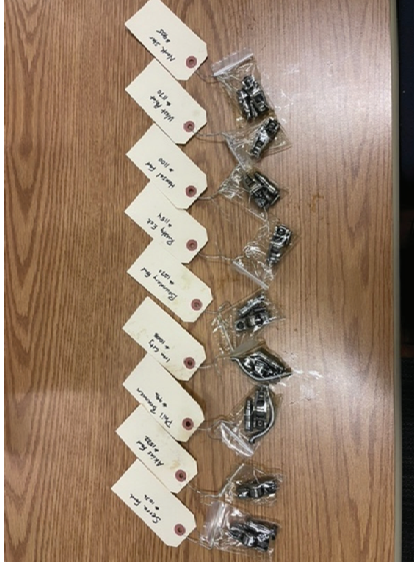
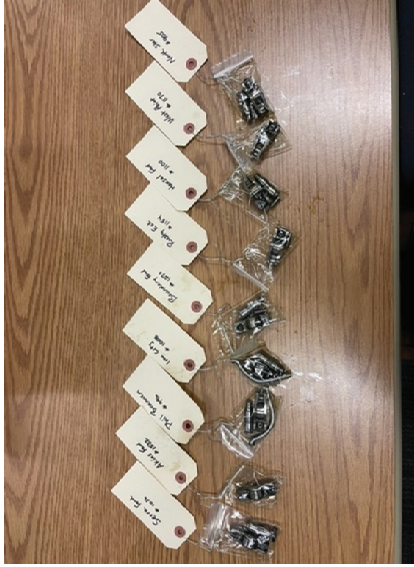


Item	Report #	WIN #	Dealership	Odometer	Tip-Hardness > 57 HRC	Eaton Grinder Burn Assessment	Ford Grinder Burn Assessment	Chamber Impact
1	21221_07302		Bonmarito	743	Yes	Yes	Yes	Yes
2	21279_07516		Scott Petersen	1722	Yes	Yes	Yes	Yes
3	21213_07515		Capitol Ford	388	No	Yes	Yes	Yes
4	21277_07507		Duany Yacobi	1372	Yes	Yes	Yes	Yes
5	21277_07507		Duany Yacobi	1372	Yes	Yes	Yes	Yes
6	21273_07498		Auto Nation	985	Yes	No	Yes	Yes
7	21234_07349		Pat Miliken	359	Yes	Yes	Yes	Yes
8	21215_07289		Keller Ford	1146	Yes	No	Yes	Yes
9	21152_07136		Gillespie Ford Shaffer Ford Capitol Ford El Cajon Ford Sante Monica Ford	2080 857 685 1203 94.00	No	Not evaluated	Not evaluated	Yes
10								
11								
12								
13								
14								
15								
16								
17								
18								
19								
20								

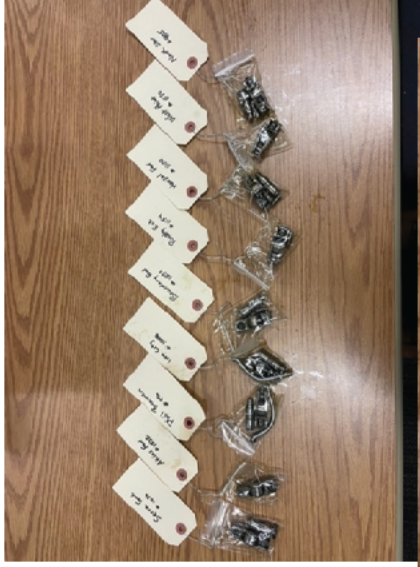


Key points  
 - Report # load of LH bank  
 - Reports and grinder burn interpretation  
 - Warranty Spike  
 - Int vs Ext and low mileage  
 - SH light and SH 1

Item	Report #	WIN #	Dealership	Odometer	Tip Hardness > 57 HRC	Eaton Grinder Burn Assessment	Ford Grinder Burn Assessment	Chamfer Impact
1	21221_07302		Bommarito	743	Yes	Yes	Yes	Yes
2	21279_07516		Scott Petersen	1722	Yes	Yes	Yes	Yes
3	21279_07515		Capitol Ford	388	No	Yes	Yes	Yes
4	21279_07514		Deputy Yacobi	1372	Yes	Yes	Yes	Yes
5	21277_07507		Deputy Yacobi	1372	Yes	Yes	Yes	Yes
6	21273_07498		Auto Nation	985	Yes	No	Yes	Yes
7	21234_07349		Pat Miliken	359	Yes	Yes	Yes	Yes
8	21215_07289		Keller Ford	1146	Yes	No	Yes	Yes
			Gillespie Ford	2080				
			Shaffer Ford	857				
9	21152_07136		Capitol Ford	685	No	Not evaluated	Not evaluated	Yes
			El Cajon Ford	1203				
			Santa Monica Ford	9400				
10								
11								
12								
13								
14								
15								
16								
17								
18								
19								
20								



Key points  
 Report # load of LH bank  
 Reports and grinder burn interpretation  
 Warranty Spike  
 Int vs Ext and low mileage  
 SH light and SH 1



U

---

**From:** Kindle, Kyle (K.C.)  
**Sent:** Wednesday, October 13, 2021 3:15 PM  
**To:** Hewlett, Matt (M.S.)  
**Cc:** Clement, Chris (C.M.); Burgei, Ronald (R.A.)  
**Subject:** CHA Op. 180.1A FTT (2020 & 2021)  
**Attachments:** CHA - Op. 180.1A - Rejects 2020 & 2021.xlsx

**Sensitivity:** Confidential

*Kyle C. Kindle*  
Industrial Engineer  
LEP PV6 Nano  
(419) 226-7108

---

**From:** Knott, Tim (.)  
**Sent:** Thursday, September 2, 2021 9:08 AM  
**To:** Adam, Paul (P.J.)  
**Subject:** Emailing: Robustness action triage  
**Attachments:** Robustness action triage.xlsx

A rough draft from several weeks ago.

Your message is ready to be sent with the following file or link attachments:

Robustness action triage

Note: To protect against computer viruses, e-mail programs may prevent sending or receiving certain types of file attachments. Check your e-mail security settings to determine how attachments are handled.

---

**From:** Reinhart, Paul (T.)  
**Sent:** Friday, July 30, 2021 12:32 PM  
**To:** Soulliere, Steve (S.); Birkemeier, Jeff (.); Burgei, Ronald (R.A.)  
**Cc:** Heggie, Forest (F.); Keough, Shane (S.T.); Hewlett, Matt (M.S.)  
**Subject:** FW: Failed 2.7L - Bronco birth history

---

**Paul Reinhart**

Global Engine Engineering  
Cylinder Head Product Development  
313-805-9386

---

**From:** Keough, Shane (S.T.) <[skeough@ford.com](mailto:skeough@ford.com)>  
**Sent:** Friday, July 30, 2021 12:06 PM  
**To:** Strand, Tim (T.A.) <[tstrand2@ford.com](mailto:tstrand2@ford.com)>; Hewlett, Matt (M.S.) <[mhewlet1@ford.com](mailto:mhewlet1@ford.com)>; Heggie, Forest (F.) <[fheggie@ford.com](mailto:fheggie@ford.com)>; Reinhart, Paul (T.) <[preinhar@ford.com](mailto:preinhar@ford.com)>  
**Subject:** RE: Failed 2.7L - Bronco birth history

+ Paul  
+ Forest

**Shane Keough**

Supervisor – Cylinder Head / Cylinder Head Gasket Design  
(313) 805-9197

---

**From:** Strand, Tim (T.A.) <[tstrand2@ford.com](mailto:tstrand2@ford.com)>  
**Sent:** Friday, July 30, 2021 12:03 PM  
**To:** Hewlett, Matt (M.S.) <[mhewlet1@ford.com](mailto:mhewlet1@ford.com)>  
**Cc:** Keough, Shane (S.T.) <[skeough@ford.com](mailto:skeough@ford.com)>  
**Subject:** RE: Failed 2.7L - Bronco birth history

Thanks Matt. Any head data pulled? Keough was asking. I asked Mike Benard as well if you don't have it at your finger tips.

Shane- See some details below.

**Tim Strand**

Nano Engine Systems Supervisor  
Cell: (313) 805-9701  
[tstrand2@ford.com](mailto:tstrand2@ford.com)

---

**From:** Hewlett, Matt (M.S.) <[mhewlet1@ford.com](mailto:mhewlet1@ford.com)>  
**Sent:** Friday, July 30, 2021 12:00 PM  
**To:** Strand, Tim (T.A.) <[tstrand2@ford.com](mailto:tstrand2@ford.com)>  
**Subject:** FW: Failed 2.7L - Bronco birth history

---





C

Most relevant cold test traces below.

**Matt Hewlett**  
LEP Resident Engineer  
Desk: 419-226-7349  
Cell: 313-805-1069

---

**From:** Hewlett, Matt (M.S.)  
**Sent:** Thursday, July 29, 2021 12:21 PM  
**To:** Stechschulte, Craig (C.T.) <[cstechsc@ford.com](mailto:cstechsc@ford.com)>; Schuh, Rudy (R.) <[rschuh1@ford.com](mailto:rschuh1@ford.com)>; Hashbarger, Jacob (J.E.) <[JHASHBAR@ford.com](mailto:JHASHBAR@ford.com)>; Moore, Roger (R.D.) <[rmoore36@ford.com](mailto:rmoore36@ford.com)>; Sheidler, Tom (T.L.) <[tsheidl1@ford.com](mailto:tsheidl1@ford.com)>  
**Cc:** Lyons, Marcus (M.I.) <[mlyons3@ford.com](mailto:mlyons3@ford.com)>; Birr, Jodi (J.) <[JBIRR@ford.com](mailto:JBIRR@ford.com)>; Oweis, Sam (S.W.) <[soweis@ford.com](mailto:soweis@ford.com)>  
**Subject:** RE: Failed 2.7L - Bronco

Excellent work, Craig. Thank you.

**Matt Hewlett**  
LEP Resident Engineer  
Desk: 419-226-7349  
Cell: 313-805-1069

---

**From:** Stechschulte, Craig (C.T.) <[cstechsc@ford.com](mailto:cstechsc@ford.com)>  
**Sent:** Thursday, July 29, 2021 12:10 PM  
**To:** Hewlett, Matt (M.S.) <[mhewlet1@ford.com](mailto:mhewlet1@ford.com)>; Schuh, Rudy (R.) <[rschuh1@ford.com](mailto:rschuh1@ford.com)>; Hashbarger, Jacob (J.E.) <[jhashbar@ford.com](mailto:jhashbar@ford.com)>; Moore, Roger (R.D.) <[rmoore36@ford.com](mailto:rmoore36@ford.com)>; Sheidler, Tom (T.L.) <[tsheidl1@ford.com](mailto:tsheidl1@ford.com)>  
**Cc:** Lyons, Marcus (M.I.) <[mlyons3@ford.com](mailto:mlyons3@ford.com)>; Birr, Jodi (J.) <[jbirr@ford.com](mailto:jbirr@ford.com)>; Oweis, Sam (S.W.) <[soweis@ford.com](mailto:soweis@ford.com)>  
**Subject:** RE: Failed 2.7L - Bronco



C

CUSTOMER STATES ENGINE STALLED AT HIGHWAY SPEEDS AND WOULD NOT RESTART.

**TECH/C 07/26/2021 11:45AM**

VERIFIED CRANK/NO START CONCERN. SELFTESTED MODULES, P0305 PRESENT. PERFORMED RELATIVE COMPRESSION TEST. FOUND ONLY 1% LOSS ON #5 CYLINDER. REMOVED SPARK PLUG AND FOUND SEVERE DAMAGE TO SPARK PLUG, USED BORE SCOPE TO INSPECT CYLINDER AND FOUND VALVE LAYING ON TOP OF PISTON. SEVERE DAMAGE TO PISTON PRESENT. NO FURTHER TEAR DOWN HAS BEEN PERFORMED AT THIS TIME.

1146 miles

**CONCER 07/27/2021 09:24AM**

customer was driving had loss of power , trailer default message, dash went black and vehicle shut down. will not turn over. engine seems to locked up.

**TECH/C 07/27/2021 09:24AM**

tried turning over manually and engine is locked

**Matt Hewlett**

LEP Resident Engineer  
Desk: 419-226-7349  
Cell: 313-805-1069

---

**From:** Lyons, Marcus (M.I.) <[mlyons3@ford.com](mailto:mlyons3@ford.com)>

**Sent:** Wednesday, July 28, 2021 6:26 PM

**To:** Melki, Imad (I.E.) <[imelki@ford.com](mailto:imelki@ford.com)>; Mazzella, Brian (B.R.) <[bmazzell@ford.com](mailto:bmazzell@ford.com)>; Kilby, John (J.G.) <[jkilby1@ford.com](mailto:jkilby1@ford.com)>; Mancini, JonCarlo (J.) <[jmancin6@ford.com](mailto:jmancin6@ford.com)>; Birr, Jodi (J.) <[jbirr@ford.com](mailto:jbirr@ford.com)>; Schuh, Rudy (R.) <[rschuh1@ford.com](mailto:rschuh1@ford.com)>; Hewlett, Matt (M.S.) <[mhewlet1@ford.com](mailto:mhewlet1@ford.com)>

**Subject:** Fwd: Failed 2.7L - Bronco

+ Rudy Schuh, LEP Quality Engineer  
+ Jodi Birr, LEP Quality Analyst  
+ Matt Hewlett, PD Resident at LEP

Marcus Lyons  
Quality Manager  
Lima Engine Plant  
w: 419.226.7268  
c: 419.673.7551

[Outlook](#) for iOS

---

**From:** Melki, Imad (I.E.) <[imelki@ford.com](mailto:imelki@ford.com)>

**Sent:** Wednesday, July 28, 2021 5:21 PM

**To:** Mazzella, Brian (B.R.); Kilby, John (J.G.); Mancini, JonCarlo (J.); Lyons, Marcus (M.I.)

**Cc:** Moore, Brian (B.M.)

**Subject:** FW: Failed 2.7L - Bronco

2,7L V6 Team,  
Please see two engine failure claims.

Respectfully submitted,  
**Imad E. Melki**  
Powertrain PVT Supervisor - MAP  
MAP – PVT, Q12  
Wayne, MI 48184  
USA  
Telephone +1 313-8053707

---

**From:** Vylasek, Stephan (S.) <[svylasek@ford.com](mailto:svylasek@ford.com)>  
**Sent:** Wednesday, July 28, 2021 5:17 PM  
**To:** Melki, Imad (I.E.) <[imelki@ford.com](mailto:imelki@ford.com)>  
**Cc:** Shah, Kiran (K.H.) <[kshah12@ford.com](mailto:kshah12@ford.com)>  
**Subject:** FW: Failed 2.7L - Bronco

Wrong person! :) This one is for you Imad.

Kiran,

Here are the two failed 2.7L engine reports. The comments are brief, but straight forward. I plan to call them in the morning to see if the engines are indeed complete replacements. If they are, this will open into an emerging QSF. One more and we are QSF reporting in the FQRs.

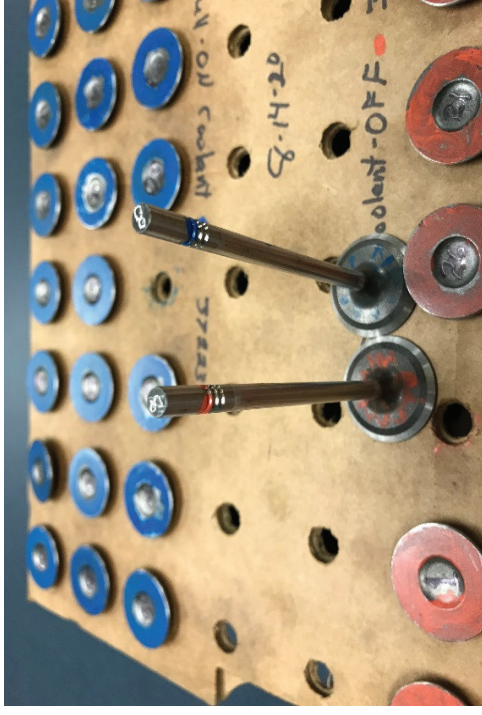
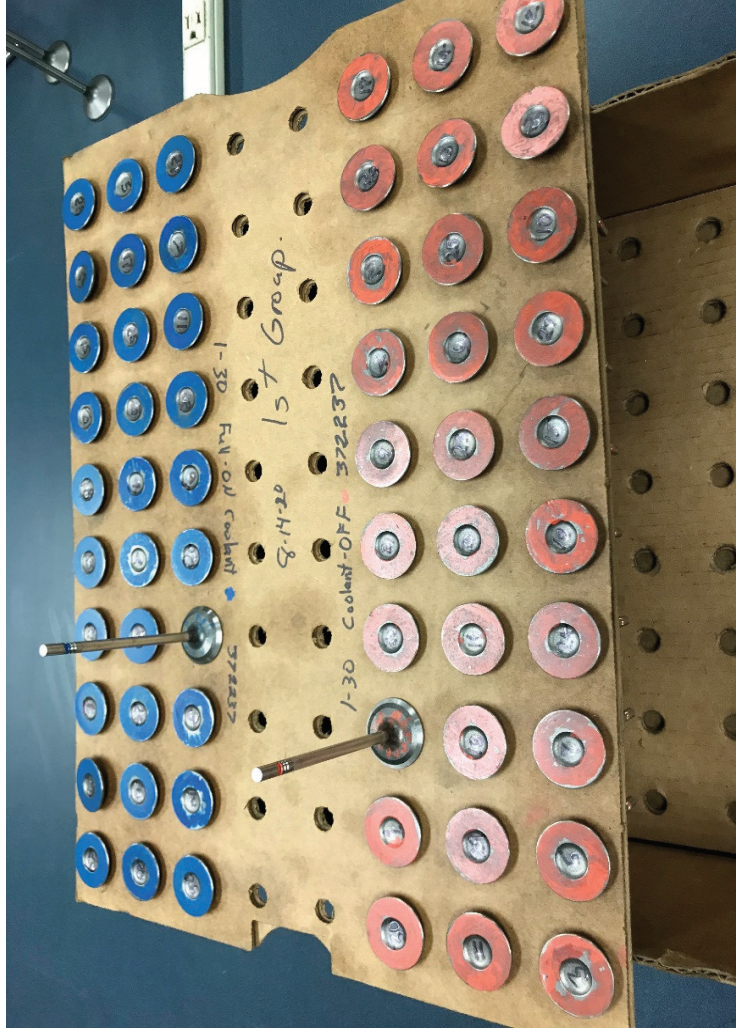
I'll let you know how the calls to these dealers go.

*Steve Vylasek*  
Concern ID & Resolution – Program Manager  
Mustang / Continental / Bronco / Ranger / EcoSport  
Ford Motor Company – FCSD  
(313)-323-7817 / [SVylasek@Ford.com](mailto:SVylasek@Ford.com)

---

**From:** Strand, Tyson <TysonStrand@Eaton.com>  
**Sent:** Monday, August 2, 2021 12:16 PM  
**To:** Kolodziejczyk, Jeffrey (J.A.); Adam, Paul (P.J.)  
**Subject:** Impact data analysis  
**Attachments:** Ford Nano - Impact test data analysis.xlsx

**WARNING:** This message originated outside of Ford Motor Company. Use caution when opening attachments, clicking links, or responding.





Ford Motor Company  
313-949-7899

RH CYL HD

**When:** Thursday, October 15, 2020 7:30 AM-8:00 AM (UTC-05:00) Eastern Time (US & Canada).

**Where:** WebEx

-- Do not delete or change any of the following text. --

Join Meeting

Meeting number (access code): 173 243 9678 Meeting password: Ks4vApYkm39

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+1-888-628-3668,,1732439678## US Toll Free Number

**Join by phone**

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+1-888-628-3668 US Toll Free Number

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**Join from a video system or application**

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For additional help with WebEx, Ford users can click on the Digital Worker link: [WebEx Support](#)

Can't join the meeting? [Contact support](#).

T32MC04

**From:** Murphy, Jason (J.J.)  
**Sent:** Friday, July 30, 2021 11:01 AM  
**To:** Smith, Cressel (C.); Kolodziejczyk, Jeffrey (J.A.); Adam, Paul (P.J.); Rhude, Benjamin (B.)  
**Cc:** Strand, Tim (T.A.)  
**Subject:** RE: Nano Dropped Valve Issue - U725 2.7L  
**Attachments:** Nano\_VOP\_Setpoint\_Cal.xlsx

Thank You

*Jason Murphy*

[\[mailto:jmurph23@ford.com\]](mailto:jmurph23@ford.com)

Engine Calibration

TEE 1AD52

Phone 313-805-2423

---

**From:** Smith, Cressel (C.) <csmit840@ford.com>  
**Sent:** Friday, July 30, 2021 10:08 AM  
**To:** Kolodziejczyk, Jeffrey (J.A.) <jkolodz1@ford.com>; Murphy, Jason (J.J.) <jmurph23@ford.com>; Adam, Paul (P.J.) <padam6@ford.com>; Rhude, Benjamin (B.) <BRHUDE2@ford.com>  
**Cc:** Strand, Tim (T.A.) <tstrand2@ford.com>  
**Subject:** RE: Nano Dropped Valve Issue - U725 2.7L

[https://azureford.sharepoint.com/:x:/r/sites/nanobaseengineteam/Shared%20Documents/04%20-%20Complexity/Master%20Nano%20Complexity%20Matrix.3\\_18\\_2020.xlsx?d=w828f721f75124c12aba5be657a8515fc&csf=1&web=1&e=vl9wY3](https://azureford.sharepoint.com/:x:/r/sites/nanobaseengineteam/Shared%20Documents/04%20-%20Complexity/Master%20Nano%20Complexity%20Matrix.3_18_2020.xlsx?d=w828f721f75124c12aba5be657a8515fc&csf=1&web=1&e=vl9wY3)

Link to the master complexity matrix for Nano

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

**From:** Kolodziejczyk, Jeffrey (J.A.) <[jkolodz1@ford.com](mailto:jkolodz1@ford.com)>  
**Sent:** Friday, July 30, 2021 9:01 AM  
**To:** Kolodziejczyk, Jeffrey (J.A.); Murphy, Jason (J.J.); Adam, Paul (P.J.); Rhude, Benjamin (B.)  
**Cc:** Strand, Tim (T.A.); Smith, Cressel (C.)  
**Subject:** Nano Dropped Valve Issue - U725 2.7L  
**When:** Friday, July 30, 2021 9:30 AM-10:00 AM (UTC-05:00) Eastern Time (US & Canada).  
**Where:**

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

**From:** Kolodziejczyk, Jeffrey (J.A.) <[jkolodz1@ford.com](mailto:jkolodz1@ford.com)>  
**Sent:** Friday, July 30, 2021 8:51 AM  
**To:** Kolodziejczyk, Jeffrey (J.A.); Murphy, Jason (J.J.); Adam, Paul (P.J.); Rhude, Benjamin (B.)  
**Subject:** Nano Dropped Valve Issue - U725 2.7L

**When:** Friday, July 30, 2021 9:30 AM-10:00 AM (UTC-05:00) Eastern Time (US & Canada).

**Where:**

Join Meeting

Meeting number (access code): 179 163 7741 Meeting password: PAegMtap237

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T32MC04

---

**From:** Hewlett, Matt (M.S.)  
**Sent:** Friday, September 10, 2021 1:23 PM  
**To:** Schroeder, Christopher (C.E.); Anderson, Duan'te (D.T.); Clement, Chris (C.M.)  
**Subject:** RE: Review Exhaust Valve Prints

**Matt Hewlett**  
LEP Resident Engineer  
Desk: 419-226-7349  
Cell: 313-805-1069

---

**From:** Schroeder, Christopher (C.E.) <cschroe5@ford.com>  
**Sent:** Friday, September 10, 2021 1:12 PM  
**To:** Hewlett, Matt (M.S.) <mhewlet1@ford.com>; Anderson, Duan'te (D.T.) <dander50@ford.com>; Clement, Chris (C.M.) <cclleme53@ford.com>  
**Subject:** RE: Review Exhaust Valve Prints

*Christopher Schroeder*  
Team Manager  
Desk: 419-226-7284  
Cell: 419-908-0225

---

**From:** Hewlett, Matt (M.S.) <mhewlet1@ford.com>  
**Sent:** Friday, September 10, 2021 12:58 PM  
**To:** Schroeder, Christopher (C.E.) <cschroe5@ford.com>; Anderson, Duan'te (D.T.) <dander50@ford.com>; Clement, Chris (C.M.) <cclleme53@ford.com>  
**Subject:** RE: Review Exhaust Valve Prints

Here is the valve print, but I can't access the ES (ESE-M99P21-A). Ben is working to get it for me.

[REDACTED]

**To:** Anderson, Duan'te (D.T.); Hewlett, Matt (M.S.); Clement, Chris (C.M.)  
**Subject:** Review Exhaust Valve Prints  
**When:** Tuesday, September 14, 2021 12:00 PM-12:30 PM (UTC-05:00) Eastern Time (US & Canada).  
**Where:** Duante's Office

**Agenda:**  
Review Issue with Eaton Exhaust Valves and Reject Conditions

Ford Motor Company  
313-580-3971

# Material Comparison

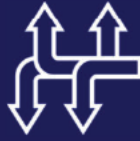
February 2021



Turn Around  
Automotive Operations



Modernize  
Everywhere



Disrupt  
Ourselves