Engineer and coordinate any required next steps.
   - Update 8D.

2. **If part received and/or Failure Mode/Defect is verified:**
   - Coordinate with IQ to confirm stock certification requirements.
   - Complete the 8D.

Regards

Saif Shareef Siddiqui
Resident STA Engineer
Chassis & Vehicle Engineering
Dearborn Truck Plant
Ford Motor Company
Cell: 313-434-4065

Server: **AWS Prod**
Claims loaded through: **04-OCT-2016**

Claim Detail Report

Note: All costs are in US dollars
Model Year = 2016; **Claim Key** = 2444606

Vehicle Information

Model Year: 2016
Market Derived: F - FORD
Body/Cab Type: T/BD - SUPER SINGLE CAB (SUPER CAB)
Version/Series: T/AM-150 SERIES
Drive Type: T/E-4 WHL L/H PART TIME DRIVE
Vehicle Line: T/FC-P552 F150 [15-17]
Warranty Start Date: 17-JUN-2016
Production Date: 28-MAY-2016
VIN: 1FTFX1EG1GF[redacted]

Claim Information

Document Number: 293131A
Repair Date: 09-SEP-2016
Distance: 14841
TIS: 3
FCC Auth: 1
AWS Load Date: 04-OCT-2016

Dealer Information		Expense Information	
		Customer Paid Amount:	.00
Dealer Name:		Deductible Amount:	.00
Dealer Code:		Dealer Paid Amount:	.00
Address:		Labor Cost:	129.81
City:		Misc. Expense Amount:	.00
State:		Part Markup Amount:	22.43
Country:		Material Cost:	78.49
Phone:		Total Cost Gross:	208.30

Cust. Concern Code: H15 - BRAKE PEDAL SPONGY

Condition Code: 42 - DOES NOT OPERATE PROPERLY

Technician Comment: TEST DROVE 10 MILES. UNABLE TO DUPLICATE CONCERN. FOUND NORMAL BRAKING AND NORMAL BRAKING EFFORT. CHECKED FOR CODES IN BRAKE SYSTEM. NO CODES ARE PRESENT.. PERFORM BRAKE INSPECTION. FOUND 8MM OF LINING ON FRT AND REAR BRAKES. NO SIGNS OF BRAKE FLUID LEAKS. NO PROBLEM FOUND AT THIS TIME. 7128 TEST DROVE 3 MILES FOUND BRAKE PEDAL GOING TO THE FLOOR ..BROUGHT BACK INTO SHOP AND CHECKED FOR CODES FOUND NONE ..USED A BLOCK OFF PLATE TO ISOLATE MASTER CYLINDER FROM SYSTEM FOUND PEDAL STILL GOES TO FLOOR BUT IN A REDUCED RATE.. ORDERED NEW MASTER CYLINDER BECAUSE OF CUP BYPASS CONDITION ..BLEED BRAKES AND FLUSHED AFTER FOUND LOCALIZED FLUID CONTAMINATION IN REAR CALIPERS .ROAD TESTED AND FOUND SYSTEM TO BE IN FACTORY CONDITION NOW

Customer Comment: OWNER STATES BRAKE PEDAL SINKS TO THE FLOOR

Labor Op Code	Labor Op Description	Labor Op Cost
2140A	MASTER CYLINDER REMOVE AND INSTALL OR REPLACE	106.21
2140AXQ		23.60

Causal Flag	Full Part Number PREF	BASE	SUFF	Part Description	CPSC	Part Quantity	Extended Amount
Y	GL3Z	2140	A	CYLINDER ASY-BRK MST	060601	1	74.02
N	PM	1	C	BATTERY ASY	*	1	4.47

DTC Sections: **Mil. Light On =** *

Flag	Test Type	Malfunction Cd	Malfunction Cd Description	Monitor Cd	Monitor Cd Description

Any comments? You can contact



webmaster

14288

From: Siddiqui, Saif (S.S.)
Sent: Wednesday, October 05, 2016 10:23 AM
To: 'Ralph Wagers'; 'Fred Schwendenmann'; 'Alex Rojas'; 'Donnie.Cook@hitachi-automotive.us'; 'Casey.Brown@hitachi-automotive.us'
Cc: Daanyal, Shaji (.); Mills, Eric (E.) (emills21@ford.com); Herman, Jerome (J.A.) (jherman5@ford.com); Harris, Jonathan (J.E.) (jharr176@ford.com)
Subject: P552 - Ford Motor Company - Warranty Claim - Hitachi (T407P) - 1FTEW1CF0GF[redacted]

Categories: Hitachi MC

I think we should start sending the MC claims in package form instead of sending separately. This is the fourth one from DTP alone.

Hitachi Team,

Ford Dearborn Truck Plant has received a warranty claim on the P552 program as described below. In an effort to prevent recurrence, please take the steps outlined below. If you have any concerns meeting this request, feel free to contact me immediately. **In your initial response, document any cross vehicle line/cross Ford plant usage of the suspect component.**

****

Initial Response (within 48 hours)
When warranty claim is received, prior to part being received

1. **Review claim information.**
   - Estimate suspect part manufacturing date based on vehicle Production Date.
   - Identify the most likely Failure Mode(s)/ Defect(s).

2. **Walk through the manufacturing process to determine if the Failure Mode/ Defect exists currently or during the suspect time period.**
   - Review CR / QR history and your internal process control history to determine if failure mode has been noted in last 90 days.
   - If failure mode/defect was already addressed, provide containment or corrective actions taken and dates implemented.
   - Ensure current production is defect free. If not, implement incremental containment action and provide applicable marking / identification of clean point.
   - Extend containment into the plants if defect is found in internal sort.

3. **Review function and effectiveness of process controls.**
   - Verify applicable end of line test and upstream process controls and Poke Yokes are, and have been, in place and functioning.
   - Run additional test parts ("rabbits") through process to confirm controls.

4. **Make your plant floor personnel aware of the issue (Quality Alert, Visual Aids, Daily Quality Meetings, etc.).**

5. **Have your in-plant rep review the Ford Plant installation and inspection/test processes to understand failure mode detection at the Ford facility.**

6. **Initiate an 8D, at least through D3 (Containment), capturing the above steps. Include the Resident and Site STA Engineers on distribution.**

- **Identify containment action/date occurring at the vehicle assembly plant. Provide clean point Blend/Rotation/Vehicle number (if applicable).**
- **Identify containment action/date occurring at the warehouse/sequencer location. Provide clean point Blend/Rotation/Vehicle number (if applicable).**
- **Identify containment action/date occurring at the supplier manufacturing location. Provide shipping/transportation dates.**

Updated Response
After part is received/analyzed

1. **If part received and Failure Mode/Defect NOT verified:**
   - Review investigation results with the PD/PVT Engineer and coordinate any required next steps.
   - Update 8D.

2. **If part received and/or Failure Mode/Defect is verified:**
   - Coordinate with IQ to confirm stock certification requirements.
   - Complete the 8D.

Regards

Saif Shareef Siddiqui
Resident STA Engineer
Chassis & Vehicle Engineering
Dearborn Truck Plant
Ford Motor Company
Cell: 313-434-4065

Server: **AWS Prod**
Claims loaded through: **04-OCT-2016**

Claim Detail Report

Note: All costs are in US dollars
Model Year = 2016; **Claim Key** = 2444606

Vehicle Information

Model Year: 2016
Market Derived: F - FORD
Body/Cab Type: T/BD - SUPER SINGLE CAB (SUPER CAB)
Version/Series: T/AM-150 SERIES
Drive Type: T/E-4 WHL L/H PART TIME DRIVE
Vehicle Line: T/FC-P552 F150 [15-17]
Warranty Start Date: 17-JUN-2016
Production Date: 28-MAY-2016
VIN: 1FTFX1EG1GF[redacted]

Claim Information

Document Number: 293131A
Repair Date: 09-SEP-2016
Distance: 14841
TIS: 3
FCC Auth: 1
AWS Load Date: 04-OCT-2016

Dealer Information		Expense Information	
		Customer Paid Amount:	.00
Dealer Name:		Deductible Amount:	.00
Dealer Code:		Dealer Paid Amount:	.00
Address:		Labor Cost:	129.81
City:		Misc. Expense Amount:	.00
State:		Part Markup Amount:	22.43
Country:		Material Cost:	78.49
Phone:		Total Cost Gross:	208.30

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Condition Code: 42 - DOES NOT OPERATE PROPERLY

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Labor Op Code	Labor Op Description	Labor Op Cost
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2140AXQ		23.60

Causal Flag	Full Part Number PREF	BASE	SUFF	Part Description	CPSC	Part Quantity	Extended Amount
Y	GL3Z	2140	A	CYLINDER ASY-BRK MST	060601	1	74.02
N	PM	1	C	BATTERY ASY	*	1	4.47

DTC Sections: **Mil. Light On =** *

Flag	Test Type	Malfunction Cd	Malfunction Cd Description	Monitor Cd	Monitor Cd Description

Any comments? You can contact

webmaster

14288

From:	Siddiqui, Saif (S.S.)
Sent:	Friday, October 21, 2016 5:34 PM
To:	'Ralph Wagers'; 'Fred Schwendenmann'; 'Alex Rojas'; 'Donnie.Cook@hitachi-automotive.us'; 'Casey.Brown@hitachi-automotive.us'; christopher.holmes@hitachi-automotive.us
Cc:	Daanyal, Shaji (.); Mills, Eric (E.); Herman, Jerome (J.A.); Harris, Jonathan (J.E.)
Subject:	P552 - Ford Motor Company - Warranty Claim - Hitachi (T407P) - 1FTEW1CF0GF[redacted]

Ford Dearborn Truck Plant has received a warranty claim on the P552 program as described below. In an effort to prevent recurrence, please take the steps outlined below. If you have any concerns meeting this request, feel free to contact me immediately. **In your initial response, document any cross vehicle line/cross Ford plant usage of the suspect component.**

****

Initial Response (within 48 hours)
When warranty claim is received, prior to part being received

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   - Estimate suspect part manufacturing date based on vehicle Production Date.
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- **Identify containment action/date occurring at the warehouse/sequencer location. Provide clean point Blend/Rotation/Vehicle number (if applicable).**
- **Identify containment action/date occurring at the supplier manufacturing location. Provide shipping/transportation dates.**

Updated Response
After part is received/analyzed

1. **If part received and Failure Mode/Defect NOT verified:**
   - Review investigation results with the PD/PVT Engineer and coordinate any required next steps.
   - Update 8D.

2. **If part received and/or Failure Mode/Defect is verified:**
   - Coordinate with IQ to confirm stock certification requirements.
   - Complete the 8D.

Regards

Saif Shareef Siddiqui
Resident STA Engineer
Chassis & Vehicle Engineering
Dearborn Truck Plant
Ford Motor Company
Cell: 313-434-4065

Server: **AWS Prod**
Claims loaded through: **20-OCT-2016**

Claim Detail Report

Note: All costs are in US dollars
Model Year = 2016; **Claim Key** = 2637066

Vehicle Information

Model Year: 2016
Market Derived: F - FORD
Body/Cab Type: T/BC - DOUBLE CAB (CREW CAB)
Version/Series: T/AM-150 SERIES
Drive Type: T/B-2 WHL L/H REAR DRIVE
Vehicle Line: T/FC-P552 F150 [15-17]
Warranty Start Date: 16-AUG-2016
Production Date: 27-JUL-2016
VIN: 1FTEW1CF0GF[redacted]

Claim Information

Document Number: 253443A
Repair Date: 05-OCT-2016
Distance: 5283
TIS: 2
FCC Auth: 1
AWS Load Date: 20-OCT-2016

Dealer Information

Expense Information

Customer Paid Amount: .00

Dealer Name:		Deductible Amount:	.00
Dealer Code:		Dealer Paid Amount:	.00
Address:		Labor Cost:	95.48
City:		Misc. Expense Amount:	.00
State:		Part Markup Amount:	34.42
Country:		Material Cost:	103.24
Phone:		Total Cost Gross:	198.72

Cust. Concern Code: N27 - VIBRATION OR SHUDDER WHILE BRAKING

Condition Code: 42 - DOES NOT OPERATE PROPERLY

Technician Comment: BRAKE SYS DIAG ABS SYS DIAG NO CODES, NESS TO RPL MASTER CYLINDER, BLEED BRAKES, RETEST SYS PASSED

Customer Comment: CUST STATES BRAKE PEDAL GOES TO THE FLOOR ATTIMES

Labor Op Code	Labor Op Description	Labor Op Cost
2140A	MASTER CYLINDER REMOVE AND INSTALL OR REPLACE	95.48

Causal Flag	Full Part Number PREF	BASE	SUFF	Part Description	CPSC	Part Quantity	Extended Amount
Y	GL3Z	2140	A	CYLINDER ASY-BRK MST	060601	1	79.31
N	PM	1	C	BATTERY ASY	*	5	23.93

DTC Sections: **Mil. Light On =** *

Flag	Test Type	Malfunction Cd	Malfunction Cd Description	Monitor Cd	Monitor Cd Description

Any comments? You can contact

webmaster

21470

From: Siddiqui, Saif (S.S.)
Sent: Friday, October 21, 2016 1:34 PM
To: 'Ralph Wagers'; 'Fred Schwendenmann'; 'Alex Rojas'; 'Donnie.Cook@hitachi-automotive.us'; 'Casey.Brown@hitachi-automotive.us'; christopher.holmes@hitachi-automotive.us
Cc: Daanyal, Shaji (.); Mills, Eric (E.) (emills21@ford.com); Herman, Jerome (J.A.) (jherman5@ford.com); Harris, Jonathan (J.E.) (jharr176@ford.com)
Subject: P552 - Ford Motor Company - Warranty Claim - Hitachi (T407P) - 1FTEW1CF0GF[redacted]

Ford Dearborn Truck Plant has received a warranty claim on the P552 program as described below. In an effort to prevent recurrence, please take the steps outlined below. If you have any concerns meeting this request, feel free to contact me immediately. **In your initial response, document any cross vehicle line/cross Ford plant usage of the suspect component.**

****

Initial Response (within 48 hours)
When warranty claim is received, prior to part being received

1. **Review claim information.**
   - Estimate suspect part manufacturing date based on vehicle Production Date.
   - Identify the most likely Failure Mode(s)/ Defect(s).

2. **Walk through the manufacturing process to determine if the Failure Mode/ Defect exists currently or during the suspect time period.**
   - Review CR / QR history and your internal process control history to determine if failure mode has been noted in last 90 days.
   - If failure mode/defect was already addressed, provide containment or corrective actions taken and dates implemented.
   - Ensure current production is defect free. If not, implement incremental containment action and provide applicable marking / identification of clean point.
   - Extend containment into the plants if defect is found in internal sort.

3. **Review function and effectiveness of process controls.**
   - Verify applicable end of line test and upstream process controls and Poke Yokes are, and have been, in place and functioning.
   - Run additional test parts ("rabbits") through process to confirm controls.

4. **Make your plant floor personnel aware of the issue (Quality Alert, Visual Aids, Daily Quality Meetings, etc.).**

5. **Have your in-plant rep review the Ford Plant installation and inspection/test processes to understand failure mode detection at the Ford facility.**

6. **Initiate an 8D, at least through D3 (Containment), capturing the above steps. Include the Resident and Site STA Engineers on distribution.**

   - **Identify containment action/date occurring at the vehicle assembly plant. Provide clean point Blend/Rotation/Vehicle number (if applicable).**
   - **Identify containment action/date occurring at the warehouse/sequencer location. Provide clean point Blend/Rotation/Vehicle number (if applicable).**
   - **Identify containment action/date occurring at the supplier manufacturing location. Provide shipping/transportation dates.**

Updated Response
After part is received/analyzed

1. **If part received and Failure Mode/Defect NOT verified:**
   - Review investigation results with the PD/PVT Engineer and coordinate any required next steps.
   - Update 8D.

2. **If part received and/or Failure Mode/Defect is verified:**
   - Coordinate with IQ to confirm stock certification requirements.
   - Complete the 8D.

Regards

Saif Shareef Siddiqui
Resident STA Engineer
Chassis & Vehicle Engineering
Dearborn Truck Plant
Ford Motor Company
Cell: 313-434-4065

Server: **AWS Prod**
Claims loaded through: **20-OCT-2016**

Claim Detail Report

Note: All costs are in US dollars
Model Year = 2016; **Claim Key** = 2637066

Vehicle Information		**Claim Information**	
Model Year:	2016	Document Number:	253443A
Market Derived:	F - FORD	Repair Date:	05-OCT-2016
Body/Cab Type:	T/BC - DOUBLE CAB (CREW CAB)	Distance:	5283
Version/Series:	T/AM-150 SERIES	TIS:	2
Drive Type:	T/B-2 WHL L/H REAR DRIVE	FCC Auth:	1
Vehicle Line:	T/FC-P552 F150 [15-17]	AWS Load Date:	20-OCT-2016
Warranty Start Date:	16-AUG-2016		
Production Date:	27-JUL-2016		
VIN:	1FTEW1CF0GF[redacted]		

Dealer Information		**Expense Information**	
		Customer Paid Amount:	.00
Dealer Name:		Deductible Amount:	.00
Dealer Code:		Dealer Paid Amount:	.00
Address:		Labor Cost:	95.48

City:		Misc. Expense Amount:	.00
State:		Part Markup Amount:	34.42
Country:		Material Cost:	103.24
Phone:		Total Cost Gross:	198.72

Cust. Concern Code: N27 - VIBRATION OR SHUDDER WHILE BRAKING

Condition Code: 42 - DOES NOT OPERATE PROPERLY

Technician Comment: BRAKE SYS DIAG ABS SYS DIAG NO CODES, NESS TO RPL MASTER CYLINDER, BLEED BRAKES, RETEST SYS PASSED

Customer Comment: CUST STATES BRAKE PEDAL GOES TO THE FLOOR ATTIMES

Labor Op Code	Labor Op Description	Labor Op Cost
2140A	MASTER CYLINDER REMOVE AND INSTALL OR REPLACE	95.48

Causal Flag	Full Part Number PREF	BASE	SUFF	Part Description	CPSC	Part Quantity	Extended Amount
Y	GL3Z	2140	A	CYLINDER ASY-BRK MST	060601	1	79.31
N	PM	1	C	BATTERY ASY	*	5	23.93

DTC Sections: **Mil. Light On =** *

Flag	Test Type	Malfunction Cd	Malfunction Cd Description	Monitor Cd	Monitor Cd Description

Any comments? You can contact

webmaster

21470

From: Siddiqui, Saif (S.S.)
Sent: Thursday, September 29, 2016 4:14 PM
To: 'Ralph Wagers'; 'Fred Schwendenmann'; 'Alex Rojas'; 'Donnie.Cook@hitachi-automotive.us'; 'Casey.Brown@hitachi-automotive.us'; Stuart Ray (Stuart.Ray@hitachi-automotive.us)
Cc: Daanyal, Shaji (.); Mills, Eric (E.); Herman, Jerome (J.A.); Harris, Jonathan (J.E.)
Subject: P552 - Ford Motor Company - Warranty Claim - Hitachi (T407P) - 1FTEW1CG0GF[redacted]

Hitachi Team,

Ford Dearborn Truck Plant has received a warranty claim on the P552 program as described below. In an effort to prevent recurrence, please take the steps outlined below. If you have any concerns meeting this request, feel free to contact me immediately. **In your initial response, document any cross vehicle line/cross Ford plant usage of the suspect component.**

*Please prepare your rep to present this ECB at the DTP on THURSDAY OCT 6th at 9:00 AM PIC Rm meeting.

**Your rep needs to be ready to present following the standard meeting protocol:
1) State customer concern
2) Define measurement system at DTP – locations issue can be detected at DTP
3) Define the physical containment actions performed at the supplier site

****

Initial Response (within 48 hours)
When warranty claim is received, prior to part being received

1. **Review claim information.**
   - Estimate suspect part manufacturing date based on vehicle Production Date.
   - Identify the most likely Failure Mode(s)/ Defect(s).

2. **Walk through the manufacturing process to determine if the Failure Mode/ Defect exists currently or during the suspect time period.**
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4. **Make your plant floor personnel aware of the issue (Quality Alert, Visual Aids, Daily Quality Meetings, etc.).**

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Updated Response
After part is received/analyzed

1. **If part received and Failure Mode/Defect NOT verified:**
   - Review investigation results with the PD/PVT Engineer and coordinate any required next steps.
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   - Coordinate with IQ to confirm stock certification requirements.
   - Complete the 8D.

Regards

Saif Shareef Siddiqui
Resident STA Engineer
Chassis & Vehicle Engineering
Dearborn Truck Plant
Ford Motor Company
Cell: 313-434-4065

Server: **AWS Prod**
Claims loaded through: **28-SEP-2016**

Claim Detail Report

Note: All costs are in US dollars
Model Year = 2016; **Claim Key** = 2365369

Vehicle Information

Model Year: 2016
Market Derived: F - FORD
Body/Cab Type: T/BC - DOUBLE CAB (CREW CAB)

Claim Information

Document Number: 26594001
Repair Date: 10-SEP-2016
Distance: 135

Version/Series: T/AM-150 SERIES
Drive Type: T/B-2 WHL L/H REAR DRIVE
Vehicle Line: T/FC-P552 F150 [15-17]
Warranty Start Date:
Production Date: 08-AUG-2016
VIN: 1FTEW1CG0GF[redacted]

TIS: -1
FCC Auth: 1
AWS Load Date: 27-SEP-2016

Dealer Information

Dealer Name:
Dealer Code:
Address:
City:
State:
Country:
Phone:

Expense Information

Customer Paid Amount:	.00
Deductible Amount:	.00
Dealer Paid Amount:	.00
Labor Cost:	95.48
Misc. Expense Amount:	.00
Part Markup Amount:	.00
Material Cost:	.00
Total Cost Gross:	95.48

Cust. Concern Code: H05 - EXCESSIVE BRAKE PEDAL EFFORT REQUIRED
Condition Code: 42 - DOES NOT OPERATE PROPERLY
Technician Comment: MASTER CYLINDER VERIFIED CONCERN FOUND BRAKE PEDAL GOING TO FLOOR INTERNAL FAILURE OF MASTER CYLINDER REPLACED WITH REENGINERED PART BLEED BRAKES RETESTED GOOD
Customer Comment: REPLACE MASTER CYLINDER AND BRAKE BOOSTER DUE TO VEHICLE SWAP ON RO# 265931 CUSTOMER VEHICLE IS DOWN AND IN RENTAL

Labor Op Code	Labor Op Description	Labor Op Cost
2140A	MASTER CYLINDER REMOVE AND INSTALL OR REPLACE	95.48

Causal Flag	Full Part Number PREF	BASE	SUFF	Part Description	CPSC	Part Quantity	Extended Amount
Y	*	2140	*	CYLINDER ASY-BRK MST	060601	0	.00

DTC Sections: **Mil. Light On =** *

Flag	Test Type	Malfunction Cd	Malfunction Cd Description	Monitor Cd	Monitor Cd Description

---

Any comments? You can contact



webmaster

3883

From: Siddiqui, Saif (S.S.)
Sent: Thursday, September 29, 2016 12:14 PM
To: 'Ralph Wagers'; 'Fred Schwendenmann'; 'Alex Rojas'; 'Donnie.Cook@hitachi-automotive.us'; 'Casey.Brown@hitachi-automotive.us'; Stuart Ray (Stuart.Ray@hitachi-automotive.us)
Cc: Daanyal, Shaji (.); Mills, Eric (E.) (emills21@ford.com); Herman, Jerome (J.A.) (jherman5@ford.com); Harris, Jonathan (J.E.) (jharr176@ford.com)
Subject: P552 - Ford Motor Company - Warranty Claim - Hitachi (T407P) - 1FTEW1CG0GF[redacted]

Categories: Hitachi MC

Hitachi Team,

Ford Dearborn Truck Plant has received a warranty claim on the P552 program as described below. In an effort to prevent recurrence, please take the steps outlined below. If you have any concerns meeting this request, feel free to contact me immediately. **In your initial response, document any cross vehicle line/cross Ford plant usage of the suspect component.**

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1. **If part received and Failure Mode/Defect NOT verified:**
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   - Complete the 8D.

Regards

Saif Shareef Siddiqui
Resident STA Engineer
Chassis & Vehicle Engineering
Dearborn Truck Plant
Ford Motor Company
Cell: 313-434-4065

Server: **AWS Prod**
Claims loaded through: **28-SEP-2016**

Claim Detail Report

Note: All costs are in US dollars
Model Year = 2016; **Claim Key** = 2365369

Vehicle Information		Claim Information	
Model Year:	2016	Document Number:	26594001
Market Derived:	F - FORD	Repair Date:	10-SEP-2016
Body/Cab Type:	T/BC - DOUBLE CAB (CREW CAB)	Distance:	135
Version/Series:	T/AM-150 SERIES	TIS:	-1

Drive Type: T/B-2 WHL L/H REAR DRIVE
FCC Auth: 1
Vehicle Line: T/FC-P552 F150 [15-17]
AWS Load Date: 27-SEP-2016
Warranty Start Date:
Production Date: 08-AUG-2016
VIN: 1FTEW1CG0GF[redacted]

Dealer Information		Expense Information	
		Customer Paid Amount:	.00
Dealer Name:		Deductible Amount:	.00
Dealer Code:		Dealer Paid Amount:	.00
Address:		Labor Cost:	95.48
City:		Misc. Expense Amount:	.00
State:		Part Markup Amount:	.00
Country:		Material Cost:	.00
Phone:		Total Cost Gross:	95.48

Cust. Concern Code: H05 - EXCESSIVE BRAKE PEDAL EFFORT REQUIRED
Condition Code: 42 - DOES NOT OPERATE PROPERLY
Technician Comment: MASTER CYLINDER VERIFIED CONCERN FOUND BRAKE PEDAL GOING TO FLOOR INTERNAL FAILURE OF MASTER CYLINDER REPLACED WITH REENGINERED PART BLEED BRAKES RETESTED GOOD
Customer Comment: REPLACE MASTER CYLINDER AND BRAKE BOOSTER DUE TO VEHICLE SWAP ON RO# 265931 CUSTOMER VEHICLE IS DOWN AND IN RENTAL

Labor Op Code	Labor Op Description	Labor Op Cost
2140A	MASTER CYLINDER REMOVE AND INSTALL OR REPLACE	95.48

Causal Flag	Full Part Number PREF	BASE	SUFF	Part Description	CPSC	Part Quantity	Extended Amount
Y	*	2140	*	CYLINDER ASY-BRK MST 060601		0	.00

DTC Sections: **Mil. Light On =** *

Flag	Test Type	Malfunction Cd	Malfunction Cd Description	Monitor Cd	Monitor Cd Description

Any comments? You can contact



webmaster

3883

From: Siddiqui, Saif (S.S.)
Sent: Tuesday, September 13, 2016 2:35 PM
To: 'Ralph Wagers'; 'Fred Schwendenmann'; 'Alex Rojas'; 'Donnie.Cook@hitachi-automotive.us'; 'Casey.Brown@hitachi-automotive.us'; Stuart Ray (Stuart.Ray@hitachi-automotive.us)
Cc: Daanyal, Shaji (.); Mills, Eric (E.); Herman, Jerome (J.A.); Harris, Jonathan (J.E.)
Subject: P552 - Ford Motor Company - Warranty Claim - Hitachi (T407P) - 1FTEW1CG4GF[redacted]

This one is also passed your clean point cutoff date for contamination corrective actions.

Production Date: **24-JUN-2016**

Hitachi Team,

Ford Dearborn Truck Plant has received a warranty claim on the P552 program as described below. In an effort to prevent recurrence, please take the steps outlined below. If you have any concerns meeting this request, feel free to contact me immediately. **In your initial response, document any cross vehicle line/cross Ford plant usage of the suspect component.**

**Please provide your 3D 8D with containment actions within 24Hrs. All warranty claims must be contained with or without parts back based on known historical issues.

****

Initial Response (within 48 hours)
When warranty claim is received, prior to part being received

1. **Review claim information.**
   - Estimate suspect part manufacturing date based on vehicle Production Date.
   - Identify the most likely Failure Mode(s)/ Defect(s).

2. **Walk through the manufacturing process to determine if the Failure Mode/ Defect exists currently or during the suspect time period.**
   - Review CR / QR history and your internal process control history to determine if failure mode has been noted in last 90 days.
   - If failure mode/defect was already addressed, provide containment or corrective actions taken and dates implemented.
   - Ensure current production is defect free. If not, implement incremental containment action and provide applicable marking / identification of clean point.
   - Extend containment into the plants if defect is found in internal sort.

3. **Review function and effectiveness of process controls.**
   - Verify applicable end of line test and upstream process controls and Poke Yokes are, and have been, in place and functioning.
   - Run additional test parts ("rabbits") through process to confirm controls.

4. **Make your plant floor personnel aware of the issue (Quality Alert, Visual Aids, Daily Quality Meetings, etc.).**

5. **Have your in-plant rep review the Ford Plant installation and inspection/test processes to understand failure mode detection at the Ford facility.**

6. **Initiate an 8D, at least through D3 (Containment), capturing the above steps. Include the Resident and Site STA Engineers on distribution.**

Updated Response
After part is received/analyzed

1. **If part received and Failure Mode/Defect NOT verified:**
   - Review investigation results with the PD/PVT Engineer and coordinate any required next steps.
   - Update 8D.

2. **If part received and/or Failure Mode/Defect is verified:**
   - Coordinate with IQ to confirm stock certification requirements.
   - Complete the 8D.

Regards

Saif Shareef Siddiqui
Resident STA Engineer
Chassis & Vehicle Engineering
Dearborn Truck Plant
Ford Motor Company
Cell: 313-434-4065

Server: **AWS Prod**
Claims loaded through: **12-SEP-2016**

Claim Detail Report

Note: All costs are in US dollars
Model Year = 2016; **Claim Key** = 2189788

Vehicle Information

Model Year: 2016
Market Derived: F - FORD
Body/Cab Type: T/BC - DOUBLE CAB (CREW CAB)
Version/Series: T/AM-150 SERIES
Drive Type: T/B-2 WHL L/H REAR DRIVE
Vehicle Line: T/FC-P552 F150 [15-17]
Warranty Start Date: 09-JUL-2016
Production Date: 24-JUN-2016
VIN: 1FTEW1CG4GF[redacted]

Claim Information

Document Number: 145802A
Repair Date: 07-SEP-2016
Distance: 4430
TIS: 3
FCC Auth: 1
AWS Load Date: 12-SEP-2016

Dealer Information		Expense Information	
		Customer Paid Amount:	.00
Dealer Name:	GUS MACHADO FORD OF KENDALL, L	Deductible Amount:	.00
Dealer Code:	09581 - *	Dealer Paid Amount:	.00
Address:	15551 SOUTH DIXIE HIGHWAY	Labor Cost:	113.01
City:	MIAMI	Misc. Expense Amount:	.00
State:	FL Zip Code:331571897	Part Markup Amount:	.00
Country:	USA Region Code: NA	Material Cost:	109.76
Phone:	(305)238-9211	Total Cost Gross:	222.77

Cust. Concern Code: H15 - BRAKE PEDAL SPONGY

Condition Code: D1 - POROSITY

Technician Comment: VERIFY CONCERN NO BRAKES BRAKE PEDAL GOES TO FLOOR CHECK AND INSPECT FOR LEAK NO LEAK FOUND RUN OASIS PERFORM BRAKE MASTER CYLINDER COMPONENT TEST BY-PASS TEST FAIL INTERNAL LEAK PERFORM MASTER CYLINDER REPLACEMENT PROCEDURE AND BRAKE BLEEDING PROCEDURE RECHECK OK DRIVE TEST OK

Customer Comment: VEH HAS NO BRAKES

Labor Op Code	Labor Op Description	Labor Op Cost
2140A	MASTER CYLINDER REMOVE AND INSTALL OR REPLACE	92.46
2140AXQ		20.55

Causal Flag	Full Part Number PREF	BASE	SUFF	Part Description	CPSC	Part Quantity	Extended Amount
Y	GL3Z	2140	A	CYLINDER ASY-BRK MST	060601	1	88.12
N	PM	20	*		*	2	21.64

DTC Sections: **Mil. Light On =** *

Flag	Test Type	Malfunction Cd	Malfunction Cd Description	Monitor Cd	Monitor Cd Description

Any comments? You can contact

webmaster

3768

From: Siddiqui, Saif (S.S.)
Sent: Tuesday, September 13, 2016 10:35 AM
To: 'Ralph Wagers'; 'Fred Schwendenmann'; 'Alex Rojas'; 'Donnie.Cook@hitachi-automotive.us'; 'Casey.Brown@hitachi-automotive.us'; Stuart Ray (Stuart.Ray@hitachi-automotive.us)
Cc: Daanyal, Shaji (.); Mills, Eric (E.) (emills21@ford.com); Herman, Jerome (J.A.) (jherman5@ford.com); Harris, Jonathan (J.E.) (jharr176@ford.com)
Subject: P552 - Ford Motor Company - Warranty Claim - Hitachi (T407P) - 1FTEW1CG4GFC[redacted]

Categories: Hitachi MC

This one is also passed your clean point cutoff date for contamination corrective actions.

Production Date: **24-JUN-2016**

Hitachi Team,

Ford Dearborn Truck Plant has received a warranty claim on the P552 program as described below. In an effort to prevent recurrence, please take the steps outlined below. If you have any concerns meeting this request, feel free to contact me immediately. **In your initial response, document any cross vehicle line/cross Ford plant usage of the suspect component.**

**Please provide your 3D 8D with containment actions within 24Hrs. All warranty claims must be contained with or without parts back based on known historical issues.

****

Initial Response (within 48 hours)
When warranty claim is received, prior to part being received

1. **Review claim information.**
   - Estimate suspect part manufacturing date based on vehicle Production Date.
   - Identify the most likely Failure Mode(s)/ Defect(s).

2. **Walk through the manufacturing process to determine if the Failure Mode/ Defect exists currently or during the suspect time period.**
   - Review CR / QR history and your internal process control history to determine if failure mode has been noted in last 90 days.
   - If failure mode/defect was already addressed, provide containment or corrective actions taken and dates implemented.
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3. **Review function and effectiveness of process controls.**
   - Verify applicable end of line test and upstream process controls and Poke Yokes are, and have been, in place and functioning.
   - Run additional test parts ("rabbits") through process to confirm controls.

4. **Make your plant floor personnel aware of the issue (Quality Alert, Visual Aids, Daily Quality Meetings, etc.).**

5. **Have your in-plant rep review the Ford Plant installation and inspection/test processes to understand failure mode detection at the Ford facility.**

6. **Initiate an 8D, at least through D3 (Containment), capturing the above steps. Include the Resident and Site STA Engineers on distribution.**

Updated Response
After part is received/analyzed

1. **If part received and Failure Mode/Defect NOT verified:**
   - Review investigation results with the PD/PVT Engineer and coordinate any required next steps.
   - Update 8D.

2. **If part received and/or Failure Mode/Defect is verified:**
   - Coordinate with IQ to confirm stock certification requirements.
   - Complete the 8D.

Regards

Saif Shareef Siddiqui
Resident STA Engineer
Chassis & Vehicle Engineering
Dearborn Truck Plant
Ford Motor Company
Cell: 313-434-4065

Server: **AWS Prod**
Claims loaded through: **12-SEP-2016**

Claim Detail Report

Note: All costs are in US dollars
Model Year = 2016; **Claim Key** = 2189788

Vehicle Information

Model Year: 2016
Market Derived: F - FORD
Body/Cab Type: T/BC - DOUBLE CAB (CREW CAB)
Version/Series: T/AM-150 SERIES
Drive Type: T/B-2 WHL L/H REAR DRIVE
Vehicle Line: T/FC-P552 F150 [15-17]
Warranty Start Date: 09-JUL-2016
Production Date: 24-JUN-2016
VIN: 1FTEW1CG4GF [redacted]

Claim Information

Document Number: 145802A
Repair Date: 07-SEP-2016
Distance: 4430
TIS: 3
FCC Auth: 1
AWS Load Date: 12-SEP-2016

Dealer Information

Expense Information

		Customer Paid Amount:	.00
Dealer Name:	GUS MACHADO FORD OF KENDALL, L	Deductible Amount:	.00
Dealer Code:	09581 - *	Dealer Paid Amount:	.00
Address:	15551 SOUTH DIXIE HIGHWAY	Labor Cost:	113.01
City:	MIAMI	Misc. Expense Amount:	.00
State:	FL Zip Code:331571897	Part Markup Amount:	.00
Country:	USA Region Code: NA	Material Cost:	109.76
Phone:	(305)238-9211	Total Cost Gross:	222.77

Cust. Concern Code: H15 - BRAKE PEDAL SPONGY

Condition Code: D1 - POROSITY

Technician Comment: VERIFY CONCERN NO BRAKES BRAKE PEDAL GOES TO FLOOR CHECK AND INSPECT FOR LEAK NO LEAK FOUND RUN OASIS PERFORM BRAKE MASTER CYLINDER COMPONENT TEST BY-PASS TEST FAIL INTERNAL LEAK PERFORM MASTER CYLINDER REPLACEMENT PROCEDURE AND BRAKE BLEEDING PROCEDURE RECHECK OK DRIVE TEST OK

Customer Comment: VEH HAS NO BRAKES

Labor Op Code	Labor Op Description	Labor Op Cost
2140A	MASTER CYLINDER REMOVE AND INSTALL OR REPLACE	92.46
2140AXQ		20.55

Causal Flag	Full Part Number PREF	BASE	SUFF	Part Description	CPSC	Part Quantity	Extended Amount
Y	GL3Z	2140	A	CYLINDER ASY-BRK MST	060601	1	88.12
N	PM	20	*		*	2	21.64

DTC Sections: **Mil. Light On =** *

Flag	Test Type	Malfunction Cd	Malfunction Cd Description	Monitor Cd	Monitor Cd Description

Any comments? You can contact

webmaster

3768

From: Siddiqui, Saif (S.S.)
Sent: Wednesday, October 12, 2016 4:09 PM
To: 'Ralph Wagers'; 'Fred Schwendenmann'; 'Alex Rojas'; 'Donnie.Cook@hitachi-automotive.us'; 'Casey.Brown@hitachi-automotive.us'
Cc: Daanyal, Shaji (.); Mills, Eric (E.); Herman, Jerome (J.A.); Harris, Jonathan (J.E.)
Subject: P552 - Ford Motor Company - Warranty Claim - Hitachi (T407P) - 1FTEW1CG8GF[redacted]

Hitachi Team,

Ford Dearborn Truck Plant has received a warranty claim on the P552 program as described below. In an effort to prevent recurrence, please take the steps outlined below. If you have any concerns meeting this request, feel free to contact me immediately. **In your initial response, document any cross vehicle line/cross Ford plant usage of the suspect component.**

****

Initial Response (within 48 hours)
When warranty claim is received, prior to part being received

1. **Review claim information.**
   - Estimate suspect part manufacturing date based on vehicle Production Date.
   - Identify the most likely Failure Mode(s)/ Defect(s).

2. **Walk through the manufacturing process to determine if the Failure Mode/ Defect exists currently or during the suspect time period.**
   - Review CR / QR history and your internal process control history to determine if failure mode has been noted in last 90 days.
   - If failure mode/defect was already addressed, provide containment or corrective actions taken and dates implemented.
   - Ensure current production is defect free. If not, implement incremental containment action and provide applicable marking / identification of clean point.
   - Extend containment into the plants if defect is found in internal sort.

3. **Review function and effectiveness of process controls.**
   - Verify applicable end of line test and upstream process controls and Poke Yokes are, and have been, in place and functioning.
   - Run additional test parts ("rabbits") through process to confirm controls.

4. **Make your plant floor personnel aware of the issue (Quality Alert, Visual Aids, Daily Quality Meetings, etc.).**

5. **Have your in-plant rep review the Ford Plant installation and inspection/test processes to understand failure mode detection at the Ford facility.**

6. **Initiate an 8D, at least through D3 (Containment), capturing the above steps. Include the Resident and Site STA Engineers on distribution.**

   - **Identify containment action/date occurring at the vehicle assembly plant. Provide clean point Blend/Rotation/Vehicle number (if applicable).**

- **Identify containment action/date occurring at the warehouse/sequencer location. Provide clean point Blend/Rotation/Vehicle number (if applicable).**
- **Identify containment action/date occurring at the supplier manufacturing location. Provide shipping/transportation dates.**

Updated Response
After part is received/analyzed

1. **If part received and Failure Mode/Defect NOT verified:**
   - Review investigation results with the PD/PVT Engineer and coordinate any required next steps.
   - Update 8D.

2. **If part received and/or Failure Mode/Defect is verified:**
   - Coordinate with IQ to confirm stock certification requirements.
   - Complete the 8D.

Regards

Saif Shareef Siddiqui
Resident STA Engineer
Chassis & Vehicle Engineering
Dearborn Truck Plant
Ford Motor Company
Cell: 313-434-4065

Server: **AWS Prod**
Claims loaded through: **11-OCT-2016**

Claim Detail Report

Note: All costs are in US dollars
Model Year = 2016; **Claim Key** = 2520252

Vehicle Information

Model Year: 2016
Market Derived: F - FORD
Body/Cab Type: T/BC - DOUBLE CAB (CREW CAB)
Version/Series: T/AM-150 SERIES
Drive Type: T/B-2 WHL L/H REAR DRIVE
Vehicle Line: T/FC-P552 F150 [15-17]
Warranty Start Date: 18-JUL-2016
Production Date: 29-JUN-2016
VIN: 1FTEW1CG8GF[redacted]

Claim Information

Document Number: 902791A
Repair Date: 15-SEP-2016
Distance: 3096
TIS: 2
FCC Auth: 1
AWS Load Date: 11-OCT-2016

Dealer Information

Expense Information

Customer Paid Amount: .00

Dealer Name:		Deductible Amount:	.00
Dealer Code:		Dealer Paid Amount:	.00
Address:		Labor Cost:	89.70
City:		Misc. Expense Amount:	.00
State:		Part Markup Amount:	24.98
Country:		Material Cost:	87.42
Phone:		Total Cost Gross:	177.12

Cust. Concern Code: H05 - EXCESSIVE BRAKE PEDAL EFFORT REQUIRED

Condition Code: 42 - DOES NOT OPERATE PROPERLY

Technician Comment: VERIFY BRAKE PEDAL GOING TO FLOOR WHEN APPLYING. FOUND MASTER CYLINDER LEAKING DOWN. REPLACE MASTER CYLINDER AND TEST DROVE TO VERIFY NORMAL BRAKE PEDAL FEEL.

Customer Comment: C/S WHEN YOU APPLY THE BRAKES THE BRAKE PEDALGOES ALL THE WAY TO THE FLOOR. PLEASE CHECK ANDADVISE.

Labor Op Code	Labor Op Description	Labor Op Cost
2140A	MASTER CYLINDER REMOVE AND INSTALL OR REPLACE	89.70

Causal Flag	Full Part Number PREF	BASE	SUFF	Part Description	CPSC	Part Quantity	Extended Amount
Y	GL3Z	2140	A	CYLINDER ASY-BRK MST	060601	1	74.02
N	PM	1	C	BATTERY ASY	*	3	13.40

DTC Sections: **Mil. Light On =** *

Flag	Test Type	Malfunction Cd	Malfunction Cd Description	Monitor Cd	Monitor Cd Description

Any comments? You can contact

webmaster

29730

From: Siddiqui, Saif (S.S.)
Sent: Wednesday, October 12, 2016 12:09 PM
To: 'Ralph Wagers'; 'Fred Schwendenmann'; 'Alex Rojas'; 'Donnie.Cook@hitachi-automotive.us'; 'Casey.Brown@hitachi-automotive.us'
Cc: Daanyal, Shaji (.); Mills, Eric (E.) (emills21@ford.com); Herman, Jerome (J.A.) (jherman5@ford.com); Harris, Jonathan (J.E.) (jharr176@ford.com)
Subject: P552 - Ford Motor Company - Warranty Claim - Hitachi (T407P) - 1FTEW1CG8GF[redacted]

Categories: Hitachi MC

Hitachi Team,

Ford Dearborn Truck Plant has received a warranty claim on the P552 program as described below. In an effort to prevent recurrence, please take the steps outlined below. If you have any concerns meeting this request, feel free to contact me immediately. **In your initial response, document any cross vehicle line/cross Ford plant usage of the suspect component.**

****

Initial Response (within 48 hours)
When warranty claim is received, prior to part being received

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6. **Initiate an 8D, at least through D3 (Containment), capturing the above steps. Include the Resident and Site STA Engineers on distribution.**

   - **Identify containment action/date occurring at the vehicle assembly plant. Provide clean point Blend/Rotation/Vehicle number (if applicable).**

- **Identify containment action/date occurring at the warehouse/sequencer location. Provide clean point Blend/Rotation/Vehicle number (if applicable).**
- **Identify containment action/date occurring at the supplier manufacturing location. Provide shipping/transportation dates.**

Updated Response
After part is received/analyzed

1. **If part received and Failure Mode/Defect NOT verified:**
   - Review investigation results with the PD/PVT Engineer and coordinate any required next steps.
   - Update 8D.

2. **If part received and/or Failure Mode/Defect is verified:**
   - Coordinate with IQ to confirm stock certification requirements.
   - Complete the 8D.

Regards

Saif Shareef Siddiqui
Resident STA Engineer
Chassis & Vehicle Engineering
Dearborn Truck Plant
Ford Motor Company
Cell: 313-434-4065

Server: **AWS Prod**
Claims loaded through: **11-OCT-2016**

Claim Detail Report

Note: All costs are in US dollars
Model Year = 2016; **Claim Key** = 2520252

Vehicle Information

Model Year: 2016
Market Derived: F - FORD
Body/Cab Type: T/BC - DOUBLE CAB (CREW CAB)
Version/Series: T/AM-150 SERIES
Drive Type: T/B-2 WHL L/H REAR DRIVE
Vehicle Line: T/FC-P552 F150 [15-17]
Warranty Start Date: 18-JUL-2016
Production Date: 29-JUN-2016
VIN: 1FTEW1CG8GF[redacted]

Claim Information

Document Number: 902791A
Repair Date: 15-SEP-2016
Distance: 3096
TIS: 2
FCC Auth: 1
AWS Load Date: 11-OCT-2016

Dealer Information

Expense Information

Customer Paid Amount: .00

Dealer Name:		Deductible Amount:	.00
Dealer Code:		Dealer Paid Amount:	.00
Address:		Labor Cost:	89.70
City:		Misc. Expense Amount:	.00
State:		Part Markup Amount:	24.98
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Causal Flag	Full Part Number PREF	BASE	SUFF	Part Description	CPSC	Part Quantity	Extended Amount
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N	PM	1	C	BATTERY ASY	*	3	13.40

DTC Sections: **Mil. Light On =** *

Flag	Test Type	Malfunction Cd	Malfunction Cd Description	Monitor Cd	Monitor Cd Description

Any comments? You can contact

webmaster

29730

From: Siddiqui, Saif (S.S.)
Sent: Wednesday, October 19, 2016 1:56 PM
To: 'Ralph Wagers'; 'Fred Schwendenmann'; 'Alex Rojas'; 'Donnie.Cook@hitachi-automotive.us'; 'Casey.Brown@hitachi-automotive.us'; christopher.holmes@hitachi-automotive.us
Cc: Daanyal, Shaji (.); Mills, Eric (E.); Herman, Jerome (J.A.); Harris, Jonathan (J.E.)
Subject: P552 - Ford Motor Company - Warranty Claim - Hitachi (T407P) - 1FTEW1EF0GF[redacted]

Hitachi Team,

Ford Dearborn Truck Plant has received a warranty claim on the P552 program as described below. In an effort to prevent recurrence, please take the steps outlined below. If you have any concerns meeting this request, feel free to contact me immediately. **In your initial response, document any cross vehicle line/cross Ford plant usage of the suspect component.**

****

Initial Response (within 48 hours)
When warranty claim is received, prior to part being received

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6. **Initiate an 8D, at least through D3 (Containment), capturing the above steps. Include the Resident and Site STA Engineers on distribution.**

- **Identify containment action/date occurring at the vehicle assembly plant. Provide clean point Blend/Rotation/Vehicle number (if applicable).**
- **Identify containment action/date occurring at the warehouse/sequencer location. Provide clean point Blend/Rotation/Vehicle number (if applicable).**
- **Identify containment action/date occurring at the supplier manufacturing location. Provide shipping/transportation dates.**

Updated Response
After part is received/analyzed

1. **If part received and Failure Mode/Defect NOT verified:**
   - Review investigation results with the PD/PVT Engineer and coordinate any required next steps.
   - Update 8D.

2. **If part received and/or Failure Mode/Defect is verified:**
   - Coordinate with IQ to confirm stock certification requirements.
   - Complete the 8D

Regards

Saif Shareef Siddiqui
Resident STA Engineer
Chassis & Vehicle Engineering
Dearborn Truck Plant
Ford Motor Company
Cell: 313-434-4065

Server: **AWS Prod**
Claims loaded through: **18-OCT-2016**

Claim Detail Report

Note: All costs are in US dollars
Model Year = 2016; **Claim Key** = 2609396

Vehicle Information

Model Year: 2016
Market Derived: F - FORD
Body/Cab Type: T/BC - DOUBLE CAB (CREW CAB)
Version/Series: T/AM-150 SERIES
Drive Type: T/E-4 WHL L/H PART TIME DRIVE
Vehicle Line: T/FC-P552 F150 [15-17]
Warranty Start Date: 01-AUG-2016
Production Date: 23-JUN-2016
VIN: 1FTEW1EF0GF[redacted]

Claim Information

Document Number: 03978601
Repair Date: 11-OCT-2016
Distance: 6623
TIS: 3
FCC Auth: 1
AWS Load Date: 18-OCT-2016

Dealer Information

Expense Information

		Customer Paid Amount:	.00
Dealer Name:		Deductible Amount:	.00
Dealer Code:		Dealer Paid Amount:	.00
Address:		Labor Cost:	95.48
City:		Misc. Expense Amount:	.00
State:		Part Markup Amount:	31.23
Country:		Material Cost:	93.67
Phone:		Total Cost Gross:	189.15

Cust. Concern Code: H15 - BRAKE PEDAL SPONGY

Condition Code: 42 - DOES NOT OPERATE PROPERLY

Technician Comment: VERIFIED CONCERN FOUND BRAKE PEDAL GOING TO FLOOR REPLACED MASTER CYLINDER PERFORMED BRAKE BLEED RETEST OK] TEST DRIVE OK]

Customer Comment: ENGINE REPAIRS CUSTOMER STATES THE BRAKE PEDAL GOES ALL THE WAY T O THE FLOOR.

Labor Op Code	Labor Op Description	Labor Op Cost
2140A	MASTER CYLINDER REMOVE AND INSTALL OR REPLACE	95.48

Causal Flag	Full Part Number PREF	BASE	SUFF	Part Description	CPSC	Part Quantity	Extended Amount
Y	*	2140	*	CYLINDER ASY-BRK MST	060601	0	.00
N	PM	1	C	BATTERY ASY	*	3	14.36
N	GL3Z	2140	A	CYLINDER ASY-BRK MST	*	1	79.31

DTC Sections: **Mil. Light On =** *

Flag	Test Type	Malfunction Cd	Malfunction Cd Description	Monitor Cd	Monitor Cd Description

Any comments? You can contact



webmaster

13692

From: Siddiqui, Saif (S.S.)
Sent: Wednesday, October 19, 2016 9:56 AM
To: 'Ralph Wagers'; 'Fred Schwendenmann'; 'Alex Rojas'; 'Donnie.Cook@hitachi-automotive.us'; 'Casey.Brown@hitachi-automotive.us'; christopher.holmes@hitachi-automotive.us
Cc: Daanyal, Shaji (.); Mills, Eric (E.) (emills21@ford.com); Herman, Jerome (J.A.) (jherman5@ford.com); Harris, Jonathan (J.E.) (jharr176@ford.com)
Subject: P552 - Ford Motor Company - Warranty Claim - Hitachi (T407P) - 1FTEW1EF0G[redacted]

Categories: Hitachi MC

Hitachi Team,

Ford Dearborn Truck Plant has received a warranty claim on the P552 program as described below. In an effort to prevent recurrence, please take the steps outlined below. If you have any concerns meeting this request, feel free to contact me immediately. **In your initial response, document any cross vehicle line/cross Ford plant usage of the suspect component.**

****

Initial Response (within 48 hours)
When warranty claim is received, prior to part being received

1. **Review claim information.**
   - Estimate suspect part manufacturing date based on vehicle Production Date.
   - Identify the most likely Failure Mode(s)/ Defect(s).

2. **Walk through the manufacturing process to determine if the Failure Mode/ Defect exists currently or during the suspect time period.**
   - Review CR / QR history and your internal process control history to determine if failure mode has been noted in last 90 days.
   - If failure mode/defect was already addressed, provide containment or corrective actions taken and dates implemented.
   - Ensure current production is defect free. If not, implement incremental containment action and provide applicable marking / identification of clean point.
   - Extend containment into the plants if defect is found in internal sort.

3. **Review function and effectiveness of process controls.**
   - Verify applicable end of line test and upstream process controls and Poke Yokes are, and have been, in place and functioning.
   - Run additional test parts ("rabbits") through process to confirm controls.

4. **Make your plant floor personnel aware of the issue (Quality Alert, Visual Aids, Daily Quality Meetings, etc.).**

5. **Have your in-plant rep review the Ford Plant installation and inspection/test processes to understand failure mode detection at the Ford facility.**

6. **Initiate an 8D, at least through D3 (Containment), capturing the above steps. Include the Resident and Site STA Engineers on distribution.**

   - **Identify containment action/date occurring at the vehicle assembly plant. Provide clean point Blend/Rotation/Vehicle number (if applicable).**

- **Identify containment action/date occurring at the warehouse/sequencer location. Provide clean point Blend/Rotation/Vehicle number (if applicable).**
- **Identify containment action/date occurring at the supplier manufacturing location. Provide shipping/transportation dates.**

Updated Response
After part is received/analyzed

1. **If part received and Failure Mode/Defect NOT verified:**
   - Review investigation results with the PD/PVT Engineer and coordinate any required next steps.
   - Update 8D.

2. **If part received and/or Failure Mode/Defect is verified:**
   - Coordinate with IQ to confirm stock certification requirements.
   - Complete the 8D.

Regards

Saif Shareef Siddiqui
Resident STA Engineer
Chassis & Vehicle Engineering
Dearborn Truck Plant
Ford Motor Company
Cell: 313-434-4065

Server: **AWS Prod**
Claims loaded through: **18-OCT-2016**

Claim Detail Report

Note: All costs are in US dollars
Model Year = 2016; **Claim Key** = 2609396

Vehicle Information

Model Year: 2016
Market Derived: F - FORD
Body/Cab Type: T/BC - DOUBLE CAB (CREW CAB)
Version/Series: T/AM-150 SERIES
Drive Type: T/E-4 WHL L/H PART TIME DRIVE
Vehicle Line: T/FC-P552 F150 [15-17]
Warranty Start Date: 01-AUG-2016
Production Date: 23-JUN-2016
VIN: 1FTEW1EF0GF[redacted]

Claim Information

Document Number: 03978601
Repair Date: 11-OCT-2016
Distance: 6623
TIS: 3
FCC Auth: 1
AWS Load Date: 18-OCT-2016

Dealer Information

Expense Information

Customer Paid Amount: .00

Dealer Name:		Deductible Amount:	.00
Dealer Code:		Dealer Paid Amount:	.00
Address:		Labor Cost:	95.48
City:		Misc. Expense Amount:	.00
State:		Part Markup Amount:	31.23
Country:		Material Cost:	93.67
Phone:		Total Cost Gross:	189.15

Cust. Concern Code: H15 - BRAKE PEDAL SPONGY

Condition Code: 42 - DOES NOT OPERATE PROPERLY

Technician Comment: VERIFIED CONCERN FOUND BRAKE PEDAL GOING TO FLOOR REPLACED MASTER CYLINDER PERFORMED BRAKE BLEED RETEST OK] TEST DRIVE OK]

Customer Comment: ENGINE REPAIRS CUSTOMER STATES THE BRAKE PEDAL GOES ALL THE WAY T O THE FLOOR.

Labor Op Code	Labor Op Description	Labor Op Cost
2140A	MASTER CYLINDER REMOVE AND INSTALL OR REPLACE	95.48

Causal Flag	Full Part Number PREF	BASE	SUFF	Part Description	CPSC	Part Quantity	Extended Amount
Y	*	2140	*	CYLINDER ASY-BRK MST	060601	0	.00
N	PM	1	C	BATTERY ASY	*	3	14.36
N	GL3Z	2140	A	CYLINDER ASY-BRK MST	*	1	79.31

DTC Sections: **Mil. Light On =** *

Flag	Test Type	Malfunction Cd	Malfunction Cd Description	Monitor Cd	Monitor Cd Description

Any comments? You can contact

webmaster

13692

From: Siddiqui, Saif (S.S.)
Sent: Monday, September 12, 2016 3:46 PM
To: 'Ralph Wagers'; 'Fred Schwendenmann'; 'Alex Rojas'; 'Donnie.Cook@hitachi-automotive.us'; 'Casey.Brown@hitachi-automotive.us'; Stuart Ray (Stuart.Ray@hitachi-automotive.us)
Cc: Daanyal, Shaji (.); Mills, Eric (E.); Herman, Jerome (J.A.); Harris, Jonathan (J.E.)
Subject: P552 - Ford Motor Company - Warranty Claim - Hitachi (T407P) - 1FTEW1EF1GF[redacted]

Hitachi Team,

Ford Dearborn Truck Plant has received a warranty claim on the P552 program as described below. In an effort to prevent recurrence, please take the steps outlined below. If you have any concerns meeting this request, feel free to contact me immediately. **In your initial response, document any cross vehicle line/cross Ford plant usage of the suspect component.**

**Please provide your 3D 8D with containment actions within 24Hrs. All warranty claims must be contained with or without parts back based on known historical issues.

****

Initial Response (within 48 hours)
When warranty claim is received, prior to part being received

1. **Review claim information.**
   - Estimate suspect part manufacturing date based on vehicle Production Date.
   - Identify the most likely Failure Mode(s)/ Defect(s).

2. **Walk through the manufacturing process to determine if the Failure Mode/ Defect exists currently or during the suspect time period.**
   - Review CR / QR history and your internal process control history to determine if failure mode has been noted in last 90 days.
   - If failure mode/defect was already addressed, provide containment or corrective actions taken and dates implemented.
   - Ensure current production is defect free. If not, implement incremental containment action and provide applicable marking / identification of clean point.
   - Extend containment into the plants if defect is found in internal sort.

3. **Review function and effectiveness of process controls.**
   - Verify applicable end of line test and upstream process controls and Poke Yokes are, and have been, in place and functioning.
   - Run additional test parts ("rabbits") through process to confirm controls.

4. **Make your plant floor personnel aware of the issue (Quality Alert, Visual Aids, Daily Quality Meetings, etc.).**

5. **Have your in-plant rep review the Ford Plant installation and inspection/test processes to understand failure mode detection at the Ford facility.**

6. **Initiate an 8D, at least through D3 (Containment), capturing the above steps. Include the Resident and Site STA Engineers on distribution.**

Updated Response
After part is received/analyzed

1. **If part received and Failure Mode/Defect NOT verified:**
   - Review investigation results with the PD/PVT Engineer and coordinate any required next steps.
   - Update 8D.

2. **If part received and/or Failure Mode/Defect is verified:**
   - Coordinate with IQ to confirm stock certification requirements.
   - Complete the 8D.

Regards

Saif Shareef Siddiqui
Resident STA Engineer
Chassis & Vehicle Engineering
Dearborn Truck Plant
Ford Motor Company
Cell: 313-434-4065

Server: **AWS Prod**
Claims loaded through: **09-SEP-2016**

Claim Detail Report

Note: All costs are in US dollars
Model Year = 2016; **Claim Key** = 2167784

Vehicle Information

Model Year: 2016
Market Derived: F - FORD
Body/Cab Type: T/BC - DOUBLE CAB (CREW CAB)
Version/Series: T/AM-150 SERIES
Drive Type: T/E-4 WHL L/H PART TIME DRIVE
Vehicle Line: T/FC-P552 F150 [15-17]
Warranty Start Date: 10-MAY-2016
Production Date: 25-APR-2016
VIN: 1FTEW1EF1GF[redacted]

Claim Information

Document Number: 620175A
Repair Date: 04-AUG-2016
Distance: 7129
TIS: 3
FCC Auth: 1
AWS Load Date: 09-SEP-2016

Dealer Information

Dealer Name:
Dealer Code:

Expense Information

Customer Paid Amount:	.00
Deductible Amount:	.00
Dealer Paid Amount:	.00

Address:		Labor Cost:	105.71
City:		Misc. Expense Amount:	.00
State:		Part Markup Amount:	21.15
Country:		Material Cost:	74.02
Phone:		Total Cost Gross:	179.73

Cust. Concern Code: H15 - BRAKE PEDAL SPONGY

Condition Code: 28 - OPEN CIRCUIT

Technician Comment: TEST DRIVE TO VERIFY COMPLAINT INSPECT BRAKE SYSTEM & CHECK FOR LEAKS FOUND MASTER CYL TO BE BAD REPLACED MASTERY CYL & BLED SYSTEM TEST DROVE AGAIN FOR QUALITY ASSURANCE

Customer Comment: CUSTOMER STATES THERE ARE NO BRAKES

Labor Op Code	Labor Op Description	Labor Op Cost
2140A	MASTER CYLINDER REMOVE AND INSTALL OR REPLACE	86.49
2140AXQ		19.22

Causal Flag	Full Part Number PREF	BASE	SUFF	Part Description	CPSC	Part Quantity	Extended Amount
Y	GL3Z	2140	A	CYLINDER ASY-BRK MST	060601	1	74.02

DTC Sections: **Mil. Light On =** *

Flag	Test Type	Malfunction Cd	Malfunction Cd Description	Monitor Cd	Monitor Cd Description

Any comments? You can contact



webmaster

841

From: Siddiqui, Saif (S.S.)
Sent: Monday, September 12, 2016 11:46 AM
To: 'Ralph Wagers'; 'Fred Schwendenmann'; 'Alex Rojas'; 'Donnie.Cook@hitachi-automotive.us'; 'Casey.Brown@hitachi-automotive.us'; Stuart Ray (Stuart.Ray@hitachi-automotive.us)
Cc: Daanyal, Shaji (.); Mills, Eric (E.) (emills21@ford.com); Herman, Jerome (J.A.) (jherman5@ford.com); Harris, Jonathan (J.E.) (jharr176@ford.com)
Subject: P552 - Ford Motor Company - Warranty Claim - Hitachi (T407P) - 1FTEW1EF1GF[redacted]

Categories: Hitachi MC

Hitachi Team,

Ford Dearborn Truck Plant has received a warranty claim on the P552 program as described below. In an effort to prevent recurrence, please take the steps outlined below. If you have any concerns meeting this request, feel free to contact me immediately. **In your initial response, document any cross vehicle line/cross Ford plant usage of the suspect component.**

**Please provide your 3D 8D with containment actions within 24Hrs. All warranty claims must be contained with or without parts back based on known historical issues.

****

Initial Response (within 48 hours)
When warranty claim is received, prior to part being received

1. **Review claim information.**
   - Estimate suspect part manufacturing date based on vehicle Production Date.
   - Identify the most likely Failure Mode(s)/ Defect(s).

2. **Walk through the manufacturing process to determine if the Failure Mode/ Defect exists currently or during the suspect time period.**
   - Review CR / QR history and your internal process control history to determine if failure mode has been noted in last 90 days.
   - If failure mode/defect was already addressed, provide containment or corrective actions taken and dates implemented.
   - Ensure current production is defect free. If not, implement incremental containment action and provide applicable marking / identification of clean point.
   - Extend containment into the plants if defect is found in internal sort.

3. **Review function and effectiveness of process controls.**
   - Verify applicable end of line test and upstream process controls and Poke Yokes are, and have been, in place and functioning.
   - Run additional test parts ("rabbits") through process to confirm controls.

4. **Make your plant floor personnel aware of the issue (Quality Alert, Visual Aids, Daily Quality Meetings, etc.).**

5. **Have your in-plant rep review the Ford Plant installation and inspection/test processes to understand failure mode detection at the Ford facility.**

6. **Initiate an 8D, at least through D3 (Containment), capturing the above steps. Include the Resident and Site STA Engineers on distribution.**

Updated Response
After part is received/analyzed

1. **If part received and Failure Mode/Defect NOT verified:**
   - Review investigation results with the PD/PVT Engineer and coordinate any required next steps.
   - Update 8D.

2. **If part received and/or Failure Mode/Defect is verified:**
   - Coordinate with IQ to confirm stock certification requirements.
   - Complete the 8D.

Regards

Saif Shareef Siddiqui
Resident STA Engineer
Chassis & Vehicle Engineering
Dearborn Truck Plant
Ford Motor Company
Cell: 313-434-4065

Server: **AWS Prod**
Claims loaded through: **09-SEP-2016**

Claim Detail Report

Note: All costs are in US dollars
Model Year = 2016; **Claim Key** = 2167784

Vehicle Information		**Claim Information**	
Model Year:	2016	Document Number:	620175A
Market Derived:	F - FORD	Repair Date:	04-AUG-2016
Body/Cab Type:	T/BC - DOUBLE CAB (CREW CAB)	Distance:	7129
Version/Series:	T/AM-150 SERIES	TIS:	3
Drive Type:	T/E-4 WHL L/H PART TIME DRIVE	FCC Auth:	1
Vehicle Line:	T/FC-P552 F150 [15-17]	AWS Load Date:	09-SEP-2016
Warranty Start Date:	10-MAY-2016		
Production Date:	25-APR-2016		
VIN:	1FTEW1EF1GF[redacted]		

Dealer Information		**Expense Information**	
		Customer Paid Amount:	.00
Dealer Name:		Deductible Amount:	.00
Dealer Code:		Dealer Paid Amount:	.00

Address:		Labor Cost:	105.71
City:		Misc. Expense Amount:	.00
State:		Part Markup Amount:	21.15
Country:		Material Cost:	74.02
Phone:		Total Cost Gross:	179.73

Cust. Concern Code: H15 - BRAKE PEDAL SPONGY

Condition Code: 28 - OPEN CIRCUIT

Technician Comment: TEST DRIVE TO VERIFY COMPLAINT INSPECT BRAKE SYSTEM & CHECK FOR LEAKS FOUND MASTER CYL TO BE BAD REPLACED MASTERY CYL & BLED SYSTEM TEST DROVE AGAIN FOR QUALITY ASSURANCE

Customer Comment: CUSTOMER STATES THERE ARE NO BRAKES

Labor Op Code	Labor Op Description	Labor Op Cost
2140A	MASTER CYLINDER REMOVE AND INSTALL OR REPLACE	86.49
2140AXQ		19.22

Causal Flag	Full Part Number PREF	BASE	SUFF	Part Description	CPSC	Part Quantity	Extended Amount
Y	GL3Z	2140	A	CYLINDER ASY-BRK MST	060601	1	74.02

DTC Sections: **Mil. Light On =** *

Flag	Test Type	Malfunction Cd	Malfunction Cd Description	Monitor Cd	Monitor Cd Description

Any comments? You can contact



webmaster

841

From: Siddiqui, Saif (S.S.)
Sent: Thursday, September 29, 2016 4:30 PM
To: 'Ralph Wagers'; 'Fred Schwendenmann'; 'Alex Rojas'; 'Donnie.Cook@hitachi-automotive.us'; 'Casey.Brown@hitachi-automotive.us'
Cc: Daanyal, Shaji (.); Mills, Eric (E.); Herman, Jerome (J.A.); Harris, Jonathan (J.E.)
Subject: P552 - Ford Motor Company - Warranty Claim - Hitachi (T407P) - 1FTEW1EF1GF[redacted]

Hitachi Team,

Ford Dearborn Truck Plant has received a warranty claim on the P552 program as described below. In an effort to prevent recurrence, please take the steps outlined below. If you have any concerns meeting this request, feel free to contact me immediately. **In your initial response, document any cross vehicle line/cross Ford plant usage of the suspect component.**

*Please prepare your rep to present this ECB at the DTP on THURSDAY OCT 6th at 9:00 AM PIC Rm meeting.

**Your rep needs to be ready to present following the standard meeting protocol:
1) State customer concern
2) Define measurement system at DTP – locations issue can be detected at DTP
3) Define the physical containment actions performed at the supplier site

****

Initial Response (within 48 hours)
When warranty claim is received, prior to part being received

1. **Review claim information.**
   - Estimate suspect part manufacturing date based on vehicle Production Date.
   - Identify the most likely Failure Mode(s)/ Defect(s).

2. **Walk through the manufacturing process to determine if the Failure Mode/ Defect exists currently or during the suspect time period.**
   - Review CR / QR history and your internal process control history to determine if failure mode has been noted in last 90 days.
   - If failure mode/defect was already addressed, provide containment or corrective actions taken and dates implemented.
   - Ensure current production is defect free. If not, implement incremental containment action and provide applicable marking / identification of clean point.
   - Extend containment into the plants if defect is found in internal sort.

3. **Review function and effectiveness of process controls.**
   - Verify applicable end of line test and upstream process controls and Poke Yokes are, and have been, in place and functioning.
   - Run additional test parts ("rabbits") through process to confirm controls.

4. **Make your plant floor personnel aware of the issue (Quality Alert, Visual Aids, Daily Quality Meetings, etc.).**

5. **Have your in-plant rep review the Ford Plant installation and inspection/test processes to understand failure mode detection at the Ford facility.**

6. **Initiate an 8D, at least through D3 (Containment), capturing the above steps. Include the Resident and Site STA Engineers on distribution.**

   - **Identify containment action/date occurring at the vehicle assembly plant. Provide clean point Blend/Rotation/Vehicle number (if applicable).**
   - **Identify containment action/date occurring at the warehouse/sequencer location. Provide clean point Blend/Rotation/Vehicle number (if applicable).**
   - **Identify containment action/date occurring at the supplier manufacturing location. Provide shipping/transportation dates.**

Updated Response
After part is received/analyzed

1. **If part received and Failure Mode/Defect NOT verified:**
   - Review investigation results with the PD/PVT Engineer and coordinate any required next steps.
   - Update 8D.

2. **If part received and/or Failure Mode/Defect is verified:**
   - Coordinate with IQ to confirm stock certification requirements.
   - Complete the 8D.

Regards

Saif Shareef Siddiqui
Resident STA Engineer
Chassis & Vehicle Engineering
Dearborn Truck Plant
Ford Motor Company
Cell: 313-434-4065

Server: **AWS Prod**
Claims loaded through: **28-SEP-2016**

Claim Detail Report

Note: All costs are in US dollars
Model Year = 2016; **Claim Key** = 2376042

Vehicle Information		Claim Information	
Model Year:	2016	Document Number:	71254101
Market Derived:	F - FORD	Repair Date:	08-AUG-2016
Body/Cab Type:	T/BC - DOUBLE CAB (CREW CAB)	Distance:	4802
Version/Series:	T/AM-150 SERIES	TIS:	2
Drive Type:	T/E-4 WHL L/H PART TIME DRIVE	FCC Auth:	1

Vehicle Line: T/FC-P552 F150 [15-17] AWS Load Date: 28-SEP-2016

Warranty Start Date: 11-JUN-2016

Production Date: 29-APR-2016

VIN: 1FTEW1EF1GF[redacted]

Dealer Information		Expense Information	
		Customer Paid Amount:	.00
Dealer Name:		Deductible Amount:	.00
Dealer Code:		Dealer Paid Amount:	.00
Address:		Labor Cost:	82.60
City:		Misc. Expense Amount:	.00
State:		Part Markup Amount:	24.75
Country:		Material Cost:	86.62
Phone:		Total Cost Gross:	169.22

Cust. Concern Code: H15 - BRAKE PEDAL SPONGY

Condition Code: 42 - DOES NOT OPERATE PROPERLY

Technician Comment: S.O.P. BRAKE MASTER CYLINDER, ON BACK ORDER, 8/9/16, 11:00 AM... DIAG, TEST, REPLACED BRAKE MASTER CYLINDER, MANUAL BLEED BRAKES, ABS SERVICE BLEED, ROAD TEST, SYSTME WORKING AS DESIGNED, MILES OUT 4806, 2016 F-150, ABS, CODE 42, VERIFIED NORMAL BRAKE PEDAL FEEL..

Customer Comment: CUST STATES BRAKE PEDAL GOES ALL THE WAY TO THE FLOOR CK AND ADVISE REPAIR

Labor Op Code	Labor Op Description	Labor Op Cost
2140A	MASTER CYLINDER REMOVE AND INSTALL OR REPLACE	82.60

Causal Flag	Full Part Number PREF	BASE	SUFF	Part Description	CPSC	Part Quantity	Extended Amount
Y	GL3Z	2140	A	CYLINDER ASY-BRK MST	060601	1	74.02
N	PM	1	C	BATTERY ASY	060606	3	12.60

DTC Sections: **Mil. Light On = ***

Flag	Test Type	Malfunction Cd	Malfunction Cd Description	Monitor Cd	Monitor Cd Description

Any comments? You can contact

webmaster

3954

From: Siddiqui, Saif (S.S.)
Sent: Thursday, September 29, 2016 12:30 PM
To: 'Ralph Wagers'; 'Fred Schwendenmann'; 'Alex Rojas'; 'Donnie.Cook@hitachi-automotive.us'; 'Casey.Brown@hitachi-automotive.us'
Cc: Daanyal, Shaji (.); Mills, Eric (E.) (emills21@ford.com); Herman, Jerome (J.A.) (jherman5@ford.com); Harris, Jonathan (J.E.) (jharr176@ford.com)
Subject: P552 - Ford Motor Company - Warranty Claim - Hitachi (T407P) - 1FTEW1EF1GF[redacted]

Categories: Hitachi MC

Hitachi Team,

Ford Dearborn Truck Plant has received a warranty claim on the P552 program as described below. In an effort to prevent recurrence, please take the steps outlined below. If you have any concerns meeting this request, feel free to contact me immediately. **In your initial response, document any cross vehicle line/cross Ford plant usage of the suspect component.**

*Please prepare your rep to present this ECB at the DTP on THURSDAY OCT 6th at 9:00 AM PIC Rm meeting.

**Your rep needs to be ready to present following the standard meeting protocol:
1) State customer concern
2) Define measurement system at DTP – locations issue can be detected at DTP
3) Define the physical containment actions performed at the supplier site

****

Initial Response (within 48 hours)
When warranty claim is received, prior to part being received

1. **Review claim information.**
   - Estimate suspect part manufacturing date based on vehicle Production Date.
   - Identify the most likely Failure Mode(s)/ Defect(s).

2. **Walk through the manufacturing process to determine if the Failure Mode/ Defect exists currently or during the suspect time period.**
   - Review CR / QR history and your internal process control history to determine if failure mode has been noted in last 90 days.
   - If failure mode/defect was already addressed, provide containment or corrective actions taken and dates implemented.
   - Ensure current production is defect free. If not, implement incremental containment action and provide applicable marking / identification of clean point.
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3. **Review function and effectiveness of process controls.**
   - Verify applicable end of line test and upstream process controls and Poke Yokes are, and have been, in place and functioning.
   - Run additional test parts ("rabbits") through process to confirm controls.

4. **Make your plant floor personnel aware of the issue (Quality Alert, Visual Aids, Daily Quality Meetings, etc.).**

5. **Have your in-plant rep review the Ford Plant installation and inspection/test processes to understand failure mode detection at the Ford facility.**

6. **Initiate an 8D, at least through D3 (Containment), capturing the above steps. Include the Resident and Site STA Engineers on distribution.**

   - **Identify containment action/date occurring at the vehicle assembly plant. Provide clean point Blend/Rotation/Vehicle number (if applicable).**
   - **Identify containment action/date occurring at the warehouse/sequencer location. Provide clean point Blend/Rotation/Vehicle number (if applicable).**
   - **Identify containment action/date occurring at the supplier manufacturing location. Provide shipping/transportation dates.**

Updated Response
After part is received/analyzed

1. **If part received and Failure Mode/Defect NOT verified:**
   - Review investigation results with the PD/PVT Engineer and coordinate any required next steps.
   - Update 8D.

2. **If part received and/or Failure Mode/Defect is verified:**
   - Coordinate with IQ to confirm stock certification requirements.
   - Complete the 8D.

Regards

Saif Shareef Siddiqui
Resident STA Engineer
Chassis & Vehicle Engineering
Dearborn Truck Plant
Ford Motor Company
Cell: 313-434-4065

Server: **AWS Prod**
Claims loaded through: **28-SEP-2016**

Claim Detail Report

Note: All costs are in US dollars
Model Year = 2016; **Claim Key** = 2376042

Vehicle Information

Model Year: 2016
Market Derived: F - FORD
Body/Cab Type: T/BC - DOUBLE CAB (CREW CAB)
Version/Series: T/AM-150 SERIES
Drive Type: T/E-4 WHL L/H PART TIME DRIVE

Claim Information

Document Number: 71254101
Repair Date: 08-AUG-2016
Distance: 4802
TIS: 2
FCC Auth: 1

Vehicle Line: T/FC-P552 F150 [15-17]
AWS Load Date: 28-SEP-2016
Warranty Start Date: 11-JUN-2016
Production Date: 29-APR-2016
VIN: 1FTEW1EF1GF[redacted]

Dealer Information		Expense Information	
		Customer Paid Amount:	.00
Dealer Name:		Deductible Amount:	.00
Dealer Code:		Dealer Paid Amount:	.00
Address:		Labor Cost:	82.60
City:		Misc. Expense Amount:	.00
State:		Part Markup Amount:	24.75
Country:		Material Cost:	86.62
Phone:		Total Cost Gross:	169.22

Cust. Concern Code: H15 - BRAKE PEDAL SPONGY
Condition Code: 42 - DOES NOT OPERATE PROPERLY
Technician Comment: S.O.P. BRAKE MASTER CYLINDER, ON BACK ORDER, 8/9/16, 11:00 AM... DIAG, TEST, REPLACED BRAKE MASTER CYLINDER, MANUAL BLEED BRAKES, ABS SERVICE BLEED, ROAD TEST, SYSTME WORKING AS DESIGNED, MILES OUT 4806, 2016 F-150, ABS, CODE 42, VERIFIED NORMAL BRAKE PEDAL FEEL..
Customer Comment: CUST STATES BRAKE PEDAL GOES ALL THE WAY TO THE FLOOR CK AND ADVISE REPAIR

Labor Op Code	Labor Op Description	Labor Op Cost
2140A	MASTER CYLINDER REMOVE AND INSTALL OR REPLACE	82.60

Causal Flag	Full Part Number PREF	BASE	SUFF	Part Description	CPSC	Part Quantity	Extended Amount
Y	GL3Z	2140	A	CYLINDER ASY-BRK MST	060601	1	74.02
N	PM	1	C	BATTERY ASY	060606	3	12.60

DTC Sections: **Mil. Light On =** *

Flag	Test Type	Malfunction Cd	Malfunction Cd Description	Monitor Cd	Monitor Cd Description

Any comments? You can contact

webmaster

3954

From: Siddiqui, Saif (S.S.)
Sent: Friday, September 23, 2016 2:20 PM
To: 'Ralph Wagers'; 'Fred Schwendenmann'; 'Alex Rojas'; 'Donnie.Cook@hitachi-automotive.us'; 'Casey.Brown@hitachi-automotive.us'
Cc: Daanyal, Shaji (.); Mills, Eric (E.); Herman, Jerome (J.A.); Harris, Jonathan (J.E.)
Subject: P552 - Ford Motor Company - Warranty Claim - Hitachi (T407P) - 1FTEW1EF2GF[redacted]

Hitachi Team,

Ford Dearborn Truck Plant has received a warranty claim on the P552 program as described below. In an effort to prevent recurrence, please take the steps outlined below. If you have any concerns meeting this request, feel free to contact me immediately. In your initial response, document any cross vehicle line/cross Ford plant usage of the suspect component.

Initial Response (within 48 hours)

When warranty claim is received, prior to part being received

1. **Review claim information.**
   - Estimate suspect part manufacturing date based on vehicle Production Date.
   - Identify the most likely Failure Mode(s)/ Defect(s).

2. **Walk through the manufacturing process to determine if the Failure Mode/ Defect exists currently or during the suspect time period.**
   - Review CR / QR history and your internal process control history to determine if failure mode has been noted in last 90 days.
   - If failure mode/defect was already addressed, provide containment or corrective actions taken and dates implemented.
   - Ensure current production is defect free. If not, implement incremental containment action and provide applicable marking / identification of clean point.

3. **Review function and effectiveness of process controls.**
   - Verify applicable end of line test and upstream process controls and Poke Yokes are, and have been, in place and functioning.
   - Run additional test parts ("rabbits") through process to confirm controls.

4. **Make your plant floor personnel aware of the issue (Quality Alert, Visual Aids, Daily Quality Meetings, etc.).**

5. **Have your in-plant rep review the Ford Plant installation and inspection/test processes to understand failure mode detection at the Ford facility.**

6. **Initiate an 8D, at least through D3 (Containment), capturing the above steps. Include the Resident and Site STA Engineers on distribution.**
   - Identify containment action/date occurring at the vehicle assembly plant. Provide clean point Blend/Rotation/Vehicle number (if applicable).
   - Identify containment action/date occurring at the warehouse/sequencer location. Provide clean point Blend/Rotation/Vehicle number (if applicable).

- Identify containment action/date occurring at the supplier manufacturing location. Provide shipping/transportation dates.

Updated Response
After part is received/analyzed

1. **If part received and Failure Mode/Defect NOT verified:**
   - Review investigation results with the PD/PVT Engineer and coordinate any required next steps.
   - Update 8D.

2. **If part received and/or Failure Mode/Defect is verified:**
   - Coordinate with IQ to confirm stock certification requirements.
   - Complete the 8D.

Thank you for your cooperation

Regards
Saif Shareef Siddiqui
DTP - Resident STA Engineer
Chassis & Vehicle Engineering
Cell: 313-434-4065

Server: **AWS Prod**
Claims loaded through: **22-SEP-2016**

Claim Detail Report

Note: All costs are in US dollars
Model Year = 2016; **Claim Key** = 2306053

Vehicle Information

Model Year: 2016
Market Derived: F - FORD
Body/Cab Type: T/BC - DOUBLE CAB (CREW CAB)
Version/Series: T/AM-150 SERIES
Drive Type: T/E-4 WHL L/H PART TIME DRIVE
Vehicle Line: T/FC-P552 F150 [15-17]
Warranty Start Date: 17-JUN-2016
Production Date: 28-MAY-2016
VIN: 1FTEW1EF2GF[redacted]

Claim Information

Document Number: 27341801
Repair Date: 08-SEP-2016
Distance: 9410
TIS: 3
FCC Auth: 1
AWS Load Date: 22-SEP-2016

Dealer Information

Dealer Name: GRIMSBY FORD SALES & SERVICE
Dealer Code: B8520 - *
Address: 455 SOUTH SERVICE ROAD

Expense Information

Customer Paid Amount:	.00
Deductible Amount:	.00
Dealer Paid Amount:	.00
Labor Cost:	191.89

City: GRIMSBY		Misc. Expense Amount:	36.65
State: ON Zip Code:L3M4H8		Part Markup Amount:	25.71
Country: CAN Region Code: NA		Material Cost:	90.00
Phone: (905)945-4171		Total Cost Gross:	281.89

Cust. Concern Code: H15 - BRAKE PEDAL SPONGY

Condition Code: D8 - FAILED GASKET/SEAL

Technician Comment: VERIFY BRAKE PEDAL GOING TO FLOOR, CHECKED BRAKES FOR PEDAL GOING TO FLOOR, DIAG BRAKE MASTER CYL. REPLACED M ASTER CYL , ROAD TEST TO VERIFY REPAIR OK NOW

Customer Comment: REPORT ON BRAKE PEDAL WILL FEEL LOOSE WHEN DRIVING - NO PRESSURE

Labor Op Code	Labor Op Description	Labor Op Cost
2001BCT	BRAKE SHOES / PAD ASSEMBLIES - HYDRAULIC INSPECT	100.12
2140A	MASTER CYLINDER REMOVE AND INSTALL OR REPLACE	75.09
2140AXQ		16.69

Causal Flag	Full Part Number PREF	BASE	SUFF	Part Description	CPSC	Part Quantity	Extended Amount
N	BRMC	254	*		060601	1	75.24
N	PM	20	*		000057	2	12.31
N	CPM	4	*	BATTERY	000057	1	2.45
Y	*	2140	*	CYLINDER ASY-BRK MST	060601	0	.00

DTC Sections: **Mil. Light On =** *

Flag	Test Type	Malfunction Cd	Malfunction Cd Description	Monitor Cd	Monitor Cd Description

Any comments? You can contact



webmaster

5079

From: Siddiqui, Saif (S.S.)
Sent: Friday, September 23, 2016 10:20 AM
To: 'Ralph Wagers'; 'Fred Schwendenmann'; 'Alex Rojas'; 'Donnie.Cook@hitachi-automotive.us'; 'Casey.Brown@hitachi-automotive.us'
Cc: Daanyal, Shaji (.); Mills, Eric (E.) (emills21@ford.com); Herman, Jerome (J.A.) (jherman5@ford.com); Harris, Jonathan (J.E.) (jharr176@ford.com)
Subject: P552 - Ford Motor Company - Warranty Claim - Hitachi (T407P) - 1FTEW1EF2GF[redacted]

Categories: Hitachi MC

Hitachi Team,

Ford Dearborn Truck Plant has received a warranty claim on the P552 program as described below. In an effort to prevent recurrence, please take the steps outlined below. If you have any concerns meeting this request, feel free to contact me immediately. In your initial response, document any cross vehicle line/cross Ford plant usage of the suspect component.

Initial Response (within 48 hours)

When warranty claim is received, prior to part being received

1. **Review claim information.**
   - Estimate suspect part manufacturing date based on vehicle Production Date.
   - Identify the most likely Failure Mode(s)/ Defect(s).

2. **Walk through the manufacturing process to determine if the Failure Mode/ Defect exists currently or during the suspect time period.**
   - Review CR / QR history and your internal process control history to determine if failure mode has been noted in last 90 days.
   - If failure mode/defect was already addressed, provide containment or corrective actions taken and dates implemented.
   - Ensure current production is defect free. If not, implement incremental containment action and provide applicable marking / identification of clean point.

3. **Review function and effectiveness of process controls.**
   - Verify applicable end of line test and upstream process controls and Poke Yokes are, and have been, in place and functioning.
   - Run additional test parts ("rabbits") through process to confirm controls.

4. **Make your plant floor personnel aware of the issue (Quality Alert, Visual Aids, Daily Quality Meetings, etc.).**

5. **Have your in-plant rep review the Ford Plant installation and inspection/test processes to understand failure mode detection at the Ford facility.**

6. **Initiate an 8D, at least through D3 (Containment), capturing the above steps. Include the Resident and Site STA Engineers on distribution.**
   - Identify containment action/date occurring at the vehicle assembly plant. Provide clean point Blend/Rotation/Vehicle number (if applicable).

- Identify containment action/date occurring at the warehouse/sequencer location. Provide clean point Blend/Rotation/Vehicle number (if applicable).
- Identify containment action/date occurring at the supplier manufacturing location. Provide shipping/transportation dates.

Updated Response
After part is received/analyzed

1. **If part received and Failure Mode/Defect NOT verified:**
   - Review investigation results with the PD/PVT Engineer and coordinate any required next steps.
   - Update 8D.

2. **If part received and/or Failure Mode/Defect is verified:**
   - Coordinate with IQ to confirm stock certification requirements.
   - Complete the 8D.

Thank you for your cooperation

Regards
Saif Shareef Siddiqui
DTP - Resident STA Engineer
Chassis & Vehicle Engineering
Cell: 313-434-4065

Server: **AWS Prod**
Claims loaded through: **22-SEP-2016**

Claim Detail Report

Note: All costs are in US dollars
Model Year = 2016; **Claim Key** = 2306053

Vehicle Information		**Claim Information**	
Model Year:	2016	Document Number:	27341801
Market Derived:	F - FORD	Repair Date:	08-SEP-2016
Body/Cab Type:	T/BC - DOUBLE CAB (CREW CAB)	Distance:	9410
Version/Series:	T/AM-150 SERIES	TIS:	3
Drive Type:	T/E-4 WHL L/H PART TIME DRIVE	FCC Auth:	1
Vehicle Line:	T/FC-P552 F150 [15-17]	AWS Load Date:	22-SEP-2016
Warranty Start Date:	17-JUN-2016		
Production Date:	28-MAY-2016		
VIN:	1FTEW1EF2GF[redacted]		

Dealer Information		**Expense Information**	
		Customer Paid Amount:	.00
Dealer Name:	GRIMSBY FORD SALES & SERVICE	Deductible Amount:	.00

Dealer Code:	B8520 - *	Dealer Paid Amount:	.00
Address:	455 SOUTH SERVICE ROAD	Labor Cost:	191.89
City:	GRIMSBY	Misc. Expense Amount:	36.65
State:	ON Zip Code:L3M4H8	Part Markup Amount:	25.71
Country:	CAN Region Code: NA	Material Cost:	90.00
Phone:	(905)945-4171	Total Cost Gross:	281.89

Cust. Concern Code: H15 - BRAKE PEDAL SPONGY

Condition Code: D8 - FAILED GASKET/SEAL

Technician Comment: VERIFY BRAKE PEDAL GOING TO FLOOR, CHECKED BRAKES FOR PEDAL GOING TO FLOOR, DIAG BRAKE MASTER CYL. REPLACED M ASTER CYL , ROAD TEST TO VERIFY REPAIR OK NOW

Customer Comment: REPORT ON BRAKE PEDAL WILL FEEL LOOSE WHEN DRIVING - NO PRESSURE

Labor Op Code	Labor Op Description	Labor Op Cost
2001BCT	BRAKE SHOES / PAD ASSEMBLIES - HYDRAULIC INSPECT	100.12
2140A	MASTER CYLINDER REMOVE AND INSTALL OR REPLACE	75.09
2140AXQ		16.69

Causal Flag	Full Part Number PREF	BASE	SUFF	Part Description	CPSC	Part Quantity	Extended Amount
N	BRMC	254	*		060601	1	75.24
N	PM	20	*		000057	2	12.31
N	CPM	4	*	BATTERY	000057	1	2.45
Y	*	2140	*	CYLINDER ASY-BRK MST	060601	0	.00

DTC Sections: **Mil. Light On =** *

Flag	Test Type	Malfunction Cd	Malfunction Cd Description	Monitor Cd	Monitor Cd Description

Any comments? You can contact



webmaster

5079

From: Siddiqui, Saif (S.S.)
Sent: Thursday, October 06, 2016 3:29 PM
To: 'Ralph Wagers'; 'Fred Schwendenmann'; 'Alex Rojas'; 'Donnie.Cook@hitachi-automotive.us'; 'Casey.Brown@hitachi-automotive.us'
Cc: Daanyal, Shaji (.); Mills, Eric (E.); Herman, Jerome (J.A.); Harris, Jonathan (J.E.)
Subject: P552 - Ford Motor Company - Warranty Claim - Hitachi (T407P) - 1FTEW1EF2GF[redacted]

Hitachi Team,

Ford Dearborn Truck Plant has received a warranty claim on the P552 program as described below. In an effort to prevent recurrence, please take the steps outlined below. If you have any concerns meeting this request, feel free to contact me immediately. **In your initial response, document any cross vehicle line/cross Ford plant usage of the suspect component.**

****

Initial Response (within 48 hours)
When warranty claim is received, prior to part being received

1. **Review claim information.**
   - Estimate suspect part manufacturing date based on vehicle Production Date.
   - Identify the most likely Failure Mode(s)/ Defect(s).

2. **Walk through the manufacturing process to determine if the Failure Mode/ Defect exists currently or during the suspect time period.**
   - Review CR / QR history and your internal process control history to determine if failure mode has been noted in last 90 days.
   - If failure mode/defect was already addressed, provide containment or corrective actions taken and dates implemented.
   - Ensure current production is defect free. If not, implement incremental containment action and provide applicable marking / identification of clean point.
   - Extend containment into the plants if defect is found in internal sort.

3. **Review function and effectiveness of process controls.**
   - Verify applicable end of line test and upstream process controls and Poke Yokes are, and have been, in place and functioning.
   - Run additional test parts ("rabbits") through process to confirm controls.

4. **Make your plant floor personnel aware of the issue (Quality Alert, Visual Aids, Daily Quality Meetings, etc.).**

5. **Have your in-plant rep review the Ford Plant installation and inspection/test processes to understand failure mode detection at the Ford facility.**

6. **Initiate an 8D, at least through D3 (Containment), capturing the above steps. Include the Resident and Site STA Engineers on distribution.**

   - **Identify containment action/date occurring at the vehicle assembly plant. Provide clean point Blend/Rotation/Vehicle number (if applicable).**

- **Identify containment action/date occurring at the warehouse/sequencer location. Provide clean point Blend/Rotation/Vehicle number (if applicable).**
- **Identify containment action/date occurring at the supplier manufacturing location. Provide shipping/transportation dates.**

Updated Response
After part is received/analyzed

1. **If part received and Failure Mode/Defect NOT verified:**
   - Review investigation results with the PD/PVT Engineer and coordinate any required next steps.
   - Update 8D.

2. **If part received and/or Failure Mode/Defect is verified:**
   - Coordinate with IQ to confirm stock certification requirements.
   - Complete the 8D.

Regards

Saif Shareef Siddiqui
Resident STA Engineer
Chassis & Vehicle Engineering
Dearborn Truck Plant
Ford Motor Company
Cell: 313-434-4065

Server: **AWS Prod**
Claims loaded through: **05-OCT-2016**

Claim Detail Report

Note: All costs are in US dollars
Model Year = 2016; **Claim Key** = 2457662

Vehicle Information

Model Year: 2016
Market Derived: F - FORD
Body/Cab Type: T/BC - DOUBLE CAB (CREW CAB)
Version/Series: T/AM-150 SERIES
Drive Type: T/E-4 WHL L/H PART TIME DRIVE
Vehicle Line: T/FC-P552 F150 [15-17]
Warranty Start Date: 05-AUG-2016
Production Date: 26-JUN-2016
VIN: 1FTEW1EF2GF[redacted]

Claim Information

Document Number: 668128A
Repair Date: 21-SEP-2016
Distance: 4791
TIS: 2
FCC Auth: 1
AWS Load Date: 05-OCT-2016

Dealer Information

Expense Information

Customer Paid Amount: .00

Dealer Name:	TOWN & COUNTRY FORD , INC.	Deductible Amount:	.00
Dealer Code:	01057 - *	Dealer Paid Amount:	.00
Address:	5401 EAST INDEPENDNCE BOULEVARD	Labor Cost:	109.73
City:	CHARLOTTE	Misc. Expense Amount:	.00
State:	NC Zip Code:282120504	Part Markup Amount:	35.95
Country:	USA Region Code: NA	Material Cost:	88.82
Phone:	(704)536-2131	Total Cost Gross:	198.55

Cust. Concern Code: H19 - BRAKE-ABS/TRACTION/ESC TROUBLES

Condition Code: 42 - DOES NOT OPERATE PROPERLY

Technician Comment: VERIFY CONCERN.PERFORM HYDROLIC BRAKE SYSTEM DIAGNOSIS.BLOCK OFF MASTER CYLINDER FOUND BRAKE PEDAL STILL FADES.REPLACE MASTER CYLINDER.FILL AND BLEED SYSTEM.VERIFY REPAIR AND ROAD TEST.

Customer Comment: CUSTOMER STATES THE BRAKE PEDAL GOES TO THE FLOOR

Labor Op Code	Labor Op Description	Labor Op Cost
2140A	MASTER CYLINDER REMOVE AND INSTALL OR REPLACE	89.78
2140AXQ		19.95

Causal Flag	Full Part Number PREF	BASE	SUFF	Part Description	CPSC	Part Quantity	Extended Amount
Y	GL3Z	2140	A	CYLINDER ASY-BRK MST	060601	1	88.82

DTC Sections: **Mil. Light On =** *

Flag	Test Type	Malfunction Cd	Malfunction Cd Description	Monitor Cd	Monitor Cd Description

Any comments? You can contact



webmaster

17495

From: Siddiqui, Saif (S.S.)
Sent: Thursday, October 06, 2016 11:29 AM
To: 'Ralph Wagers'; 'Fred Schwendenmann'; 'Alex Rojas'; 'Donnie.Cook@hitachi-automotive.us'; 'Casey.Brown@hitachi-automotive.us'
Cc: Daanyal, Shaji (.); Mills, Eric (E.) (emills21@ford.com); Herman, Jerome (J.A.) (jherman5@ford.com); Harris, Jonathan (J.E.) (jharr176@ford.com)
Subject: P552 - Ford Motor Company - Warranty Claim - Hitachi (T407P) - 1FTEW1EF2GF[redacted]

Categories: Hitachi MC

Hitachi Team,

Ford Dearborn Truck Plant has received a warranty claim on the P552 program as described below. In an effort to prevent recurrence, please take the steps outlined below. If you have any concerns meeting this request, feel free to contact me immediately. **In your initial response, document any cross vehicle line/cross Ford plant usage of the suspect component.**

****

Initial Response (within 48 hours)
When warranty claim is received, prior to part being received

1. **Review claim information.**
   - Estimate suspect part manufacturing date based on vehicle Production Date.
   - Identify the most likely Failure Mode(s)/ Defect(s).

2. **Walk through the manufacturing process to determine if the Failure Mode/ Defect exists currently or during the suspect time period.**
   - Review CR / QR history and your internal process control history to determine if failure mode has been noted in last 90 days.
   - If failure mode/defect was already addressed, provide containment or corrective actions taken and dates implemented.
   - Ensure current production is defect free. If not, implement incremental containment action and provide applicable marking / identification of clean point.
   - Extend containment into the plants if defect is found in internal sort.

3. **Review function and effectiveness of process controls.**
   - Verify applicable end of line test and upstream process controls and Poke Yokes are, and have been, in place and functioning.
   - Run additional test parts ("rabbits") through process to confirm controls.

4. **Make your plant floor personnel aware of the issue (Quality Alert, Visual Aids, Daily Quality Meetings, etc.).**

5. **Have your in-plant rep review the Ford Plant installation and inspection/test processes to understand failure mode detection at the Ford facility.**

6. **Initiate an 8D, at least through D3 (Containment), capturing the above steps. Include the Resident and Site STA Engineers on distribution.**

   - **Identify containment action/date occurring at the vehicle assembly plant. Provide clean point Blend/Rotation/Vehicle number (if applicable).**

- **Identify containment action/date occurring at the warehouse/sequencer location. Provide clean point Blend/Rotation/Vehicle number (if applicable).**
- **Identify containment action/date occurring at the supplier manufacturing location. Provide shipping/transportation dates.**

Updated Response
After part is received/analyzed

1. **If part received and Failure Mode/Defect NOT verified:**
   - Review investigation results with the PD/PVT Engineer and coordinate any required next steps.
   - Update 8D.

2. **If part received and/or Failure Mode/Defect is verified:**
   - Coordinate with IQ to confirm stock certification requirements.
   - Complete the 8D.

Regards

Saif Shareef Siddiqui
Resident STA Engineer
Chassis & Vehicle Engineering
Dearborn Truck Plant
Ford Motor Company
Cell: 313-434-4065

Server: **AWS Prod**
Claims loaded through: **05-OCT-2016**

Claim Detail Report

Note: All costs are in US dollars
Model Year = 2016; **Claim Key** = 2457662

Vehicle Information

Model Year: 2016
Market Derived: F - FORD
Body/Cab Type: T/BC - DOUBLE CAB (CREW CAB)
Version/Series: T/AM-150 SERIES
Drive Type: T/E-4 WHL L/H PART TIME DRIVE
Vehicle Line: T/FC-P552 F150 [15-17]
Warranty Start Date: 05-AUG-2016
Production Date: 26-JUN-2016
VIN: 1FTEW1EF2GFC[redacted]

Claim Information

Document Number: 668128A
Repair Date: 21-SEP-2016
Distance: 4791
TIS: 2
FCC Auth: 1
AWS Load Date: 05-OCT-2016

Dealer Information

Expense Information

Customer Paid Amount: .00

Dealer Name:	TOWN & COUNTRY FORD , INC.	Deductible Amount:	.00
Dealer Code:	01057 - *	Dealer Paid Amount:	.00
Address:	5401 EAST INDEPENDNCE BOULEVARD	Labor Cost:	109.73
City:	CHARLOTTE	Misc. Expense Amount:	.00
State:	NC Zip Code:282120504	Part Markup Amount:	35.95
Country:	USA Region Code: NA	Material Cost:	88.82
Phone:	(704)536-2131	Total Cost Gross:	198.55

Cust. Concern Code: H19 - BRAKE-ABS/TRACTION/ESC TROUBLES

Condition Code: 42 - DOES NOT OPERATE PROPERLY

Technician Comment: VERIFY CONCERN.PERFORM HYDROLIC BRAKE SYSTEM DIAGNOSIS.BLOCK OFF MASTER CYLINDER FOUND BRAKE PEDAL STILL FADES.REPLACE MASTER CYLINDER.FILL AND BLEED SYSTEM.VERIFY REPAIR AND ROAD TEST.

Customer Comment: CUSTOMER STATES THE BRAKE PEDAL GOES TO THE FLOOR

Labor Op Code	Labor Op Description	Labor Op Cost
2140A	MASTER CYLINDER REMOVE AND INSTALL OR REPLACE	89.78
2140AXQ		19.95

Causal Flag	Full Part Number PREF	BASE	SUFF	Part Description	CPSC	Part Quantity	Extended Amount
Y	GL3Z	2140	A	CYLINDER ASY-BRK MST	060601	1	88.82

DTC Sections: **Mil. Light On =** *

Flag	Test Type	Malfunction Cd	Malfunction Cd Description	Monitor Cd	Monitor Cd Description

Any comments? You can contact



webmaster

17495

From: Siddiqui, Saif (S.S.)
Sent: Friday, August 05, 2016 12:40 PM
To: 'Ralph Wagers'; Stuart Ray (Stuart.Ray@hitachi-automotive.us)
Cc: Daanyal, Shaji (.)
Subject: P552 - Ford Motor Company - Warranty Claim - Hitachi (T407P) - 1FTEW1EF4GF[redacted]

Categories: Hitachi MC

From: Siddiqui, Saif (S.S.)
Sent: Friday, August 05, 2016 12:37 PM
To: 'Ralph Wagers'; Stuart Ray (Stuart.Ray@hitachi-automotive.us)
Cc: Daanyal, Shaji (.)
Subject: P552 - Ford Motor Company - Warranty Claim - Hitachi (T407P) - 1FTEW1EF5GF[redacted]

Team

Ford Dearborn Truck Plant has received a warranty claim on the P552 program as described below. In an effort to prevent recurrence, please take the steps outlined below. If you have any concerns meeting this request, feel free to contact me immediately. **In your initial response, document any cross vehicle line/cross Ford plant usage of the suspect component.**

**Please provide your 3D 8D with containment actions within 24Hrs. All warranty claims must be contained with or without parts back based on known historical issues.

****

Initial Response (within 48 hours)
When warranty claim is received, prior to part being received

1. **Review claim information.**
   - Estimate suspect part manufacturing date based on vehicle Production Date.
   - Identify the most likely Failure Mode(s)/ Defect(s).

2. **Walk through the manufacturing process to determine if the Failure Mode/ Defect exists currently or during the suspect time period.**
   - Review CR / QR history and your internal process control history to determine if failure mode has been noted in last 90 days.
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   - Verify applicable end of line test and upstream process controls and Poke Yokes are, and have been, in place and functioning.
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