

From: [REDACTED] ([REDACTED]) <[REDACTED]>
Sent: [REDACTED]
To: [REDACTED] <[REDACTED]>
Subject: RE: PG&E Fuel Filter Failure - Leadership Escalation Required

Manager, Safety Investigations | Truck Chair
Automotive
(mobile)

From: [REDACTED] <[REDACTED]>
Sent: [REDACTED]
To: [REDACTED] <[REDACTED]>; [REDACTED] (T.) <[REDACTED]>; [REDACTED] <[REDACTED]>
 <[REDACTED]>; [REDACTED] (F.) <[REDACTED]>; [REDACTED] <[REDACTED]>; [REDACTED] <[REDACTED]>
 <[REDACTED]>; [REDACTED] <[REDACTED]>
Cc: [REDACTED] ([REDACTED]) <[REDACTED]>; [REDACTED] (V.) <[REDACTED]>; [REDACTED]
 <[REDACTED]>
Subject: RE: [REDACTED] PG&E [REDACTED] Fuel Filter Failure - Leadership Escalation Required

Your text [REDACTED] indicates you have an internal meeting at [REDACTED] and would like to have [REDACTED] recommendations on next steps. They are working on [REDACTED] Engineer details and the [REDACTED] Team will update [REDACTED] on status.

From: [REDACTED]@pg
Sent: [REDACTED]
To: [REDACTED] (A.) <[REDACTED]>; [REDACTED] (T.) <[REDACTED]>; [REDACTED] (J.) <[REDACTED]>; [REDACTED] (F.) <[REDACTED]>; [REDACTED]@pg <[REDACTED]>
Subject: PG&E 6.7L Fuel Filter Failure - Leadership Escalation Required
Importance: High

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Classification: Public

[REDACTED]

Please confirm receipt of this email.

Following up to our earlier call with a summary of the [REDACTED] filter failure. This is the second fuel system failure in 2 weeks. Looking forward to your follow-up call tomorrow to discuss immediate containment steps.

- Truck fire 5/21/24 – Reported to Ford OGC & NHTSA
 - Model Year: 2021
 - Model: F600
 - VIN#: [REDACTED]
 - PG&E Internal ID: [REDACTED]
- Fuel Filter seam failure [REDACTED] Reported to Ford, pending OGC filing. NHTSA report filed.
 - Model Year: 2019
 - Model: F550
 - VIN#: [REDACTED]
 - PG&E Internal ID: [REDACTED]

At approximately 12pm PT on [REDACTED] PG&E Unit [REDACTED] experienced a diesel fuel filter failure. The operator took precautionary measures that were provided to him based on the [REDACTED] incident, was able to prevent an ignition from occurring and avoid injuries to himself or the public. The filter was replaced ~24 hours prior and appears to have split open at the seam. Please refer to attached picture.

As we discussed, I am requesting (1) both events to be shared with Ted Cannis – FordPro CEO for awareness and (2) requesting a senior engineering from Ford to be assigned to PG&E and in contact with my team within the next 24 hours to begin identifying the necessary containment plans for the remainder of our Ford 6.7 fleet.

Please call me directly with any questions.

Thank you,

[REDACTED]

[REDACTED]

[REDACTED]