Ford Service Recall Bulletin

TO: All Ford and L-M Dealers October, 1996

SUBJECT: Safety Recall 96S48 (Left Side) and 96S99 (Right Side) 1990-1992 Probes - Passive Seat Belt Assembly.

AFFECTED VEHICLES

All 1990-1992 Probes.

REASONS FOR RECALL

The motorized shoulder belt of the affected vehicles may malfunction due to wear of the rail assemblies that guide the moveable shoulder belt anchorages along the sides of the roof above the doors. Eventually, the moveable anchorages could jam in positions along the rails and not lock in place at the "B" pillar. If this were to occur, the system may not provide the proper protection to the front occupants in the event of a collision.

Recall program 96S48 requires replacement of the left hand shoulder harness rail on all vehicles; recall program 96S99 requires inspection of the right hand shoulder harness rail and, if necessary, replacement (the left side rail will be replaced on all vehicles because of the frequency of usage versus the right side). In addition, dealers are instructed, through the attached diagnostics, to make any additional repairs necessary to restore system operation.

A malfunction in a motorized shoulder belt does not reduce the effectiveness of any lap belt. Occupants should be instructed to continue to wear their lap belts.

PARTS LIMITATIONS

BECAUSE PARTS TO PERFORM THIS PROGRAM ARE IN SHORT SUPPLY UNTIL DECEMBER 15, 1996, OWNERS OF VEHICLES THAT HAVE OPERATING PASSIVE RESTRAINT SYSTEMS (THE MOVEABLE SHOULDER BELT ANCHORAGE TRAVELS FULLY FORWARD WHEN AN ADJACENT DOOR IS OPENED AND FULLY REARWARD WHEN AN ADJACENT DOOR IS CLOSED AND THE IGNITION IS IN THE ON POSITION), ARE BEING ASKED TO WAIT TO HAVE THE SERVICE PERFORMED UNTIL PARTS ARE AVAILABLE. OWNERS OF VEHICLES WITH INOPERATIVE RESTRAINT SYSTEMS (THE BELT DOES NOT TRAVEL FULLY FORWARD AND REARWARD AS DESCRIBED ABOVE), ARE BEING ASKED TO RETURN TO DEALERS NOW. DEALERS ARE TO REPAIR THE RESTRAINT SYSTEM TO AN OPERATIONAL LEVEL FOLLOWING THE INSTRUCTIONS PROVIDED. (OWNERS MAY HAVE TO RETURN FOR THE RAIL REPLACEMENT WHEN PARTS BECOME AVAILABLE AFTER DECEMBER 15, 1996).

DO NOT PERFORM THESE SERVICES ON OPERATING RESTRAINT SYSTEMS UNTIL AFTER DECEMBER 15, 1996.

AFTER DECEMBER 15, 1996 AN AMPLE SUPPLY OF PARTS IS EXPECTED TO BE AVAILABLE TO PERFORM THESE SERVICES ON ALL AFFECTED VEHICLES.

SPECIAL NOTE - TWO RECALL NUMBERS

Please note that for administrative reasons necessitated by parts availability, repair of each vehicle requires the completion of two recalls - 96S48 for the left hand restraint system and 96S99 for the right hand restraint system. PLEASE BE SURE TO SUBMIT CLAIMS PROPERLY - SEE ATTACHMENT II FOR DETAILS.

AFFECTED UNIT LISTING

An affected unit listing will not be available for this recall until January, 1997.

SPECIAL INSPECTION TOOL - IMMEDIATE ACTION REQUIRED

A SPECIAL INSPECTION TOOL WILL BE REQUIRED TO PERFORM THE REQUIRED INSPECTION OF THE RIGHT HAND PASSIVE RESTRAINT RAIL. ORDER THIS TOOL (ROTUNDA NO.) BY CALLING 1-800-325-5621. ONE INSPECTION TOOL PER DEALERSHIP WILL BE PROVIDED AT NO CHARGE VIA OVERNIGHT DELIVERY. WHEN CALLING THIS NUMBER BE PREPARED TO GIVE THE FOLLOWING INFORMATION:

RECALL NUMBER 96S48/96S99
DEALER P&A CODE
MAILING ADDRESS
PERSON TO WHOM TOOL SHOULD BE SENT

ATTACHMENTS

Attachment I

- Administrative Information

Attachment II

- Labor Allowances
- Parts Ordering Information

Attachment III - Diagnostic Flow Chart

Attachment IV - Technical Instructions (Rail Inspection/Replacement)

Attachment V - Technical Instructions (System Diagnosis)

QUESTIONS?

Claims Information	1-800-423-8851
Other Recall Questions	1-800-325-5621
Special Tool Ordering	1-800-325-5621

Sincerely,

A. R. Kaduk

A. R. Kaduk
Manager
Vehicle Service and Programs

OASIS

You must use OASIS to determine if a vehicle is eligible for these recalls. OASIS will be active on October 11, 1996.

PLEASE NOTE

Any vehicles in dealer stock must be corrected before delivery.

PROMPTLY CORRECT

Before December 15, 1996 promptly correct all affected vehicles with inoperative (locked up) passive restraint systems.

After December 15, 1996, promptly correct all affected vehicles.

DEALER-OWNER CONTACT

Immediately contact any affected owner. Give owner a copy of the Owner Letter.

CLAIMS SUBMISSION

Enter claims using DWE. See ACESII Manual, Sections 5 and 6. If additional time is required for restraint repairs beyond rail replacement, submit as "Actual Time" (see Attachment II).

PLEASE NOTE THAT TWO CLAIMS ARE REQUIRED FOR EACH VEHICLE -ONE FOR THE LEFT SIDE (96S48), AND ONE FOR THE RIGHT SIDE (96S99).

NOTE: PLEASE HOLD ALL CLAIMS UNTIL OCTOBER 11, 1996. CLAIMS SUBMITTED BEFORE OCTOBER 11, 1996 CAN NOT BE ACCEPTED.

WARRANTY AND POLICY MANUAL

See Sections 5 and 6 of the ACESII Manual.

REFUNDS

See Section 3-59 of the ACESII Manual.

MANDATORY PARTS RETURN

ALL REMOVED RAIL AND MOTOR ASSEMBLIES MUST BE RETURNED (SEE ATTACHMENT II, PAGE 2). PARTS NEEDLESSLY REPLACED WILL BE SUBJECT TO CHARGE BACK.

SAFETY RECALL 96S48/96S99
1990 - 1992 Probe Passive Seat Belt System

LABOR ALLOWANCES

IMPORTANT NOTES!

EACH AFFECTED VEHICLE IS NOT COMPLETE UNTIL BOTH SIDES OF THE VEHICLE HAVE BEEN ADDRESSED (left side rail replaced (96S48), and right side rail inspected (96S99) and, if necessary, replaced). THIS WILL REQUIRE THE SUBMISSION OF TWO CLAIMS - ONE FOR EACH RECALL NUMBER. SEE CLAIMING INSTRUCTIONS BELOW.

IF YOU CANNOT COMPLETE BOTH SIDES BECAUSE PARTS ARE NOT AVAILABLE FROM FORD, NOTIFY THE CUSTOMER THAT A SECOND SERVICE APPOINTMENT WILL BE REQUIRED. **IF THE RESTRAINT SYSTEM CANNOT BE RESTORED TO A FULLY OPERATIONAL CONDITION DUE TO LACK OF PART AVAILABILITY, PLEASE CONTACT 1-800-325-5621 FOR FURTHER INSTRUCTIONS.** BE PREPARED TO PROVIDE THE FOLLOWING INFORMATION: VIN, OWNER NAME, REQUIRED PART INFORMATION.

EACH RECALL WILL REMAIN OPEN UNTIL ONE OF THE UNDERLINED LABOR OPERATIONS HAS BEEN COMPLETED FOR THAT RECALL.

BE SURE TO CAREFULLY SELECT THE CORRECT LABOR OPERATIONS.

	Recall 96S48	Recall 96S99
ACTION	LEFT HAND SIDE	RIGHT HAND SIDE
Inspect RH Rail - Passes	No inspection required.	96S99A - 0.2 Hrs.
Inspect RH Rail - Fails	No inspection required.	96S99F - 0.2 Hrs.
Replace Rail	96S48B - 1.0 Hrs.	96S99B - 1.0 Hrs.
Replace Rail/Motor	96S48C - 0.9 Hrs.	96S99C - 0.9 Hrs.
Replace other non-recall components required to make system operate. (Related Damage Claim)	96S48E - Actual Time - Refer to SLTS Manual for operations and all other appropriate labor times.	96S99E - Actual Time - Refer to SLTS Manual for labor times and operations.
Administrative Allowance		
0.1 Hrs.	Misc. Expense Code "ADMIN"	

PARTS REQUIREMENTS

REPLACEMENT RAILS ARE NOT AVAILABLE AT THIS TIME. To service INOPERATIVE (locked up or jammed) systems prior to the availability of replacement rails, one left hand rail & motor ASSEMBLY will be direct shipped to each Ford Dealer. A very limited supply of additional rail & motor assemblies (including right hand assemblies), is available by calling 1-800-325-5621. Please be prepared to provide the following information:

- VIN number of the affected vehicle
- Recall number 96S48 or 96S99 (depending on which side requires rail and motor assembly).
- Dealer F&A Code
- Caller's name and phone number
- Customer's name and address

PARTS OTHER THAN THE RAIL & MOTOR ASSEMBLY MAY BE ORDERED THROUGH NORMAL ORDER PROCESSING CHANNELS.

YOU WILL BE ADVISED AS SOON AS REPLACEMENT RAILS BECOME AVAILABLE. IT IS EXPECTED THAT RAILS WILL BE AVAILABLE BY DECEMBER 15, 1996.

DEALER PRICE

For latest parts prices, check or call your:

- Order Processing Center
- DOES II
- Updated Price Book

MANDATORY RETURN OF REMOVED RAIL & MOTOR ASSEMBLIES

An FCS-700 Parts Distribution Tag will be issued for the return of removed rail and motor assemblies.

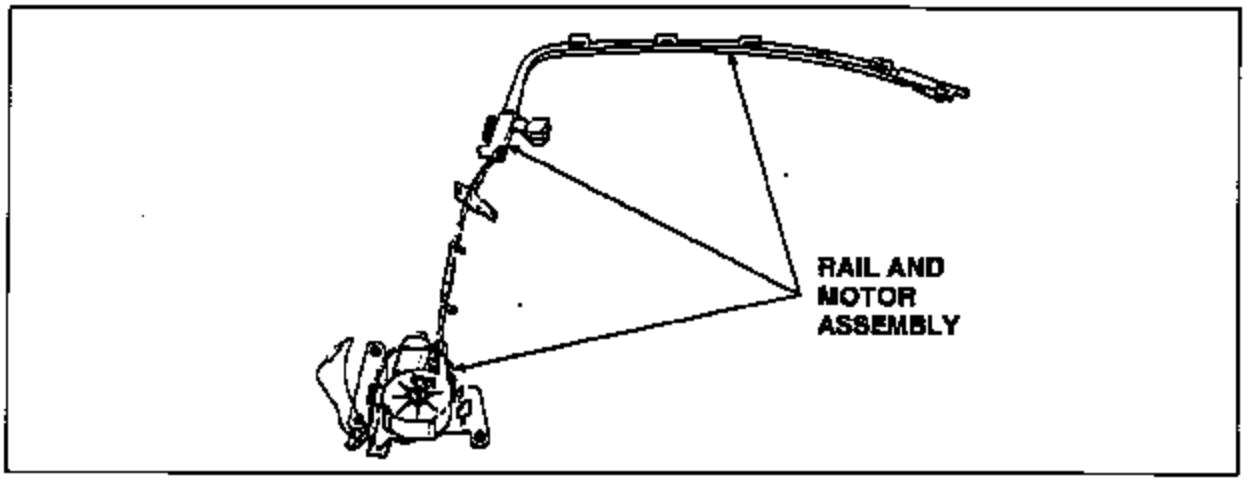
- Store old rail and motor assembly in the same box you received the new replacement part.
- Hold the old rail and motor assembly for receipt of FCS-700 tag from the Warranty Parts Return Center (WPRC).
- Wire tag the FCS-700 tag to the old rail and motor assembly.
- Clearly mark on the outside of the box "Safety Recall 96S48/96S99".

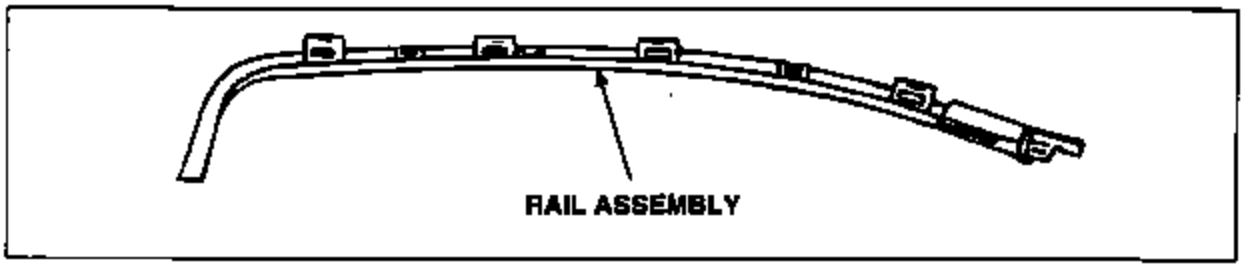
Upon receipt of the FCS-700 tag, ship the removed rail and motor assembly, freight prepaid, to the location indicated on the FCS-700 tag.

EXCESS STOCK RETURN

Excess stock returned for credit must have been purchased from Ford Customer Service Division in accordance with Policy Procedure Bulletin 4000.

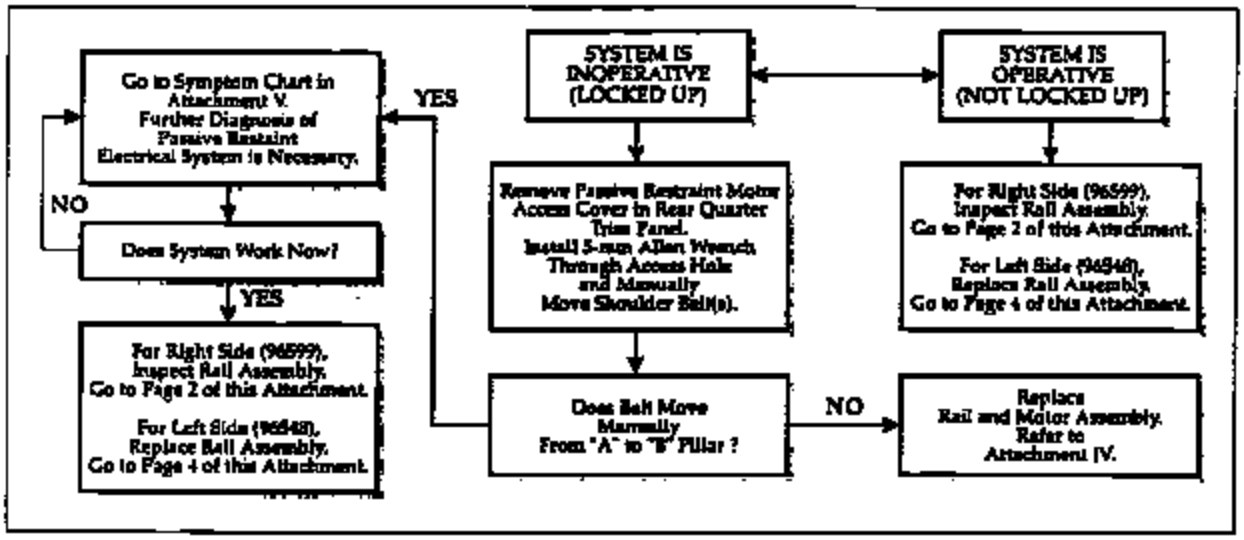
1990-92 PROBE PASSIVE RESTRAINT (MOTORIZED) SEAT BELT SYSTEM REPLACEMENT OF LEFT SIDE RAIL (96S48) — INSPECTION/REPLACEMENT OF RIGHT SIDE (96S99)





PASSIVE SEAT BELT DIAGNOSTIC FLOW CHART (PERFORM ON EACH SIDE)

Refer to the following flow chart to determine the necessary service action.



CPR © 1996 FORD MOTOR COMPANY
DEARBORN, MICHIGAN 48121
10/96

TECHNICAL INSTRUCTIONS

NOTE: SPECIAL INSPECTION TOOL REQUIRED (ROTUNDA No. T97C-61610B45-A). SEE SAFETY RECALL BULLETIN 96S99 FOR ORDERING INSTRUCTIONS.

RAIL INSPECTION – RIGHT SIDE ONLY (SAFETY RECALL 96S99)

Only the right side rail will be inspected. The left side rail must be replaced.

1. Check and record mileage of the vehicle.
   - If vehicle has less than 80,000 miles (129,000 Km), use the 3.2 mm end of the inspection tool.
   - If vehicle has more than 80,000 miles (129,000 Km), use the 3.4 mm end of the inspection tool.
2. Close right side door. Turn the ignition key to the ON position to move the shoulder belt to the B-pillar.

CPR © 1996 FORD MOTOR COMPANY
DEARBORN, MICHIGAN 48121
10/96

3. NOTE: Dust shield wear may cause the position of the scribe line to vary.

   Insert the inspection tool between dust shields of the rail assembly at point X. Tool must be installed until it bottoms out in the rail assembly. Note the distance between the dust shields and the scribed line on the tool. Insert the inspection tool every 1/2" from point X to point Y of the rail assembly. See Figure 1. ***DO NOT SLIDE THE INSPECTION TOOL ALONG THE RAIL ASSEMBLY. REMOVE AND REINSERT EVERY 1/2" BETWEEN POINT X AND POINT Y.***

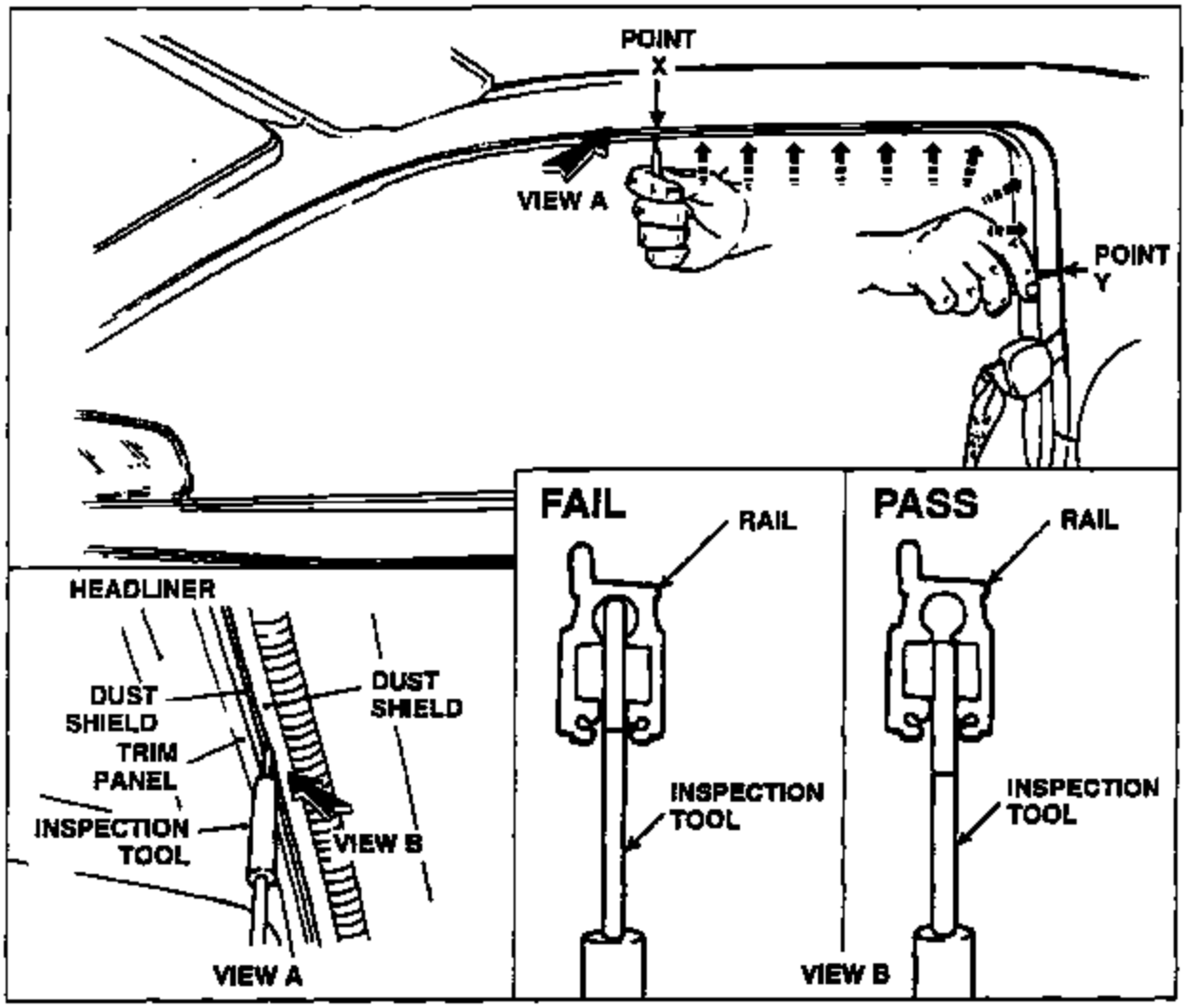


FIGURE 1

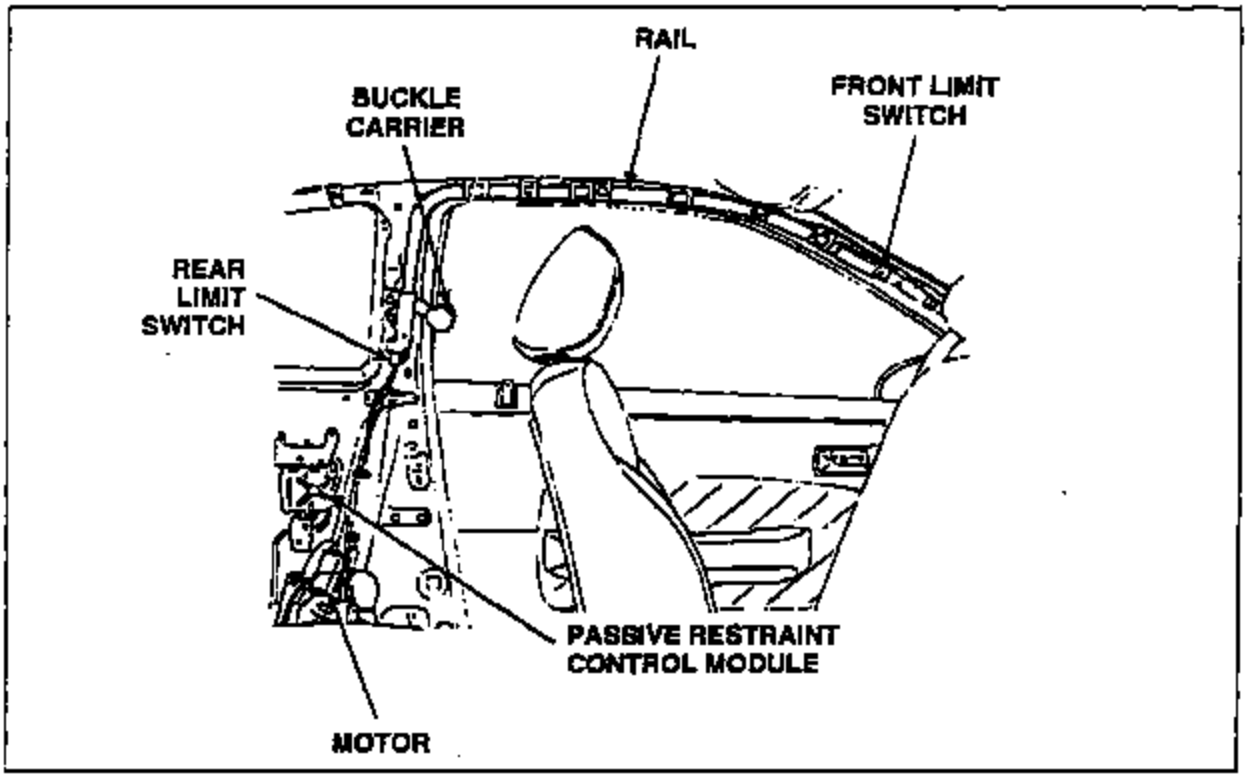
- If installed inspection tools' depth ***does not increase*** (scribe line ***does not*** move closer to the dust shield) anywhere between points X and Y, no service action is required.
- If installed inspection tools' depth ***increases*** (scribe line moves closer to the dust shield) anywhere between point X and Y, the rail assembly must be replaced. Go to Page 4 for Rail Replacement.

CPR © 1996 FORD MOTOR COMPANY
DEARBORN, MICHIGAN 48121
10/96

RAIL REPLACEMENT

The following procedure is applicable for either left side (96S48) or right side (96S99), if necessary, rail replacement.

This illustration shows a cutaway view of the left side rail and motor assembly. Right side rail and motor assembly symmetrically opposite.



REMOVAL

1. Detach the shoulder belt from the buckle carrier.
2. Cycle the buckle carrier to the B-pillar (retracted position).
3. Install a memory saver, then disconnect the battery negative cable.
4. Remove the A to B-pillar trim panel. Refer to appropriate Service Manual.
5. Remove the quarter trim panel. Refer to appropriate Service Manual.

CPR ©1998 FORD MOTOR COMPANY
DEARBORN, MICHIGAN 48121
10/98

6. Disconnect the front limit switch electrical connector. See Figure 2.

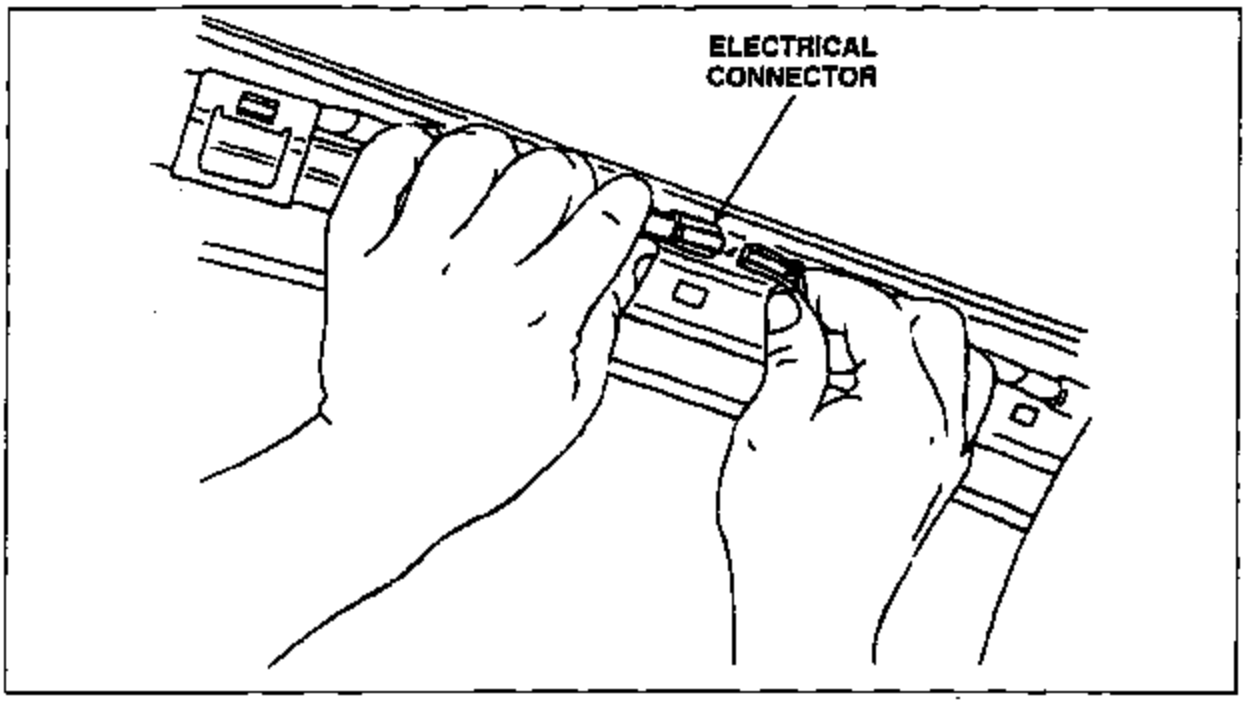


FIGURE 2

7. Remove the three (3) rail upper mounting bolts. See Figure 3.

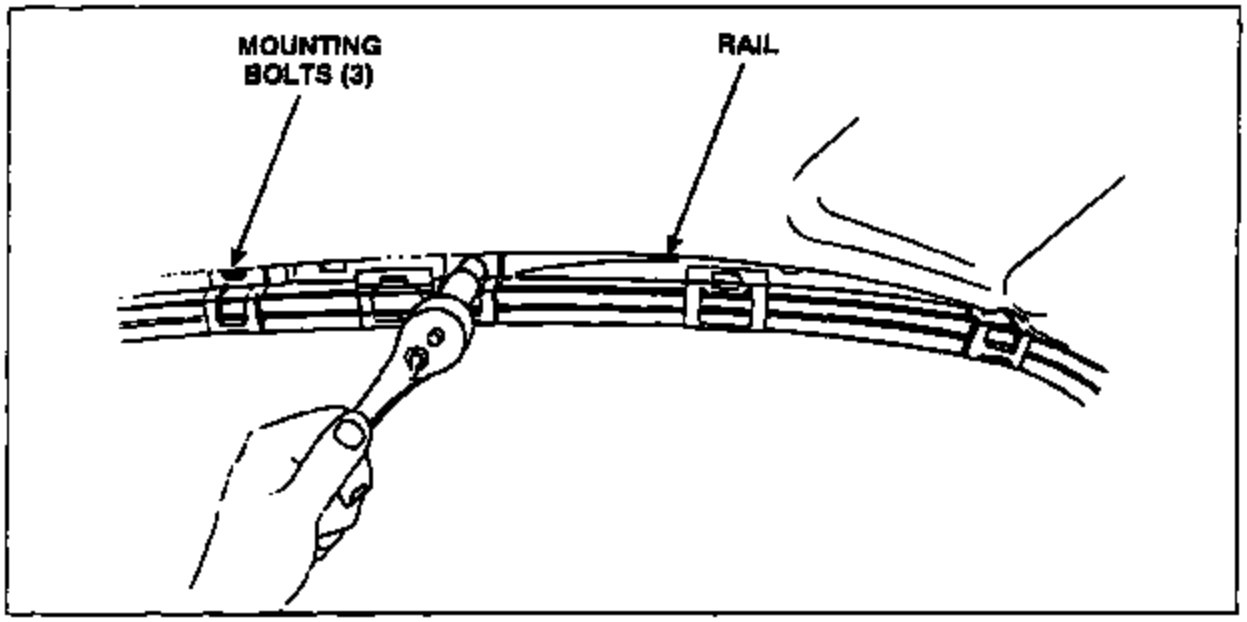


FIGURE 3

CPR © 1998 FORD MOTOR COMPANY
DEARBORN, MICHIGAN 48121
10/98

8. Remove the rail upper mounting screw. See Figure 4.

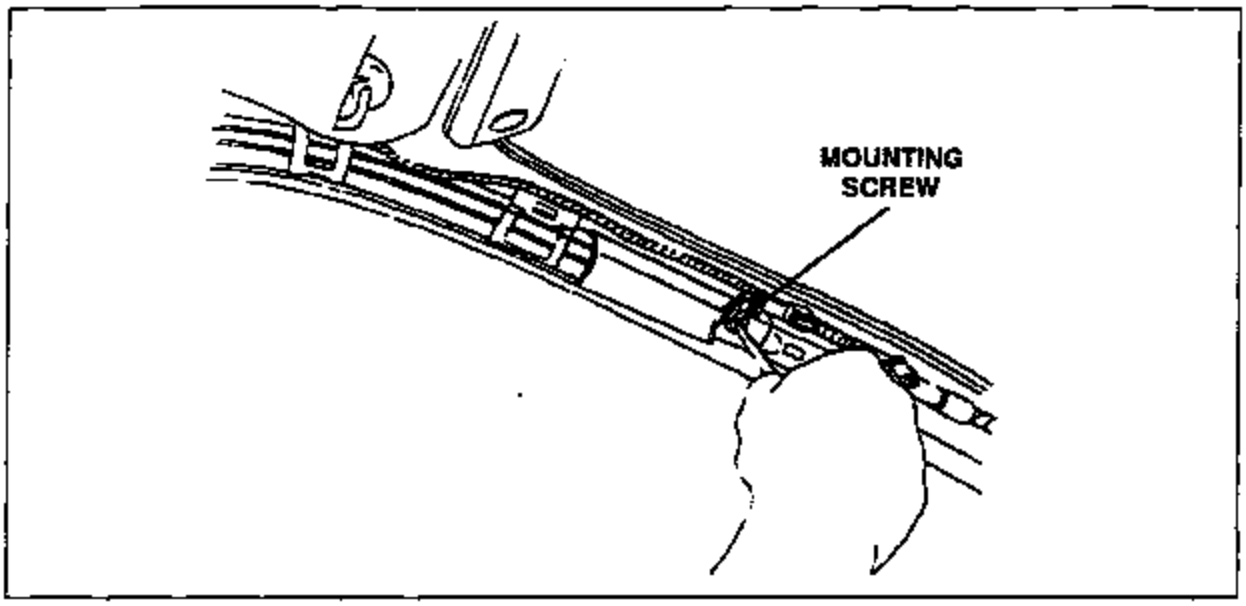


FIGURE 4

9. Remove the two (2) rail side mounting bolts. Refer to Figure 5.

10. Remove the two (2) cable retaining capscrews. See Figure 5.

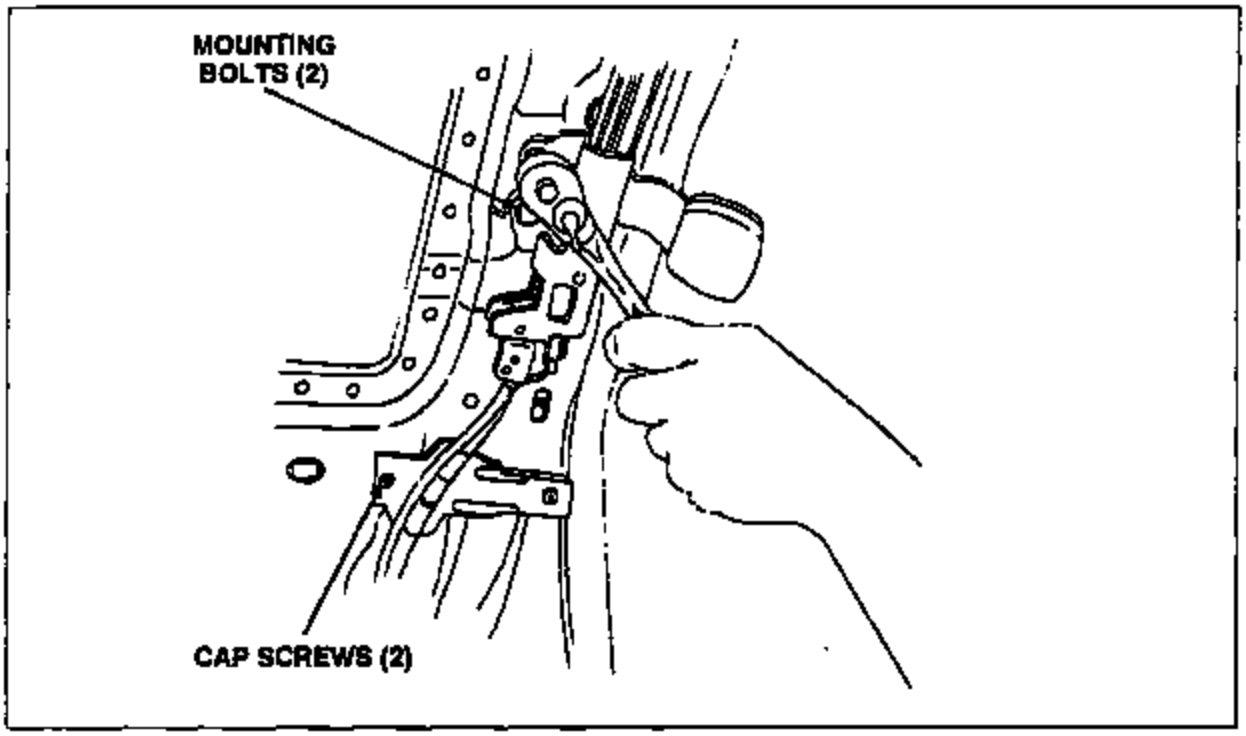


FIGURE 5

CPR © 1996 FORD MOTOR COMPANY
DEARBORN, MICHIGAN 48121
10/96

11. Remove the three (3) motor mounting bolts. See Figure 6.

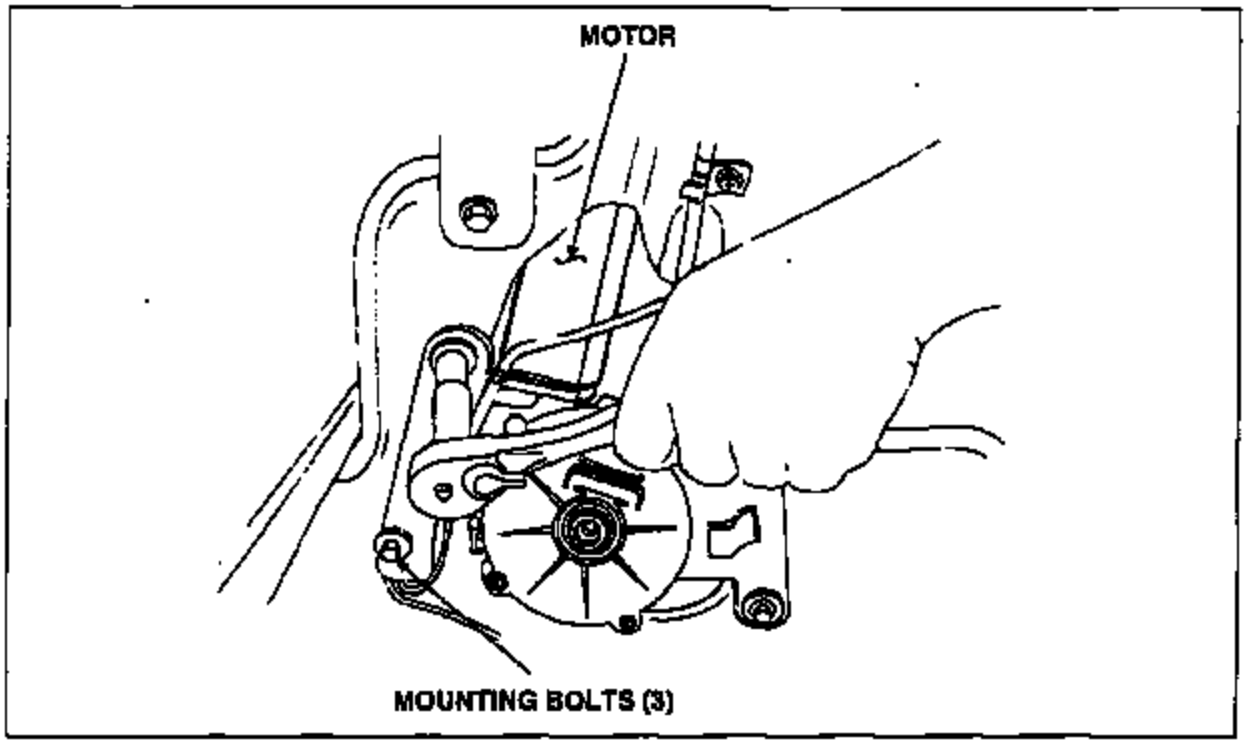


FIGURE 6

12. Disconnect the motor electrical connector.

13. Remove the rail and motor assembly from the vehicle. See Figure 7.

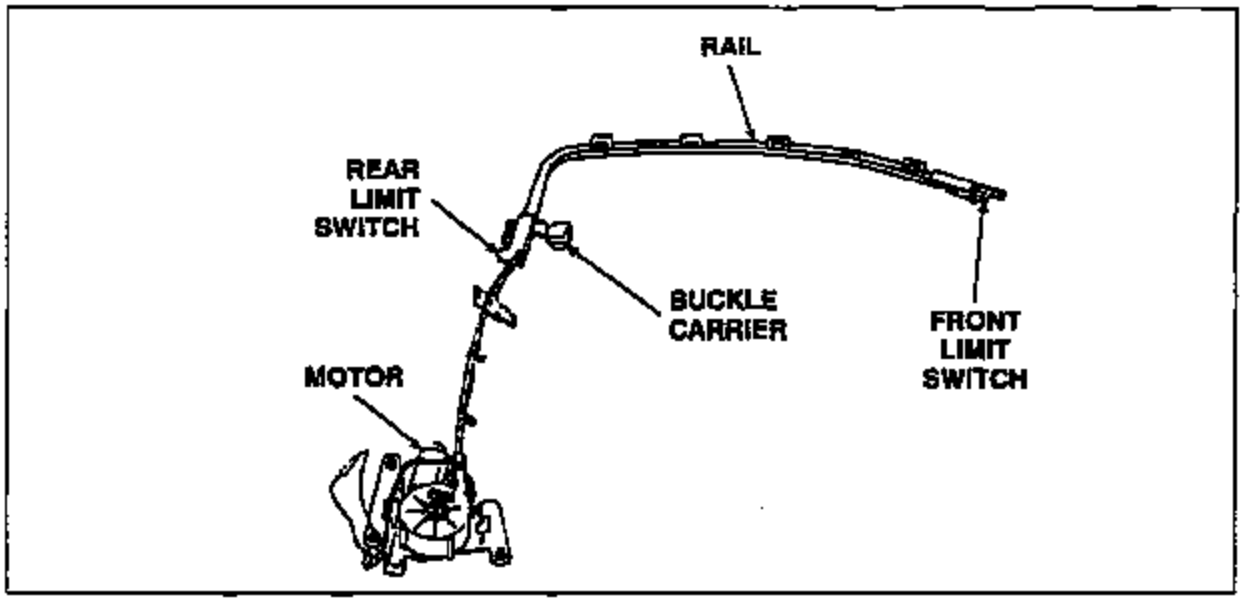


FIGURE 7

CPR ©1996 FORD MOTOR COMPANY
DEARBORN, MICHIGAN 48121
10/96

14. Place rail and motor assembly on bench with outboard side facing up. The red release button on the buckle carrier should be facing upward. Refer to Figure 8.

15. Remove roll pin. See Figure 8.

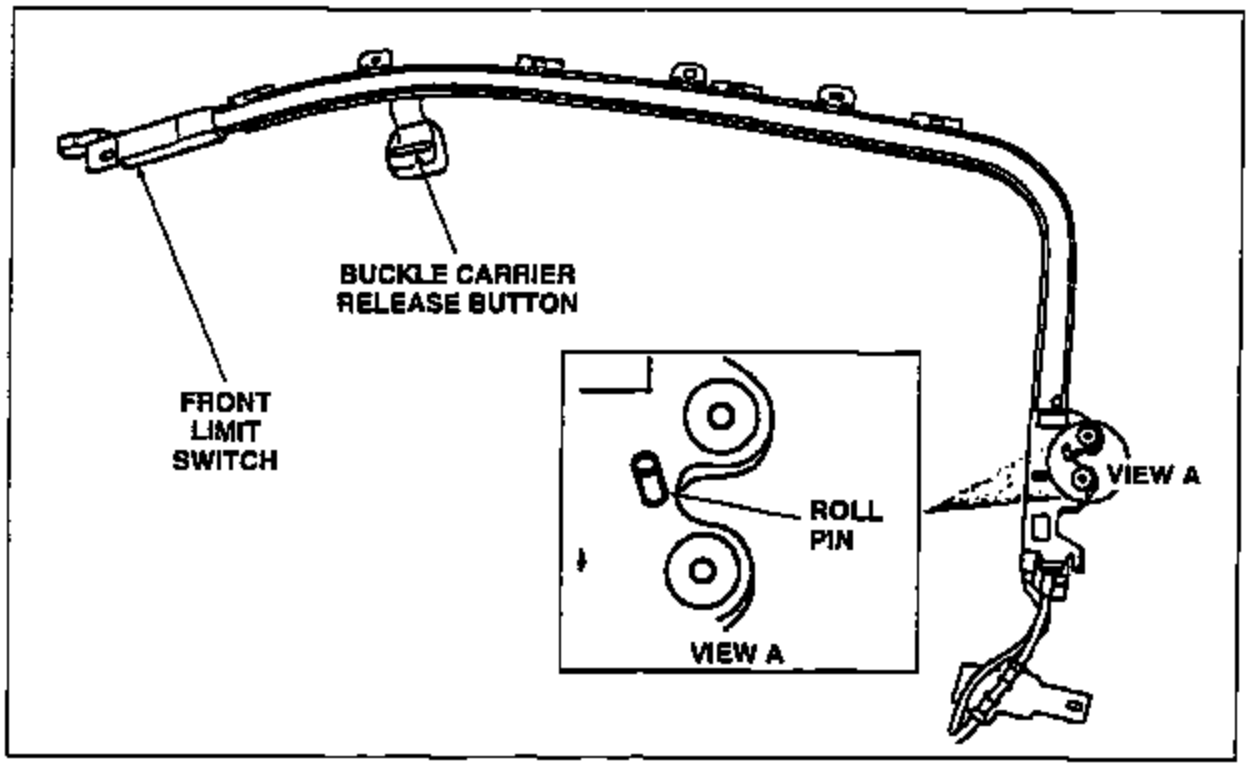


FIGURE 8

16. Using a small flat-bladed screwdriver, lift locking tab. See Figure 9.

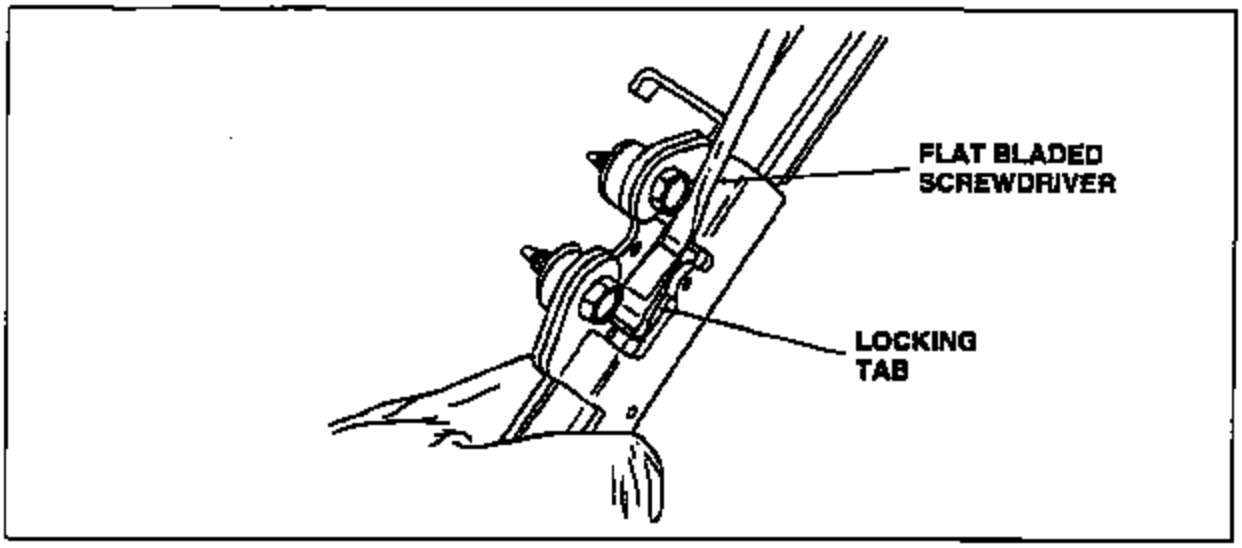


FIGURE 9

CPR © 1996 FORD MOTOR COMPANY
DEARBORN, MICHIGAN 48121
10/96

17. Separate rail from locking tab.

18. NOTE: Place cable assembly on clean workbench to prevent contamination of lubricating grease on cable.

    Pull cable and buckle carrier from rail.

INSTALLATION

1. Place new rail on bench with outboard side facing up.

2. Install buckle carrier onto cable. See Figure 10.

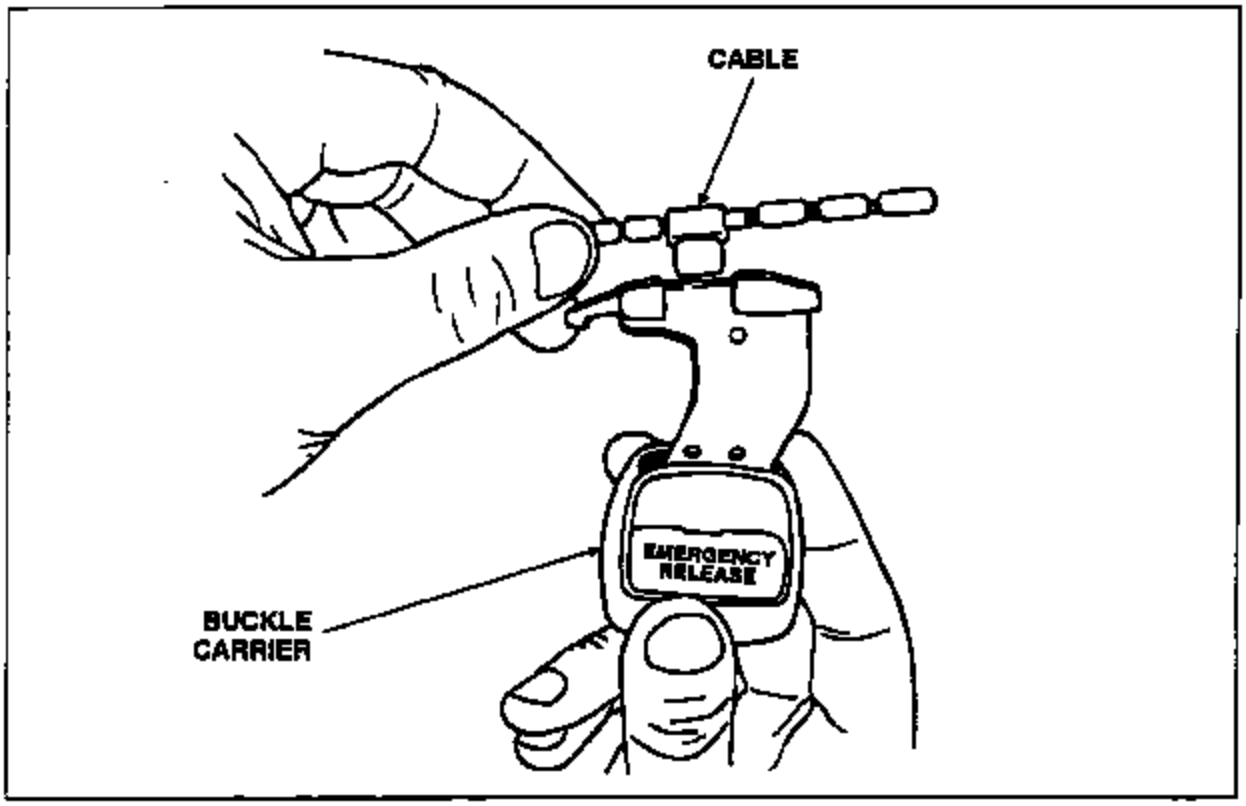


FIGURE 10

3. Install cable assembly into new rail. Make sure the red release button on the buckle carrier is facing upward. Align cable guide with rail (cable will only go into rail with guide in the correct position).

4. Slide buckle carrier forward until locking tab engages rail.

CPR © 1996 FORD MOTOR COMPANY
DEARBORN, MICHIGAN 48121
10/96

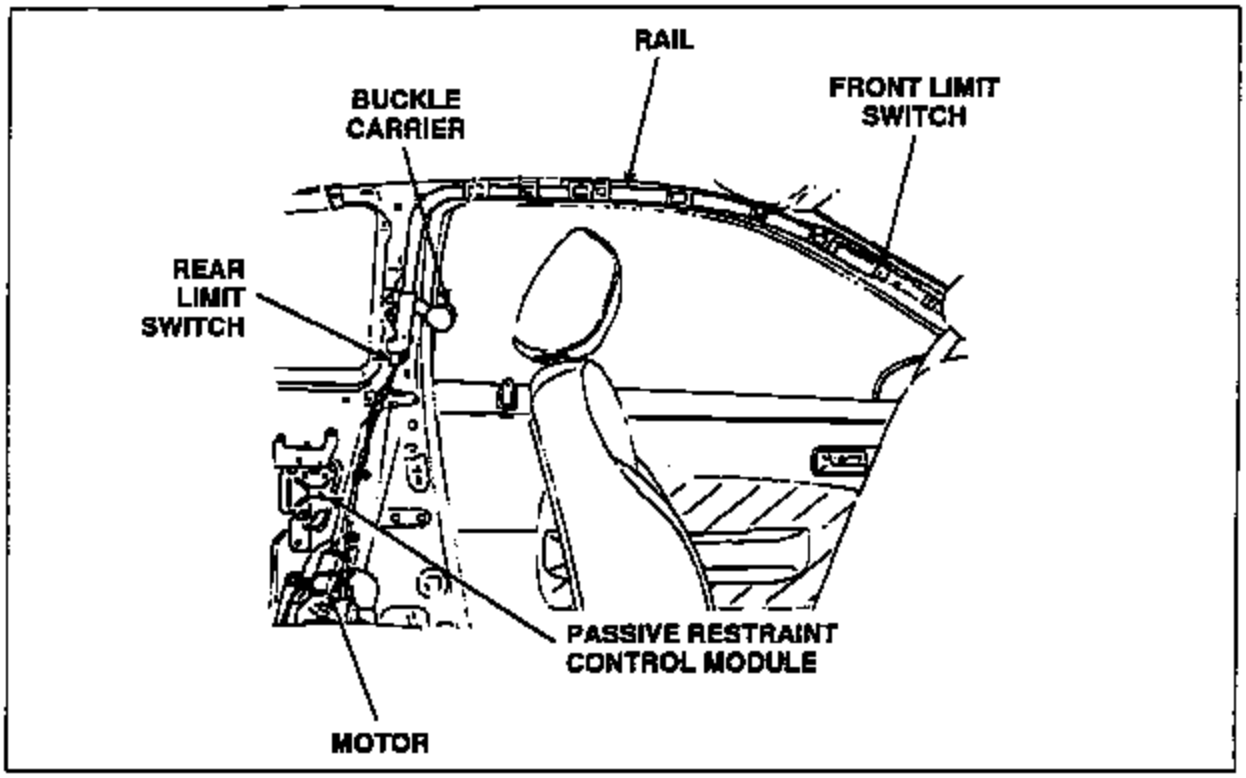
5. Install new roll pin.
6. Position the rail and motor assembly in the vehicle and install the three (3) rail upper mounting bolts. Tighten the bolts to 38-78 Nm (28-58 lb-ft).
7. Install the rail upper mounting screw.
8. Install the two (2) rail side mounting bolts. Tighten the bolts to 38-78 Nm (28-58 lb-ft).
9. Install the two (2) cable retaining capscrews.
10. Connect the motor electrical connector.
11. Install the three (3) motor mounting bolts. Tighten the bolts to 38-78 Nm (28-58 lb-ft).
12. Connect the front limit switch electrical connector.
13. Install the quarter trim panel. Refer to appropriate Service Manual.
14. Install the A to B-pillar trim panel. Refer to appropriate Service Manual.
15. Attach the shoulder belt to the buckle carrier.
16. Connect the battery negative cable, then remove the memory saver.
17. Check the passive restraint system for proper operation.

CPR © 1996 FORD MOTOR COMPANY
DEARBORN, MICHIGAN 48121
10/96

RAIL AND MOTOR ASSEMBLY REPLACEMENT

NOTE: ONLY PERFORM THIS PROCEDURE IF SENT HERE FROM "PASSIVE SEAT BELT DIAGNOSTIC FLOW CHART" IN ATTACHMENT III OR FROM PR TESTS IN ATTACHMENT V.

This illustration shows a cutaway view of the left side rail and motor assembly. Right side rail and motor assembly symmetrically opposite.



REMOVAL

1. Detach the shoulder belt from the buckle carrier.
2. Install a memory saver, then disconnect the battery negative cable.
3. Remove the A to B-pillar trim panel. Refer to appropriate Service Manual.
4. Remove the quarter trim panel. Refer to appropriate Service Manual.

CPR ©1996 FORD MOTOR COMPANY
DEARBORN, MICHIGAN 48121
10/96

5. Disconnect the front limit switch electrical connector. See Figure 1.

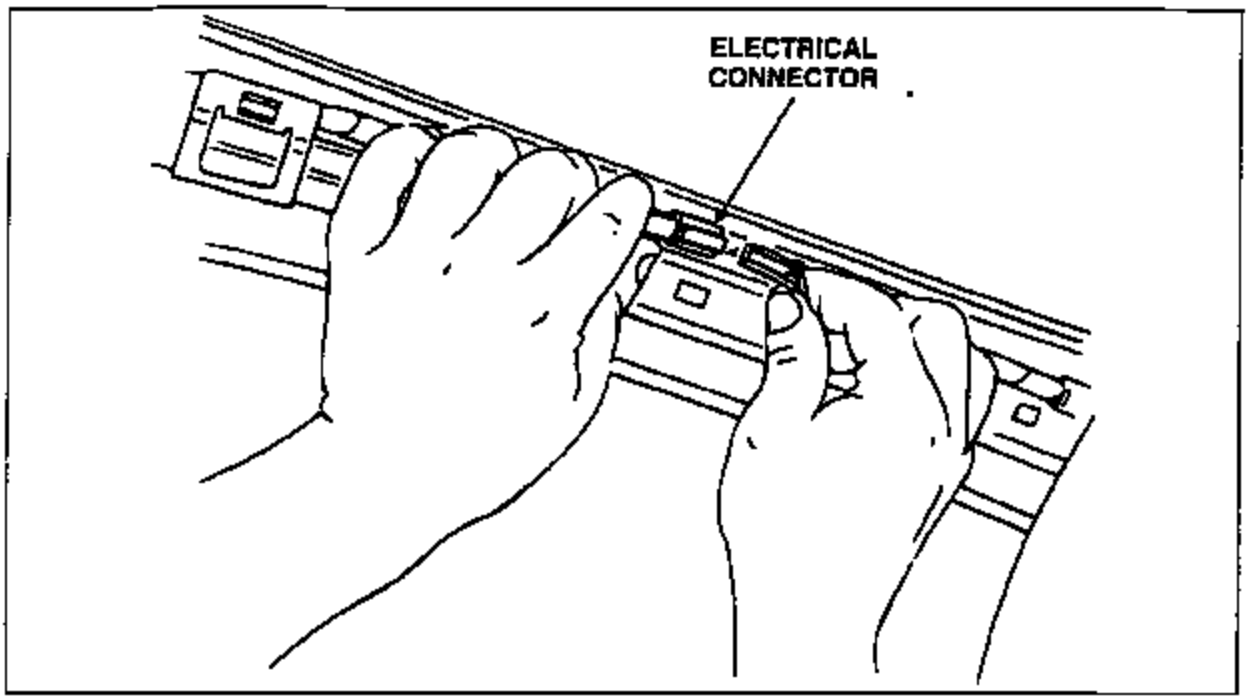


FIGURE 1

6. Remove the three (3) rail upper mounting bolts. See Figure 2.

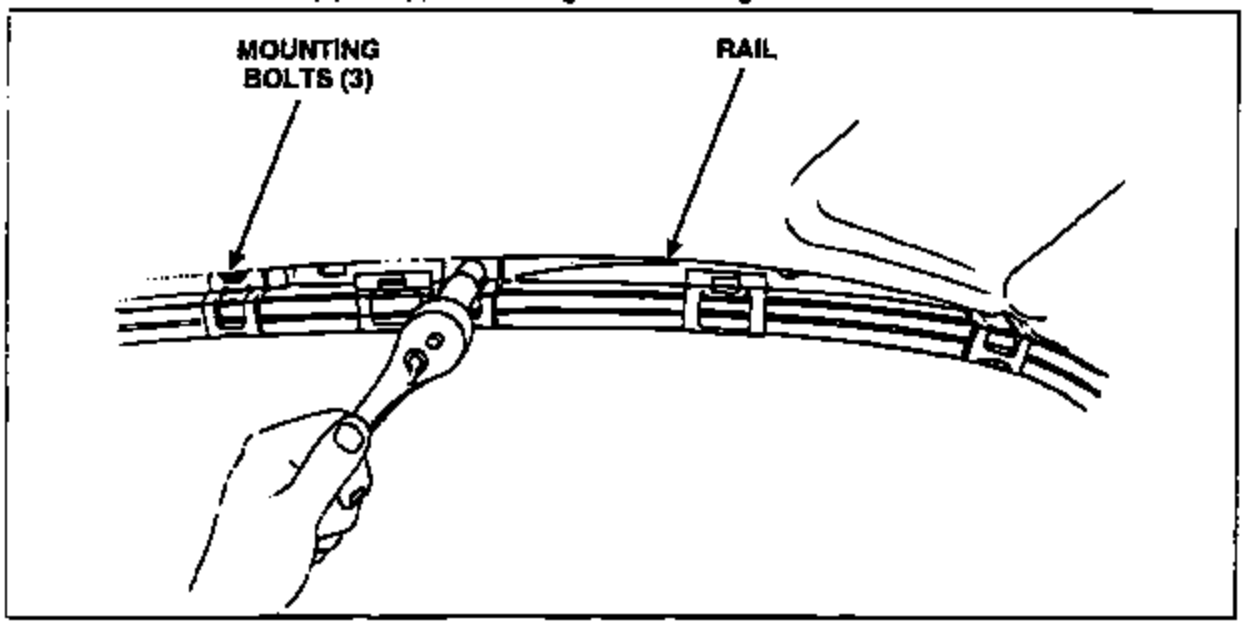


FIGURE 2

CPR © 1998 FORD MOTOR COMPANY
DEARBORN, MICHIGAN 48121
10/98

7. Remove the rail upper mounting screw. See Figure 3.

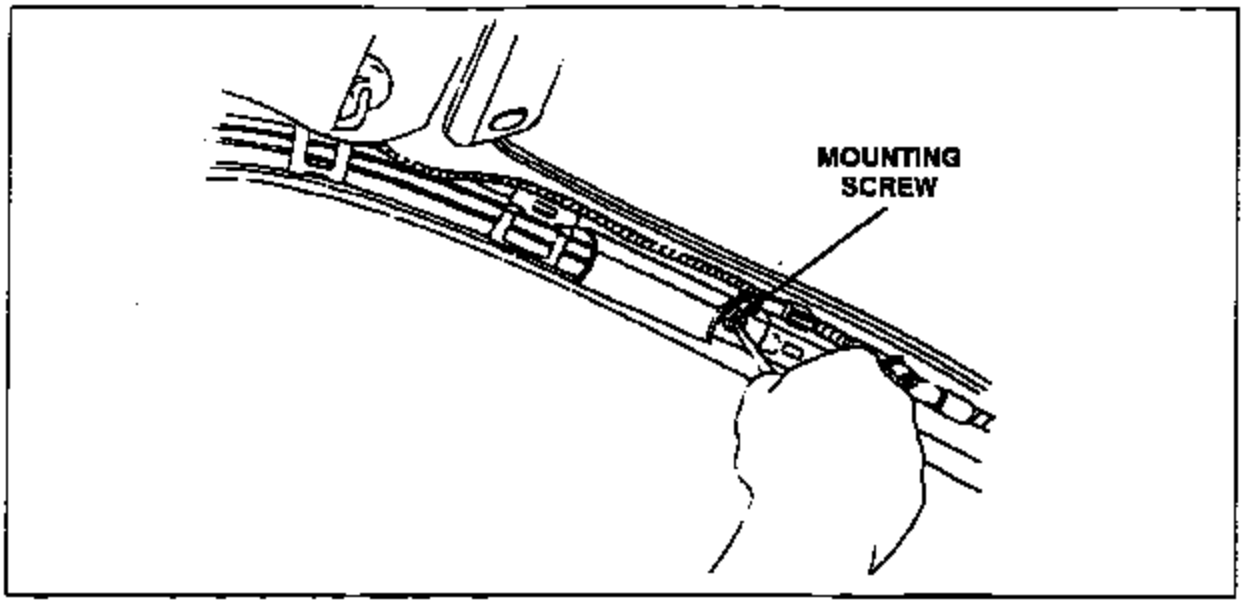


FIGURE 3

8. Remove the two (2) rail side mounting bolts. Refer to Figure 4.

9. Remove the two (2) cable retaining capscrews. See Figure 4.

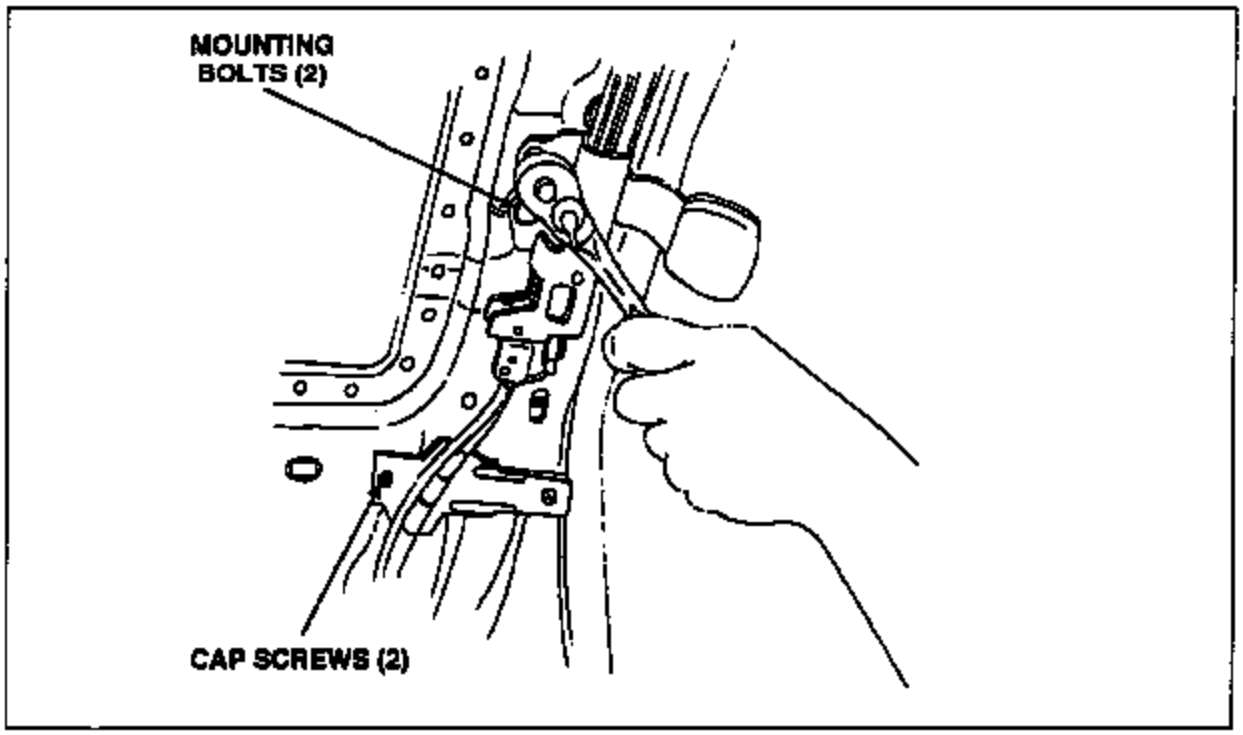


FIGURE 4

CPR © 1998 FORD MOTOR COMPANY
DEARBORN, MICHIGAN 48121
10/98

10. Remove the three (3) motor mounting bolts. See Figure 5.

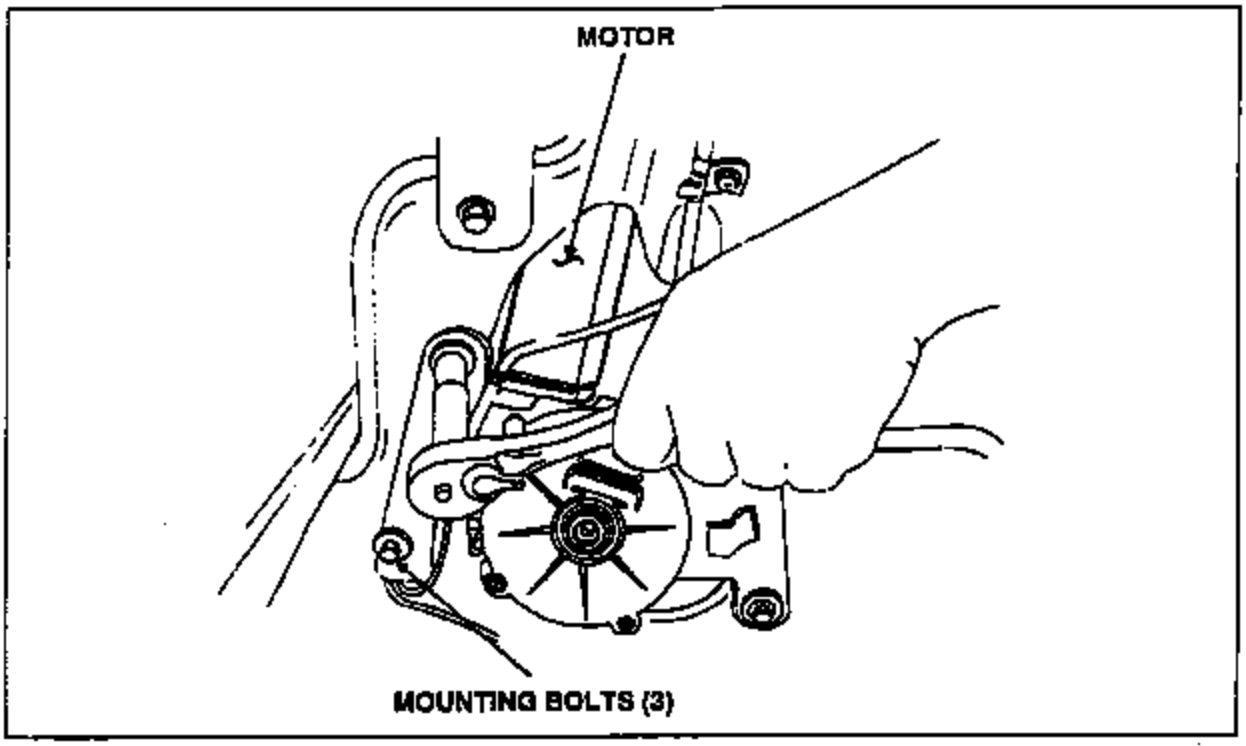


FIGURE 5

11. Disconnect the motor electrical connector.

12. Remove the rail and motor assembly from the vehicle. See Figure 6.

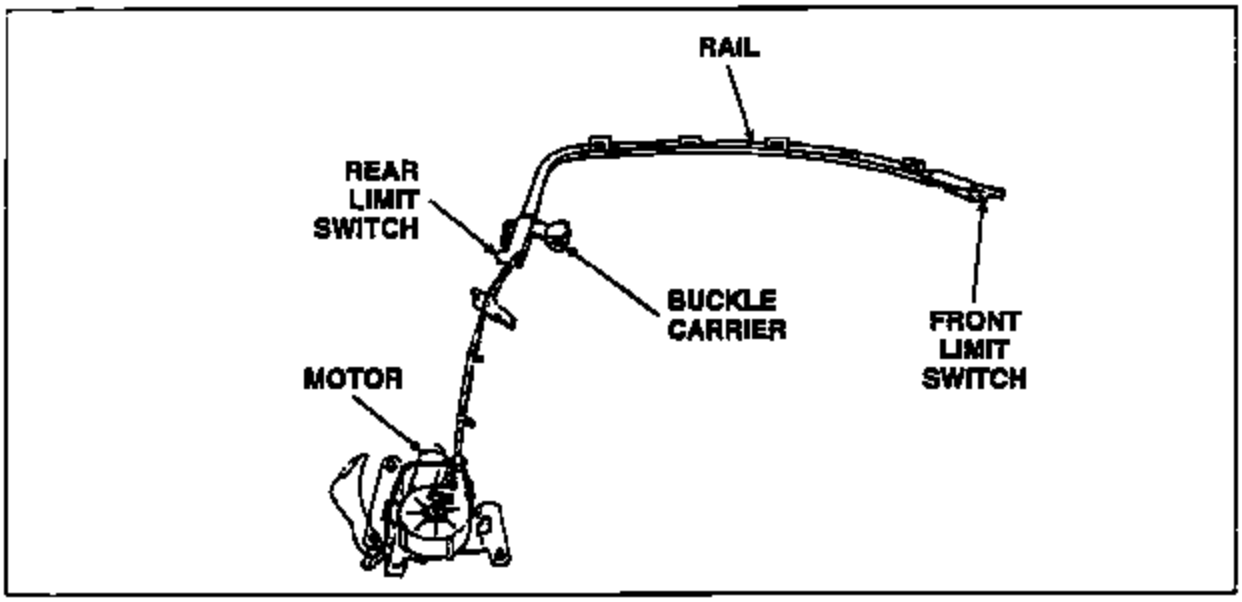


FIGURE 6

CPR © 1998 FORD MOTOR COMPANY
DEARBORN, MICHIGAN 48121
10/98

INSTALLATION

1. Position the rail and motor assembly in the vehicle and install the three (3) rail upper mounting bolts. Tighten the bolts to 38-78 Nm (28-58 lb-ft).
2. Install the rail upper mounting screw.
3. Install the two (2) rail side mounting bolts. Tighten the bolts to 38-78 Nm (28-58 lb-ft).
4. Install the two (2) cable retaining capscrews.
5. Connect the motor electrical connector.
6. Install the three (3) motor mounting bolts. Tighten the bolts to 38-78 Nm (28-58 lb-ft).
7. Connect the front limit switch electrical connector.
8. Install the quarter trim panel. Refer to appropriate Service Manual.
9. Install the A to B-pillar trim panel. Refer to appropriate Service Manual.
10. Attach the shoulder belt to the buckle carrier.
11. Connect the battery negative cable, then remove the memory saver.
12. Check the passive restraint system for proper operation.

CPR ©1996 FORD MOTOR COMPANY
DEARBORN, MICHIGAN 48121
10/96

ATTACHMENT V
SAFETY RECALL 96S46 (LEFT SIDE)
SAFETY RECALL 96S99 (RIGHT SIDE)

SUPPLEMENTAL DIAGNOSTIC GUIDE

– TABLE OF CONTENTS –

I. Symptom Chart ____ Pg. 1

II. Description And Operation ____ Pg. 2 - 4

III. Electrical Schematic ____ Pg. 5 - 7

IV. Passive Restraint Module Pin Out ____ Pg. 8 - 9

V. Diagnosis And Testing (PR Tests) ____ Pg. 10 - 22

VI. Fuel Pump Inertia Switch Technical Service Bulletin (90-26-02) ____ Pg. 23 - 27

CPR © 1996 FORD MOTOR COMPANY
DEARBORN, MICHIGAN 48121
10/96

SYMPTOM CHART

CONDITION	POSSIBLE SOURCE	ACTION
• Neither Belt Will Leave the B-Pillar	• Battery feed to module. • 1990 models – inertia switch input grounded. • 1991-92 models – inertia switch input grounded.	• GO to PR1. • GO to page 23. • GO to PR7.
• Neither Belt Will Leave the A-Pillar	• Power to module. • Ignition line input.	• GO to PR1. • GO to PR5.
• One Belt Will Not Leave the B-Pillar	• Door switch input open. • A-pillar limit switch input grounded. • Motor/motor wiring.	• GO to PR8. • GO to PR9. • GO to PR11.
• One Belt Will Not Leave the A-Pillar	• Door switch input grounded. • B-pillar limit switch input grounded. • Motor/motor wiring.	• GO to PR8. • GO to PR10. • GO to PR11.
• Belt Buckle Carrier (Transport) Jumps or Clicks at B-Pillar While Ignition is ON	• B-pillar limit switch input open. • Wiring and connectors between B-pillar switch and Passive Restraint Module.	• GO to PR10. • GO to PR10.
• Belt Buckle Carrier (Transport) Jumps or Clicks at A-Pillar While Door is Open	• A-pillar limit switch input is open. • Wiring and connectors between A-pillar switch and Passive Restraint Module.	• GO to PR9. • GO to PR9.
• Seat Belt Warning Light and/or Warning Chime Turn ON Intermittently or Remain ON	• B-pillar limit switch open. • Wiring/connectors between Retractor/B-pillar limit switch and module. • Retractor switch input open	• GO to PR10. • GO to PR10. • GO to PR12.
• Seat Belt Warning Light and/or Warning Chime Do Not Turn ON When Intended	• B-pillar switch input. • Retractor switch input. • Seat belt warning light. • Warning chime module.	• GO to PR10. • GO to PR12. • GO to PR13. • GO to PR14.

CPR ©1995 FORD MOTOR COMPANY
DEARBORN, MICHIGAN 48121
10/95

PROBE SEAT BELTS

DESCRIPTION AND OPERATION

The passive restraint system controls the operation of the shoulder belt carrier.

The seat lap belts are to be manually connected by the driver/passenger and should always be worn.

After entering the vehicle and closing the door, place the ignition key to the ON position. The shoulder belt carrier is moved from the A-pillar (OFF position) to the B-pillar (ON position). At the same time, the BELTS warning indicator lamp and chime are on for four to eight seconds or until the shoulder belt is latched.

The shoulder belt automatically adjusts to allow comfort and freedom of movement. It locks tight during extremely hard braking, or impacts of 3 km/h (5 mph) or more.

When the door is opened, regardless of the ignition key position, the shoulder belt carrier moves from ON to OFF position, provided the inertia switch contacts are open.

WARNING!

PLACE THE LAP BELT SNUGLY AND AS LOW AS POSSIBLE ABOUT THE HIPS, NOT ABOUT THE WAIST. FAILURE TO DO SO MAY INCREASE THE CHANCE OF INJURY IN THE EVENT OF A COLLISION.

WARNING!

FRONT SEAT OCCUPANTS (INCLUDING PREGNANT WOMEN) SHOULD WEAR THE LAP BELTS IN ADDITION TO THE SHOULDER BELTS FOR OPTIMUM PROTECTION. REAR SEAT OCCUPANTS (INCLUDING PREGNANT WOMEN) SHOULD ALSO WEAR THE LAP BELTS FOR OPTIMUM PROTECTION.

If the lap or shoulder belt retractor jams, free the belt by doing the following:

- Pull on the belt with both hands to tighten it on the retractor spool.
- Feed the belt back into the retractor until it is completely retracted. Repeat the previous step, if necessary.
- Pull the belt out of the retractor as far as it will go. Remove any foreign matter or untwist the belt, as necessary, and let the belt retract.
- Extend and retract the belt about five times to ensure the belt retractor operates properly.

CPR © 1996 FORD MOTOR COMPANY
DEARBORN, MICHIGAN 48121
10/96

CONTROL MODULE

The following description applies to the operation of the passive restraint system. The following chart indicates the system inputs and pins necessary for application to the driver's and passenger's side of the system.

SYSTEM INPUT	DRIVER'S SIDE PIN NUMBER	PASSENGER'S SIDE PIN NUMBER
Door	2D	2N
B-pillar Limit Switch	1E	2O
A-pillar Limit Switch	1F	2K
Motor Leads	1J & 1H	2J & 2H
Motor Leads	1L or 1K	2L & 2M
Retractor Switch	2B	1O

CONDITIONS TO MOVE BUCKLE CARRIER FROM THE A-PILLAR TO THE B-PILLAR

To move the buckle carrier from the A-pillar to the B-pillar when the door is closed (pin 2D floating/not-grounded), and the ignition key is in the ON position (pin 2C high), the passive restraint module will check the B-pillar limit switch (pin 1E).

If the B-pillar limit switch is not activated (pin 1E floating/not-grounded), the passive restraint module will apply power to the driver motor. This will send the buckle carrier from the A-pillar to the B-pillar (pins 1L & 1K high, pins 1J & 1H grounded), until the B-pillar limit switch is activated (pin 1E grounded).

If the B-pillar limit switch is activated (pin 1E grounded), no action will occur.

CONDITIONS TO MOVE THE BUCKLE CARRIER FROM THE B-PILLAR TO THE A-PILLAR

To move the buckle carrier from the B-pillar to the A-pillar when the door is opened (pin 2D grounded), and the inertia switch is set (pin 2F floating), the passive restraint module will check the A-pillar limit switch (pin 1F).

If the A-pillar limit switch is not activated (pin 1F floating), the passive restraint module will apply power to the driver motor. This will send the buckle carrier from the B-pillar to the A-pillar (pins 1J & 1H high, pins 1L & 1K grounded), until the A-pillar limit switch is activated (pin 1F grounded).

If the A-pillar limit switch is activated (pin 1F grounded), or the inertia switch is tripped (pin 2F grounded), no action will occur.

CPR © 1996 FORD MOTOR COMPANY
DEARBORN, MICHIGAN 48121
10/96

CONDITIONS TO ACTIVATE THE SEAT BELT LIGHT

When the passive restraint module determines a seat belt warning is required, the fasten seat belt indicator output (pin 1M), supplies a ground to the Fasten Belt Indicator (FBI). This action activates the seat belt light.

When the ignition key is in the ON position (pin 2C high), and both of the B-pillar limit switches are not activated (pin 1E or 2O floating/not-grounded), the FBI output is activated (pin 1M grounded).

The FBI is also activated when the ignition key is in the ON position (pin 2C high), and either of the shoulder belts are spooled in (pin 2B or 1O floating/not-grounded).

NOTE: THE WARNING CHIME MODULE INTERFACES WITH THE WARNING LIGHT.

CONDITIONS TO ACTIVATE THE WARNING CHIME

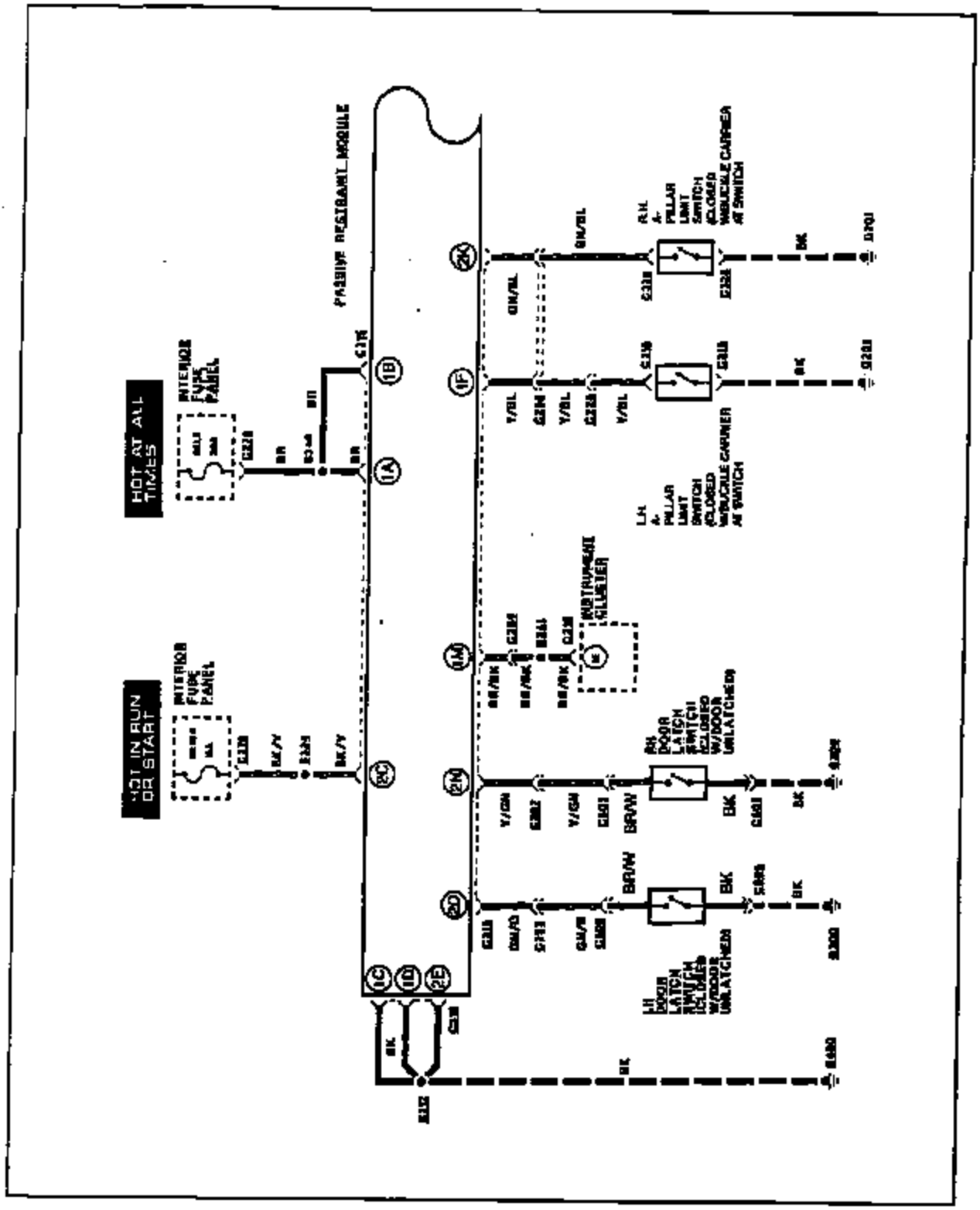
When the passive restraint module determines that a warning is required, the audible chime output (pin 1N) supplies a ground to the warning chime module.

When the ignition key is in the ON position (pin 2C high), and either shoulder belt is spooled in (pin 2B or 1O floating/not-grounded), the chime output is activated (pin 1N grounded) for five seconds. If this ouput has been triggered and timed out, it can be triggered again by spooling in the other shoulder belt (floating/grounding pin 2B or 1O).

CPR © 1995 FORD MOTOR COMPANY
DEARBORN, MICHIGAN 48121
10/95

ATTACHMENT V-5
SAFETY RECALL 96S48 (LEFT SIDE)
SAFETY RECALL 96S99 (RIGHT SIDE)

PASSIVE RESTRAINT SYSTEM

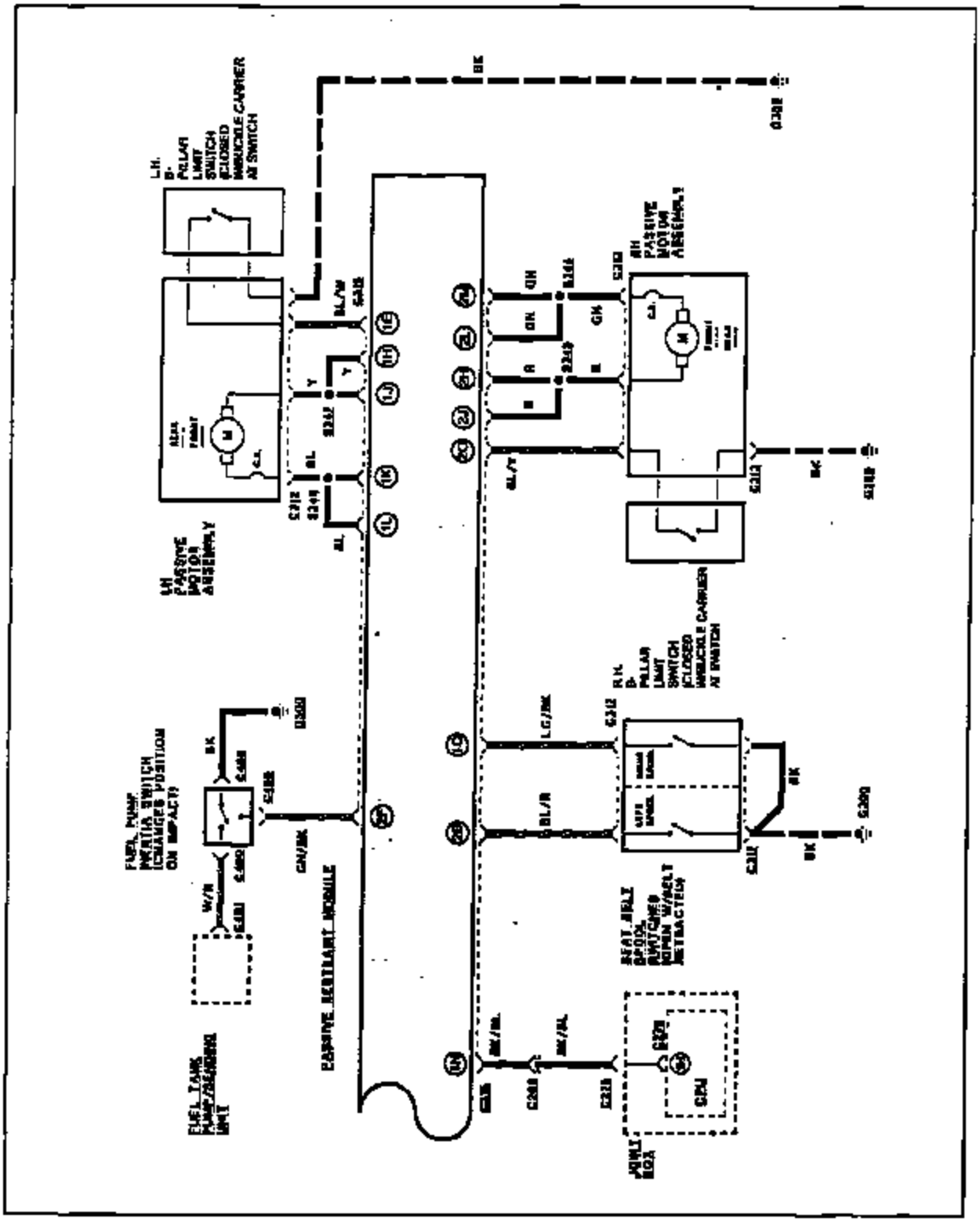


Ford

CPR © 1996 FORD MOTOR COMPANY
DEARBORN, MICHIGAN 48121
10/96

ATTACHMENT V-6
SAFETY RECALL 96S48 (LEFT SIDE)
SAFETY RECALL 96S99 (RIGHT SIDE)

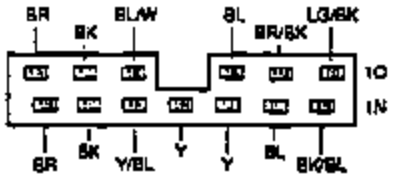
PASSIVE RESTRAINT SYSTEM



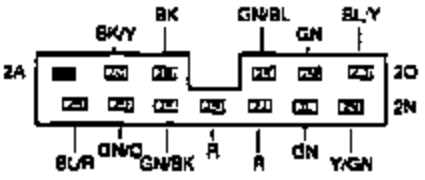
CPR © 1996 FORD MOTOR COMPANY
DEARBORN, MICHIGAN 48121
10/96

PASSIVE RESTRAINT SYSTEM CONNECTORS

PASSIVE RESTRAINT CONTROL MODULE

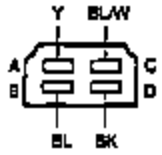


C315-1



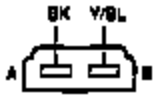
C315-2

DRIVER SIDE



PASSIVE RESTRAINT MOTOR — C312

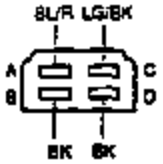
DOOR SWITCH — C905



A-PILLAR LIMIT SWITCH — C316

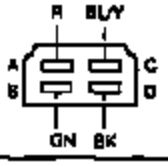
BOTH SIDES

SEATBELT SPOOL WARNING SWITCH



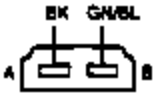
C317

PASSENGER SIDE



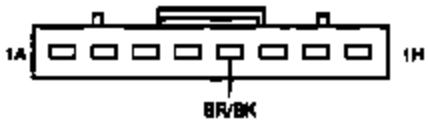
PASSIVE RESTRAINT MOTOR — C313

DOOR SWITCH — C905



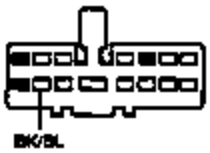
A-PILLAR LIMIT SWITCH — C326

INSTRUMENT CLUSTER



C315

SEAT BELT WARNING CHIME MODULE (JOINT BOX)



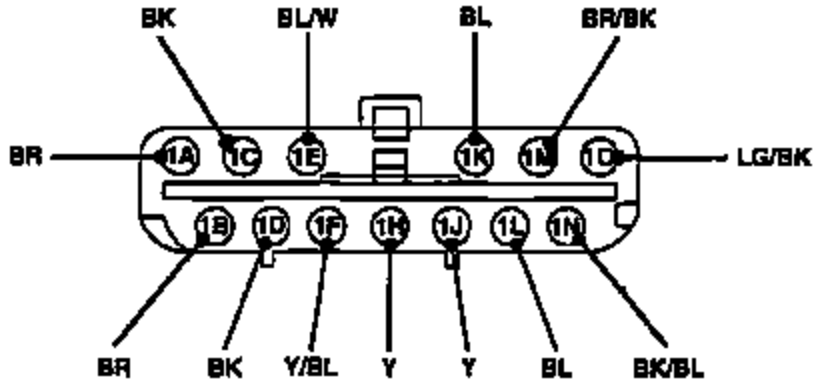
C279

CPR © 1998 FORD MOTOR COMPANY
DEARBORN, MICHIGAN 48121
10/98

PROBE PASSIVE RESTRAINT MODULE
PIN OUT

GREY CONNECTOR 315-1

KEY AND DOOR POSITION	PIN	WIRE COLOR	CIRCUIT FUNCTION	CIRCUIT STATE IN EACH MODE
KEY OFF	1A	BR	BATTERY POWER	HOT AT ALL TIMES – BATTERY VOLTAGE
KEY OFF	1B	BR	BATTERY POWER	HOT AT ALL TIMES – BATTERY VOLTAGE
KEY OFF	1C	BK	GROUND	SYSTEM GROUND – CONTINUITY TO BATTERY NEGATIVE
KEY OFF	1D	BK	GROUND	SYSTEM GROUND – CONTINUITY TO BATTERY NEGATIVE
KEY OFF	1E	BL/W	LF, REAR LIMIT SWITCH	CONTINUITY TO GROUND WITH BELT AT "B" PILLAR – OTHERWISE OPEN
KEY OFF	1F	Y/BL	LF, FRONT LIMIT SWITCH	CONTINUITY TO GROUND WITH BELT AT "A" PILLAR – OTHERWISE OPEN
KEY ON DOOR OPEN	1H	Y	LEFT MOTOR	BATTERY VOLTAGE WHILE BELT IS MOVING FORWARD FROM "B" TO "A"
KEY ON DOOR OPEN	1J	Y	LEFT MOTOR	BATTERY VOLTAGE WHILE BELT IS MOVING FORWARD FROM "B" TO "A"
KEY ON DOOR OPEN	1K	BL	LEFT MOTOR	BATTERY VOLTAGE WHILE BELT IS MOVING REARWARD FROM "A" TO "B"
KEY ON DOOR OPEN	1L	BL	LEFT MOTOR	BATTERY VOLTAGE WHILE BELT IS MOVING REARWARD FROM "A" TO "B"
KEY ON *	1M	BR/BK	FASTEN BELTS IND.	BATTERY VOLTAGE WHEN LAMP IS "OFF" LESS THAN 1.0 VOLT WITH LAMP "ON"
KEY ON *	1N	BK/BL	SOUND CHIME OUTPUT	5.0 VOLTS ± 1.0 VOLT WITH CHIME "OFF" LESS THAN 1.0 VOLT WITH CHIME "ON"
KEY ON *	1O	LG/BK	RIGHT SPOOL SWITCH	CONTINUITY TO GROUND WITH BELT EXTENDED OPEN WITH BELT RETRACTED

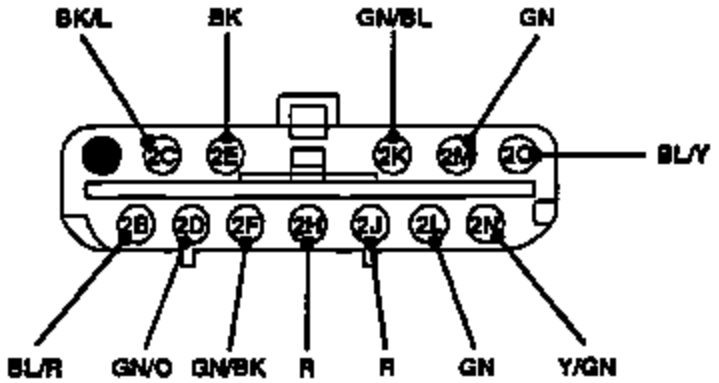


CPR © 1996 FORD MOTOR COMPANY
DEARBORN, MICHIGAN 48121
10/96

PROBE PASSIVE RESTRAINT MODULE
PIN OUT

BLACK CONNECTOR 315-2

KEY AND DOOR POSITION	PIN	WIRE COLOR	CIRCUIT FUNCTION	CIRCUIT STATE IN EACH MODE
N/A	2A		NOT USED	
KEY OFF	2B	BL/R	LEFT POOL SWITCH	CONTINUITY TO GROUND WITH BELT EXTENDED - OPEN WITH BELT RETRACTED
KEY IN RUN OR START	2C	BK/Y	RUN POWER	BATTERY VOLTAGE IN CRANK OR RUN POSITION
KEY ON	2D	GN/O	LEFT LATCH SWITCH	BATTERY VOLTAGE WITH DOOR CLOSED 0 VOLTS WITH DOOR OPEN
KEY OFF	2E	BK	GROUND	CONTINUITY TO BATTERY NEGATIVE
KEY ON	2F	GN/BK	INERTIA SWITCH	BATTERY VOLTAGE UNLESS INERTIA SWITCH IS TRIPPED – THEN 0 VOLTS
KEY ON DOOR OPEN	2H	R	RIGHT MOTOR	BATTERY VOLTAGE WHILE BELT IS MOVING FORWARD FROM "B" TO "A"
KEY ON DOOR OPEN	2J	R	RIGHT MOTOR	BATTERY VOLTAGE WHILE BELT IS MOVING FORWARD FROM "B" TO "A"
KEY OFF	2K	GN/BL	RT. FRONT LIMIT SWITCH	CONTINUITY TO GROUND WITH BELT AT "A" PILLAR – OTHERWISE OPEN
KEY ON DOOR OPEN	2L	GN	RIGHT MOTOR	BATTERY VOLTAGE WHILE BELT IS MOVING REARWARD FROM "A" TO "B"
KEY ON DOOR CLOSED	2M	GN	RIGHT MOTOR	BATTERY VOLTAGE WHILE BELT IS MOVING REARWARD FROM "A" TO "B"
KEY ON	2N	Y/GN	RIGHT LATCH SWITCH	BATTERY VOLTAGE WITH DOOR CLOSED 0 VOLTS WITH DOOR OPEN
KEY OFF	2O	BL/Y	RT. REAR LIMIT SWITCH	CONTINUITY TO GROUND WITH BELT AT "B" PILLAR – OTHERWISE OPEN



CPR © 1996 FORD MOTOR COMPANY
DEARBORN, MICHIGAN 48121
10/96

DIAGNOSIS AND TESTING

TEST STEP		RESULT ▶	ACTION TO TAKE
PR1	CHECK FUSES		
• Locate the interior fuse panel. • Check the 30 amp BELT fuse and 15 amp METER fuse. • Are the fuses OK?		Yes ▶ No ▶	GO to PR4. GO to PR2.
PR2	CHECK SYSTEM		
• Replace the blown fuse(s). • Key ON. • Does the fuse(s) fail again?		Yes ▶ No ▶	GO to PR3. GO to PR4.
PR3	CHECK FOR SHORT(S) TO GROUND		
• Key OFF. • Disconnect the "BR" and "BK/Y" wires from the interior fuse panel. • Measure the resistance of the wire in question between the interior fuse panel connector and ground. • Are the resistances less than 5 ohms?		Yes ▶ No ▶	SERVICE the wire(s) in question. GO to PR4.
PR4	CHECK SUPPLY TO PASSIVE RESTRAINT		
• Key OFF. • Disconnect the passive restraint module connector #1. • Key ON. • Measure the voltage on the "BR" wires at the passive restraint module connector #1. • Are the voltages greater than 10 volts?		Yes ▶ No ▶	GO to PR5. SERVICE the "BR" wires.

CPR © 1996 FORD MOTOR COMPANY
DEARBORN, MICHIGAN 48121
10/96

DIAGNOSIS AND TESTING (continued)

TEST STEP		RESULT ▶	ACTION TO TAKE
PR5	CHECK SUPPLY TO PASSIVE RESTRAINT MODULE		
• Key OFF. • Disconnect the passive restraint module connector #2. • Key ON. • Measure the voltage on the "BK/Y" wire at the passive restraint module connector #2. • Is the voltage greater than 10 volts?		Yes ▶ No ▶	GO to PR6. SERVICE the "BK/Y" wire.
PR6	CHECK PASSIVE RESTRAINT MODULE GROUND		
• Key OFF. • Disconnect the passive restraint module connectors #1 and #2. • Measure the resistances of the "BK" wires between the passive restraint module connectors #1 and #2 and ground. • Are the resistances less than 5 ohms?		Yes ▶ No ▶	GO to PR7. SERVICE the "BK" wire(s) in question.
PR7	CHECK INPUT TO INERTIA SWITCH		
• Key OFF. • Disconnect the passive restraint module connector #2. • Measure the resistance of the "GN/BK" wire at the passive restraint module connector #2 to ground. • Is the resistance greater than 10,000 ohms?		Yes ▶ No ▶	GO to PR8. GO to PR7-1.
PR7-1	CHECK INERTIA SWITCH GROUND		
• Locate and disconnect the fuel pump inertia switch. • Measure the resistance of the "BK" wire between the fuel pump inertia switch connector and ground. • Is the resistance less than 5 ohms?		Yes ▶ No ▶	GO to PR7-2. SERVICE the "BK" wire. REPEAT PR7 to verify condition.

CPR © 1996 FORD MOTOR COMPANY
DEARBORN, MICHIGAN 48121
10/96

DIAGNOSIS AND TESTING (continued)

TEST STEP	RESULT ▶	ACTION TO TAKE
PR7-2 CHECK INERTIA SWITCH • Disconnect and remove the fuel pump inertia switch. • Measure the resistance between the "GN/BK" and "BK" terminals of the fuel pump inertia switch under the following conditions: Switch Position: Open (tripped) popped out — Resistance: Less than 5 ohms Switch Position: Closed (set) pushed in — Resistance: Greater than 10,000 ohms • Are the resistances OK? NOTE: Shake the inertia switch sharply to open (trip). Press the switch in to close (set) the fuel pump inertia switch circuit. If the inertia switch does not open and close replace it.	Yes ▶ No ▶	GO to PR7-3. REPLACE the fuel pump inertia switch. REPEAT PR7 to verify condition.
PR7-3 CHECK FOR OPENS AND SHORTS • Key OFF. • Disconnect the fuel pump inertia switch and the passive restraint module connectors #1 and #2. • Measure the resistance of the: — "GN/BK" wire between the fuel pump inertia switch connector and the passive restraint module connector. — "GN/BK" wire between the passive restraint module connector and ground. • Is the resistance less than 5 ohms for the "GN/BK" wire between the fuel pump inertia switch and passive restraint module; and greater than 10,000 ohms between the passive restraint module connector and ground?	Yes ▶ No ▶	REPEAT PR7. SERVICE the "GN/BK" wire. REPEAT PR7 to verify condition.

CPR © 1998 FORD MOTOR COMPANY
DEARBORN, MICHIGAN 48121
10/98

DIAGNOSIS AND TESTING (continued)

TEST STEP	RESULT ▶	ACTION TO TAKE
PR8 CHECK DOOR SWITCH INPUTS • Key OFF. • Disconnect the passive restraint module connectors #1 and #2. • Measure the resistances at the passive restraint module connectors under the following conditions: — "GN/O" wire and ground (driver's side) — "Y/GN" wire and ground (passenger's side) Door Position / Driver's Side "GN/O" and Ground / Passenger's Side "Y/GN" and Ground Door Open / Less than 5 ohms / Less than 5 ohms Door Closed / Greater than 10,000 ohms / Greater than 10,000 ohms • Are the resistances OK?	Yes ▶ No ▶	GO to PR9. GO to PR8-1.
PR8-1 CHECK DOOR SWITCH GROUNDS • Locate and disconnect the driver's side and passenger's door switches (inside the door). • Measure the resistance of the "BK" wires between the door switch connectors and ground. • Are the resistances less than 5 ohms?	Yes ▶ No ▶	REPEAT to PR8-2. SERVICE the "BK" wire(s) in question. REPEAT PR8 to verify condition.
PR8-2 CHECK DOOR SWITCHES • Key OFF. • Disconnect the door switches. • Measure the resistance between the "BR/W" wire and the "BK" wire at the door switch connectors under the following conditions: Door Position / Driver's and Passenger's Side ("BR/W" and "BK") Door Open / Less than 5 ohms Door Closed / Greater than 10,000 ohms • Are the resistances OK?	Yes ▶ No ▶	REPEAT to PR8-3. REPLACE the door latch assembly in question. REFER to appropriate Service Manual. REPEAT PR8 to verify condition.

CPR © 1996 FORD MOTOR COMPANY
DEARBORN, MICHIGAN 48121
10/96

DIAGNOSIS AND TESTING (continued)

TEST STEP	RESULT ▶	ACTION TO TAKE
PR8-3 CHECK DOOR SWITCH SUPPLIES • Disconnect the door switches and the passive restraint module connectors #1 and #2. • Measure the resistances of the wires between the passive restraint module connectors and the door switch connectors: • Are the resistances less than 5 ohms?	Yes ▶ No ▶	REPEAT PR8. SERVICE the wire(s) in question. REPEAT PR8 to verify condition.
PR9 CHECK A-PILLAR LIMIT SWITCH INPUTS • Position the buckle carriers at the A-pillars. • Key OFF. • Disconnect the passive restraint module connectors #1 and #2. • Measure the resistances at the passive restraint module connectors under the following conditions: — "Y/BL" wire and ground (driver's side) — "GN/BL" wire and ground (passenger's side) • Are the resistances OK?	Yes ▶ No ▶	GO to PR10. GO to PR9-1.

Door Position	From the Passive Restraint Module Connector	To the Door Switch Connector
Driver's side	"GN/O"	"BR/W"
Passenger's side	"Y/GN"	"BR/W"

Buckle Carrier Position	Driver's Side ("Y/BL" and Ground)	Passenger's Side ("GN/BL" and Ground)
Buckle carrier at A-pillar	Less than 5 ohms	Less than 5 ohms
Buckle carrier not at A-pillar	Greater than 10,000 ohms	Greater than 10,000 ohms

CPR © 1998 FORD MOTOR COMPANY
DEARBORN, MICHIGAN 48121
10/96

DIAGNOSIS AND TESTING (continued)

TEST STEP		RESULT ▶	ACTION TO TAKE
PR9-1	CHECK A-PILLAR LIMIT SWITCH GROUNDS		
• Locate and disconnect the A-pillar limit switches (driver and passenger side). • Measure the resistances between the "BK" wires at the A-pillar limit switch connectors and ground. • Are the resistances less than 5 ohms?		Yes ▶ No ▶	GO to PR9-2. SERVICE the "BK" wire(s) in question. REPEAT PR9 to verify condition.
PR9-2	CHECK A-PILLAR LIMIT SWITCHES		
• Disconnect the A-pillar limit switches. • Measure the resistances at the A-pillar limit switches, between the wires under the following conditions: — "Y/BL" wire and "BK" wire (driver's side) — "GN/BL" wire and "BK" wire (passenger's side)		Yes ▶ No ▶	GO to PR9-3. REPLACE A-pillar limit switch. Serviced with rail only. REPEAT PR9 to verify condition.

Buckle Carrier Position	Driver's Side ("Y/BL" and "BK")	Passenger's Side ("GN/BL" and "BK")
Buckle carrier at A-pillar	Less than 5 ohms	Less than 5 ohms
Buckle carrier not at A-pillar	Greater than 10,000 ohms	Greater than 10,000 ohms

	• Are the resistances OK?		
PR9-3	CHECK A-PILLAR LIMIT SWITCH SUPPLIES		
• Key OFF. • Disconnect the A-pillar limit switches and the passive restraint module connectors #1 and #2. • Measure the resistance of the "Y/BL" wire (driver's side) and the "GN/BL" wire (passenger's side) between the A-pillar limit switch connector and the passive restraint module connector. • Are the resistances less than 5 ohms?		Yes ▶ No ▶	REPEAT PR9. SERVICE the wire(s) in question. REPEAT PR9 to verify condition.

CPR © 1998 FORD MOTOR COMPANY
DEARBORN, MICHIGAN 48121
10/98

DIAGNOSIS AND TESTING (continued)

TEST STEP		RESULT ▶	ACTION TO TAKE
PR10	CHECK B-PILLAR LIMIT SWITCH INPUTS		
• Key OFF. • Disconnect the passive restraint module connectors #1 and #2. • Measure the resistance at the passive restraint module connectors under the following conditions: — between the "BL/W" wire and ground (driver's side) — between the "BL/Y" wire and ground (passenger's side) • Are the resistances OK?		Yes ▶ No ▶	GO to PR11. GO to PR10-1.
PR10-1	CHECK B-PILLAR LIMIT SWITCH GROUNDS		
• Locate and disconnect the B-pillar limit switches. • Measure the resistance of the "BK" wires between the B-pillar limit swich connectors and ground. • Are the resistances less than 5 ohms?		Yes ▶ No ▶	GO to PR10-2. SERVICE the "BK" wire(s) in question. REPEAT PR10 to verify condition.

Buckle Carrier Position	Driver's Side ("BL/W" and Ground)	Passenger's Side ("BL/Y" and Ground)
Buckle carrier at B-pillar	Less than 5 ohms	Less than 5 ohms
Buckle carrier not at B-pillar	Greater than 10,000 ohms	Greater than 10,000 ohms

CPR © 1998 FORD MOTOR COMPANY
DEARBORN, MICHIGAN 48121
10/98

DIAGNOSIS AND TESTING (continued)

TEST STEP		RESULT ▶	ACTION TO TAKE
PR10-2	CHECK B-PILLAR LIMIT SWITCH		
• Disconnect the B-pillar limit switches. • Measure the resistance at the B-pillar limit switch under the following conditions: — between the "BL/W" wire and ground (driver's side) — between the "BL/Y" wire and ground (passenger's side) • Are the resistances OK?		Yes ▶ No ▶	GO to PR10-3. REPLACE the passive restraint rail and motor assembly in question. REPEAT PR10 to verify condition.
PR10-3	CHECK B-PILLAR LIMIT SWITCH SUPPLIES		
• Key OFF. • Disconnect the B-pillar limit switches and passive restraint module connectors #1 and #2. • Measure the resistance of the "BL/W" wire (driver's side) and the "BL/Y" wire (passenger's side) between the B-pillar limit switch and the passive restraint module connector. • Are the resistances less than 5 ohms?		Yes ▶ No ▶	REPEAT PR10. SERVICE the wire(s) in question. REPEAT PR10 to verify condition.

Buckle Carrier Position	Driver's Side ("BL/W" and "BK")	Passenger's Side ("BL/Y" and "BK")
Buckle carrier at B-pillar	Less than 5 ohms	Less than 5 ohms
Buckle carrier not at B-pillar	Greater than 10,000 ohms	Greater than 10,000 ohms

CPR © 1996 FORD MOTOR COMPANY
DEARBORN, MICHIGAN 48121
10/96

DIAGNOSIS AND TESTING (continued)

TEST STEP		RESULT ▶	ACTION TO TAKE
PR11	CHECK PASSIVE RESTRAINT MOTOR INPUTS		
• Key OFF. • Disconnect the passive restraint module connectors #1 and #2. • Make the following connections at the passive restraint module connectors to move the buckle carrier from the A-pillar to the B-pillar. Reference / Driver's Side / Passenger's Side Ground / "Y" (pin 1J or 1H) / "R" (pin 2J or 2H) 12 volts / "BL" (pin 1L or 1K) / "GN" (pin 2L or 2M) • Reverse the power and ground connections to move the buckle carrier from the B-pillar to the A-pillar. • Does the buckle carrier move from the A-pillar to the B-pillar and back to the A-pillar?		Yes ▶ No ▶	GO to PR12. GO to PR11-1.
PR11-1	CHECK PASSIVE RESTRAINT MOTORS		
• Key OFF. • Disconnect the passive restraint module connectors #1 and #2. • Disconnect the passive restraint motors. • Make the following connections at the passive restraint motors to move the buckle carrier from the A-pillar to the B-pillar. Reference / Driver's Side / Passenger's Side Ground / "Y" / "R" 12 volts / "BL" / "GN" • Reverse the power and ground leads to move the buckle carrier from the B-pillar to the A-pillar. • Does the buckle carrier move from the A-pillar to the B-pillar and back to the A-pillar?		Yes ▶ No ▶	REPEAT PR11-2. REPLACE the rail and motor(s) in question. REPEAT PR11 to verify condition.

CPR © 1996 FORD MOTOR COMPANY
DEARBORN, MICHIGAN 48121
10/96

DIAGNOSIS AND TESTING (continued)

TEST STEP		RESULT ▶	ACTION TO TAKE
PR11-2	CHECK PASSIVE RESTRAINT MOTOR SUPPLIES		
• Key OFF. • Disconnect the passive restraint module connectors #1 and #2 and passive restraint motors. • Measure the resistance of the following wires between the passive restraint module connector and passive restraint motor connector. — "BL" (driver's side) pins 1L and 1K — "Y" (driver's side) pins 1J and 1H — "GN" (passenger's side) pins 2L and 2M — "R" (passenger's side) pins 2J and 2H • Are the resistances less than 5 ohms?		Yes ▶ No ▶	REPEAT PR11. SERVICE the wire(s) in question. REPEAT PR11 to verify condition.
PR12	CHECK RETRACTOR SWITCH INPUTS		
• Key OFF. • Disconnect the passive restraint module connectors #1 and #2. • Measure the resistance at the passive restraint module connectors under the following conditions: — between the "BL/R" wire and ground (driver's side) — between the "LG/BK" wire and ground (passenger's side) • Are the resistances OK?		Yes ▶ No ▶	GO to PR13. GO to PR12-1.

Shoulder Belt Position	Driver's Side ("BL/R" and Ground)	Passenger's Side ("LG/BK" and Ground)
Shoulder belt buckled	Less than 5 ohms	Less than 5 ohms
Shoulder belt spooled in	Greater than 10,000 ohms	Greater than 10,000 ohms

CPR ⓒ 1998 FORD MOTOR COMPANY
DEARBORN, MICHIGAN 48121
10/98

DIAGNOSIS AND TESTING (continued)

TEST STEP	RESULT ▶	ACTION TO TAKE
PR12-1 CHECK RETRACTOR SWITCH GROUNDS • Key OFF. • Disconnect the retractor switches located in the center console. • Measure the resistance of the "BK" wires between the retractor switch connectors and ground. • Are the resistances less than 5 ohms?	Yes ▶ No ▶	GO to PR12-2. SERVICE the "BK" wire(s) in question. REPEAT PR12 to verify condition.
PR12-2 CHECK RETRACTOR SWITCHES • Key OFF. • Disconnect the retractor switches. • Measure the resistance at the retractor switch under the following conditions: — between the "BL/R" wire and the "BK" wire (driver's side) — between the "LG/BK" wire and the "BK" wire (passenger's side) • Are the resistances OK?	Yes ▶ No ▶	GO to PR13. REPLACE the retractor switch(es) in question. REFER to appropriate Service Manual. REPEAT PR12 to verify condition.
PR12-3 CHECK RETRACTOR SWITCH SUPPLIES • Key OFF. • Disconnect the retractor switches and the passive restraint module connectors #1 and #2. • Measure the resistance of the "BL/R" wire (driver's side) and the "LG/BK" wire (passenger's side) between the retractor switch connectors and the passive restraint module connectors. • Are the resistances less than 5 ohms?	Yes ▶ No ▶	REPEAT PR12. SERVICE the wire(s) in question. REPEAT PR12 to verify condition.

Shoulder Belt Position	Driver's Side ("BL/R" and "BK")	Passenger's Side ("LG/BK" and "BK")
Shoulder belt buckled	Less than 5 ohms	Less than 5 ohms
Shoulder belt unbuckled in	Greater than 10,000 ohms	Greater than 10,000 ohms

CPR © 1996 FORD MOTOR COMPANY
DEARBORN, MICHIGAN 48121
10/96

DIAGNOSIS AND TESTING (continued)

TEST STEP		RESULT ▶	ACTION TO TAKE
PR13	CHECK SEAT BELT WARNING LIGHT INPUT		
• Key OFF. • Disconnect the passive restraint module connectors #1 and #2. • Key ON. • Connect the "BR/BK" wire at the passive restraint module connector to ground. • Does the seat belt warning light illuminate?		Yes ▶ No ▶	GO to PR14. GO to PR13-1.
PR13-1	CHECK SUPPLY TO SEAT BELT WARNING LIGHT		
• Key ON. • Measure the voltage on the "BK/Y" wire at the instrument cluster connector. • Is the voltage greater than 10 volts?		Yes ▶ No ▶	GO to PR13-2. SERVICE the "BK/Y" wire. REPEAT PR13 to verify condition.
PR13-2	CHECK SEAT BELT WARNING LIGHT		
• Key ON. • Connect pin 1E of the instrument cluster to ground. • Does the seat belt warning light illuminate?		Yes ▶ No ▶	GO to PR13-3. REPLACE the seat belt warning light. REFER to appropriate Service Manual. REPEAT PR13 to verify condition.
PR13-3	CHECK FOR CONTINUITY BETWEEN INSTRUMENT CLUSTER AND PASSIVE RESTRAINT MODULE		
• Key OFF. • Disconnect the passive restraint module connectors #1 and #2 and the instrument cluster. • Measure the resistance of the "BR/BK" wire between the passive restraint module connector and instrument cluster connector. • Is the resistance less than 5 ohms?		Yes ▶ No ▶	REPEAT PR13. SERVICE the "BR/BK" wire. REPEAT PR13 to verify condition.

CPR © 1998 FORD MOTOR COMPANY
DEARBORN, MICHIGAN 48121
10/98

DIAGNOSIS AND TESTING (continued)

TEST STEP		RESULT ▶	ACTION TO TAKE
PR14	CHECK WARNING CHIME OUTPUT		
• Key OFF. • Disconnect the passive restraint module connectors #1 and #2. • Key ON. • Connect the "BK/BL" wire at the passive restraint module connector to ground. • Does the warning chime sound?		Yes ▶ No ▶	REPLACE the passive restraint module. REFER to appropriate Service Manual. REPEAT the test. GO to PR14-1.
PR14-1	CHECK SUPPLY TO WARNING CHIME		
• Disconnect the warning chime module from the joint box. • Key ON. • Measure the voltages on pins 1B, 1J, and 1K at the joint box CPU connector. • Are the voltages greater than 10 volts?		Yes ▶ No ▶	GO to PR14-2. SERVICE the supply wire to the ROOM fuse. REPEAT PR14 to verify condition.
PR14-2	CHECK WARNING CHIME		
• Key ON. • Connect pin 1H of the CPU joint box connector to ground. • Does the warning chime sound.		Yes ▶ No ▶	SERVICE the "BK/BL" wire between the warning chime module and the passive restraint module. REPEAT PR14 to verify condition. REPLACE the warning chime module. REFER to appropriate Service Manual. REPEAT PR14 to verify condition.

CPR © 1998 FORD MOTOR COMPANY
DEARBORN, MICHIGAN 48121
10/98

FUEL PUMP INERTIA SWITCH TECHNICAL SERVICE BULLETIN 90-26-02

FORD: 1990 PROBE

ISSUE:

A water contaminated inertia switch (fuel pump shut-off switch) may cause the passive restraint belts to remain in the "B" pillar position.

ACTION:

Determine the source of the water entry and repair as required. Install a new inertia switch and protective cover. Refer to the following procedure for service details.

NOTE: REVIEW THE 1990 PROBE SHOP MANUAL SECTIONS 24-35 ON THE FUEL PUMP CIRCUITS AND 41-54 PIN 2F GN/BK WIRE FROM THE PASSIVE RESTRAINT MODULE TO THE INERTIA SWITCH. THE 1990 PROBE EVTM PAGE 23-1, 24-2, 25-2, 25-3, AND 45-1 SHOULD BE CONSULTED FOR WIRE COLOR CODES, LOCATIONS AND ROUTING.

1. Install a memory saver and disconnect the battery negative cable.
2. Locate and access the inertia switch. See Figure 1.

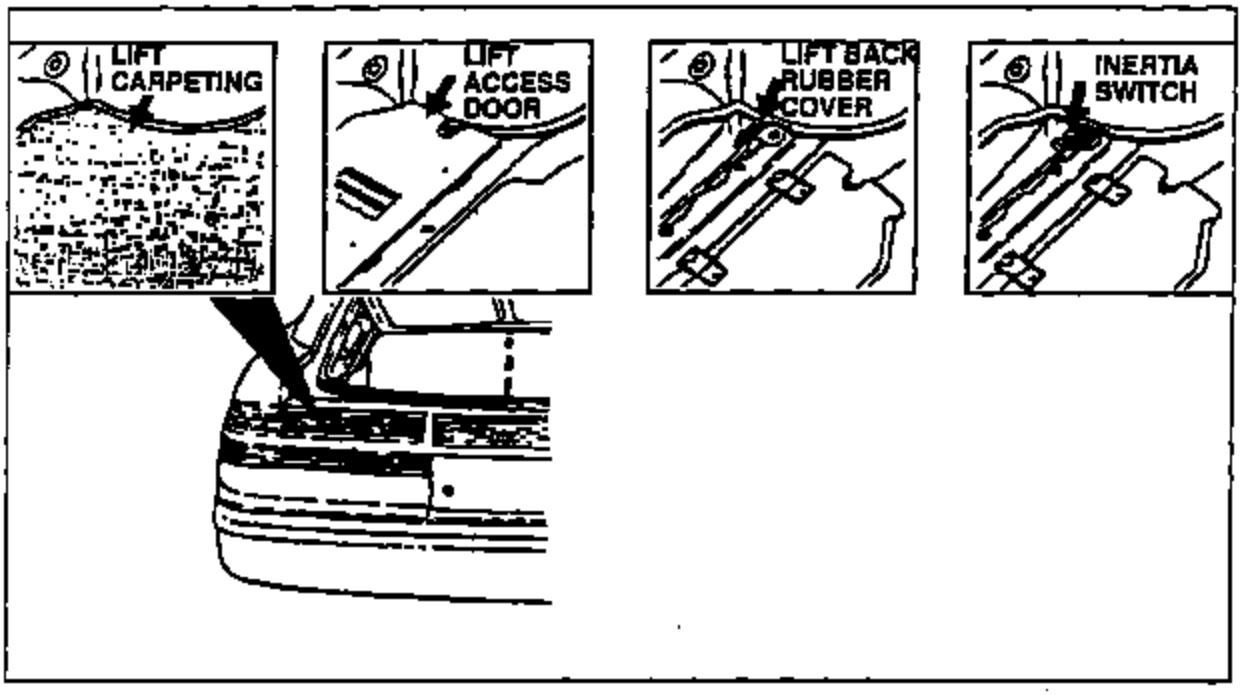


FIGURE 1

CPR © 1996 FORD MOTOR COMPANY
DEARBORN, MICHIGAN 48121
10/96

3. Check for water leaks in the area.
   a. Identify the source of any water leaks.
   b. Seal the area as required.
4. Remove the inertia switch.
   a. Remove the affected bolts.
   b. Disconnect the electrical connector from the switch.
   c. Remove the inertia switch from the mounting bracket.
5. Install a new inertia switch on the mounting bracket.
6. Depress the red button on the top of the switch. See Figure 2.

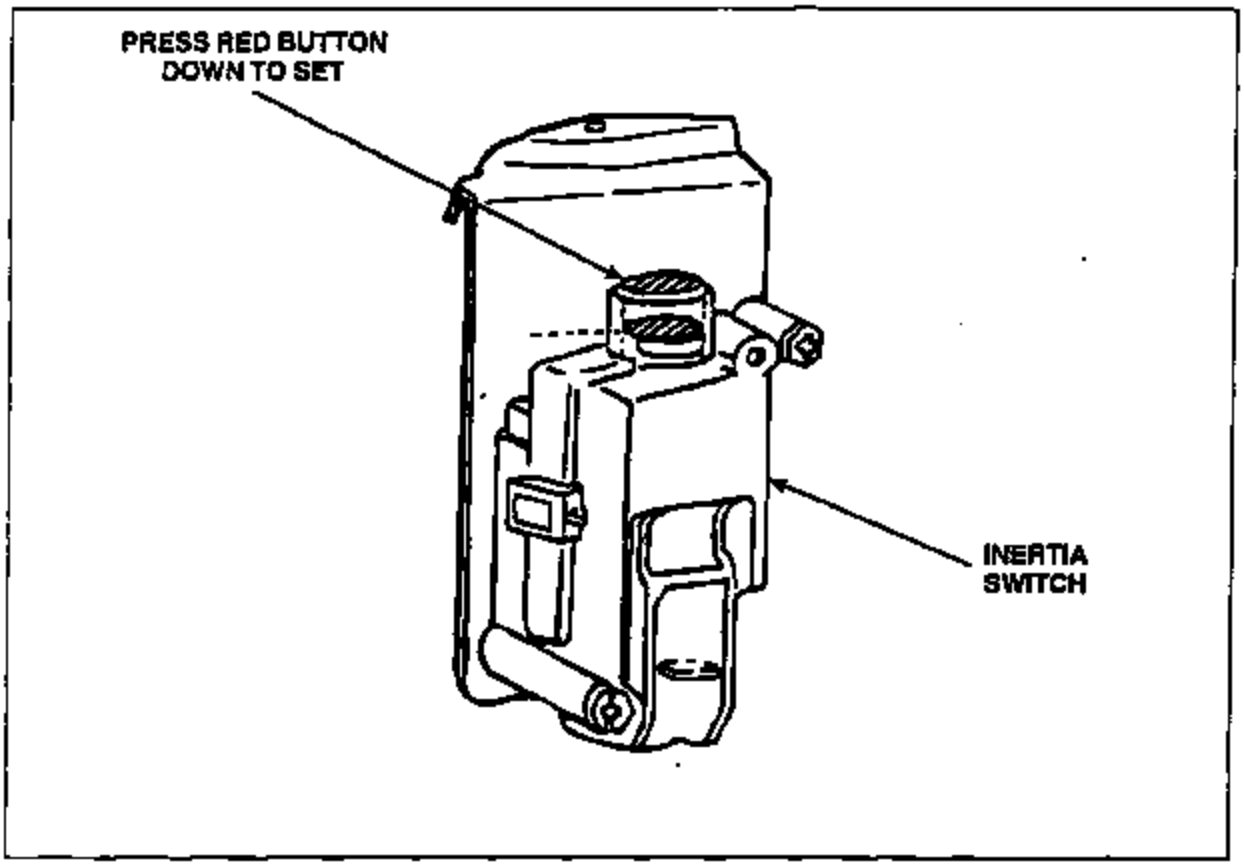


FIGURE 2

CPR © 1998 FORD MOTOR COMPANY
DEARBORN, MICHIGAN 48121
10/98

7. Clean the mounting bracket of any grease or foreign material. See Figure 3.

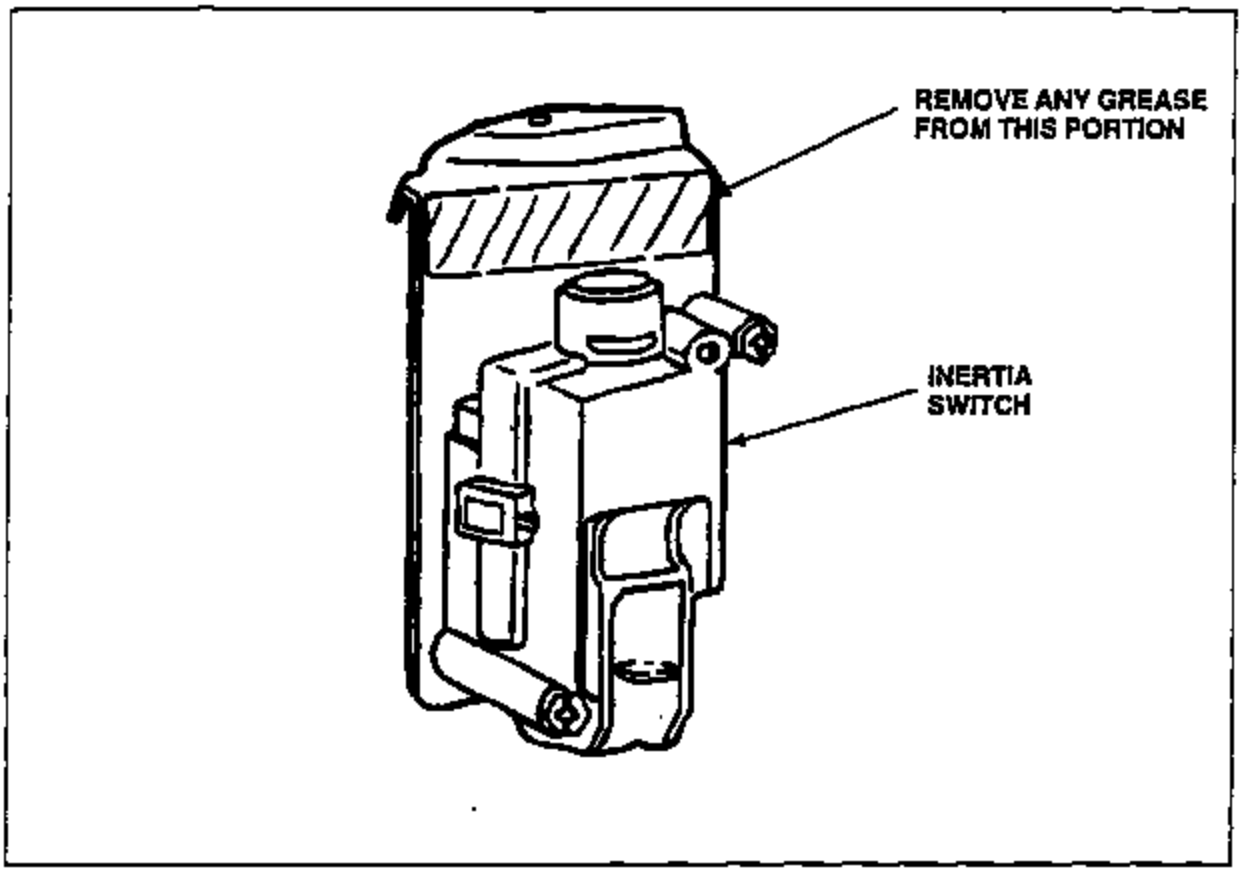


FIGURE 3

CPR © 1996 FORD MOTOR COMPANY
DEARBORN, MICHIGAN 48121
10/96

8. Install a new protective cover.
   a. Remove the adhesive protection paper from the cover.
   b. Install the cover on the inertia switch. See Figure 4.

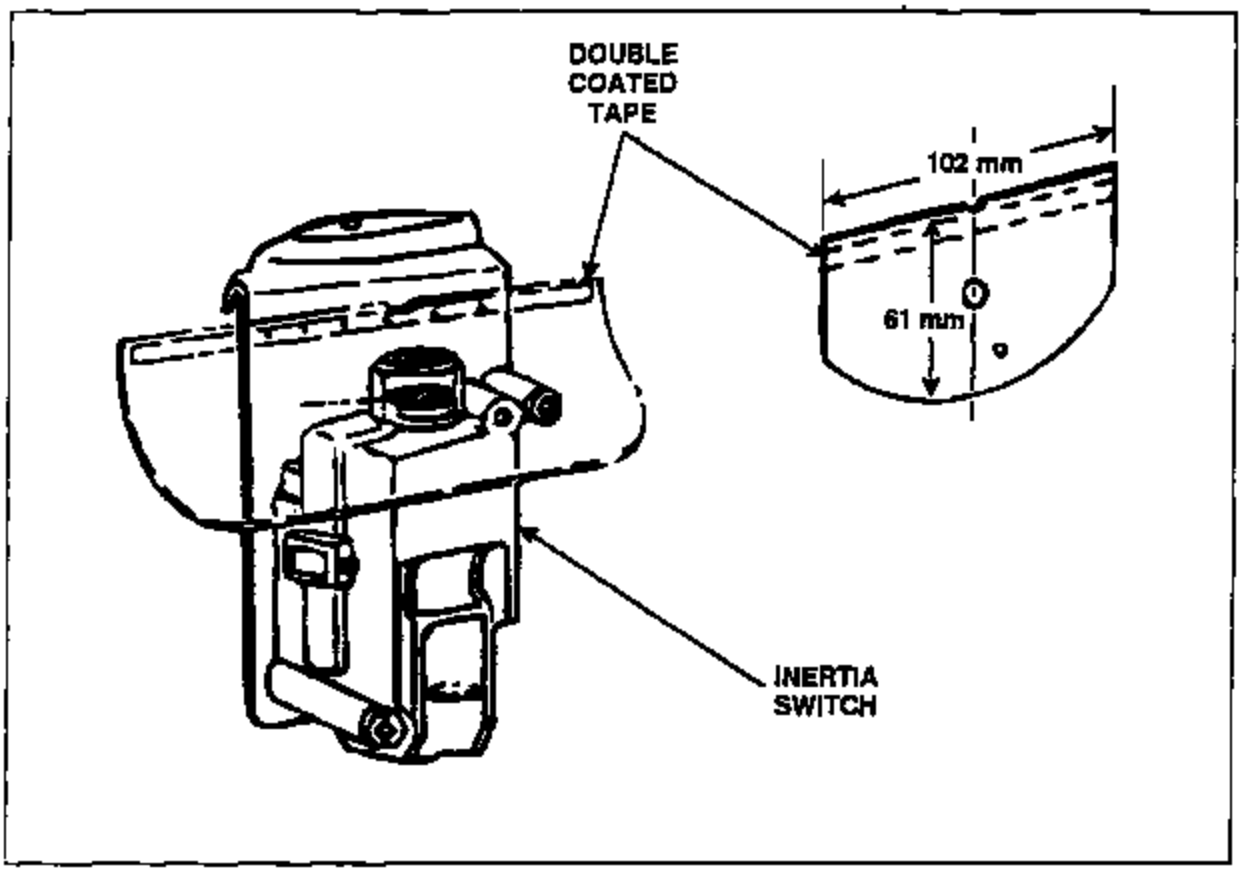


FIGURE 4

NOTE: IF THE CAR ALREADY HAS A PROTECTIVE COVER, INSPECT IT TO BE SURE THAT IT CAN BE SECURELY ATTACHED. IF THERE IS ANY DOUBT, INSTALL A NEW COVER.

9. Install the inertia switch and the bracket assembly and protective cover in the storage compartment.

NOTE: WHEN INSTALLING THE INERTIA SWITCH, MAKE SURE THE PROTECTIVE COVER DOES NOT COME OFF.

10. Remove the memory saver and connect the battery negative cable.

CPR © 1996 FORD MOTOR COMPANY
DEARBORN, MICHIGAN 48121
10/96

11. Make sure the passive restraint system and inertia switch are operating properly. Refer to the 1990 Probe Shop Manual , Section 41-54, Pinpoint Test PR 5 for test procedure.

PART NUMBER	PART NAME	CLASS
F5AZ-9341-A	Inertia Switch	B
F12Z-9F315-A	Protective Cover	B

OPERATION	DESCRIPTION	TIME
902602A	Install Inertia Switch & Protective Cover	1.0 hr.

DEALER CODING:

Basic Part No.	Condition Code
9341	49

CPR © 1996 FORD MOTOR COMPANY
DEARBORN, MICHIGAN 48121
10/96

A. R. Kaduk
Manager
Vehicle Service and Programs
Ford Customer Service Division

Ford Motor Company
P. O. Box 1904
Dearborn, Michigan 48121

Recall 96S48/96S99

October, 1996

Mr. John Sample
123 Main Street
Anywhere, USA 12345

Serial Number: 12345678901234567

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act.

Ford Motor Company has decided that a defect which relates to motor vehicle safety exists in certain 1990 - 1992 Model Year Ford Probe passenger cars.

SAFETY DEFECT

The motorized safety belts of your car may malfunction due to wear of the track assemblies that guide the moveable shoulder belt anchorages mounted above the doors. Eventually,the moveable anchorages could stick along the sides of the roof and lock in an improper position in the rails. In such a case the restraint system may not provide the proper protection to the front occupants in the event of a collision.

PRECAUTION

A malfunction in a motorized shoulder belt does not reduce the effectiveness of any lap belt. Occupants should continue to wear their lap belts.

REPAIRS

IF RESTRAINT SYSTEM DOES NOT WORK NOW (LOCKED UP)

If your vehicle's restraint system is inoperative at this time, (belt does not travel fully forward along the roof rail when an adjacent door is opened or fully rearward when the door is closed and the ignition is on) call your dealer now. Ask for a service date for recall 96S48/96S99 (left/right side).

When you bring your vehicle in for your service date, your dealer will restore operation of your restraint system. However, you may be asked to return your vehicle after December 15, 1996 to have a new restraint rail installed on the driver's side and, if necessary, the passenger side. The new restraint rails will not be available until December 15, 1996.

IF RESTRAINT SYSTEM WORKS NOW (NOT LOCKED UP)

If your vehicle's restraint system is currently operating (belt travels fully forward and rearward along the roof rail), please call your dealer after December 15, 1996.
January 15, 1997.
February 15, 1997.
March 15, 1997.
At that time your dealer will replace the driver side restraint rail and inspect the passenger side restraint rail. If the passenger side rail shows a given amount of wear, it will be replaced also. We appreciate your cooperation and patience in this matter, and are taking these steps to avoid inconveniencing you with multiple trips to the dealer for repairs on your Probe.

When you bring your Probe in, show the dealer this letter.

If you misplace this letter, your dealer will still do the work, free of charge.

HOW LONG WILL IT TAKE?

When parts become available, it may take your dealer a full day to perform this service. However, due to service scheduling times or unanticipated service complications, your dealer may need your vehicle for a longer period of time.

REFUNDS

If you paid to have this service done before the date of this letter, Ford is offering a refund. For the refund, please give your paid original receipt to your Ford dealer. To help avoid delays, please do not send receipts to Ford Motor Company.

CHANGED ADDRESS OR SOLD THE PROBE?

Please fill out the enclosed prepaid postcard and mail it to us if you have changed your address or sold the Probe.

If the dealer doesn't make the repair promptly and without charge, you may contact the Ford Customer Assistance Center, 300 Renaissance Center, P. O. Box 43360, Detroit, Michigan 48243. You also may send a complaint to the Administrator, National Highway Traffic Safety Administration, 400 Seventh Street, S. W., Washington, D. C. 20590 or call the toll free Auto Safety Hotline 1-800-424-9393 (Washington, D. C. area residents may call 366-0123).

We regret the inconvenience this service may cause you, but we want you to have the work done for your safety and satisfaction with your Probe.

Sincerely,

A. R. Kaduk

A. R. Kaduk
Manager
Vehicle Service and Programs

Ford Motor Company
Ford Customer Service Division
Recall/Service Programs Department
P.O. Box 1904
Dearborn, MI 48121-1904

RECALL/SPECIAL SERVICE PROGRAM INFORMATION

IMPORTANT RECALL/SPECIAL PROGRAM INFORMATION

FROM: FORD CUSTOMER SERVICE DIVISION
VEHICLE SERVICE AND PROGRAMS

SUBJECT: Safety Recall 96S48 - Loaner Cars

1. Parts are available to complete the repairs on Safety Recall 96S48 - 1990-92 Probe Passive Restraint.

2. The full assembly (Track Assembly F72Z 61610D44-B and F72Z 61610D45-B) are no longer available as an assembly.

3. All back orders for full assemblies have been canceled. Your must reorder using the following part numbers:

	Right	Left
Cable/Motor Assembly	F72Z 61610D44C	F72Z 61610D45C
Rail (Only)	F72Z 61610D44A	F72Z 61610D45A

4. Effective April 1, 1998, loaner cars will no longer be approved for this Recall.

5. If you have loaner cars out on this Recall, please order the necessary parts and perform the repair.

PLEASE PROVIDE COPIES TO:

__X__ **SERVICE MANAGER**

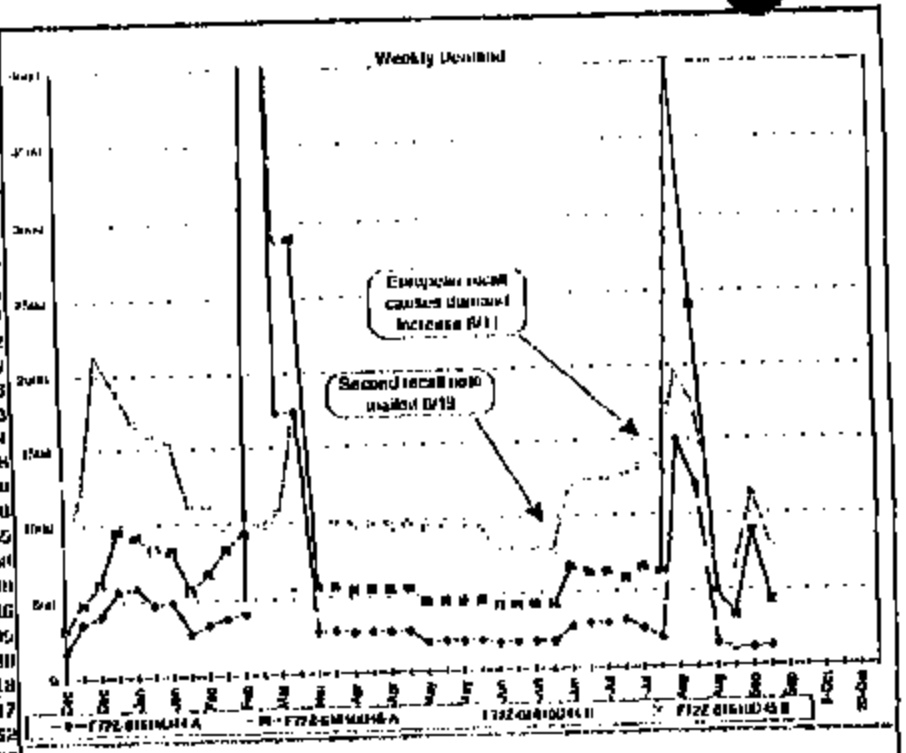
__X__ **PARTS MANAGER**

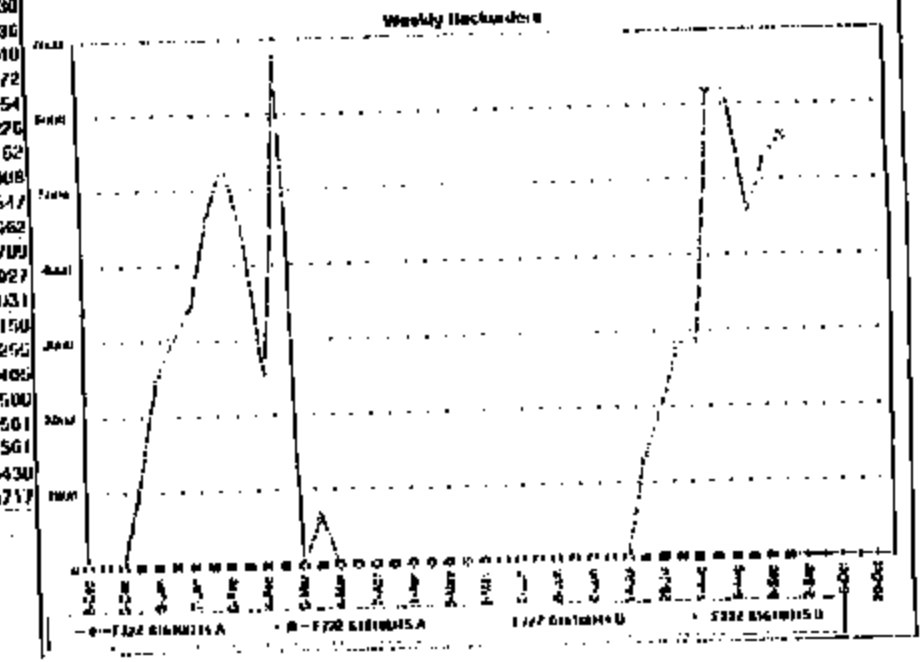
__X__ **WARRANTY ADMINISTRATOR**

Probe Seat Belt Campaign/Re-Call: 9054/9859

Day of Month (start 21 Jul)	Rail Only: F72Z 61610084 A KAY1-57 03Y (RH) Cml Dmd	Rail Only: F72Z 61610084 A KAY1-57 03Y (RH) Cml Sls	Rail Only: F72Z 61610085 A (KAY1-57 09Y (LH)) Cml Dmd	Rail Only: F72Z 61610085 A (KAY1-57 09Y (LH)) Cml Sls	Rail & Motor Buckles: F72Z 61610084 B KAY1-57 030 (RH) Cml Dmd	Rail & Motor Buckles: F72Z 61610084 B KAY1-57 030 (RH) Cml Sls	F72Z 61610085 D KAY1-57 090 (LH) Cml Dmd	F72Z 61610085 D KAY1-57 090 (LH) Cml Sls
22-Jul	114	0	100	0	141	0	390	450
23-Jul	99	0	164	0	118	66	307	720
24-Jul	55	0	135	0	91	110	499	1033
25-Jul	40	0	113	0	73	106	220	1277
26-Jul	22	0	92	0	55	127	209	1497
29-Jul	89	0	162	0	125	107	330	1745
30-Jul	48	0	148	0	85	191	259	1977
31-Jul	41	0	129	0	78	174	221	1972
1-Aug	50	0	126	0	70	195	226	1908
4-Aug	38	0	112	0	120	309	325	1986
5-Aug	40	0	121	0	62	383	187	1963
6-Aug	20	0	94	0	74	439	204	2104
7-Aug	54	0	140	0	50	449	230	2308
8-Aug	42	0	155	0	131	576	123	2810
11-Aug	1343	0	2327	0	570	945	109.0	3850
12-Aug	55	0	443	0	106	1005	86	3035
13-Aug	25	0	316	0	103	1065	333	4250
14-Aug	33	0	152	0	83	707	260	4400
15-Aug	39	0	812	0	40	544	201	4506
18-Aug	1038	0	2089	2000	601	1000	1283	5795
19-Aug	50	0	103	2000	58	930	151	5830
20-Aug	26	0	54	2000	280	1201	197	0118
21-Aug	38	0	72	2000	72	1276	64	0147
22-Aug	34	0	78	0	02	1272	50	6162
25-Aug	30	0	82	0	41	1281	78	6130
26-Aug	50	0	119	0	72	1280	230	6330
27-Aug	22	0	97	0	58	002	205	6410
28-Aug	23	0	87	0	57	912	154	6072
29-Aug	26	0	120	0	49	771	90	6154
2-Sep	34	0	110	0	62	764	78	6220
3-Sep	23	0	108	0	30	705	290	5162
4-Sep	33	0	70	0	41	822	100	4908
6-Sep	25	0	51	0	22	822	66	4547
8-Sep	34	0	574	0	27	630	130	4662
9-Sep	24	0	71	0	45	537	143	4709
10-Sep	15	0	87	0	43	540	140	4927
11-Sep	28	0	92	0	85	646	243	5031
12-Sep	22	0	88	0	58	546	215	5150
15-Sep	71	0	87	0	72	544	250	5292
16-Sep	24	0	57	0	28	555	151	5408
17-Sep	22	0	58	0	30	572	141	5500
18-Sep	45	0	69	0	34	507	129	5501
19-Sep	38	0	74	0	31	687	120	5430
22-Sep	43	0	85	0	78	500	225	5717
24-Sep	51	0	102	0	81	648	989	
25-Sep								
28-Sep								
29-Sep								

Placed additional orders for the LH Rail & Motor of 20k units on 7/26 and 1k units on 8/11.
Placed additional orders for the RH Rail & Motor of 4.0k units on 7/26 and 50k units on 8/11.
Additional orders placed due to the second recall notification and the start of the European recall.

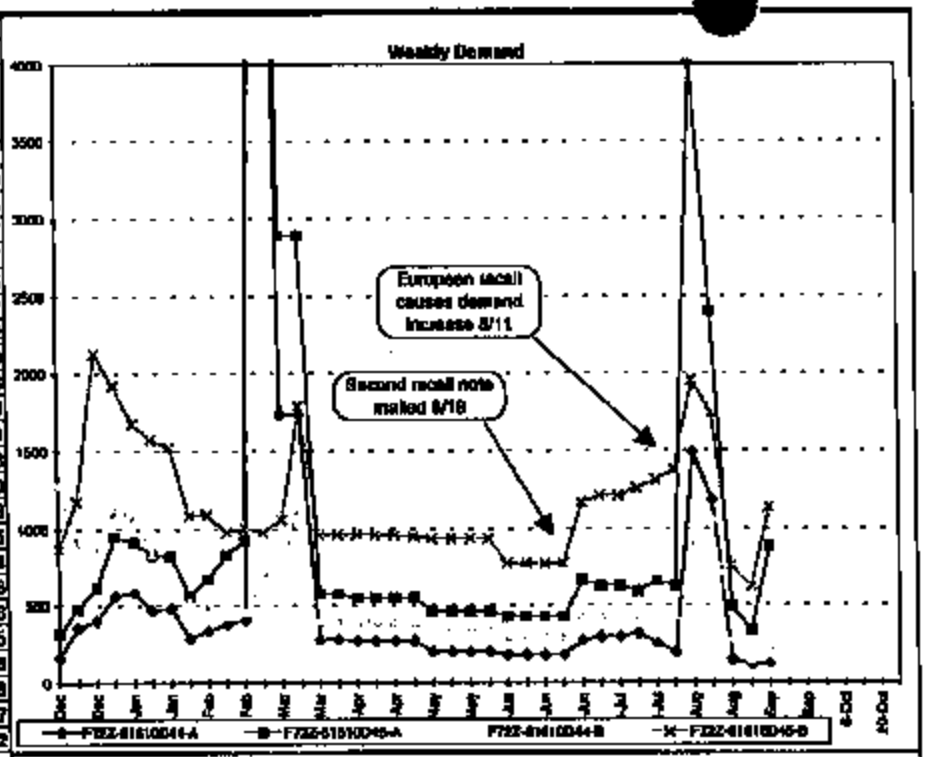


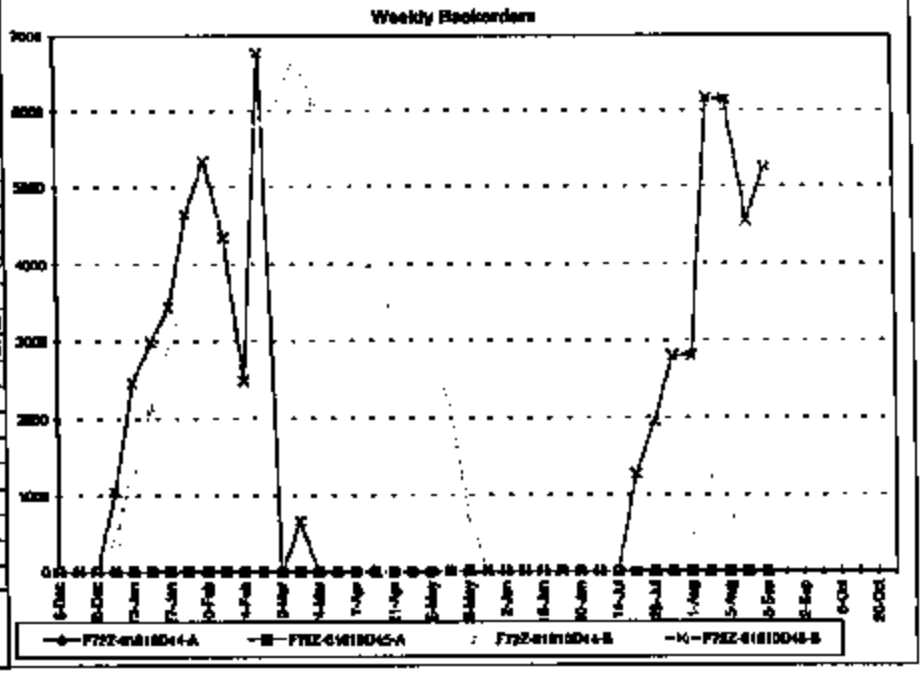


Probe Seat Belt Campaign/Re-Call: 96S48/96S99

	Rail Only				Rail & Motor (includes Old Level; not including [illegible] 1098)			
	F72Z-61610D44-A		F72Z-61610D45-A		F72Z-61610D44-B		F72Z-61610D45-B	
	KAY1-57-89Y (RH)		KAY1-57-99Y (LH)		KAY1-57-930 (RH)		KAY1-57-990 (LH)	
Day of Month	Cml Dmd	Cml on B/O	Cml Dmd	Cml on B/O	Cml Dmd	Cml on B/O	Cml Dmd	Cml on B/O
Start 21-Jul	1051	0	2906	0	1215	32	5932	192
22-Jul	114	0	180	0	141	66	366	456
23-Jul	99	0	184	0	118	86	357	720
24-Jul	58	0	135	0	91	110	289	1035
25-Jul	48	0	113	0	73	118	220	1277
28-Jul	22	0	82	0	55	137	209	1497
29-Jul	58	0	162	0	125	167	330	1745
30-Jul	48	0	148	0	85	191	250	1977
31-Jul	41	0	120	0	79	174	221	1972
1-Aug	56	0	128	0	70	195	228	1969
4-Aug	38	0	112	0	120	306	325	1968
5-Aug	40	0	121	0	62	383	187	1963
6-Aug	29	0	94	0	74	432	204	2164
7-Aug	54	0	148	0	50	449	236	2398
8-Aug	42	0	155	0	131	578	423	2810
11-Aug	1949	0	2927	0	570	946	1059	3858
12-Aug	55	0	443	0	106	1065	86	3936
13-Aug	25	0	316	0	133	1065	333	4258
14-Aug	39	0	152	0	83	707	258	4408
15-Aug	39	0	812	0	48	544	204	4586
18-Aug	1099	0	2099	2000	604	1008	1283	5795
19-Aug	60	0	103	2000	59	930	151	5938
20-Aug	26	0	54	2000	280	1204	197	6118
21-Aug	38	1	72	2000	72	1276	84	6147
22-Aug	34	0	78	0	62	1272	60	6162
25-Aug	30	0	82	0	41	1281	78	6136
26-Aug	50	0	119	0	72	1289	280	6336
27-Aug	22	0	87	0	68	982	205	6440
28-Aug	23	0	87	0	57	912	154	6072
29-Aug	26	0	120	0	49	771	80	6154
2-Sep	34	0	110	0	52	764	78	6228
3-Sep	23	0	108	0	30	785	290	5162
4-Sep	33	0	70	0	44	822	168	4966
5-Sep	25	0	61	0	22	622	65	4547
8-Sep	34	0	574	0	27	530	130	4662
9-Sep	24	0	71	0	45	537	143	4780
10-Sep	15	0	87	0	43	540	148	4927
11-Sep	26	0	82	0	65	648	243	5031
12-Sep	22	0	58	0	58	546	215	5150
15-Sep	71	0	87	0	72	344	256	5255
16-Sep								
17-Sep								
18-Sep								
19-Sep								
22-Sep								
23-Sep								
24-Sep								
25-Sep								
26-Sep								

- Placed additional orders for the L.H. Rail & Motor of 20k units on 7/28 and 7k units on 8/11.
- Placed additional orders for the R.H Rail & Motor of 4.8k units on 7/28 and 10k units on 8/11.
- Additional orders placed due to the second recall notification and the start of the European recall.

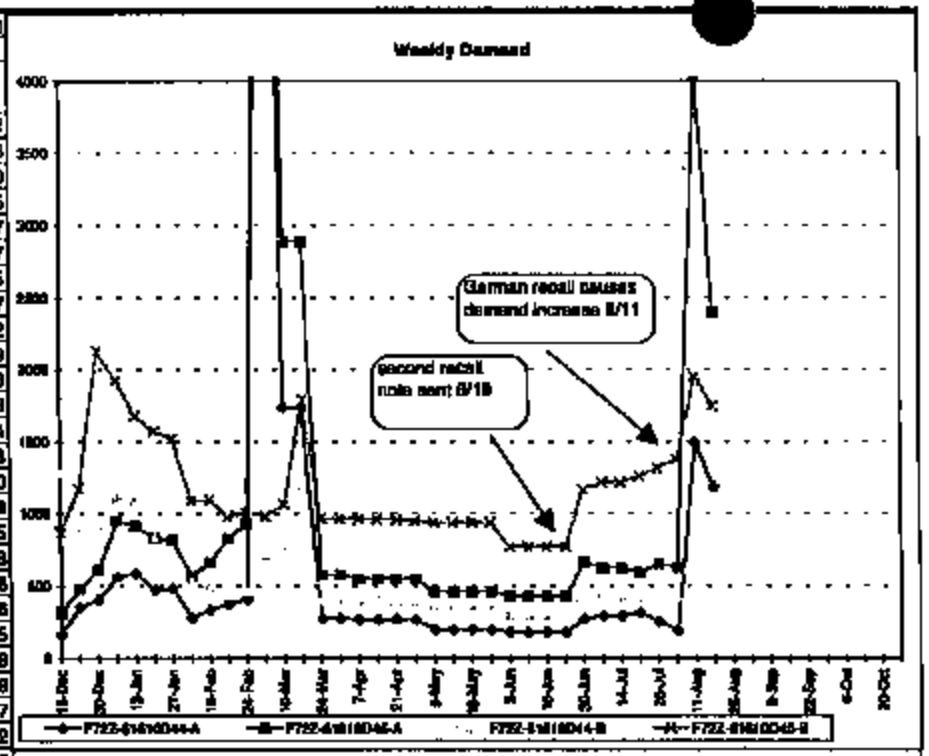


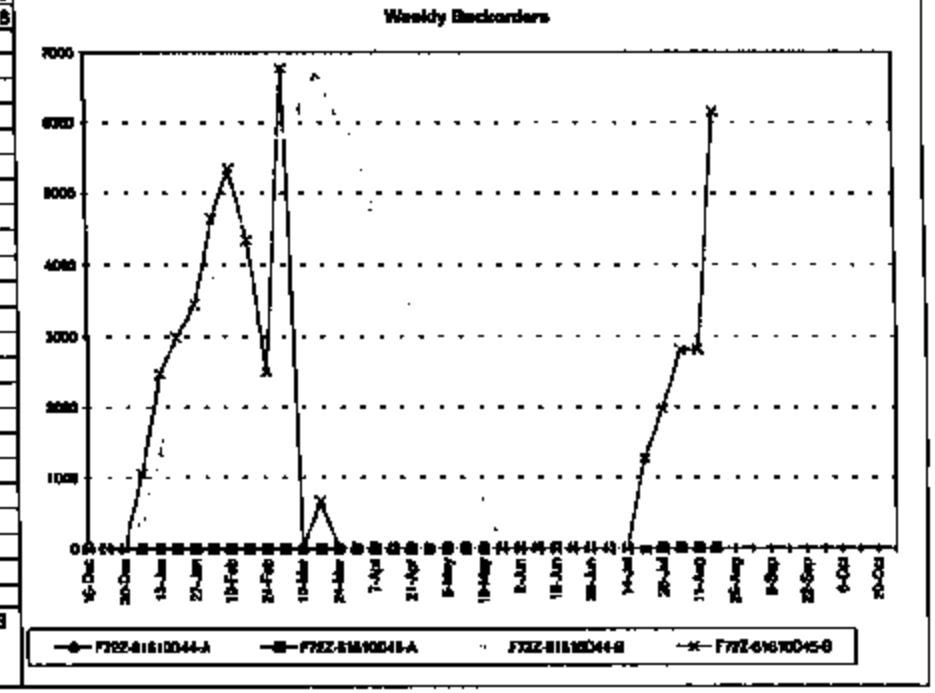


Probe Seat Belt Campaign/Re-Call: 96S48/96S99

	Rail Only				Rail & Motor (includes Old Level; not includ[illegible] in 10/96)			
	[illegible]72Z-61610D44-A		F72Z-61610D45-A		F72Z-61610D44-B		F72Z-61[illegible]45-B	
	KAY1-57-93Y (RH)		KAY1-57-99Y (LH)		KAY1-57-930 (RH)		KAY1-57-990 (LH)	
Day of Month	Cmt Dmd	Cmt on B/O	Cmt Dmd	Cmt on B/O	Cmt Dmd	Cmt on B/O	Cmt Dmd	Cmt on B/O
Start 21-Jul	1051	0	2905	0	1215	32	3932	192
22-Jul	114	0	186	0	141	85	386	458
23-Jul	99	0	164	0	118	86	357	720
24-Jul	56	0	135	0	91	110	289	1035
25-Jul	48	0	113	0	73	118	220	1277
26-Jul	22	0	92	0	55	137	289	1487
29-Jul	69	0	162	0	125	167	330	1745
30-Jul	48	0	148	0	85	191	250	1977
31-Jul	41	0	129	0	79	174	221	1972
1-Aug	56	0	126	0	70	195	226	1959
4-Aug	36	0	112	0	120	309	326	1968
5-Aug	40	0	121	0	62	383	187	1963
6-Aug	20	0	94	0	74	432	204	2164
7-Aug	54	0	148	0	50	449	238	2398
8-Aug	42	0	155	0	131	576	423	2810
11-Aug	1343	0	2327	0	570	645	1059	3658
12-Aug	55	0	443	0	106	1065	88	3935
13-Aug	25	0	318	6	133	1065	333	4258
14-Aug	33	0	152	0	83	707	268	4408
15-Aug	39	0	812	0	48	544	204	4586
18-Aug	1039	0	2099	2000	604	1008	1283	5795
19-Aug	50	0	103	2000	59	930	151	5938
20-Aug	28	0	54	2000	260	1204	197	6118
21-Aug	38	1	72	2000	72	1276	54	6147
22-Aug	34	0	78	0	62	1272	50	6182
25-Aug	30	0	82	0	41	1281	76	6136
26-Aug	50	0	119	0	72	1280	230	6338
27-Aug								
28-Aug								
29-Aug								
1-Sep								
2-Sep								
3-Sep								
4-Sep								
5-Sep								
8-Sep								
9-Sep								
10-Sep								
11-Sep								
12-Sep								
15-Sep								
16-Sep								
17-Sep								
18-Sep								
19-Sep								
22-Sep								
23-Sep								
24-Sep								
25-Sep								
26-Sep								

- Inquiry 7/7 with MANA on confirming 4000/5000 pcs order for 930's/990's, respectively, from 5/27. (Inconsistent w/ OSS Info 7/7).
- Reviewing a possible additional release of 3000/5000 pcs of 930's/990's of rail & motors

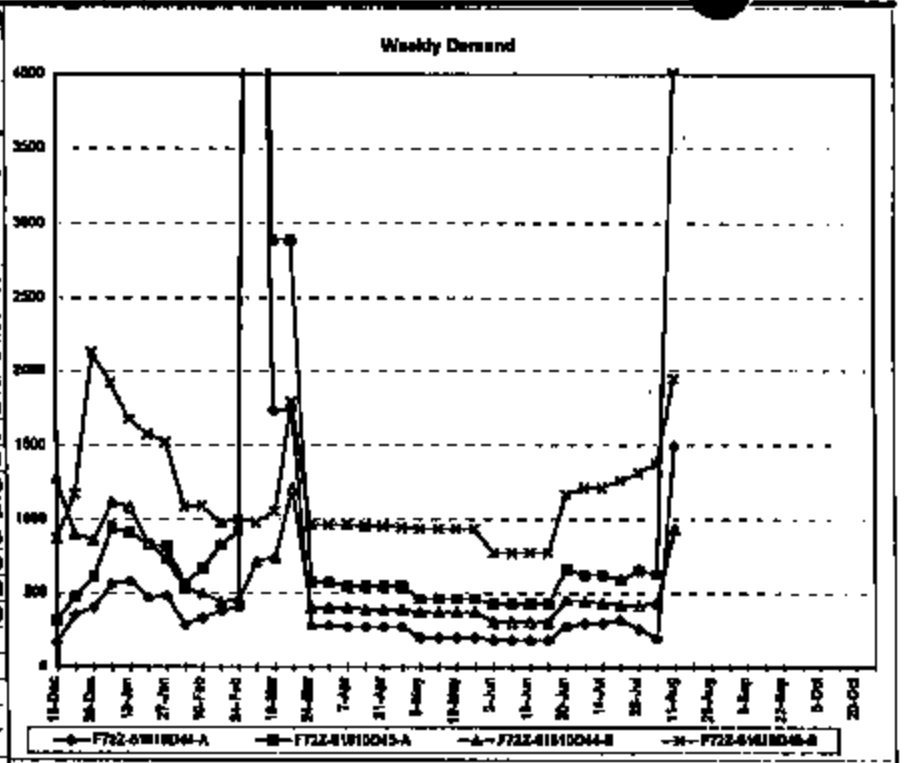


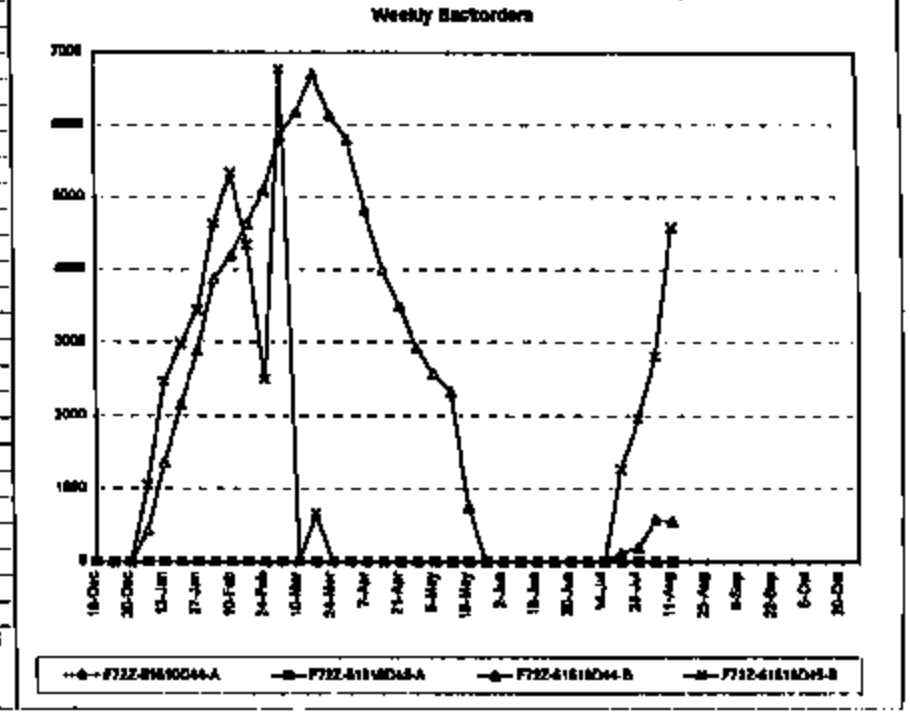


Probe Seat Belt Campaign/Re-Call: 96S48/96S99

	Rail Only				Rail & Motor (includes Dld Level, not includes [illegible] in 15/96)			
	F72Z-61610D44-A KAY1-57-93Y (RH)		F72Z-61610D45-A KAY1-57-99Y (LH)		F72Z-61610D44-B KAY1-57-930 (RH)		F72Z-61610D45-B KAY1-57-990 (LH)	
Day of Month	Cmt Dmd	Cmt on B/O	Cmt Dmd	Cmt on B/O	Cmt Dmd	Cmt on B/O	Cmt Dmd	Cmt on B/O
Start 21-Jul	1051	0	2965	0	1215	32	3932	192
22-Jul	114	0	180	0	141	65	398	458
23-Jul	99	0	184	0	118	86	357	720
24-Jul	58	0	135	0	81	110	269	1035
25-Jul	48	0	113	0	73	118	220	1277
28-Jul	22	0	92	0	55	137	269	1497
29-Jul	69	0	182	0	125	167	330	1745
30-Jul	48	0	148	0	65	191	250	1977
31-Jul	41	0	129	0	79	174	221	1872
1-Aug	56	0	126	0	70	198	226	1969
4-Aug	38	0	112	0	120	309	325	1966
5-Aug	40	0	121	0	62	383	187	1963
6-Aug	20	0	94	0	74	432	204	2164
7-Aug	64	0	146	0	50	449	238	2398
8-Aug	42	0	155	0	131	576	423	2810
11-Aug	1343	0	2327	0	576	945	1059	3658
12-Aug	55	0	443	0	108	1065	66	3935
13-Aug	25	0	316	0	133	1065	333	4256
14-Aug	33	0	152	0	83	707	268	4408
15-Aug	38	0	812	0	46	544	204	4568
18-Aug								
19-Aug								
20-Aug								
21-Aug								
22-Aug								
25-Aug								
26-Aug								
27-Aug								
28-Aug								
29-Aug								
1-Sep								
2-Sep								
3-Sep								
4-Sep								
5-Sep								
6-Sep								
8-Sep								
10-Sep								
11-Sep								
12-Sep								
15-Sep								
16-Sep								
17-Sep								
18-Sep								
19-Sep								
22-Sep								
23-Sep								
24-Sep								
25-Sep								
26-Sep								

- Inquiry 7/7 with MANA on confirming 4000/6000 pcs order for 930's/990's, respectively, from 5/27. (Inconsistent w/ OSS info 7/7).
- Reviewing a possible additional release of 3000/5000 pcs of 930's/990's of rail & motors

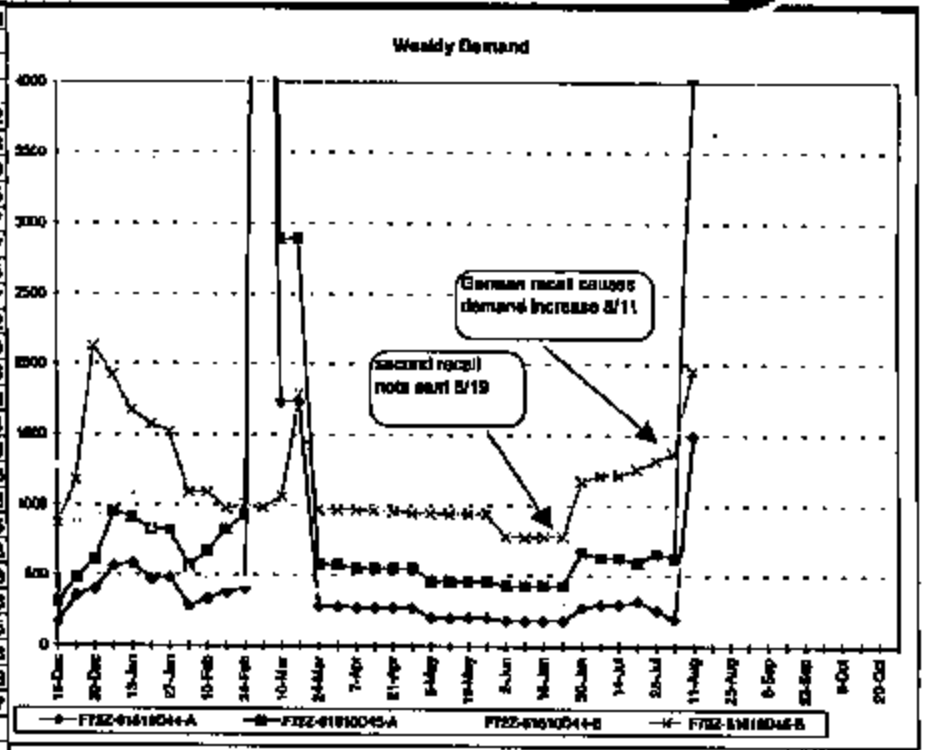


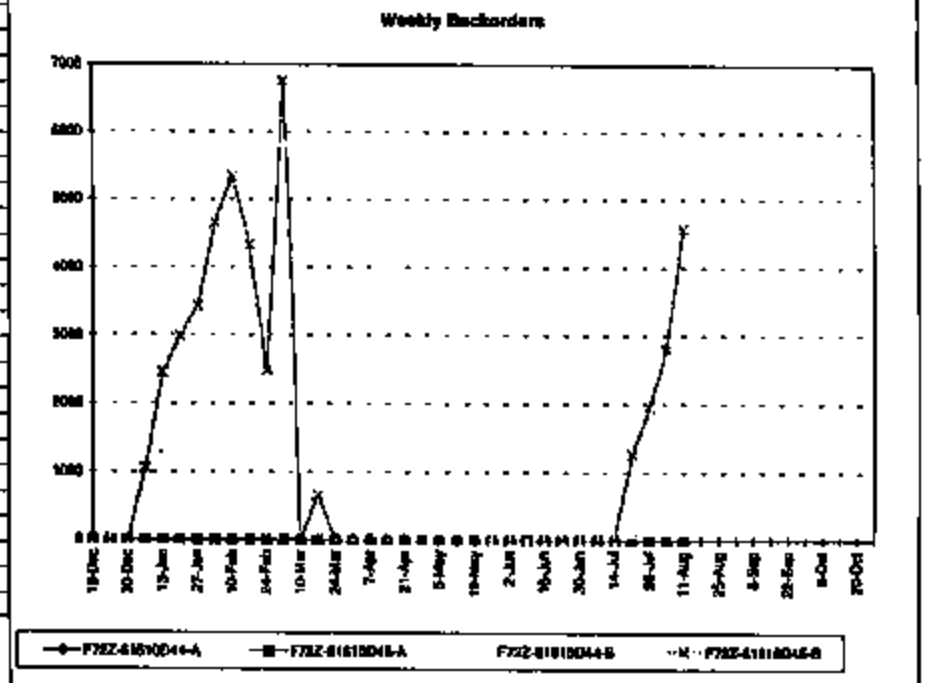


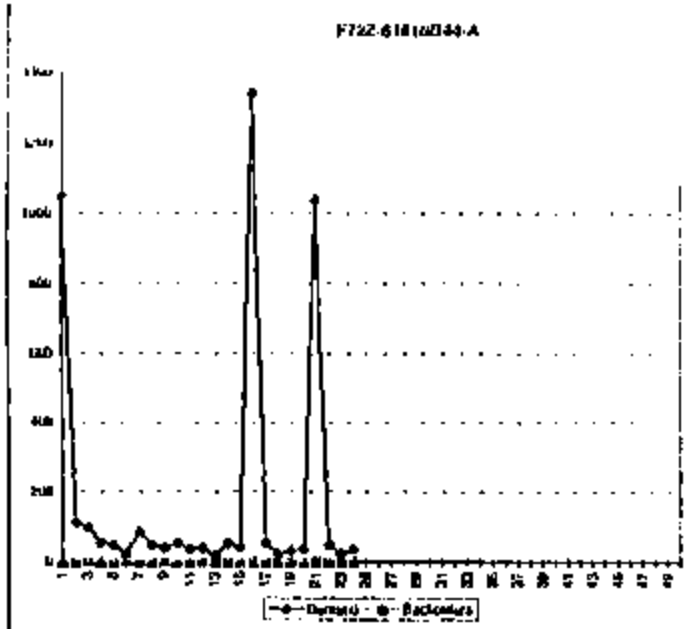
Probe Seat Belt Campaign/Re-Call: 96S48/96S99

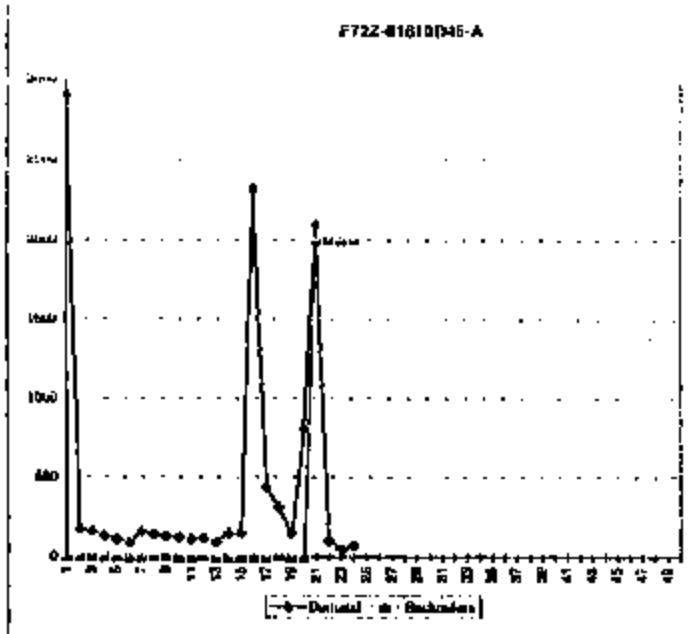
	Rail Only				Rail & Motor (includes Old Level, not including "seals" at 10/96)			
	F72Z-61610D44-A		F72Z-61610D45-A		F72Z-61610D44-B		F72Z-61610D45-B	
	KAY1-57-93Y (RH)		KAY1-57-99Y (LH)		KAY1-57-930 (RH)		KAY1-57-990 (LH)	
Day of Month	Cmt Dmd	Cmt on B/O	Cmt Dmd	Cmt on B/O	Cmt Dmd	Cmt on B/O	Cmt Dmd	Cmt on B/O
Start 21-Jul	1051	0	2805	0	1216	32	3932	192
22-Jul	114	0	180	0	141	65	396	458
23-Jul	90	0	164	0	118	86	357	720
24-Jul	56	0	135	0	91	110	289	1035
25-Jul	48	0	113	0	79	118	220	1277
28-Jul	22	0	92	0	55	137	289	1487
29-Jul	69	0	182	0	125	167	330	1745
30-Jul	48	0	148	0	85	191	260	1977
31-Jul	41	0	129	0	79	174	221	1972
1-Aug	58	0	128	0	70	195	226	1989
4-Aug	36	0	112	0	120	309	325	1966
5-Aug	40	0	121	0	82	383	167	1969
6-Aug	20	0	94	0	74	432	204	2164
7-Aug	54	0	148	0	50	449	238	2386
8-Aug	42	0	155	0	131	576	423	2810
11-Aug	1349	0	2327	0	570	945	1059	3858
12-Aug	65	0	443	0	106	1085	88	3835
13-Aug	25	0	316	0	133	1065	333	4256
14-Aug	33	0	152	0	53	707	288	4408
15-Aug	39	0	512	0	48	544	204	4566
18-Aug	1039	0	2089	2000	804	1008	1283	5785
19-Aug	50	0	103	2000	59	930	161	5938
20-Aug	28	0	54	2000	280	1204	197	6118
21-Aug	36	1	72	2000	72	1276	64	6147
22-Aug								
25-Aug								
26-Aug								
27-Aug								
28-Aug								
29-Aug								
1-Sep								
2-Sep								
3-Sep								
4-Sep								
5-Sep								
8-Sep								
9-Sep								
10-Sep								
11-Sep								
12-Sep								
15-Sep								
16-Sep								
17-Sep								
18-Sep								
19-Sep								
22-Sep								
23-Sep								
24-Sep								
25-Sep								
26-Sep								

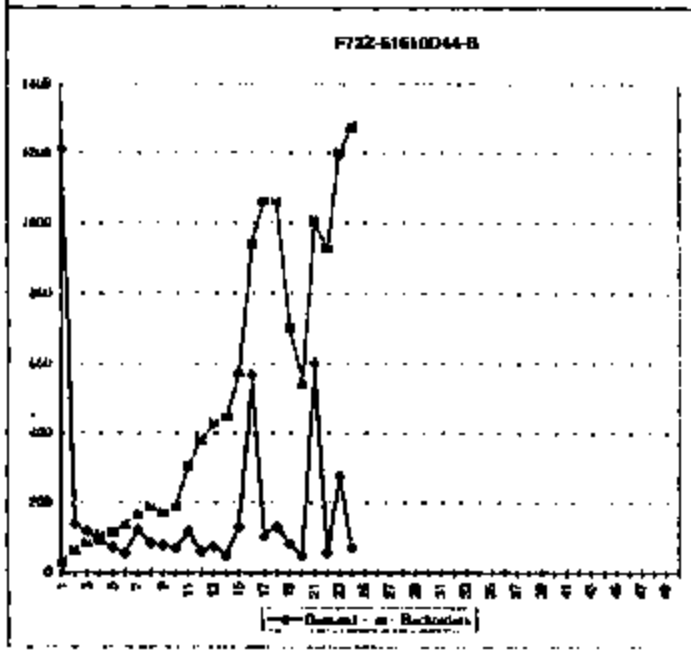
- Inquiry 7/7 with MANA on confirming 4000/6000 pcs order for 930's/990's, respectively, from 5/27. (Inconsistent w/ OSS info 7/7).
- Reviewing a possible additional release of 3000/5000 pcs of 930's/990's of rail & motors

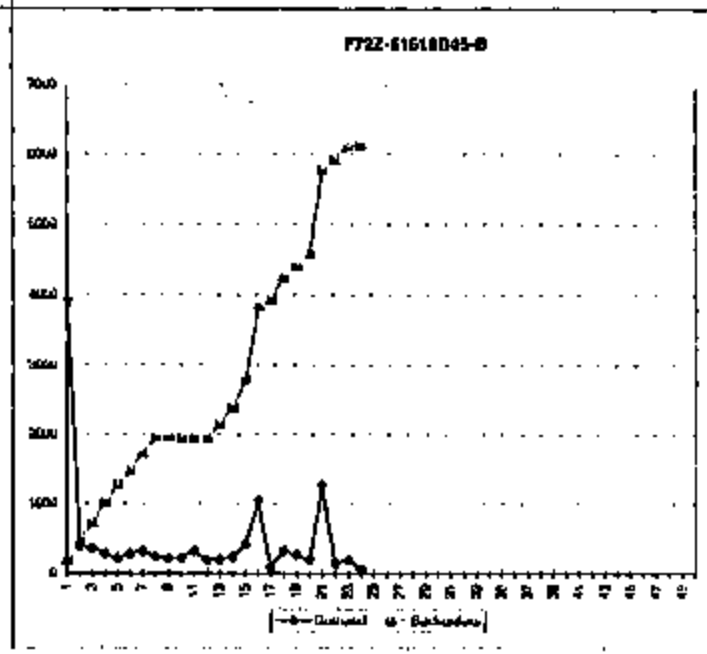





F72Z-61610D44-A
Demand
Backorders

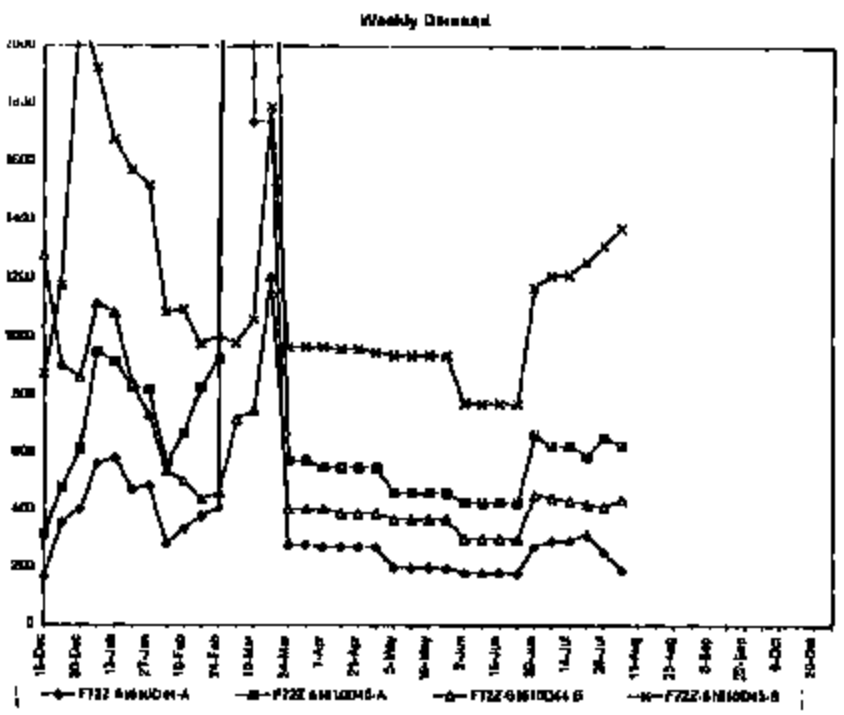

F72Z-61610D45-A
Demand
Backorders

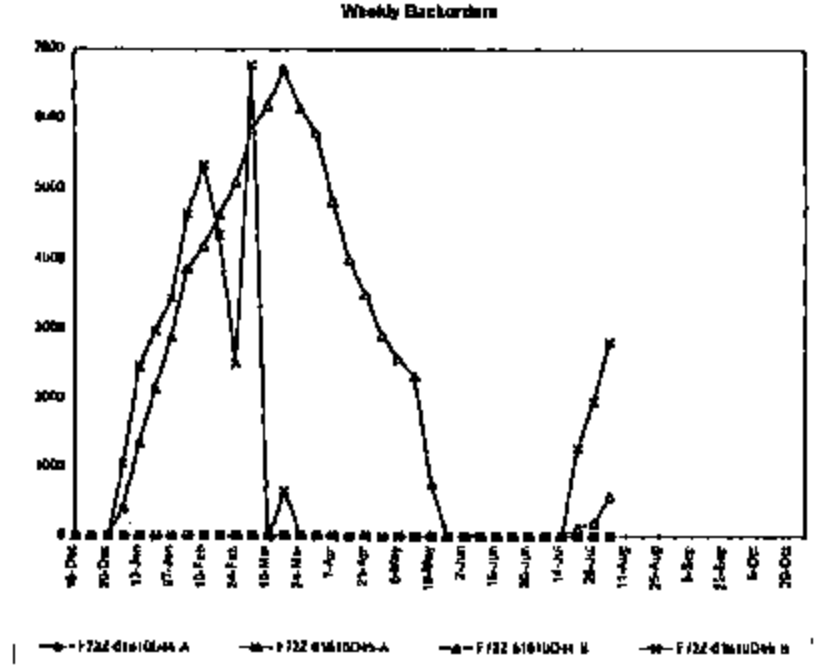

F72Z-61610D44-B
Demand
Backorders


F72Z-61610D45-B
Demand
Backorders

Probe Seat Belt Campaign/Re-Call: 96S48/96S99

Day of Month	Rail Only F72Z-61610D44-A KAY1-57 93Y (RH) Cmt Dmd	Cmt on B/O	Rail Only F72Z-61610D45-A KAY1-57-94Y (LH) Cmt Dmd	Cmt on B/O	Rail & Motor F72Z-61610D44-B KAY1-57-93U (RH) Cmt Dmd	Cmt on B/O	Rail & Motor F72Z-61610D45-B KAY1-57-94U (LH) Cmt Dmd	Cmt on B/O
Start 21-Jul	1051	0	2905	0	1215	32	3502	192
22-Jul	114	0	180	0	141	65	366	458
23-Jul	99	0	164	0	118	68	357	720
24-Jul	56	0	135	0	91	110	289	1035
25-Jul	48	0	113	0	73	118	220	1277
28-Jul	22	0	82	0	66	137	289	1487
29-Jul	89	0	182	0	125	167	330	1745
30-Jul	48	0	146	0	85	191	250	1977
31-Jul	41	0	129	0	79	174	221	1972
1-Aug	56	0	126	0	70	195	226	1969
4-Aug	38	0	112	0	120	309	325	1886
5-Aug	40	0	121	0	62	383	187	1963
6-Aug	20	0	84	0	74	432	204	2184
7-Aug	54	0	148	0	50	449	238	2398
8-Aug	42	0	165	0	131	576	423	2810
11-Aug	1343	0	2327	0	570	945	1059	3858
12-Aug	55	0	443	0	108	1065	86	3935
13-Aug	25	0	318	6	133	1065	333	4258
14-Aug	33	0	162	0	83	707	268	4408
15-Aug								
18-Aug								
19-Aug								
20-Aug								
21-Aug								
22-Aug								
25-Aug								
26-Aug								
27-Aug								
28-Aug								
29-Aug								
1-Sep								
2-Sep								
3-Sep								
4-Sep								
5-Sep								
8-Sep								
9-Sep								
10-Sep								
11-Sep								
12-Sep								
15-Sep								
16-Sep								
17-Sep								
18-Sep								
19-Sep								
22-Sep								
23-Sep								
24-Sep								
25-Sep								
26-Sep								

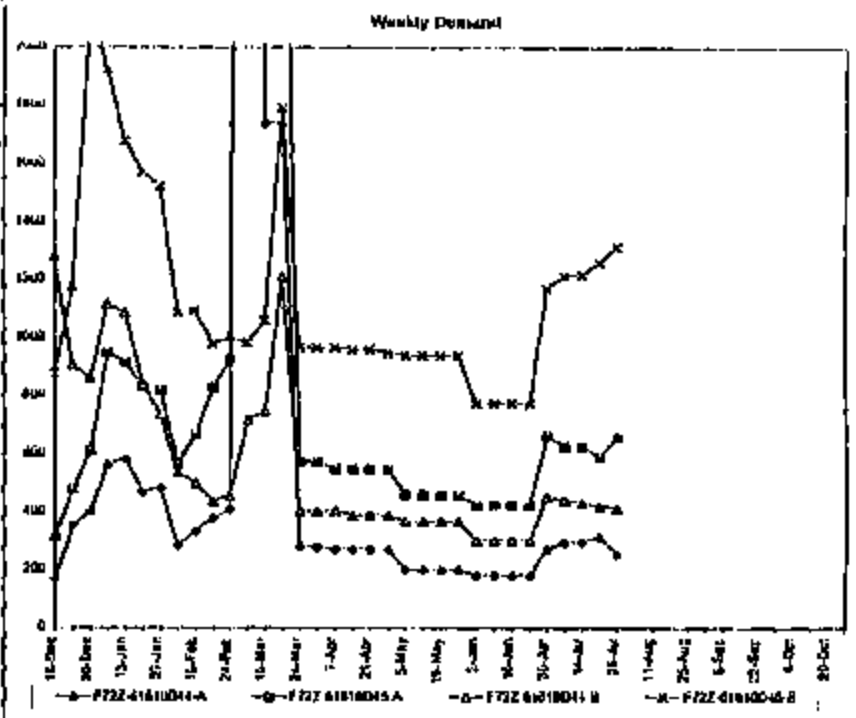


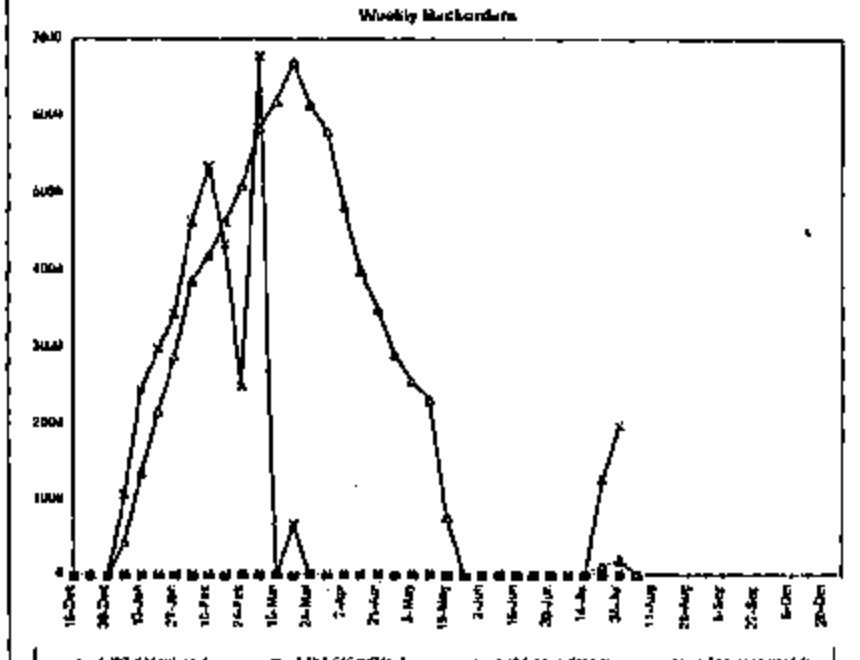


- Inquiry 7/7 with MAHA on confirming 4000/6000 pcs order for 930's/990's, respectively, from 5/27. (Inconsistent w/ QSS info 7/7)
- Reviewing a possible additional release of 3000/5000 pcs of 930's/990's of rail & motors

Probe Seat Belt Campaign/Re-Call: 96S48/96S99

	Rad Only				Rad & Metal (Includes Qtd Buy of Interchangeable Heads on other)			
	F72Z 61610044-A KAY1-57-93Y (RH)		F72Z 61610045-A KAY1-57-94Y (LH)		F72Z 61610044-B KAY1-57-930 (RH)		F72Z-61610045-B KAY1-57-940 (LH)	
Day of Month	Cnst Daily	Cnst on B/O	Cnst Daily	Cnst on B/O	Cnst Daily	Cnst on B/O	Cnst Daily	Cnst on B/O
Start 21-Jul	1051	0	2905	0	1215	32	3902	102
22-Jul	114	0	180	0	141	65	386	468
23-Jul	99	0	164	0	118	86	357	736
24-Jul	90	0	135	0	91	330	269	1035
25-Jul	46	0	113	0	73	118	220	1277
26-Jul	22	0	92	0	55	137	289	1497
29-Jul	80	0	182	0	125	167	330	1745
30-Jul	48	0	148	0	85	161	250	1977
31-Jul	41	0	129	0	79	174	221	1972
1-Aug	56	0	126	0	70	195	226	1990
4-Aug	38	0	112	0	126	309	325	1980
5-Aug	40	0	121	0	62	383	187	1993
6-Aug	20	0	94	0	74	432	204	2164
7-Aug								
8-Aug								
11-Aug								
12-Aug								
13-Aug								
14-Aug								
15-Aug								
18-Aug								
19-Aug								
20-Aug								
21-Aug								
22-Aug								
25-Aug								
26-Aug								
27-Aug								
28-Aug								
29-Aug								
1-Sep								
2-Sep								
3-Sep								
4-Sep								
5-Sep								
8-Sep								
9-Sep								
10-Sep								
11-Sep								
12-Sep								
15-Sep								
16-Sep								
17-Sep								
18-Sep								
19-Sep								
22-Sep								
23-Sep								
24-Sep								
25-Sep								
26-Sep								





- Inquiry 7/7 with MANA on confirming 40000/6000 pcs order for 930's/990's, respectively, from 5/27. (Inconsistent w/ DSS info 7/7).
- Reviewing a possible additional release of 2000/5000 pcs of 930's/990's of rad & misters.

****
* Note printed by PGIAMMAR on 14 May 1998 at 16:02:08 *
****

From: GDEYO --DRBN006 Date and time 05/14/98 12:44:16
To: PGIAMMAR--DRBN006

FROM: G. B. Deyo USAET(UTC -04:00)
Subject: Denso Request for Volumes of Recall Letters

I have already talked to a Mitch Habian on this matter. They expect that the last letter will go to about 140,000 people but they expect the impact to be only 10% (14,000). They did say that since the program was only 33% complete that the number could be a little higher but it was not expected to be much more than the 14,000 due to the age of vehicle

Regards,
G. B. Deyo
(734) 266-9812
*** Forwarding note from PGIAMMAR--DRBN006 05/14/98 11:18 ***
To: DKAERCHE--DRBN006
cc: GDEYO --DRBN006

FROM: Pat Giammarco USAET(UTC -04:00)
Subject: Denso Request for Volumes of Recall Letters

Don, Laura Tijanan from Denso is going to give you a call regarding the number of letters that are expected to go out on the next recall mailing for the Probe rail and motor recall. Can you contact someone for the information to assist. Please cc Greg Deyo with any replies. Thanks.

Regards,
Pat Giammarco
FCSD Purchasing
Voice: (313) 266-9819 / Fax 523-5661; USPMCMZN@IBMMAIL.COM

VIEW THE NOTE E01

From: GLAURITZ--DRBN006 Date and time 12/02/97 16:16:47
To: PGIAMMAR--DRBN006 Giammarco, Pat GSTEEVES--DRBN006
cc: GDEYO --DRBN006 MSCHLAFF--DRBN006

From the desk of Gregory Lauritzen USAET(UTC -05:00)
Subject: Premium Freight

Gentlemen,

Please provide me a letter stating FCSD's Authorization for Premium Transportation for the Rail & Motor parts we discussed today.

As indicated for the Probe (J84P) the quantity is 15120 pcs.

For the Escort (CT20) the quantities are 7380 pc 4 DR LH, 4140 pcs 3 DR LH, 900 pcs of each 4DR & 3 DR RH. The total for Escort is 13320 pcs.

Please reference the pricing Denso & Tokai-Rika put forth in their projected time frames for costs.

If you have any questions please let me know.

PF1 Alternate PF8 PF2 File NOTE PF3 Keep PF4 Erase PF5 Forward Note
PF6 Reply PF7 Resend PF8 Print PF9 Help PF10 Next PF11 Previous PF12 Return

Projected Backorder Schedule

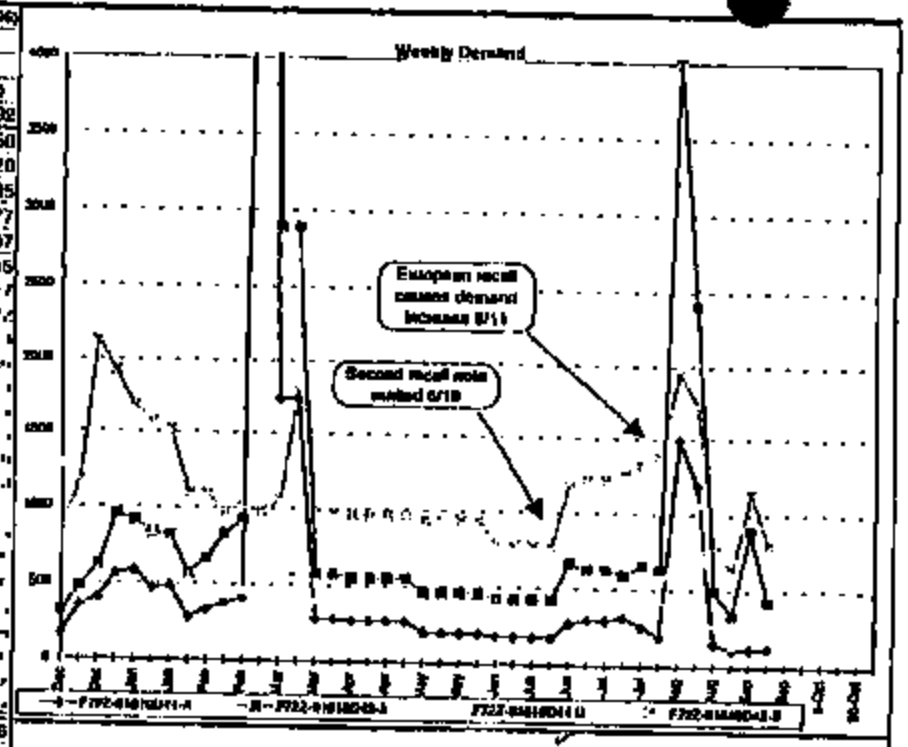
	J84P		CT20			
	RH	LH	4 DR LH	3 DR LH	4 Dr RH	3 DR RH
22-Dec	744	9133	258	698	-131	-103
29-Dec	660	8796	623	972	-107	-74
5-Jan	-177	6921	806	1138	-79	-47
12-Jan	-293	6325	1020	1305	-51	-19
19-Jan	-409	5550	1234	1471	-23	9
26-Jan	-885	4054	1449	1638	5	37
2-Feb	-834	4479	1663	1787	33	67
9-Feb	-963	4005	1866	1936	61	97
16-Feb	-1452	2450	2069	2085	90	127
23-Feb	-1582	1976	2273	974	118	157
2-Mar	-1903	1081	2478	411	144	185
9-Mar	-1865	1447	2508	-1591	169	212
16-Mar	-1826	1812	200	-1433	195	240
23-Mar	-1788	2178	-1928	-1276	221	-272
30-Mar	-2289	744	-1716	-1118	247	-605
6-Apr	-2630	-931	-1547	-971	-271	-573
13-Apr	-2610	-2605	-1378	-824	-608	-542
20-Apr	-2591	-4280	-1209	-678	-585	-511
27-Apr	-2571	-4694	-1040	-531	-562	-480
4-May	-2552	-4929	-1411	-1082	-539	-448
11-May	-2532	-5523	-2142	-2353	-516	-417
18-May	-2513	-6298	-3053	-3444	-493	-386
25-May	-2493	-6892	-3784	-4715	-470	-355
1-Jun	-3734	-7667	-3615	-4546	-447	-323
8-Jun	-5154	-8261	-3446	-4377	-424	-292

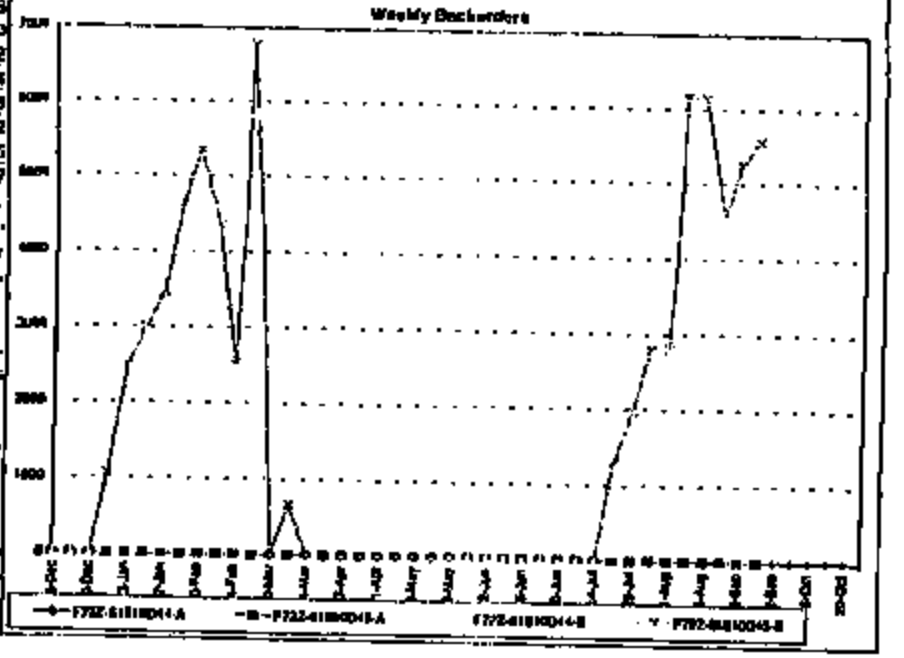
Prepared by G. Lauritzen
12/2/97

Probe Seat Belt Campaign/Re-Call: 96S48/96S99

	Rail Only				Rail & Motor (includes Old Lemit not including "need" in 10/96)			
	F72Z-61810D44-A		F72Z-61810D45-A		F72Z-61810D44-B		F72Z-61810D45-B	
	KAY1-57-93Y (RH)		KAY1-57-99Y (LH)		KAY1-57-930 (RH)		KAY1-57-990 (LH)	
Day of Month	Cmt Dmd	Cmt on B/O	Cmt Dmd	Cmt on B/O	Cmt Dmd	Cmt on B/O	Cmt Dmd	Cmt on B/O
Start 21-Jul	1051	0	2905	0	1215	32	3932	192
22-Jul	114	0	180	0	141	65	396	450
23-Jul	99	0	164	0	118	86	357	720
24-Jul	56	0	136	0	91	110	289	1035
25-Jul	48	0	113	0	73	118	220	1277
28-Jul	22	0	92	0	65	137	289	1497
29-Jul	89	0	162	0	126	187	330	1745
30-Jul	48	0	148	0	85	191	250	[illegible]
31-Jul	41	0	129	0	79	174	221	[illegible]
1-Aug	69	0	128	0	70	156	226	[illegible]
4-Aug	38	0	112	0	120	309	325	[illegible]
5-Aug	40	0	121	0	62	383	187	[illegible]
6-Aug	20	0	94	0	74	432	204	[illegible]
7-Aug	64	0	148	0	60	449	238	[illegible]
8-Aug	42	0	155	0	131	578	423	[illegible]
11-Aug	1343	0	2327	0	570	845	1059	[illegible]
12-Aug	65	0	443	0	106	1065	88	[illegible]
13-Aug	25	0	318	0	133	1065	333	[illegible]
14-Aug	33	0	152	0	83	707	268	[illegible]
15-Aug	30	0	812	0	48	644	204	[illegible]
18-Aug	1039	0	2099	2000	604	1008	1283	[illegible]
19-Aug	60	0	103	2000	69	930	151	[illegible]
20-Aug	28	0	54	2000	280	1204	197	[illegible]
21-Aug	38	1	72	2000	72	1276	64	[illegible]
22-Aug	34	0	78	0	82	1272	50	[illegible]
25-Aug	30	0	82	0	41	1281	78	6138
26-Aug	50	0	119	0	72	1280	230	6339
27-Aug	22	0	87	0	68	982	205	6440
28-Aug	23	0	87	0	57	912	154	6072
29-Aug	26	0	120	0	49	771	90	6154
2-Sep	34	0	110	0	62	784	78	6228
3-Sep	23	0	106	0	30	785	290	5162
4-Sep	33	0	70	0	44	622	188	4986
5-Sep	25	0	51	0	22	622	66	4547
8-Sep	34	0	574	0	27	530	130	[illegible]
9-Sep	24	0	71	0	45	537	143	[illegible]
10-Sep	15	0	67	0	43	540	148	[illegible]
11-Sep	28	0	82	0	65	546	243	[illegible]
12-Sep	22	0	68	0	58	546	215	[illegible]
15-Sep	71	0	87	0	72	544	256	[illegible]
16-Sep	24	0	67	0	28	555	154	[illegible]
17-Sep	22	0	58	0	36	577	141	[illegible]
18-Sep	45	0	68	0	34	587	129	[illegible]
19-Sep	38	0	74	0	31	587	120	[illegible]
22-Sep	43	0	88	0	78	608	275	[illegible]
24-Sep	61	0	102	0	61	549	989	[illegible]
25-Sep								
26-Sep								
29-Sep								

- Placed additional orders for the L.H. Rail & Motor of 20k units on 7/28 and 7k units on 8/11.
- Placed additional orders for the R.H Rail & Motor of 4.8k units on 7/28 and 10k units on 8/11.
- Additional orders placed due to the second recall notification and the start of the European recall.



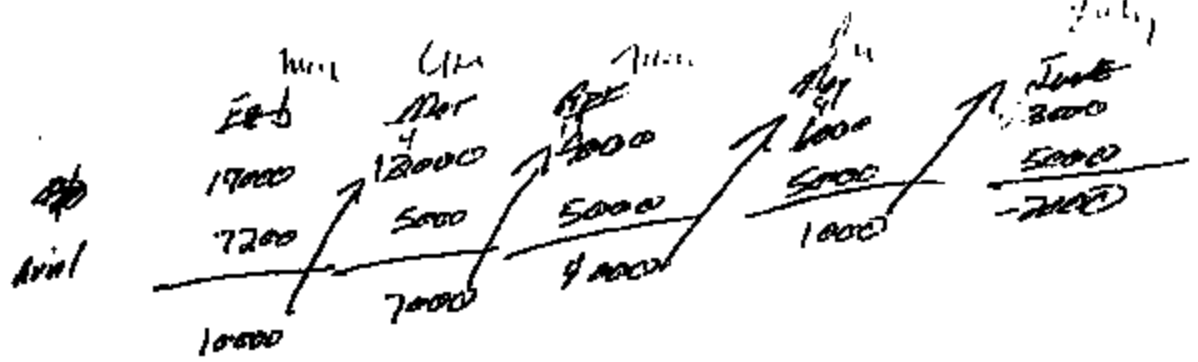


Sheet2

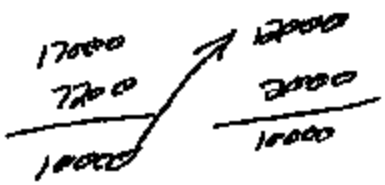
9/24/97

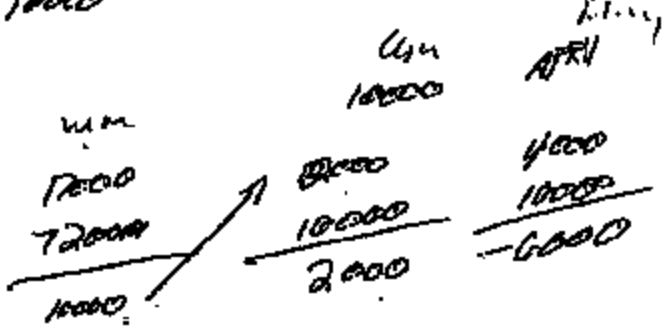
FCSD: Assoc Direct Ship Dept

5000



2000 NEXT all B/D EVER!





C.F.

****
* Note printed by PGIAMMAR on 2 Dec 1997 at 16:43:43 *
****

From: GLAURITZ--DRBN006 Date and time 12/02/97 16:16:47
To: PGIAMMAR--DRBN006 Giammarco, Pat GSTEEVES--DRBN006
cc: GDEYO --DRBN006 MSCHLAFF--DRBN006

From the desk of Gregory Lauritzen USART(UTC -05:00)
Subject: Premium Freight

Gentlemen,

Please provide me a letter stating FCSD's Authorization for Premium Transportation for the Rail & Motor parts we discussed today.

As indicated for the Probe (J84P) the quantity is 15120 pcs.

For the Escort (CT20) the quantities are 7380 pc 4 DR LH, 4140 pcs 3 DR LH, 900 pcs of each 4DR & 3 DR RH. The total for Escort is 13320 pcs.

Please reference the pricing Denso & Tokai-Rika put forth in their projected time frames for costs.

If you have any questions please let me know.

Gregory Lauritzen
Demand Analyst
FCSD (26)6-9811 e-mail: USPMD32Y@IBMMAIL.COM
Customer satisfaction is our NUMBER ONE priority

Rail and Motor Demand Issues

Forecasted Sales

	Backorders as of 11/25	Stock on Hand	remainder Nov-97	Dec-97	Jan-98	Feb-98	Mar-98	Apr-98	Total	
Probe										
1 F72Z-61610D45-B	8652	201	316	2172	1938	1701	1483	1222	8812	48.43%
2 F72Z-61610D44-B	1447	11	63	310	256	203	154	78	1064	5.85%
Escort										
3 F3CZ-61610D45-A	748	5	65	731	857	813	848	676	3990	21.93%
4 F3CZ-61610D44-A	14	308	28	113	111	120	111	125	608	3.34%
5 F3CZ-58610D45-A	312	-1	172	547	666	596	631	687	3199	17.58%
6 F3CZ-58610D44-A	13	467	11	93	112	113	103	92	524	2.88%
									18197	100.00%

Backorders:		6,620 [1]	10,000 [2]	10,000 [3]	10,000	10,000
	Nov-97	Dec-97	Jan-98	Feb-98	Mar-98	Apr-98
Probe						
1 F72Z-61610D45-B	8767	7339	2277	3978	5441	6663
2 F72Z-61610D44-B	1309	-681	-425	-222	-68	10
Escort						
3 F3CZ-61610D45-A	612	623	-20	793	1641	2317
4 F3CZ-61610D44-A	-159	-46	65	185	296	421
5 F3CZ-58610D45-A	283	830	-4	592	1223	1810
6 F3CZ-58610D44-A	-177	84	28	141	244	396
	10635	7981	1921	1469	8777	11557

[1] Approx. 3600 pcs #1
Approx. 2300 pcs #2
Approx. 760 pcs #3

[2]

[3] No calculations on distribution

Dept. 5 authorized, and paid for Denso to increase production capacity from 2000 motors/ month to 10,000 motors/ month.

Open releases as of 11/25:

Probe:*

F72Z-61610D45-B	21,630
F72Z-61610D44-B	8,330

Escort:

F3CZ-61610D45-A	6,762
F3CZ-61610D44-A	638
F3CZ-58610D45-A	5,192
F3CZ-58610D44-A	547

*An additional 17,000 motors can be either Probe (J84P) or Escort (CT20)

G. Lauritzen
11/25/97

14,700 B/O + FORECAST THROUGH MARCH

LESS 4000 IN PIPELINE

15,000 PCS

Forecasts of Rails and Motors

	F3CZ-58610D44-A				
	Dec-97	Jan-98	Feb-98	Mar-98	Apr-98
AF1DA	9	14	14	10	12
AF34A	16	18	21	19	15
AF35A	11	10	8	9	8
AF38A	5	5	8	5	4
AF44A	20	24	19	20	18
AF46A	12	13	13	18	14
AF49A	12	12	12	12	9
AF50A	8	16	18	10	12
	93	112	113	103	92

	F3CZ-61610D44-A				
	Dec-97	Jan-98	Feb-98	Mar-98	Apr-98
AF1DA	8	9	7	8	9
AF34A	13	10	12	7	9
AF35A	8	6	5	8	6
AF38A	13	12	12	10	10
AF44A	14	19	23	20	27
AF46A	21	17	16	20	21
AF49A	14	19	23	20	27
AF50A	22	19	20	18	16
	113	111	120	111	126

	F72Z-61610D44-B				
	Dec-97	Jan-98	Feb-98	Mar-98	Apr-98
AF1DA	34	30	23	17	9
AF34A	34	30	24	17	9
AF35A	34	30	23	17	9
AF38A	35	29	25	17	9
AF44A	52	30	23	17	9
AF46A	34	30	25	17	9
AF49A	53	47	37	35	15
AF50A	34	30	23	17	9
	310	256	203	154	78

	F3CZ-58610D45-A				
	Dec-97	Jan-98	Feb-98	Mar-98	Apr-98
AF1DA	39	50	46	50	42
AF34A	94	116	109	101	94
AF35A	39	40	33	39	39
AF38A	42	48	50	46	39
AF44A	71	82	70	91	82
AF46A	111	132	105	122	118
AF49A	82	77	69	75	67
AF50A	89	121	114	107	106
	547	666	596	631	587

	F3CZ-61610D45-A				
	Dec-97	Jan-98	Feb-98	Mar-98	Apr-98
AF1DA	43	46	38	59	55
AF34A	96	114	117	111	96
AF35A	46	57	55	66	63
AF38A	83	86	82	90	66
AF44A	75	91	93	100	72
AF46A	171	188	174	181	129
AF49A	94	145	114	134	92
AF50A	123	130	140	115	115
	731	857	813	848	676

	F72Z-61610D45-B				
	Dec-97	Jan-98	Feb-98	Mar-98	Apr-98
AF1DA	196	174	152	131	109
AF34A	280	250	219	189	158
AF35A	185	166	146	126	105
AF38A	787	700	613	524	437
AF44A	145	130	114	99	83
AF46A	253	226	200	172	144
AF49A	127	114	100	86	72
AF50A	199	178	157	136	114
	2172	1938	1701	1463	1222

Prepared by glauritz 12/3/97

Senario1

Rails Motors
Probe Escort

	B/O as of 11/14	Stock on hand	Sept. Demand	Oct Demand	Nov Demand	Total Last 3 Months	Days In Period	Demand per day	
F72Z-61610D45-B	8249	205	3830	2991	1337	8158	54	151.07	62.54%
F72Z-61610D44-B	1317	7	749	626	216	1591		29.46	12.20%
F3CZ-61610D45-A	479	10	604	725	317	1646		30.48	12.62%
F3CZ-61610D44-A	0	328	109	116	43	270		5.00	2.07%
F3CZ-58610D45-A	141	0	446	486	195	1127		20.87	8.64%
F3CZ-58610D44-A	0	490	106	99	47	252		4.67	1.93%
							total	241.56	

Probe orders open:
4160 pcs begin shipping mid December
26000 pcs begin shipping early January 1998
17,000 pcs begin shipping March 1998 these motors can be either Probe or Escort to advise Denso/ Tokai-Rika/ QSS by 12/1/97

Dept. 6 authorized, and paid for Denso to increase production from 2,000 motors/ month to 10,000.

Demand:		Nov-97	Dec-97	Jan-98	Feb-98	Mar-98	Apr-98	May-98	
	Days:	10	20	20	20	22	22	21	
Probe	F72Z-61610D45-B		1511	3021	3021	3021	3324	3324	3173
	F72Z-61610D44-B		295	589	589	589	648	648	619
Escort	F3CZ-61610D45-A		305	610	610	610	671	671	640
	F3CZ-61610D44-A		50	100	100	100	110	110	105
	F3CZ-58610D45-A		209	417	417	417	459	459	438
	F3CZ-58610D44-A		47	93	93	93	103	103	98
				4160 [1]	10,000 [2]	10,000	10,000	10,000	10,000
Probe	F72Z-61610D45-B	8249	9555	8416	3070	-163	-3094	-6024	-9108
	F72Z-61610D44-B	1317	1605	2194	1151	521	-51	-622	-1223
Escort	F3CZ-61610D45-A	479	774	1383	1993	1341	750	158	-464
	F3CZ-61610D44-A	0	-278	-178	-78	-185	-282	-379	-481
	F3CZ-58610D45-A	141	350	767	1185	738	333	-72	-497
	F3CZ-58610D44-A	0	-443	-350	-257	-357	-447	-638	-633
		10186	11562	12233	7064	1895	-2791	-7477	-12404

62.54%	
12.20%	
12.62%	
2.07%	
8.64%	
1.93%	

[1] QSS advises that the 4160 pcs are Probe only and the first 10,000 pcs shipping January 1998 are also Probe.
[2] Escort motors will not be available until late January.

G. Lauritzen
12/3/97

Senario2

Rails Motors
Probe Escort

Recommended:

	B/O as of 11/14	Stock on hand	Sept. Demand	Oct Demand	Nov Demand	Total Last 3 Months	Days in Period	Demand per day	
F72Z-61610D45-B	8249	205	3830	2991	1337	8158	54	151.07	62.54%
F72Z-61610D44-B	1317	7	749	626	216	1591		29.46	12.20%
F3CZ-61610D45-A	479	10	604	725	317	1646		30.48	12.62%
F3CZ-61610D44-A	0	328	109	118	43	270		5.00	2.07%
F3CZ-58610D45-A	141	0	446	486	195	1127		20.87	8.64%
F3CZ-58610D44-A	.0	490	106	99	47	252		4.67	1.93%
							total	241.56	

Probe orders open:
4160 pcs begin shipping mid December
26000 pcs begin shipping early January 1998
17,000 pcs begin shipping March 1998 these motors can be either Probe or Escort to advise Denso/ Tokai-Rika/ QSS by 12/1/97

Dept. 5 authorized, and paid for Denso to increase production from 2,000 motors/ month to 10,000.

Demand:

		Nov-97	Dec-97	Jan-98	Feb-98	Mar-98	Apr-98	May-98
	Days:	10	20	20	20	22	22	21
Probe/Escort								
F72Z-61610D45-B		1511	3021	3021	3021	3324	3324	3173
F72Z-61610D44-B		295	589	589	589	648	648	619
F3CZ-61610D45-A		305	610	610	610	671	671	640
F3CZ-61610D44-A		50	100	100	100	110	110	105
F3CZ-58610D45-A		209	417	417	417	459	459	438
F3CZ-58610D44-A		47	93	93	93	103	103	98

Backorders:

			4160 [1]	10,000 [2]	10,000 [3]	10,000	10,000	10,000	
Probe/Escort									
F72Z-61610D44-B	8249	9566	8416	3070	1837	-1093	-4024	-7106	62.54%
F72Z-61610D45-B	1317	1805	2194	1151	521	-51	-622	-1223	12.20%
F3CZ-61610D45-A	479	774	1383	1993	-189	-751	-1342	-1984	12.62%
F3CZ-61610D44-A	0	-278	-178	-78	-185	-282	-379	-481	2.07%
F3CZ-58610D45-A	141	350	767	1185	46	-360	-765	-1190	8.64%
F3CZ-58610D44-A	0	-443	-350	-257	-163	-254	-344	-440	1.93%
total B/O:	10186	11562	12233	7064	1895	-2791	-7476	-12404	

2000 pcs taken from Probe LH, 193 pcs taken from Escort RH
1500 pcs added to Escort LH1, 693 pcs added to Escort LH2

[1] QSS advises that the 4160 pcs are Probe only and the first 10,000 pcs shipping January 1998 are also Probe.
[2] Escort motors will not be available until late January.
[3] All parts off backorders by March

G. Lauritzen
12/3/97

DENSO Production Schedule

	J64P		CT20			
	RH	LH	4 DR LH	3 DR LH	4 DR RH	3 DR RH
24-Nov	720	720	720			
1-Dec	162	2880				
8-Dec	900	360				
8-Dec	180	1080				
15-Dec	180	1260				
22-Dec	540	1980				
29-Dec						
5-Jan	180	900				
12-Jan	540	1980				
19-Jan	180	900		1260		
26-Jan	360	1260		720		
2-Feb			180	2160		
9-Feb	360	1260	900			
16-Feb	360	1980	2340			
23-Feb	540	1800				540
2-Mar	360	1980				360
9-Mar	540	1980			540	
16-Mar	360	1980			360	
23-Mar	36	720				
23-Mar	720	540	540	720		
30-Mar	1440	900	900	1440		
6-Apr	1260	1080	1080	1260		
13-Apr	1440	900	900	1440		
20-Apr	1260	1080				
27-Apr	1440	900				
4-May	1260	1080				
11-May	1260	1080				

This data assumes that Denso can change all J64P production for 2/9/98 & 2/16/98 to CT20.
These changes in the production schedule do not indicate a change in the open orders for J64P to CT20. Rather, it is taken from open CT20 releases.
In addition, late March and early April J64P production needs to be changed to CT20.
This data is indicative of the re-allocation of J64P motors to CT20.

Prepared by G. Lauritzen
12/2/97

Rails Motors
Probe Escort

Senario 1

	B/O as of 11/14	Stock on hand	Sept. Demand	Oct Demand	Nov Demand	Total Last 3 Months	Days In Period	Demand per day	
F72Z-61610D45-B	8249	205	3830	2991	1337	8158	54	151.07	62.54%
F72Z-61610D54-B	1317	7	749	626	216	1591		29.46	12.20%
F3CZ-61610D45-A	479	10	604	725	317	1646		30.48	12.62%
F3CZ-61610D44-A	0	328	109	118	43	270		5.00	2.07%
F3CZ-58610D45-A	141	0	446	486	195	1127		20.87	8.64%
F3CZ-58610D44-A	0	490	106	99	47	252		4.67	1.93%
							total	241.56	

Probe orders open:
4160 pcs begin shipping mid December
26000 pcs begin shipping early January 1998
17,000 pcs begin shipping March 1998*

Dept. 5 authorized, and paid for Denso to increase production from 2,000 motors/ month to 10,000.
QSS advises that the 4160 pcs are Probe only and the first 10,000 pcs shipping January 1998 are also Probe.
Escort motors will not be available until late January.

* these motors can be either Probe or Escort
to advise Denso/ Tokai-Rika/ QSS by 12/1/97

Demand:

		Nov-97	Dec-97	Jan-98	Feb-98	Mar-97	Apr-98	May-98
	Days:	10	20	20	20	22	22	21
F72Z-61610D45-B	8249	1511	3021	3021	3021	3324	3324	3173
F72Z-61610D54-B	1317	295	589	589	589	648	648	619
F3CZ-61610D45-A	479	305	610	610	610	671	671	640
F3CZ-61610D44-A	0	50	100	100	100	110	110	105
F3CZ-58610D45-A	141	209	417	417	417	459	459	438
F3CZ-58610D44-A	0	47	93	93	93	103	103	98

Backorders:

			4160	10,000	10,000	10,000	10,000	10,000	
F72Z-61610D45-B	8249	9555	8416	3070	-163	-3094	-8024	-9106	62.54%
F72Z-61610D54-B	1317	1605	2194	1151	521	-51	-622	-1223	12.20%
F3CZ-61610D45-A	479	774	1383	1993	1341	750	158	-464	12.62%
F3CZ-61610D44-A	0	-278	-178	-78	-185	-282	-379	-481	2.07%
F3CZ-58610D45-A	141	350	767	1185	738	333	-72	-497	8.64%
F3CZ-58610D44-A	0	-443	-350	-257	-357	-447	-538	-633	1.93%
	10186	11562	12233	7064	1895	-2791	-7477	-12404	

11/14/97

Rails Motors
Probe Escort

Senario 2

	B/O as of 11/14	Stock on hand	Sept. Demand	Oct Demand	Nov Demand	Total Last 3 Months	Days in Period	Demand per day	
F72Z-61610D45-B	8249	205	3830	2991	1337	8158	54	151.07	62.54%
F72Z-61610D54-B	1317	7	749	626	216	1591		29.46	12.20%
F3CZ-61610D45-A	479	10	604	725	317	1646		30.48	12.62%
F3CZ-61610D44-A	0	328	109	118	43	270		5.00	2.07%
F3CZ-58610D45-A	141	0	446	486	195	1127		20.87	8.64%
F3CZ-58610D44-A	0	490	106	99	47	252		4.67	1.93%
							total	241.56	

Probe orders open:
4160 pcs begin shipping mid December
26000 pcs begin shipping early January 1998
17,000 pcs begin shipping March 1998*

Dept. 6 authorized, and paid for Denso to increase production from 2,000 motors/ month to 10,000.
QSS advises that the 4160 pcs are Probe only and the first 10,000 pcs shipping January 1998 are also Probe.
Escort motors will not be available until late January.

* these motors can be either Probe or Escort
to advise Denso/ Tokai-Rika/ QSS by 12/1/97

Demand:

		Nov-97	Dec-97	Jan-98	Feb-98	Mar-97	Apr-98	May-98
	Days:	10	20	20	20	22	22	21
F72Z-61610D45-B	8249	1511	3021	3021	3021	3324	3324	3173
F72Z-61610D54-B	1317	296	589	589	589	648	648	619
F3CZ-61610D45-A	479	306	610	610	610	671	671	640
F3CZ-61610D44-A	0	50	100	100	100	110	110	105
F3CZ-58610D45-A	141	209	417	417	417	459	459	438
F3CZ-58610D44-A	0	47	93	93	93	103	103	98

Backorders:

			4160	10,000	10,000	10,000	10,000	10,000	
F72Z-61610D45-B	8249	9555	8416	3070	1837	-1093	-4024	-7106	62.54%
F72Z-61610D54-B	1317	1605	2194	1151	521	-51	-622	-1223	12.20%
F3CZ-61610D45-A	479	774	1383	1993	-168	-751	-1342	-1964	12.62%
F3CZ-61610D44-A	0	-278	-178	-78	-188	-282	-379	-481	2.07%
F3CZ-58610D45-A	141	350	767	1185	298	-167	-572	-997	8.64%
F3CZ-58610D44-A	0	-449	-350	-257	-357	-447	-536	-633	1.93%
total B/O:	10186	11562	12233	7064	1895	-2791	-7477	-12404	

4254 to probe LH/ 2762 to escort LH1/ 1364 to escort LH2

ALLOCATE IN PAIRS

11/14/97

SMMPSMKA First Stocking Demand by Month 09/30/97 12:16:14
==> _____

SERVICE PART: F72Z-61610D45-B____ KIT
RECEIVING LOCATION: _____ DEMAND GROUP: __
CUSTOMER TYPE: ___ BACKCAST: Y
SDI Code:

A C	MONTH	YEAR	Quantity	Replaced Part Number	Message
	09	1997	3684		
	08	1997	6025		
	07	1997	6656		
	06	1997	3443		
	05	1997	1495		
	04	1997	194		
	03	1997	10316		
	02	1997	356		
	01	1997	331		
	12	1996	546	FO2Z-61610D45-A	REPLACED
	11	1996	301		

F1=Help F4=FirstRecLoc F5=FirstCustType F6=FirstYear
MORE RECORDS AVAILABLE LPSDP37

SMMPSMKA First Stocking Demand by Month 09/30/97 12:16:43
==> _____

SERVICE PART: F72Z-61610D44-B____ TRACK ASY - SEAT
RECEIVING LOCATION: _____ DEMAND GROUP: __
CUSTOMER TYPE: __ BACKCAST: Y
SDI Code:

A C	MONTH	YEAR	Quantity	Replaced Part Number	Message
	09	1997	711		
	08	1997	2871		
	07	1997	2133		
	06	1997	1300		
	05	1997	483		
	04	1997	128		
	03	1997	9763		
	02	1997	23	F02Z-61610D44-A	REPLACED
	01	1997	105		
	12	1996	134		
	11	1996	42		

F1=Help F4=FirstRecLoc F5=FirstCustType F6=FirstYear
MORE RECORDS AVAILABLE LPSDP37

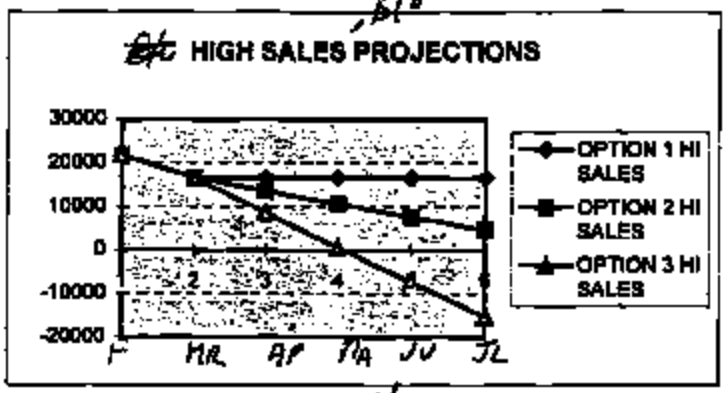
RAIL AND MOTOR SUPPLY OPTIONS

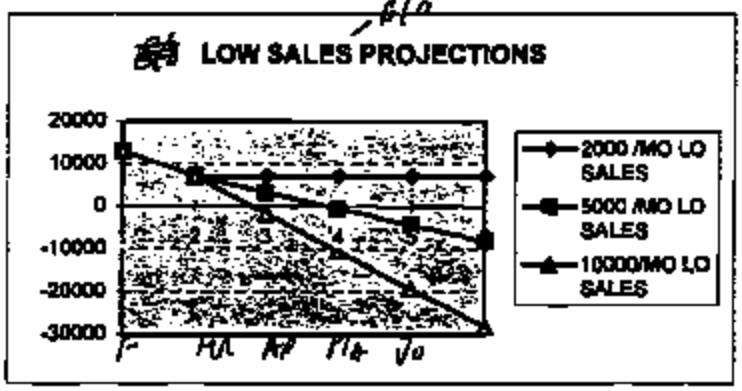
um.Mo. END B/O	OPTION 1 2000 /MO HI SALES	OPTION 1 2000 /MO LO SALES	OPTION 2 5000 /MO HI SALES	OPTION 2 5000 /MO LO SALES	OPTION 3 10000/MO HI SALES	OPTION 3 10000/MO LO SALES
Feb	21800	13080	21800	13080	21800	13080
Mar	16,600	7,080	15,600	7,080	16,600	7,080
Apr	16,600	7,080	13,600	3,280	8,600	-1,720
May	16,600	7,080	10,600	-520	600	-10,520
Jun	16,600	7,080	7,600	-4,320	-7,400	-19,320
Jul	16,600	7,080	4,600	-8,120	-15,400	-28,120

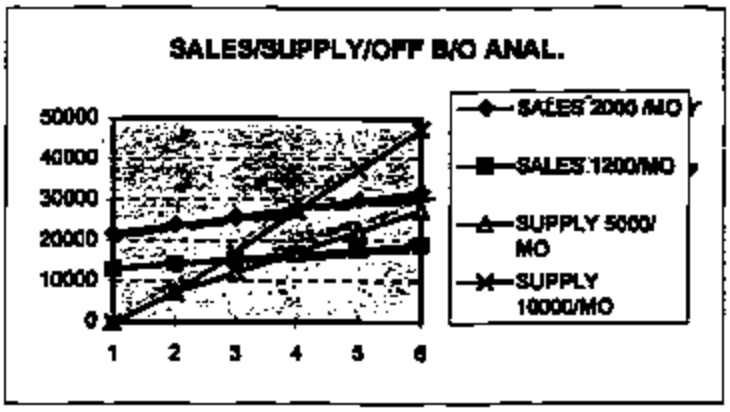
	PROJECTED SALES 2000 /MO	SALES 1200/M	SUPPLY 5000/ M	SUPPLY 10000/MO
	21800	13080	1	1
	23800	14280	7200	7200
	25800	15480	12200	17200
	27800	16680	17200	27200
	29800	17880	22200	37200
	31800	19080	27200	47200

S SALES WILL CONTINUE AT HIGHER 2000 /MO LEVEL

CURRENT/FUTURE BACKORDERS WILL BE REINPUT FOR ASSEMBLY







DENSO REQUIRES DECISION by FRI 9/27
CLARIFICATION ON OPTIONS TO SATISFY TIMING

JAMI (DENSO)
STARTING RECEIVING OPTIONS IS DEC 97 (BEGIN)

96599 RH	96595 LH
① INSPECT + RELEASE 2HR	① (INSPECT & RELEASE) UNDER REVIEW WITH
② REPLACE RAIL ASS'Y 1HR	② REPLACE RAIL ASSY
③ REPLACE R/H ASSY 10HR	③ REPLACE R/H ASSY < R/H RAIL ASY; CABLE & MOTOR ASY

PRIORITIES
① OPTION 2 or 3
② AIR OIL SEA
③ NEW FIX - HOW QSS WILL PROCESS
④ 4DR ESCORT CAN BE REWORKED TO PROBE

IN WRITING
cc. P. BANOSKY

Call & LM
APR/MAY Sales

Back Order/Sales Projections

6000 PCS
3500 LINES

WITH NEW FIX (PCS
41% diverted to rail

3500	CURRENT B/O	0	CURRENT
3000	OCT	3900	OCT (60%)
2000	NOV	1200	NOV
2000	DEC	1200	DEC
2000	JAN	1200	JAN
2000	FEB	1200	FEB
14,500	LINES	8700	LINES

(+3000) = 19,500 PCS
+2000 MAR. −7200
12,300 +3000 NET APR-JULY = 0 B/O end July

(10,000 MO)

− 8700	LINES THROUGH FEB	8700
+ 7200	SHIP THROUGH FEB	+ 7200
− 1500	B/O END FEB.	1500
− 1200		+ 1200
~~+ 5000~~	~~MARCH SHIP~~	
− 2700	B/O END MARCH	2700
− 1200	APR B/O	− 1200
− 3900		− 3900
+ 5000	APR SHIP	+ 10000
+ 1100	APR.	+ 6000 APR

zero

Sheet1

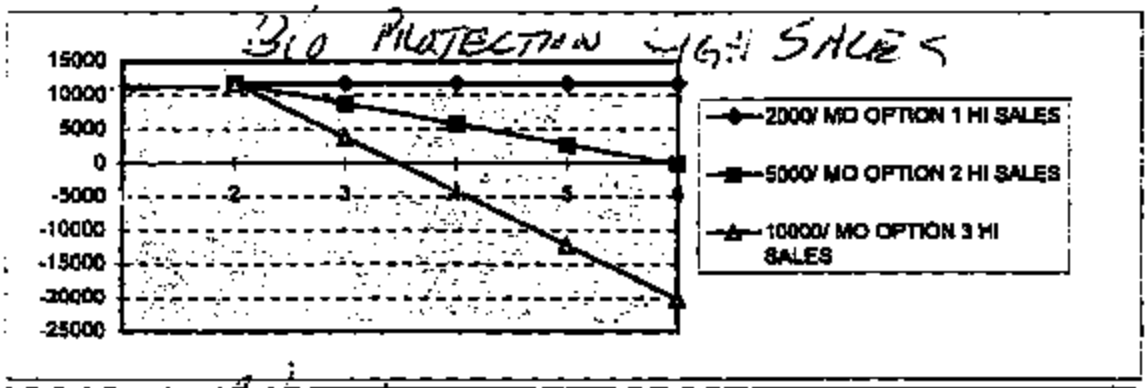
RAIL AND MOTOR SUPPLY OPTIONS

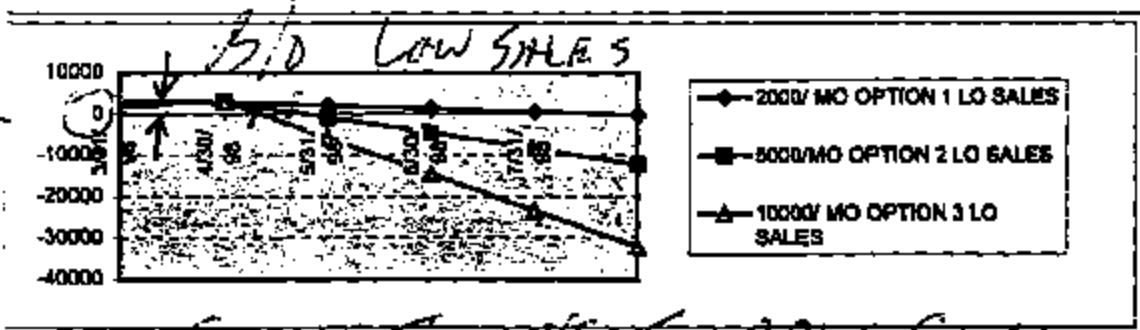
CUMULATIVE NET BACKORDERS	2000/ MO OPTION 1 HI SALES	2000/ MO OPTION 1 LO SALES	5000/ MO OPTION 2 HI SALES	5000/MO OPTION 2 LO SALES	10000/ MO OPTION 3 HI SALES	10000/ MO OPTION 3 LO SALES
3/31/98	12,800	3,000	11,800	3,000	11,800	3,000
4/30/98	14,800	2,200	8,800	-800	3,800	-5,800
5/31/98	15,800	1,400	5,800	-4,600	-4,200	-14,600
6/30/98	17,600	600	2,800	-8,400	-12,200	-23,400
7/31/98	19,600	-200	-200	-12,200	-20,200	-32,200

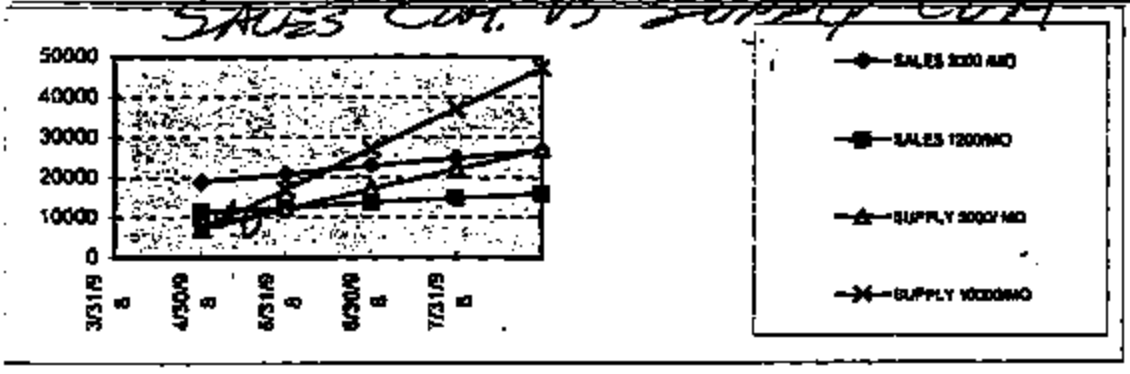
PROJECTED SALES 2000 M/O	SALES 1200/MO	SUPPLY 5000 M/O	SUPPLY 10000/MO
18000	11400	7200	7200
21000	12600	12200	17200
23000	13800	17200	27200
25000	15000	22200	37200
27000	16200	27200	47200

EG SALES WILL CONTINUE AT HIGHER 2000 M/O LEVEL

F CURRENT/FUTURE BACKORDERS WILL BE REINPUT FOR ASSEMBLY





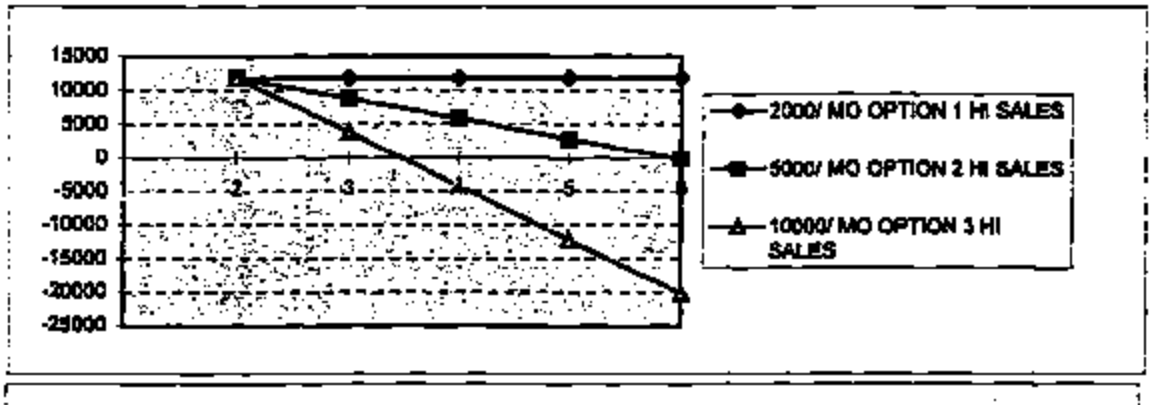


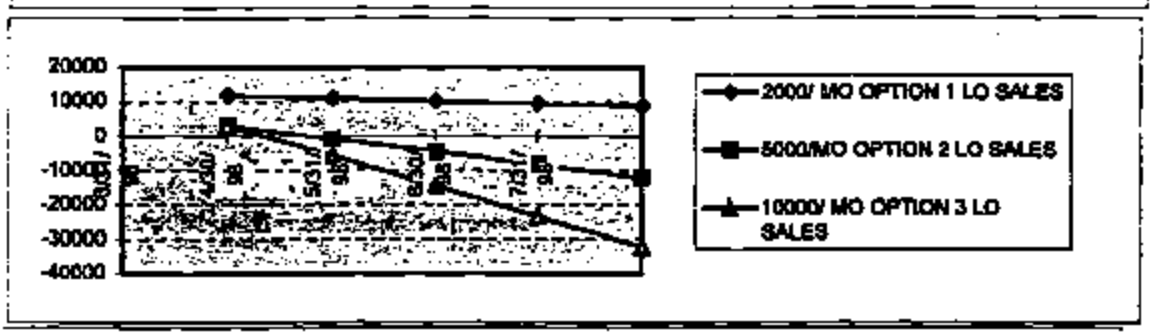
RAIL AND MOTOR SUPPLY OPTIONS

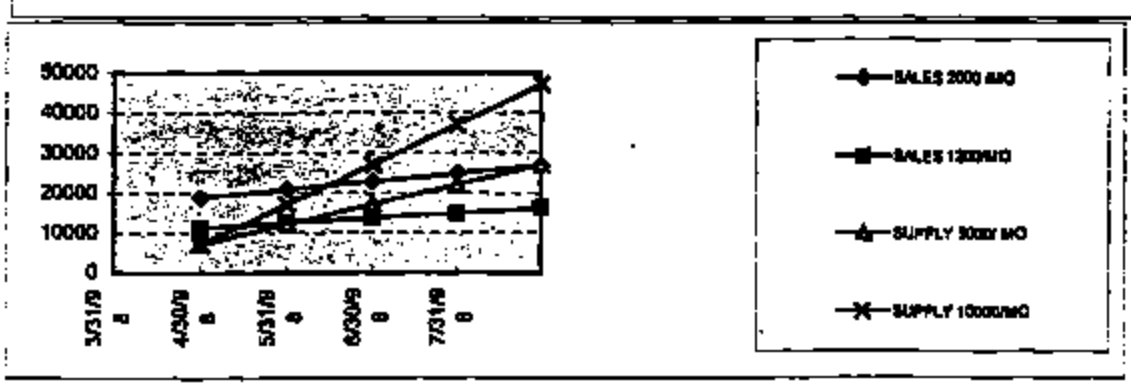
CUMULATIVE NET BACKORDERS	2000/ MO OPTION 1 HI SALES	2000/ MO OPTION 1 LO SALES	5000/ MO OPTION 2 HI SALES	5000/MO OPTION 2 LO SALES	10000/ MO OPTION 3 HI SALES	10000/ MO OPTION 3 LO SALES	PROJECTED SALES 2000 /MO	SALES 1200/MO	SUPPLY 5000/ MO	SUPPLY 10000/MO
3/31/98	11,800	11,800	11,800	3,000	11,800	3,000	18000	11400	7200	7200
4/30/98	11,800	11,000	6,800	-800	3,800	-5,800	21000	12600	12200	17200
5/31/98	11,800	10,200	5,800	-4,600	-4,200	-14,800	23000	13800	17200	27200
6/30/98	11,800	9,400	2,800	-8,400	-12,200	-23,400	25000	15000	22200	37200
7/31/98	11800	8,600	-200	-12,200	-20,200	-32,200	27000	16200	27200	47200

ES SALES WILL CONTINUE AT HIGHER 2000 /MO LEVEL

F CURRENT/FUTURE BACKORDERS WILL BE REINPUT FOR ASSEMBLY



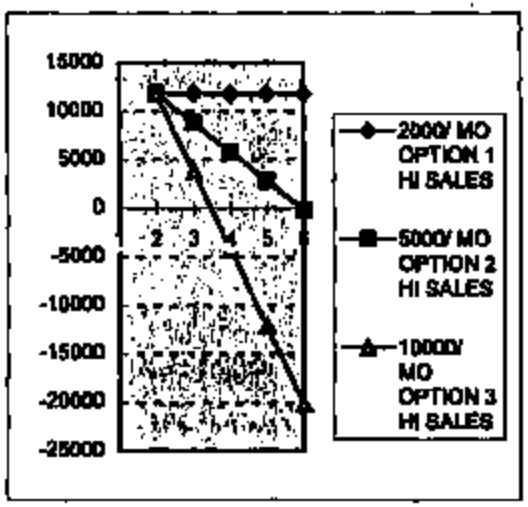


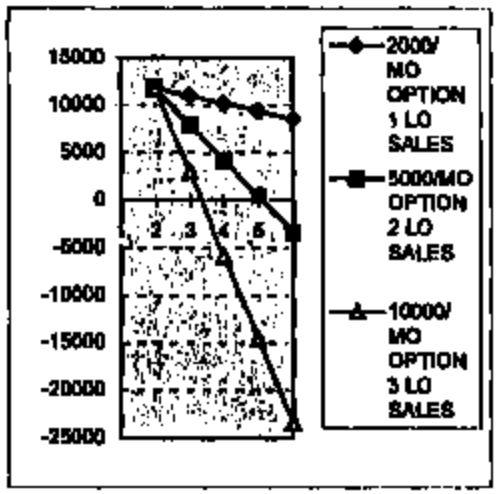


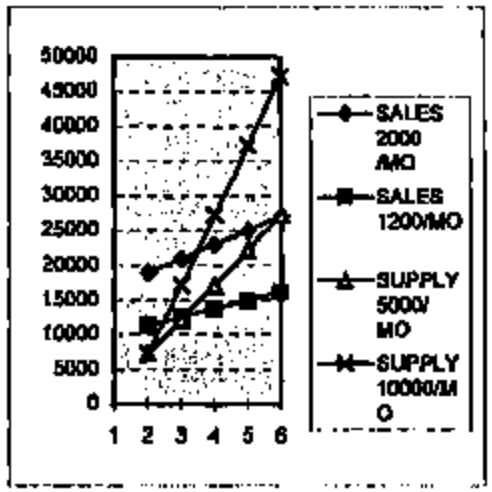
RAIL AND MOTOR SUPPLY OPTIONS

CUMULATIVE NET BACKORDERS	2000/ MO OPTION 1 HI SALES	2000/ MO OPTION 1 LO SALES	5000/ MO OPTION 2 HI SALES	5000/MO OPTION 2 LO SALES	10000/ M OPTION 3 HI SALES	10000/ MO OPTION 3 LO SALES	PROJECTED SALES 2000 /MO	SALES 1200/MO	SUPPLY 5000/ MO	SUPPLY 10000/MO
3/31/98	11,800	11,800	11,800	11,800	11,800	11,800	19000	11400	7200	7200
4/30/98	11,800	11,000	8,800	8,000	3,800	3,000	21000	12600	12200	17200
5/31/98	11,800	10,200	5,800	4,200	-4,200	-5,800	23000	13800	17200	27200
6/30/98	11,800	9,400	2,800	400	-12,200	-14,800	25000	15000	22200	37200
7/31/98	11800	8,600	-200	-3,400	-20,200	-23,400	27000	16200	27200	47200

WORST B/O PERFORMANCE ASSUMES SALES WILL CONTINUE AT HIGHER 2000 /MO LEVEL
BEST B/O PERFORMANCE ASSUMES ONLY 60% OF CURRENT/FUTURE BACKORDERS WILL BE REINPUT FOR ASSEBLY



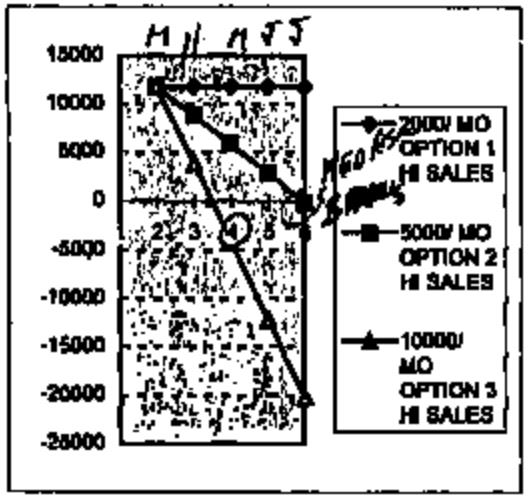


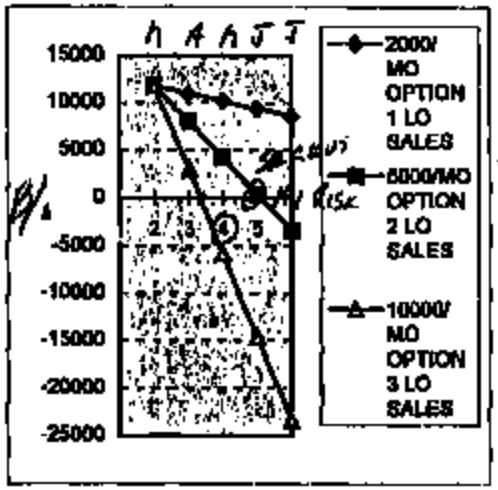


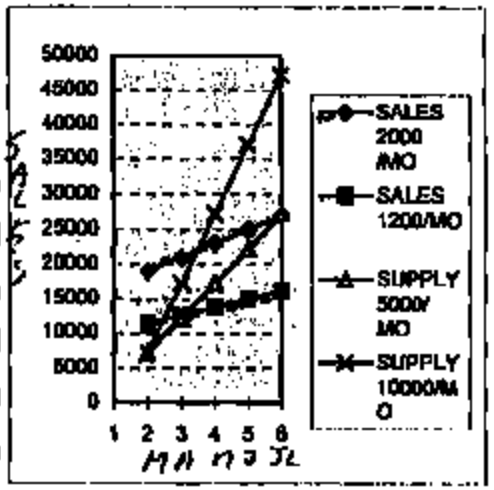
RAIL AND MOTOR SUPPLY OPTIONS

CUMULATIVE NET BACKORDERS	2000/ MO OPTION 1 HI SALES	2000/ MO OPTION 1 LO SALES	5000/ MO OPTION 2 HI SALES	5000/MO OPTION 2 LO SALES	10000/ M OPTION 3 HI SALES	10000/ MO OPTION 3 LO SALES	PROJECTED SALES 2000 /MO	SALES 1200/MO	SUPPLY 5000/ MO	SUPPLY 10000/MO
3/31/98	11,800	11,800	11,800	11,800	11,800	11,800	19000	11400	7200	7200
4/30/98	11,800	11,000	8,800	8,000	3,800	3,000	21000	12600	12200	17200
5/31/98	11,800	10,200	5,800	4,200	-4,200	-5,800	23000	13800	17200	27200
6/30/98	11,800	9,400	2,800	400	-12,200	-14,800	25000	15000	22200	37200
7/31/98	11800	8,600	-200	-3,400	-20,200	-23,400	27000	16200	27200	47200

WORST B/O PERFORMANCE ASSUMES SALES WILL CONTINUE AT HIGHER 2000 /MO LEVEL
BEST B/O PERFORMANCE ASSUMES ONLY 60% OF CURRENT/FUTURE BACKORDERS WILL BE REINPUT FOR ASSEBLY







SALES 2000 /MO	PROJECTED SALES 1200/MO	SUPPLY 5000/ MO	SUPPLY 10000/MO
19000	11400	7200	7200
21000	12600	12200	17200
23000	13800	17200	27200
25000	15000	22200	37200
27000	16200	27200	47200

NPUT FOR ASSEBLY

****
* Note printed by PGIAMMAR on 18 Sep 1997 at 16:22:36 *
****

From: BKOSTALA--DRBN006 Date and time 09/12/97 09:55:00
To: PGIAMMAR--DRBN006
cc: BKOSTALA--DRBN006 ABARTLE1--DRBN006
GLAURITZ--DRBN006

FROM: Bonnie Kostalas USAST(UTC -04:00)
Subject: Part #'s: F72Z-61610D45-A and B

Per our phone conversation yesterday, I am adjusting the above mentioned parts. I keyed the adjustments today so you will get them in tonights transmission. I adjusted, on a "63" (to debit M323D), Pt# F72Z-61610D45-A in increments of what we have received returned on the "B" suffix.

If you have any further questions, please feel free to contact me.

Regards,
Bonnie Kostalas
Consigned Stock Supervisor, Howard Ternes Packaging Company
(313)531-5867 X-106 fax:(313)531-8805 profs: BKOSTALA

Bonnie to generate returned material to QSS as 64 transaction to bill Mara back

****
* Note printed by PGIAMMAR on 23 Sep 1997 at 12:45:22 *
****

From: GLAURITZ--DRBN006 Date and time 09/05/97 10:54:07
To: HKIRK --DRBN006 PGIAMMAR--DRBN006
RODONNE3--DRBN006 O'Donnell, R.

From the desk of Gregory Lauritzen USAET(UTC -04:00)
Subject: Mazda Eng Change Notice (7G-9140)Seat Belt Recall Program

You might find this interesting...

Gregory Lauritzen
Packager Liaison
FCSD (26)6-9811 e-mail: USFMD32Y@IBMMAIL.COM
Customer satisfaction is our NUMBER ONE priority
*** Forwarding note from PBANDOSK--DRBN006 09/05/97 10:41 ***
To: RBADGES --DRBN006 GLAURITZ--DRBN006
JSHORE --DRBN006
cc: PBANDOSK--DRBN006 DTOWNSEN--DRBN006
KWYGONIK--DRBN005 PBANDOSK--DRBN006

FROM: Pete Bandoske USAET(UTC -04:00)
Subject: Mazda Eng Change Notice (7G-9140)Seat Belt Recall Program
The part numbers for the cable and motor assy has finally been released (see attached note). The establishment of this part number is an attempt to reduce the replacement of a full assy. Part #'s F72Z-61610D44-C and F72Z-61610D45-C should supercead the rail and motor assy. F72Z-616610D44-B and F72Z-61610D45-B respectively. Greg/John please change current "B" orders to "C". Bob, will we need to communicate with the dealers the change in service? Please advise. Thanks.

Regards,
Pete Bandoske, Probe/SW-164 Service Engineer, AAI PVT
FCSD VS&P Current and Past Model Support Small/Medium FWD_Team
Phone 783-8308, FAX 782-1932, AAI Shop Office, MS0022
*** Forwarding note from DTOWNSEN--DRBN006 09/03/97 13:12 ***
To: PBANDOSK--DRBN006
cc: KWYGONIK--DRBN005 MMCINTOS--DRBN006

FROM: David Townsend USAET(UTC -04:00)
Subject: Mazda Eng Change Notice (7G-9140)Seat Belt Recall Program

The service parts requested are as follows:
F72Z 61610d44-C (KAY2 57 930)R.H.Motor and Cable sub-assembly
F72Z 61610d45-C (KAY2 57 990)L.H.Motor and Cable sub-assembly

Regards,
David Townsend
x80360
Suite 1141B- NPD

****
* Note printed by PGIAMMAR on 23 Sep 1997 at 12:46:21 *
****

From: GLAURITZ--DRBN006 Date and time 09/05/97 12:58:54
To: HKIRK --DRBN006 RODONNE3--DRBN006 O'Donnell, R.
PGIAMMAR--DRBN006

From the desk of Gregory Lauritzen USAET(UTC -04:00)
Subject: Mazda Eng Change Notice (7G-9140)Seat Belt Recall Program

and the web spins further...

Gregory Lauritzen
Packager Liaison
FCSD (26)6-9811 e-mail: USFMD32Y@IBMMAIL.COM
Customer satisfaction is our NUMBER ONE priority
*** Forwarding note from JSHORE --DRBN006 09/05/97 11:33 ***
To: PBANDOSK--DRBN006
cc: RBADGES --DRBN006 GLAURITZ--DRBN006
KWYGONIK--DRBN006 DTOWNSEN--DRBN006
ABRANDT1--DRBN006 PANDERS8--DRBN006
JBRADLEY--DRBN006 DKAERCHE--DRBN006 Kaercher, D. F.
JBERNBEC--DRBN006 Bernbeck, J.F. JSHORE --DRBN006 Shore, J.

FROM: John Shore USAET(UTC -04:00)
Subject: Mazda Eng Change Notice (7G-9140)Seat Belt Recall Program

Can we talk??????

I think we need to get Joe Bradley's group involved in this and hold a new Tech Review..... I see we need to discuss:

- How do we notify the dealers that the repair process has changed?
- New labor allowances - codes
- Part costing / pricing involvement
- Adjustments to service releases
- North America / Europe - are we the same
- Is a new dealer mailing needed (parts manager and service manager)
- Timing for changes
- Warranty payment changes

The issues on timing of the new part and availablility will surface.....

Please Forward (PF5) All Responses.....Thank-You
John Shore - FCSD / PS&L Recall Manager
Phone 26-69789 FAX 52-33065 NPDC - 1555C
*** Forwarding note from PBANDOSK--DRBN006 09/05/97 10:41 ***
To: RBADGES --DRBN006 GLAURITZ--DRBN006
JSHORE --DRBN006
cc: PBANDOSK--DRBN006 DTOWNSEN--DRBN006
KWYGONIK--DRBN006 PBANDOSK--DRBN006

FROM: Pete Bandoske USAET(UTC -04:00)
Subject: Mazda Eng Change Notice (7G-9140)Seat Belt Recall Program
The part numbers for the cable and motor assy has finally been released (see attached note). The establishment of this part number is an attempt to reduce the replacement of a full assy. Part #'s F72Z-61610D44-C and F72Z-61610D45-C should supercead the rail and motor assy. F72Z-616610D44-B and F72Z-61610D45-B respectively. Greg/John please change current "B" orders to "C". Bob, will

we need to communicate with the dealers the change in service? Please advise.
Thanks.

Regards,
Pete Bandoske, Probe/SW-164 Service Engineer, AAI PVT
FCSD VS&P Current and Past Model Support Small/Medium FWD_Team
Phone 783-8306, FAX 782-1932, AAI Shop Office, MSO022
*** Forwarding note from DTOWNSEN--DRBN006 09/03/97 13:12 ***
To: PBANDOSK--DRBN006
cc: KWYGONIK--DRBN006 MMCINTOS--DRBN006

FROM: David Townsend USAET(UTC -04:00)
Subject: Mazda Eng Change Notice (7G-9140)Seat Belt Recall Program

The service parts requested are as follows:
F72Z 61610d44-C (KAY2 57 930)R.H.Motor and Cable sub-assembly
F72Z 61610d45-C (KAY2 57 990)L.H.Motor and Cable sub-assembly

Regards,
David Townsend
x80360
Suite 1141B- NPD

****
* Note printed by PGIAMMAR on 23 Sep 1997 at 12:53:09 *
****

From: GLAURITZ--DRBN006 Date and time 09/15/97 13:03:16
To: NKIRK --DRBN006 PGIAMMAR--DRBN006
RODONNE3--DRBN006 O'Donnell, R.

From the desk of Gregory Lauritzen USAET(UTC -04:00)
Subject: Saftey Recall 96848/99 Probe Belts

FYI. This looks to be very big.

Gregory Lauritzen
Packager Liaison
FCSD (26)6-9811 e-mail: USFMD32Y@IBMMAIL.COM
Customer satisfaction is our NUMBER ONE priority
*** Forwarding note from JSHORE --DRBN006 09/15/97 12:54 ***
To: GLAURITZ--DRBN006
cc: ABRANDT1--DRBN006 MHABIAN --DRBN006

FROM: John Shore USAET(UTC -04:00)
Subject: Saftey Recall 96848/99 Probe Belts

We both need to get involved in this very soon/fast. If they plan on sending out new tech instructions, a parts sign off is required.

Please Forward (PF5) All Responses.....Thank-You
John Shore - FCSD / PS&L Recall Manager
Phone 26-69789 FAX 52-33065 NPDC - 1555C
*** Forwarding note from PBANDOSK--DRBN006 09/15/97 11:03 ***
To: JBRADLEY--DRBN006 ABRANDT1--DRBN006
JSHORE --DRBN006 DKAERCHE--DRBN006
cc: GBISSI --DRBN006 KZUBIETA--DRBN006

FROM: Pete Bandoske USAET(UTC -04:00)
Subject: Saftey Recall 96848/99 Probe Belts
Good News! The supplemental bulletin should also include the changes to the parts. The ECN has now been releasedand new part numbers have been established which superceeds the Rail and Motor assy to a Cable andMotor Assy.

Regards,
Pete Bandoske, Probe/SW-164 Service Engineer, AAI PVT
FCSD VS&P Current and Past Model Support Small/Medium FWD_Team
Phone 783-8308, FAX 782-1932, AAI Shop Office, MS0022
*** Forwarding note from JBRADLEY--DRBN006 09/12/97 12:52 ***
To: ABRANDT1--DRBN006 PBANDOSK--DRBN006
GBISSI --DRBN006 JSHORE --DRBN006
DKAERCHE--DRBN006
cc: AKADUK --DRBN006 WBOHAN --DRBN005

FROM: Joe Bradley USAET(UTC -04:00)
Subject: Saftey Recall 96848/99 Probe Belts
Bill Bohan and Ray Nevi successfully negotiated a left side inspection procedureyesterday in Washington. Based on the current backorder situation we need to quickly develop a supplemental bulletin that provides for a left side inspect, and an update on the parts situation. Andy Brandt will take the lead.

****
* Note printed by PGIAMMAR on 22 Sep 1997 at 09:19:51 *
****

From: GLAURITZ--DRBN006 Date and time 08/01/97 15:14:10
To: JSHORE --DRBN006
cc: HKIRK --DRBN006 RODONNE3--DRBN006
PGIAMMAR--DRBN006

*** Resending note of 08/01/97 15:02
From the desk of Gregory Lauritzen USAET(UTC -04:00)
Subject: Forcast on F72Z-61610D45-B

John,

Please publish on OASIS that for recall 96S48 the rail only (F72Z-61610D45-A) is available and is an acceptable alternative to the rail & motor assembly (F72Z-61610D45-B). There is no availability expected on the rail & motor until October. Please advise if this is a problem

To: JSHORE --DRBN006 GLAURITZ--DRBN006
cc: DKAERCHE--DRBN006 Don Kaercher GBALINT --DRBN006
RHOWELL3--DRBN006 PGIAMMAR--DRBN006
HKIRK --DRBN006 RODONNE3--DRBN006

FROM: Don Kaercher USAET(UTC -04:00)
DKAERCHE 26-69793
Subject: Forcast on F72Z-61610D45-B

I think we need to get with Mitch and determine the following:

John,

1. Was the June mailing to 100% of the customers who did not have the recall done yet? If not, what %?

2. Are there any more 100% mailings to go out?

3. Will future reminder mailings only go out to new owners?

4. When are future mailings planned for?

Once we get these answers, we need to touch base with Greg.

Greg,

Let John Shore know the message you want to go out, and we can forward it to our recall dept. to go out as an OASIS, and to Bob Howell to go out as a DOES II message.

Regards,
Don Kaercher QSF/Recall Process Support Mgr. IBM Mail USFMC7GC
Parts Supply & Logistics 26-69793 Fax 52-33065
NPDC Room 1554D
*** Forwarding note from GLAURITZ--DRBN006 08/01/97 14:10 ***
To: DKAERCHE--DRBN006
cc: HKIRK --DRBN006 RODONNE3--DRBN006
PGIAMMAR--DRBN006 HKIRK --DRBN006
RODONNE3--DRBN006 PGIAMMAR--DRBN006

From the desk of Gregory Lauritzen USART(UTC -04:00)
Subject: Forcast on F72Z-61610D45-B

Don,

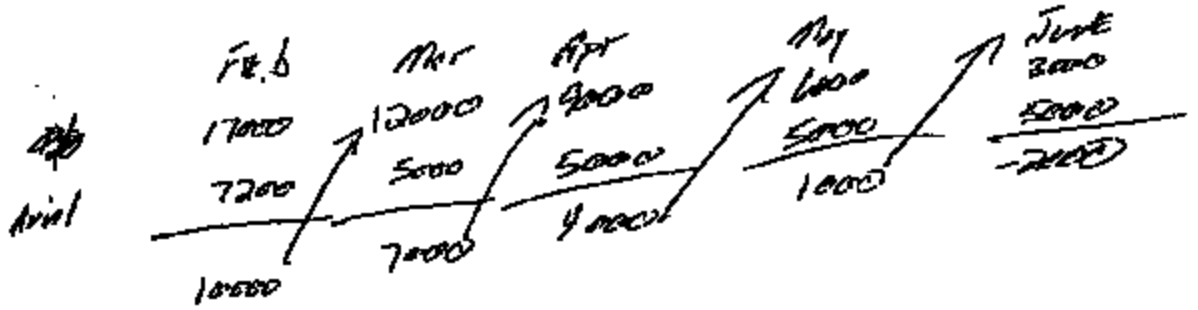
Please assist in forecasting the response rate to the second mailing of 96S48. Can you also provide some insight on demand for mailings #3 & #4? We have a meeting scheduled with Mazda North America and their sub-supplier for Weds. 8/6. If will help greatly if we have forecasts available in setting up a production schedule. Any info you can provide will help.

This part is a rail & motor assembly for Probe automatic seatbelts. The original recall expected approx. 100,000 of the left hand rail only to sell. This was not the case due to very high demand for the rail & motor. Consequently, we have plenty of the rail only available (72,000 as of 8/1/97). Is there any way we can advise dealer to order the rail only? I have it up in the remarks and that has helped somewhat, but I am looking for a better response. Please advise.

Thanks for you assistance with this issue.

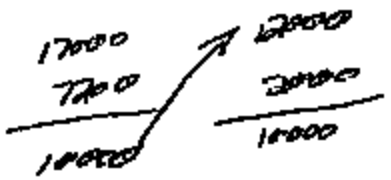
Gregory Lauritzen
Packager Liaison
FCSD (26)6-9811 e-mail: USFMD32Y@ISMMAIL.COM
Customer satisfaction is our NUMBER ONE priority

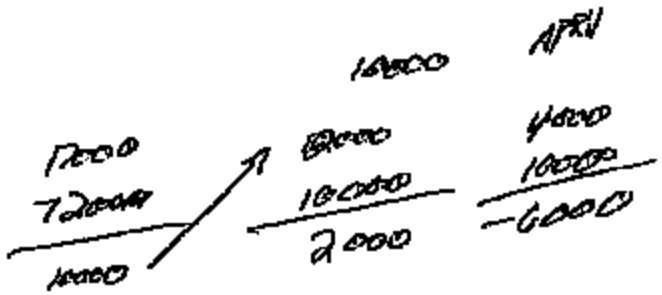
5000



	Feb	Mar	Apr	May	June
	17000	12000	9000	6000	3000
Avial	7200	5000	5000	5000	5000
	10000	7000	4000	1000	-2000

2000 never off B/O Event!





17000	12000
7200	2000
10000	10000

10000 April

17000	12000	4000
7200	10000	10000
10000	2000	-6000

313-783-8824
Beverly

****
* Note printed by PGIAMMAR on 17 Sep 1997 at 16:49:34 *
****

From: JSHORE --DRBN006 Date and time 08/04/97 16:31:25
To: GLAURITZ--DRBN006
cc: DKAERCHE--DRBN006 Kaercher, D. F. HKIRK --DRBN006
PGIAMMAR--DRBN006 GHALINT --DRBN006

FROM: John Shore USAET(UTC -04:00)
Subject: Forcast on F72Z-61610D45-B

I believe the DOESII message needs to say:

Campaign 96S48 - Probe Seat Belt, FCSD is backordered on the F72Z 61610D45-B rail and motor assembly. We will not be out of our backorder position until October. Every effort is being made to improve this date. Rail only parts F72Z 61610D45-A are available at every depot.

Answers to questions:

1. The June mailing was 100% of outstanding units (unrepaired units).

2. The next customer mailing will occur in January 1998. This mailing will be for all vehicle owners whose name and/or address had changed since the June 1997 mailing.

3. At this time, all future mailings will be for customers with a name and/or an address change.

4. Future mailing dates: January 1998
July 1998
January 1999
July 1999

Dealers will be receiving a COMBAT transmission monthly for approximately two years. This is a list of unrepaired vehciles by VIN/owner name/address.

We can suspend the COMBAT listing if appropriate.

The VIN will always remain active on OASIS until a warranty claim is submitted to Ford, or the owner advises Ford the vehicle was destroyed or modified.

Typically speaking the competition rate for "seat belt" related recalls is low. We can expect only about 50% in the first 3-4 years.

This campaign is approximately 24% complete. There are about 170,000 unrepaired vehicles.

Your ratio between rails only and rail/motor looks to be near 1:1. I'm sure if we had all the rail/motor parts available we would have replaced 2X more rail/motors.

Expect another 40,000 customers in the next 12 months.

Please Forward (PF5) All Responses.....Thank-You
John Shore - FCSD / PS&L Recall Manager
Phone 26-69789 FAX 52-33065 MPDC - 1555C

*** Forwarding note from GLAURITZ--DRBN006 08/01/97 15:14 ***
To: JSHORE --DRBN006
cc: HKIRK '--DRBN006 RODONNE3--DRBN006
    PGIAMMAR--DRBN006

*** Resending note of 08/01/97 15:02
From the desk of Gregory Lauritzen USAET(UTC -04:00)
Subject: Forcast on F72Z-61610D45-B

John,

Please publish on OASIS that for recall 96948 the rail only (F72Z-61610D45-A) is available and is an acceptable alternative to the rail & motor assembly (F72Z-61610D45-B). There is no availability expected on the rail & motor until October. Please advise if this is a problem

To: JSHORE --DRBN006 GLAURITZ--DRBN006
cc: DKAERCHE--DRBN006 Don Kaercher GBALINT --DRBN005
    RHOWELL3--DRBN006 PGIAMMAR--DRBN006
    HKIRK --DRBN006 RODONNE3--DRBN006

FROM: Don Kaercher USAET(UTC -04:00)
DKAERCHE 26-69793
Subject: Forcast on F72Z-61610D45-B

I think we need to get with Mitch and determine the following:

John,

1. Was the June mailing to 100% of the customers who did not have the recall done yet? If not, what %?

2. Are there any more 100% mailings to go out?

3. Will future reminder mailings only go out to new owners?

4. When are future mailings planned for?

Once we get these answers, we need to touch base with Greg.

Greg,

Let John Shore know the message you want to go out, and we can forward it to our recall dept. to go out as an OASIS, and to Bob Howell to go out as a DOES II message.

Regards,
Don Kaercher QSF/Recall Process Support Mgr. IBM Mail USFMC7GC
Parts Supply & Logistics 26-69793 Fax 52-33065
NPDC Room 1554D
*** Forwarding note from GLAURITZ--DRBN006 08/01/97 14:10 ***
To: DKAERCHE--DRBN006
cc: HKIRK --DRBN006 RODONNE3--DRBN006
    PGIAMMAR--DRBN006 HKIRK --DRBN006
    RODONNE3--DRBN006 PGIAMMAR--DRBN006

From the desk of Gregory Lauritzen USAET(UTC -04:00)
Subject: Forcast on F72Z-61610D45-B

Don,

Please assist in forecasting the response rate to the second mailing of 96846. Can you also provide some insight on demand for mailings #3 & #4? We have a meeting scheduled with Mazda North America and their sub-supplier for Weds. 8/6. If will help greatly if we have forecasts available in setting up a production schedule. Any info you can provide will help.

This part is a rail & motor assembly for Probe automatic seatbelts. The original recall expected approx. 100,000 of the left hand rail only to sell. This was not the case due to very high demand for the rail & motor. Consequently, we have plenty of the rail only available (72,000 as of 8/1/97). Is there any way we can advise dealer to order the rail only? I have it up in the remarks and that has helped somewhat, but I am looking for a better response. Please advise.

Thanks for you assistance with this issue.

Gregory Lauritzen
Packager Liaison
FCSD (26)6-9811 e-mail: USFMD32Y@IBMMAIL.COM
Customer satisfaction is our NUMBER ONE priority

****
* Note printed by PGIAMMAR on 8 Sep 1997 at 16:28:54 *
****

From: GLAURITZ--DRBN006 Date and time 09/05/97 12:58:54
To: HKIRK --DRBN006 RODONNE3--DRBN006 O'Donnell, R.
PGIAMMAR--DRBN006

From the desk of Gregory Lauritzen USAET(UTC -04:00)
Subject: Mazda Eng Change Notice (7G-9140)Seat Belt Recall Program

and the web spins further...

Gregory Lauritzen
Packager Liaison
FCSD (26)6-9811 e-mail: USFMD32Y@IBMMAIL.COM
Customer satisfaction is our NUMBER ONE priority
*** Forwarding note from JSHORE --DRBN006 09/05/97 11:33 ***
To: PBANDOSK--DRBN006
cc: RBADGES --DRBN006 GLAURITZ--DRBN006
KWYGONIK--DRBN006 DTOWNSEN--DRBN006
ABRANDT1--DRBN006 BANDERS8--DRBN006
JBRADLEY--DRBN006 DKAERCHE--DRBN006 Kaercher, D. F.
JBERNBEC--DRBN006 Bernbeck, J.F. JSHORE --DRBN006 Shore, J.

FROM: John Shore USAET(UTC -04:00)
Subject: Mazda Eng Change Notice (7G-9140)Seat Belt Recall Program

Can we talk??????

I think we need to get Joe Bradley's group involved in this and hold a new Tech Review..... I see we need to discuss:

- How do we notify the dealers that the repair process has changed?
- New labor allowances - codes
- Part costing / pricing involvement
- Adjustments to service releases
- North America / Europe - are we the same
- Is a new dealer mailing needed (parts manager and service manager)
- Timing for changes
- Warranty payment changes

The issues on timing of the new part and availablility will surface.....

Please Forward (PF5) All Responses.....Thank-You
John Shore - FCSD / PS&L Recall Manager
Phone 26-69789 FAX 52-33065 MPDC - 1555C
*** Forwarding note from PBANDOSK--DRBN006 09/05/97 10:41 ***
To: RBADGES --DRBN006 GLAURITZ--DRBN006
JSHORE --DRBN006
cc: PBANDOSK--DRBN006 DTOWNSEN--DRBN006
KWYGONIK--DRBN006 PBANDOSK--DRBN006

FROM: Pete Bandoske USAET(UTC -04:00)
Subject: Mazda Eng Change Notice (7G-9140)Seat Belt Recall Program
The part numbers for the cable and motor assy has finally been released (see attached note). The establishment of this part number is an attempt to reduce the replacement of a full assy. Part #'s F72Z-61610D44-C and F72Z-61610D45-C should supercede the rail and motor assy. F72Z-616610D44-B and F72Z-61610D45-B respectively. Greg/John please change current "B" orders to "C". Bob, will

we need to communicate with the dealers the change in service? Please advise.
Thanks.

Regards,
Pete Bandoske, Probe/SW-164 Service Engineer, AAI PVT
FCSD VS&P Current and Past Model Support Small/Medium FWD_Team
Phone 783-8308, FAX 782-1932, AAI Shop Office, MS0022
*** Forwarding note from DTOWNSEN--DRBN006 09/03/97 13:12 ***
To: PBANDOSK--DRBN006
cc: KWYGONIK--DRBN006 MMCINTOS--DRBN006

FROM: David Townsend USAST(UTC -04:00)
Subject: Mazda Eng Change Notice (7G-9140)Seat Belt Recall Program

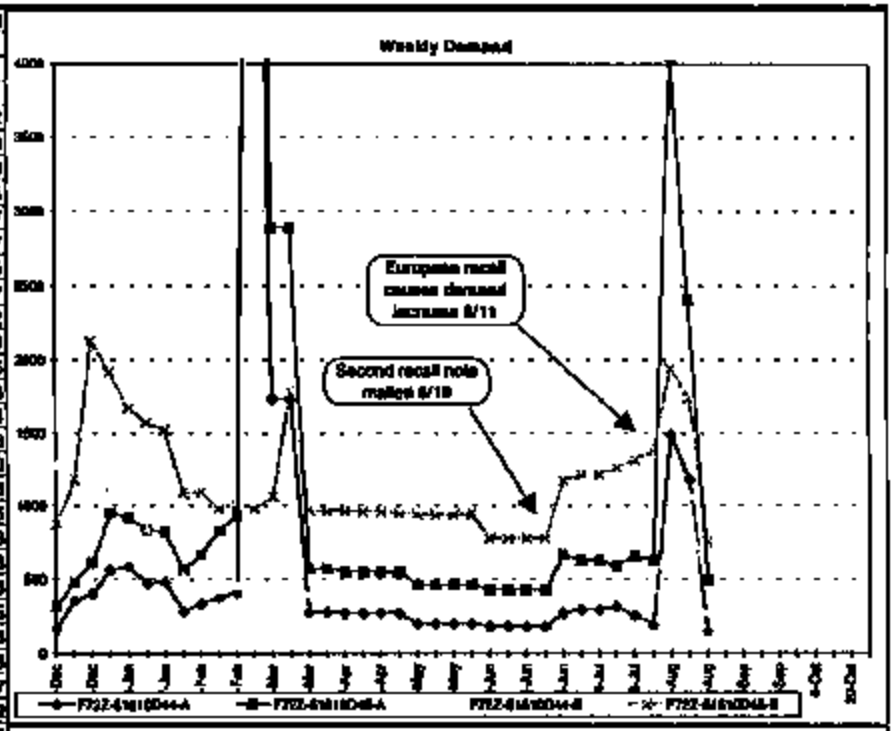
The service parts requested are as follows:
F72Z 61610d44-C (KAY2 57 930)R.H.Motor and Cable sub-assembly
F72Z 61610d45-C (KAY2 57 950)L.H.Motor and Cable sub-assembly

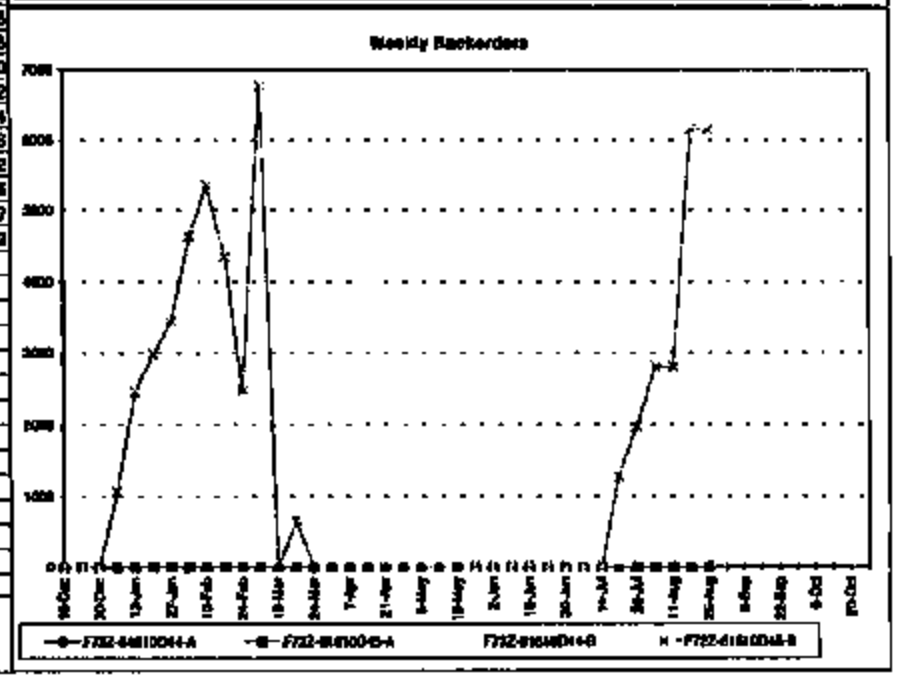
Regards,
David Townsend
x80360
Suite 1141B- NPD

Probe Seat Belt Campaign/Re-Call: 96S48/96S99

	Rail Only				Rail & Motor (Includes Old Level; not including "seed" in 10/96)			
	F72Z-61610D44-A		F72Z-61610D45-A		F72Z-61610D44-B		F72Z-61610D45-B	
	KAY1-57-83Y (RH)		KAY1-57-88Y (LH)		KAY1-57-830 (RH)		KAY1-57-880 (LH)	
Day of Month	Cml Dmd	Cml on B/O	Cml Dmd	Cml on B/O	Cml Dmd	Cml on B/O	Cml Dmd	Cml on B/O
Start 21-Jul	1051	0	2905	0	1215	32	3932	192
22-Jul	114	0	180	0	141	65	395	458
23-Jul	99	0	164	0	116	86	357	720
24-Jul	66	0	135	0	91	110	288	1035
25-Jul	48	0	113	0	73	118	220	1277
28-Jul	22	0	92	0	55	137	209	1497
29-Jul	89	0	162	0	125	167	330	1745
30-Jul	48	0	148	0	85	191	256	1977
31-Jul	41	0	129	0	79	174	221	1972
1-Aug	58	0	126	0	70	195	228	1988
4-Aug	38	0	112	0	120	309	325	1986
5-Aug	40	0	121	0	66	383	187	1983
6-Aug	20	0	84	0	74	492	204	2164
7-Aug	54	0	149	0	60	449	256	2568
8-Aug	42	0	155	0	131	578	423	2610
11-Aug	1343	0	2927	0	570	945	1059	3858
12-Aug	55	0	443	0	108	1065	66	3935
13-Aug	25	0	316	0	133	1065	333	4258
14-Aug	33	0	152	0	83	707	288	4408
15-Aug	39	0	612	0	48	544	204	4586
18-Aug	1019	0	2069	2000	804	1006	1283	5795
19-Aug	50	0	103	3000	58	930	151	5936
20-Aug	28	0	54	2000	280	1204	197	6118
21-Aug	38	1	72	2000	72	1276	64	6147
22-Aug	34	0	78	0	62	1272	50	6162
25-Aug	30	0	82	0	41	1251	78	6138
26-Aug	50	0	119	0	72	1280	230	6338
27-Aug	22	0	87	0	68	982	205	6440
28-Aug	23	0	87	0	57	912	164	6972
29-Aug	28	0	120	0	49	771	90	6154
2-Sep	34	0	110	0	58	784	78	6226
3-Sep	23	0	106	0	30	785	290	5162
4-Sep	39	0	70	0	44	623	188	4986
5-Sep	25	0	51	0	22	622	68	4547
8-Sep	34	0	874	0	27	530	130	4582
9-Sep								
10-Sep								
11-Sep								
12-Sep								
15-Sep								
16-Sep								
17-Sep								
18-Sep								
19-Sep								
22-Sep								
23-Sep								
24-Sep								
25-Sep								
26-Sep								

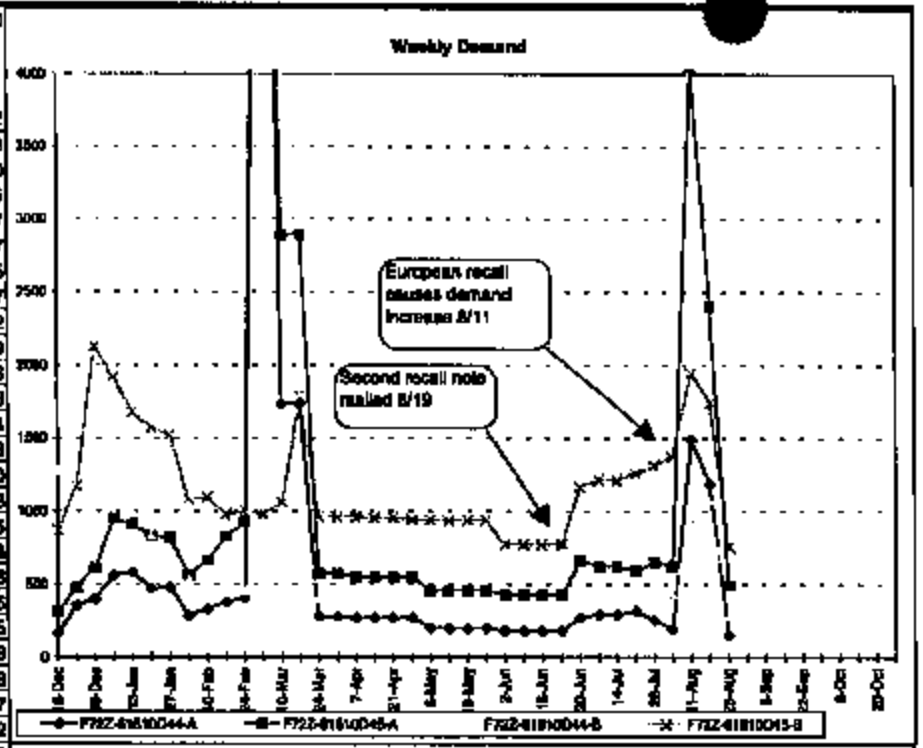
- Inquiry 7/7 with MANA on confirming 4000/6000 pcs order for 830's/880's, respectively, from 5/27. (Inconsistent w/ CIS6 info 7/7).
- Reviewing a possible additional release of 2000/5000 pcs of 830's/880's of rail & motors

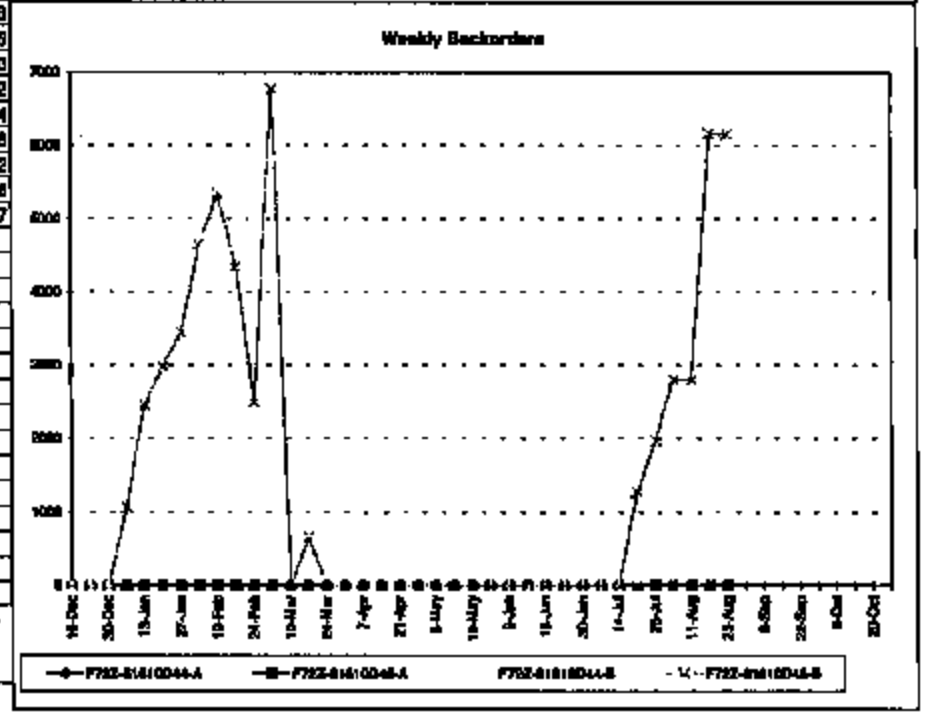




Probe Seat Belt Campaign/Re-Call: 96548/96599

	Rail Only				Rail & Motor (includes Old Level, not including [illegible] 10/96)			
	F72Z-61610D44-A KAY1-57-99Y (RH)		F72Z-61610D45-A KAY1-57-99Y (LH)		F72Z-61610D44-B KAY1-57-930 (RH)		F72Z-61610D45-B KAY1-57-990 (LH)	
Day of Month	Cmt Dmd	Cmt on B/O	Cmt Dmd	Cmt on B/O	Cmt Dmd	Cmt on B/O	Cmt Dmd	Cmt on B/O
Start 21-Jul	1051	0	2905	0	1215	32	3932	192
22-Jul	114	0	180	0	141	65	396	458
23-Jul	99	0	184	0	118	88	357	720
24-Jul	58	0	135	0	91	110	289	1036
25-Jul	48	0	113	0	79	118	220	1277
28-Jul	22	0	92	0	55	137	289	1497
29-Jul	69	0	162	0	125	167	330	1745
30-Jul	48	0	148	0	85	181	250	1977
31-Jul	41	0	129	0	79	174	221	1972
1-Aug	56	0	126	0	70	195	228	1969
4-Aug	38	0	112	0	120	309	326	1968
5-Aug	40	0	121	0	62	383	187	1953
6-Aug	20	0	94	0	74	432	204	2164
7-Aug	54	0	148	0	60	449	238	2398
8-Aug	42	0	155	0	131	576	423	2810
11-Aug	1343	0	2327	0	570	945	1056	3858
12-Aug	55	0	443	0	108	1085	88	3935
13-Aug	25	0	316	6	139	1085	339	4258
14-Aug	33	0	152	0	83	707	256	4408
15-Aug	39	0	812	0	48	544	204	4586
18-Aug	1039	0	2099	2000	804	1008	1283	5795
19-Aug	50	0	103	2000	58	830	151	5938
20-Aug	26	0	54	2000	280	1204	197	6118
21-Aug	98	1	72	2000	72	1276	84	6147
22-Aug	34	0	78	0	82	1272	50	6182
25-Aug	30	0	82	0	41	1281	78	6138
26-Aug	50	0	119	0	72	1280	239	6336
27-Aug	22	0	87	0	66	982	205	6440
28-Aug	23	0	87	0	57	912	154	6072
29-Aug	26	0	120	0	49	771	80	6154
2-Sep	34	0	110	0	52	784	78	6228
3-Sep	23	0	108	0	30	785	290	6162
4-Sep	33	0	70	0	44	822	188	4986
5-Sep	25	0	51	0	22	622	68	4547
8-Sep								
9-Sep								
10-Sep								
11-Sep								
12-Sep								
15-Sep								
16-Sep								
17-Sep								
18-Sep								
19-Sep								
22-Sep								
23-Sep								
24-Sep								
25-Sep								
26-Sep								





- Inquiry 7/7 with MANA on confirming 4000/9000 pcs order for 930's/990's, respectively, from 5/27. (Inconsistant w/ OSS Info 7/7).
- Reviewing a possible additional release of 3000/5000 pcs of 930's/990's of rail & motors

QSS/FCSD/MAZDA MEETING 8/6/97

DUNCAN MCKERRACHER	MAZDA PARTS SUPPLY.
Rob O'Donnell	FCSD
Greg Lauritzer	FCSD
PAT GIAMMARCO	FCSD - PURCHASING
MAX YAMASHITA	MANA SERVICE 692-3681
GENE JOHNSTON	QSS SALES.
KEN ARMSTRONG	QSS SALES
Pete BANDOSKE	FCSD
Jerry Massey	MAZDA Parts Supply.
JEFF SLOAN	MAZDA.

ACTIONS

8-6-97

1 - VERIFY QTY OF MOTORS READY TO SHIP FROM JAPAN - QSS 8/7.

2 - QSS WILL SHIP 1,021 LH RAIL+MOTORS BY - 8/14.

3 - FCSD TO VERIFY ADDITIONAL NEEDS (LH-7000/RH-10,000) - FCSD 8/8
+ PLACE ORDER TO MANA.

4 - FCSD TO AUTHORIZE AIR FREIGHT FOR 3000 ~ 9000 PCS - FCSD 8/6
IN JAPAN.

5 - FCSD AUTHORIZES USE OF RAIL ONLY STOCK FOR USE
IN RAIL+MOTOR ASSYS. FCSD + QSS TO DETERMINE SCHEDULE
FOR SUPPLY OF RAILS TO QSS.

6 - QSS TO PROVIDE SUPPLY TIMING FOR (LH-26,672 / RH-8800) - QSS 8/20

7 - NEXT MEETING 8/20 - 8AM @ MANA.

* INITIAL DELIVERY FROM.
- - ADD'L QTY X JAPAN - TBA 8/20
* TEL-CONF W/QSS & JAPAN

L. HAND s. share

240,000 * 50% = 120,000 2:1

	R+M	RO
	80,000	40,000
QSS Delivered —	46,000	100,000
QSS owes	1,000	
MANA Order placed	26,000	
ADDTIONAL Need	(7,000)	+60,000

R. HAND

240,000 * 50% = 120,000 1:1:1

	R+M	RO	Insp
	40,000	40,000	40,000
QSS Delivered	22,000	30,000	
QSS OWES	0	0	
MANA order placed	8,000	0	
	(10,000)	(10,000)	

BACKGROUND:

J84P RECALL - O

	RAILS AND MOTORS RH 630'S			RAILS RH 631'S			RAILS AND MOTORS LH 630'S		
DATE	ORDER QUANTITY	SHIPPED	BALANCE	ORDER QUANTITY	SHIPPED	BALANCE	ORDER QUANTITY	SHIPPED	BALANC
[illegible]	[illegible]	[illegible]	0				[illegible]	[illegible]	0
[illegible]	3500	[illegible]	0	20000	20000	0	20000	20000	0
5/7/97	[illegible]	[illegible]	[illegible]	10000	[illegible]	2000	[illegible]	[illegible]	[illegible]
	OPPORTUNITY TO REWORK CF 20 PRO								
7/16/97	4000	192	[illegible]				6672	0	6672
[illegible]	[illegible]	0	[illegible]				20000	0	[illegible]
TOTAL	[illegible]	[illegible]	[illegible]	20000	20000	2000	[illegible]	[illegible]	[illegible]

11/97 (1021 pcs.).
rk.
week - exact quantity needs to be determined -
k of 8/4/97.

(OBONE WREK - NEXT WK)

SEATING POSITION SU

	LH		RH
	[illegible]	[illegible]	[illegible]
	[illegible]	[illegible]	[illegible]
TOTAL		[illegible]	

	RESP.	TIMING
in	All	8/6/97
e on	Ken Armstrong	8/14/97
ake	FCSD	8/8/97
ng nd	All	8/6/97
	FCSD	TBD

COMPONENT LEAD-TIME (MOTORS):

MATERIAL PLANNING AN
J84P ADDITIONAL 24,800 PC

	1	2	3	4	5	6	7	8	9	10
Raw Material Procurement and Component Mfg.										
Transportation (Air) Component Parts										
Final Assembly										

= Current Plan

FAX 313-782 8718

Amt.
Duty & Transportation Cost TBD TBD To Be Paid by FCSD -
Estimated to be 1 Truck Load
TOTAL -- $ 11,609.28 + Duty & Transportation

Re-work activity cannot begin until we receive your authorization for the above amount, so your quick reply and acceptance would be appreciated. Most of this Rail Only stock is currently at your facilities. QSS and MANA would inform you of the time when the stock is needed at QSS and then request that payment for the re-work be forwarded to MANA. We in turn will reimburse QSS for the same re-work amount. If this rail stock is not used you may have to consider scrapping excess material at a cost of $ 26.67 per piece.

Please forward your reply to myself and Mr. Jerry Massey (313.783.7041).

Thanks

Jeff Sloan
Mazda

---- End of mail text

Additional SMTP headers from original mail item follow:
Received: from flkmscmrfw001.lenaweestamping.com by ibmmail.COM
   (IBM VM SMTP V2R3) with TCP; Tue, 22 Jul 97 13:59:42 EDT
Received: from [204.44.179.30] by flkmscmrfw001.lenaweestamping.com
         via smtpd (for ibmmail.com [204.146.168.193]) with SMTP; 22 Jul 1997
17:57:07 UT
Received: by FLKMSCMRMS003 with Internet Mail Service (5.0.1457.3)
   id <3005PFD0>; Tue, 22 Jul 1997 14:00:41 -0400
X-Priority: 1
Return-Receipt-To: "Sloan, Jeff (MANA)" <xloanj@mazda.com>
MIME-Version: 1.0
X-Mailer: Internet Mail Service (5.0.1457.3)
Content-Type: text/plain;
   charset="iso-8859-1"

mazda

Mazda (North America), Inc.
Parts and Accessories Div.
Detroit Office
22000 Gibraltar Road
Flat Rock, Michigan 48134
TEL: (313) 783-7041
FAX: (313) 782-6403

Message No:

To: Pat Giammarco	From: Jerry Massey	Date: July 23, 1997
Location: FCSD	FAX: 313-523-5661	Page 1 Of 8

Subject: Rework of Rail Assemblies into Rail and Motor Assemblies

Dear Pat:

Per your request, I have attached the correspondences that occurred between QSS and MANA to come to a fair cost to rework the KAY1 57 99Y into KAY1 57 990 inventory. As you will see by the attachments, the following steps summarize the events taken to agree on a cost.

- QSS provided the original quotation for $3.19 per piece on June 25, 1997.
- MANA requested QSS to provide a detailed breakdown on June 26, 1997.
- QSS provided the detail on June 26, 1997.
- MANA conferred with appropriate warehouse personnel to confirm time estimates of each respective step on July 1, 1997.
- MANA provided target dollar values and time estimates to QSS and asked them to reconsider their latest quote on July 8, 1997.
- QSS submitted final quotation on July 9, 1997.

If you have any question, please contact me directly at 313-783-7041.

Sincerely,

Jerry Massey
Senior Specialist
Purchasing and Inventory Mgt. Dept.
Parts and Accessories Division

[redacted]

From: Jim Cafferty
Sent: Wednesday, July 09, 1997 12:53 PM
To: Massey, Jerald (MANA)
Subject: Request for Time Study

Jerry:

We completed the model for the rework of part number KAY15799Y. Our best estimate is as follows:

1. Off-load product from truck: 30 minutes / for Truck load
2. Receipt of product into QSS system: 10 minutes / for Truck load
3. Unload rail assy from unitized pkg: 30 seconds / per piece

4. Remove bag + slotted pin: 30 seconds / per piece
5. Remove sticker: 30 seconds / per piece

Calculation:

6,672 pieces x 1.5 minutes each = 10,008 minutes / 60 minutes = 166.8 hours + 40 minutes (from #1+#2 above) =

167.48 hours to complete rework.

If you require additional information, please call me.

Thank you,

Jim Cafferty

TELEFAX MESSAGE

QUALITY SAFETY SYSTEMS COMPANY
255 Pasillo Road, R.R. #1
Tecumseh, Ontario N9N 2L9
Telephone: (519) 973-7400
Fax: (519) 727-3047

TO: Jerry Massey
Senior Specialist
Purchasing and Inventory Mgt.
Parts and Accessories Division

FROM: Ken Armstrong

FAX: 1-313-782-8718
DATE: 06/26/97

NO. OF PAGES: (inc. cover) 1

Dear Jerry,

Subject: Rework of Rail Assemblies to Rail and Motor Assemblies.

In response to your letter dated June 26, 1997 the following outline represents a general description of the process for reworking Rail Assemblies into full Rail and Motor Assemblies:

- Offload product from carrier
- Receipt of product into QSS Fourth Shift System
- Unload rail assemblies from packaging
- Remove bag and slotted pin which are attached to the rail
- Remove sticker that identifies the product as either LH or RH assembly
- Perform quality checks to verify the location of clips on the rail and the functionality of the switch
- Stage product for processing
- Assemble rail to motor assembly
- Retest full assembly to validate fit and function
- Repackage product and prepare for shipping

ave to do this
egardless of
have products
ms from.

In terms of labour QSS is using approximately 5.0 - 5.5 minutes per unit as a labour standard. Based on this standard we have developed the numbers as they appear on the quotation submitted June 25, 1997. The overhead rate quoted represents the variable overhead for performing the rework activity. In terms of fixed overhead a percentage has been rolled in with the profit figure for this quotation only.

If you have any questions regarding this communication please do not hesitate to contact me immediately.

Sincerely,

Ken Armstrong
Account Manager

****
* Note printed by PGIAMMAR on 23 Jul 1997 at 16:26:20 *
****

From: ELONDON --DRBN006 Date and time 07/23/97 15:23:55
To: GDEYO --DRBN006 PGIAMMAR--DRBN006
LWYGONIK--DRBN006

FROM: Earlie London USAET(UTC -04:00)
Subject: FW: QSS Rework of Rail Assembly to Motor and Rail Assembly

The truckload carrier is TNT Dedicated Service (800) 567-5304.

Each One...Teach One,
Earlie London
North American Traffic & Customs
(313)52-33108 x34544(fax)
*** Forwarding note from PGIAMMAR--DRBN006 07/23/97 14:39 ***
To: ELONDON --DRBN006
cc: GDEYO --DRBN006 GLAURITZ--DRBN006
LWYGONIK--DRBN006 PGIAMMAR--DRBN006

FROM: Pat Giammarco USAET(UTC -04:00)
Subject: FW: QSS Rework of Rail Assembly to Motor and Rail Assembly

Earl, Please advise Greg Deyo the correct routing to use to move a truckload of material to QSS in Ontario Canada at the lowest duty and transportation rate for this campaign. Shipment will be prepaid and charged to Warranty.

Regards,
Pat Giammarco
FCSD Purchasing
Voice: (313) 266-9819 / Fax 523-5661; USPMCM2@IBMMAIL.COM
*** Forwarding note from LWYGONIK--DRBN006 07/23/97 12:58 ***
To: PGIAMMAR--DRBN006

*** Reply to note of 07/23/97 10:00
FROM: LARRY WYGONIK USAET(UTC -04:00)
Subject: FW: QSS Rework of Rail Assembly to Motor and Rail Assembly
Contact Earl London for routing.

Regards,
LARRY WYGONIK, FORD CUSTOMER SERVICE DIVISION
TRAFFIC & CUSTOMS, N.A. 523-3098 (FAX)523-4544
PARTS SUPPLY & LOGISTICS

- F72Z 61610 DVSA

Potential shortage → E-buckle - clicks into rail buckle on rail

- Amp 2000 on hand - motor

There was a recent "outstanding unit mailing" that went out recently for this along with about 2 dozen other campaigns. The sales number are truly "fuzzy" due to HLM's reporting of sales to MMP. Since this campaign was launched in 1996, it will not be transferred in the QSF organization.

Please Forward (PF5) All Responses.....Thank-You
John Shore - FCSD / PS&L Recall Manager
Phone 26-69789 FAX 52-33065 NPDC - 1555C
*** Forwarding note from DKAERCHE--DRBN006 07/23/97 10:37 ***
To: GDEYO --DRBN006
cc: JSHORE --DRBN006 DKAERCHE--DRBN006 Don Kaercher
PGIAMMAR--DRBN006 GLAURITZ--DRBN006

FROM: Don Kaercher USAET(UTC -04:00)
DKAERCHE 26-69793
Subject: PART NUMBERS F72Z 61610D44 B AND F72Z 61610D45 B

This is from a recall, 96S48 - John Shore, the Recall Parts Manager will review this and get back with you. Thanks Greg!

Regards,
Don Kaercher QSF/Recall Process Support Mgr. IBM Mail USFMC7GC
Parts Supply & Logistics 26-69793 Fax 52-33065
NPDC Room 1554D
*** Forwarding note from GDEYO --DRBN006 07/23/97 09:37 ***
To: DKAERCHE--DRBN006
cc: PGIAMMAR--DRBN006 GLAURITZ--DRBN006

FROM: G. B. Deyo USAET(UTC -04:00)
Subject: PART NUMBERS F72Z 61610D44 B AND F72Z 61610D45 B

ABOVE PARTS WERE JUST REMOVED FROM DIRECT SHIP AND THERE SEEMS TO BE A PROBLEM WITH THESE PARTS. OUR SECTION JUST PICKED UP ABOUT 1200 BACKORDER LINES WITH THESE TWO PARTS. IT IS OUR UNDERSTANDING THAT THERE WAS A FIELD FIX ON THESE TWO PARTS. LOOKING AT THE SALES PATTERN IT APPEARS THAT SALES JUMPED FROM 6 IN APRIL TO 1300 IN MAY TO ABOUT 6000 THIS MONTH. (F72Z 61610D45 B)

WAS THERE A NEW LETTER SENT OUT TO OUR CUSTOMERS ON THESE PARTS?
IS THERE A ERROR IN THE APRIL THRU MAY SALES FIGURES (UNDERREPORTED)?
SINCE THESE PARTS JUST CAME OFF DIRECT SHIP, SHOULD THIS PARTS HAVE BEEN ASSIGNED TO A CODE IN THE FASTRACKER AREA? PLEASE ADVISE.
THANK YOU

Regards,
G. B. Deyo

****
* Note printed by PGIAMMAR on 23 Jul 1997 at 17:07:56 *
****

From: BENGLEHA--DRBN006 Date and time 07/23/97 13:54:27
To: PGIAMMAR--DRBN006
cc: JSHORE --DRBN006

FROM: Becky Englehart USART(UTC -04:00)
Subject: FW: QSS Rework of Rail Assembly to Motor and Rail Assembly

Acct number: 2460-20N-03-NNX2-MALN-96848

Regards,
Becky Englehart QSF/Recall Process Support
Parts Supply & Logistics phone 26-69785 fax 52-33065
NPD 1554C
*** Forwarding note from DKAERCHE--DRBN006 07/23/97 13:47 ***
To: JSHORE --DRBN006 BENGLEHA--DRBN006 Englehart, B.
cc: PGIAMMAR--DRBN006

FROM: Don Kaercher USART(UTC -04:00)
DKAERCHE 26-69793
Subject: FW: QSS Rework of Rail Assembly to Motor and Rail Assembly

Can one of you supply Pat the account number for 96848? Thanks!

Regards,
Don Kaercher QSF/Recall Process Support Mgr. IBM Mail USFMC7GC
Parts Supply & Logistics 26-69793 Fax 52-33065
NPDC Room 1554D
*** Forwarding note from PGIAMMAR--DRBN006 07/23/97 13:37 ***
To: DKAERCHE--DRBN006
cc: GDEYO --DRBN006 GLAURITZ--DRBN006

FROM: Pat Giammarco USAET(UTC -04:00)
Subject: FW: QSS Rework of Rail Assembly to Motor and Rail Assembly

Don, We need to book the transportation charges for rail shipments back
to QSS back to warranty. What account do we use?

Regards,
Pat Giammarco
FCSD Purchasing
Voice: (313) 266-9819 / Fax 523-5661; USFMCM2W@IBMMAIL.COM
*** Forwarding note from LWYGONIK--DRBN006 07/23/97 12:57 ***
To: PGIAMMAR--DRBN006

*** Reply to note of 07/23/97 10:01
FROM: LARRY WYGONIK USART(UTC -04:00)
Subject: FW: QSS Rework of Rail Assembly to Motor and Rail Assembly
It is possible for Ternas to have freight charges prepaid and 3rd party billed
directly to FCSD, however, they must follow our routings and if there is any
type of volume or constantcy to the shipments we need an account to book the
transportation charges to.

Regards,
LARRY WYGONIK, FORD CUSTOMER SERVICE DIVISION
TRAFFIC & CUSTOMS, N.A. 523-3098 (FAX)523-4544
PARTS SUPPLY & LOGISTICS

****
* Note printed by PGIAMMAR on 23 Jul 1997 at 17:08:35 *
****

From: DKAERCHE--DRBN006 Date and time 07/23/97 13:47:51
To: JSHORE --DRBN006 BENGLEHA--DRBN006 Englehart, B.
cc: PGIAMMAR--DRBN006

FROM: Don Kaercher USAET(UTC -04:00)
DKAERCHE 26-69793
Subject: FW: QSS Rework of Rail Assembly to Motor and Rail Assembly

Can one of you supply Pat the account number for 968487 Thanks!

Regards,
Don Kaercher QSF/Recall Process Support Mgr. IBM Mail USFMC7GC
Parts Supply & Logistics 26-69793 Fax 52-33065
NPDC Room 1554D
*** Forwarding note from PGIAMMAR--DRBN006 07/23/97 13:37 ***
To: DKAERCHE--DRBN006
cc: GDEYO --DRBN006 GLAURITZ--DRBN006

FROM: Pat Giammarco USAET(UTC -04:00)
Subject: FW: QSS Rework of Rail Assembly to Motor and Rail Assembly

Don, We need to book the transportation charges for rail shipments back to QSS back to warranty. What account do we use?

Regards,
Pat Giammarco
FCSD Purchasing
Voice: (313) 266-9819 / Fax 523-5661; USFMCM2W@IBMMAIL.COM
*** Forwarding note from LWYGONIK--DRBN006 07/23/97 12:57 ***
To: PGIAMMAR--DRBN006

*** Reply to note of 07/23/97 10:01
FROM: LARRY WYGONIK USAET(UTC -04:00)
Subject: FW: QSS Rework of Rail Assembly to Motor and Rail Assembly
It is possible for Ternes to have freight charges prepaid and 3rd party billed directly to FCSD, however, they must follow our routings and if there is any type of volume or constantcy to the shipments we need an account to book the transportation charges to.

Regards,
LARRY WYGONIK, FORD CUSTOMER SERVICE DIVISION
TRAFFIC & CUSTOMS, N.A. 523-3098 (FAX)523-4544
PARTS SUPPLY & LOGISTICS

****
* Note printed by PGIAMMAR on 23 Jul 1997 at 17:09:11 *
****

From: LWYGONIK--DRBN006 Date and time 07/23/97 12:57:20
To: PGIAMMAR--DRBN006

*** Reply to note of 07/23/97 10:01
FROM: LARRY WYGONIK USAET(UTC -04:00)
Subject: FW: QSS Rework of Rail Assembly to Motor and Rail Assembly
It is possible for Tarnes to have freight charges prepaid and 3rd party billed directly to FCSD, however, they must follow our routings and if there is any type of volume or constantcy to the shipments we need an account to book the transportation charges to.

Regards,
LARRY WYGONIK, FORD CUSTOMER SERVICE DIVISION
TRAFFIC & CUSTOMS, N.A. 523-3098 (FAX)523-4544
PARTS SUPPLY & LOGISTICS

****
* Note printed by PGIAMMAR on 23 Jul 1997 at 17:09:25 *
****

From: JSHORE --DRBN006 Date and time 07/23/97 12:32:35
To: PGIAMMAR--DRBN006 GDEYO --DRBN006
GLAURITZ--DRBN006
cc: SFERRISE--DRBN006 MSTARRIN--DRBN006

FROM: John Shore USAET(UTC -04:00)
Subject: PART NUMBERS F72Z 61610D44 B AND F72Z 61610D45 B

There was a recent "outstanding unit mailing" that went out recently for this along with about 2 dozen other campaigns. The sales number are truly "fuzzy" due to HLM's reporting of sales to MMP. Since this campaign was launched in 1996, it will not be transferred in the QSF organization.

Please Forward (PF5) All Responses.....Thank-You
John Shore - FCSD / PS&L Recall Manager
Phone 26-69789 FAX 52-33065 NPDC - 1555C
*** Forwarding note from DKAERCHE--DRBN006 07/23/97 10:37 ***
To: GDEYO --DRBN006
cc: JSHORE --DRBN006 DKAERCHE--DRBN006 Don Kaercher
PGIAMMAR--DRBN006 GLAURITZ--DRBN006

FROM: Don Kaercher USAET(UTC -04:00)
DKAERCHE 26-69793
Subject: PART NUMBERS F72Z 61610D44 B AND F72Z 61610D45 B

This is from a recall, 96848 - John Shore, the Recall Parts Manager will review this and get back with you. Thanks Greg!

Regards,
Don Kaercher QSF/Recall Process Support Mgr. IBM Mail USFMC7GC
Parts Supply & Logistics 26-69793 Fax 52-33065
NPDC Room 1554D
*** Forwarding note from GDEYO --DRBN006 07/23/97 09:37 ***
To: DKAERCHE--DRBN006
cc: PGIAMMAR--DRBN006 GLAURITZ--DRBN006

FROM: G. B. Deyo USAET(UTC -04:00)
Subject: PART NUMBERS F72Z 61610D44 B AND F72Z 61610D45 B

ABOVE PARTS WERE JUST REMOVED FROM DIRECT SHIP AND THERE SEEMS TO BE A PROBLEM WITH THESE PARTS. OUR SECTION JUST PICKED UP ABOUT 1200 BACKORDER LINES WITH THESE TWO PARTS. IT IS OUR UNDERSTANDING THAT THERE WAS A FIELD FIX ON THESE TWO PARTS. LOOKING AT THE SALES PATTERN IT APPEARS THAT SALES JUMPED FROM 6 IN APRIL TO 1300 IN MAY TO ABOUT 6000 THIS MONTH. (F72Z 61610D45 B)

WAS THERE A NEW LETTER SENT OUT TO OUR CUSTOMERS ON THESE PARTS?
IS THERE A ERROR IN THE APRIL THRU MAY SALES FIGURES (UNDERREPORTED)?
SINCE THESE PARTS JUST CAME OFF DIRECT SHIP, SHOULD THIS PARTS HAVE BEEN ASSIGNED TO A CODE IN THE FASTRACKER AREA? PLEASE ADVISE.
THANK YOU

Regards,
G. B. Deyo

****
* Note printed by PGIAMMAR on 19 May 1998 at 17:11:24 *
****

From: PGIAMMAR--DRBN006 Date and time 05/18/98 17:16:31
To: HKIRK --DRBN006
cc: GDEYO --DRBN006 PGIAMMAR--DRBN006

FROM: Pat Giammarco USAET(UTC -04:00)
Subject: (U)PROBE SEAT BELT PREMIUM COST CHARGES- NOT ESCORT SITUATION

Harrison, To date we haven't paid MNAO anything. I approved the charges and they are to invoice me and provide proof of QSS/Denso/Tiaka Rika (however its spelled) charges to support payment. I'm not planning to chase their invoice unless you require it for some reason.

Regards,
Pat Giammarco
FCSD Purchasing
Voice: (313) 266-9819 / Fax 523-5661; USFMCM2W@IBMMAIL.COM
*** Forwarding note from HKIRK --DRBN006 05/15/98 12:53 ***
To: PGIAMMAR--DRBN006
cc: GDEYO --DRBN006 HKIRK --DRBN006

FROM: HARRISON KIRK USAET(UTC -04:00)
Subject: (U)PROBE SEAT BELT PREMIUM COST CHARGES- NOT ESCORT SITUATION
AT A POINT IN TIME LAST YEAR WE ALL AGREEDED TO PAY SOME HEAVY PREM DOLLORS TO A FEW PEOPLE IN THE SUPPLY CHAIN AND FOR MATERIAL MOVEMENT , A LOT OF PEOPLE GOT RICH ON US , ARE WE STILL PAYING ANY PREMS TO ANYONE IN THE SUPPLY OR MATERIAL MOVEMENT CHAIN ? I NEED AN ANSWER BY 5/22 , THANKS .

Regards,
HARRISON KIRK

Rails Motors
Probe Escort

	B/O as of 11/14	Stock on hand	Sept. Demand	Oct Demand	Nov Demand	Total Last 3 Months	Days in pe 54	Demand per day	
F72Z-61610D45-B	6249	205	3830	2991	1337	8158		151.07	62.54%
F72Z-61610D54-B	1317	7	749	626	216	1591		29.46	12.20%
F3CZ-61610D45-A	479	10	604	725	317	1646		30.48	12.62%
F3CZ-61610D44-A	0	328	109	118	43	270		5.00	2.07%
F3CZ-58610D45-A	141	0	446	486	195	1127		20.87	8.64%
F3CZ-58610D44-A	0	490	106	99	47	252		4.67	1.93%
							total	241.56	

Probe orders open:
4160 pcs begin shipping mid December
26000 pcs begin shipping early January 1998
17,000 pcs begin shipping March 1998*

Dept. 5 authorized, and paid for Denso to increase production from 2,000 motors/ month to 10,000.
QSS advises that the 4160 pcs are Probe only and the first 10,000 pcs shipping January 1998 are also Probe.
Escort motors will not be available until late January.

* these motors can be either Probe or Escort
to advise Denso/ Tokai-Rika/ QSS by 12/1/97

Demand:

		Nov-97	Dec-97	Jan-98	Feb-98	Mar-97	Apr-98	May-98	
	Days:	10	20	20	20	22	22	21	
F72Z-61610D45-B	6249	1511	3021	3021	3021	3324	3324	3173	
F72Z-61610D54-B	1317	295	589	589	589	648	648	619	
F3CZ-61610D45-A	479	305	610	610	610	671	671	640	
F3CZ-61610D44-A	0	50	100	100	100	110	110	105	
F3CZ-58610D45-A	141	209	417	417	417	459	459	438	
F3CZ-58610D44-A	0	47	93	93	93	103	103	98	

Backorders:

				4160	10,000	10,000	10,000	10,000	
F72Z-61610D45-B	6249	8555	12576	11438	8206	5274	2344	-738	62.54%
F72Z-61610D54-B	1317	1805	2194	2783	2153	1581	1010	409	12.20%
F3CZ-61610D45-A	479	774	1383	1993	1341	750	168	-464	12.62%
F3CZ-61610D44-A	0	-278	-178	-78	-186	-282	-379	-481	2.07%
F3CZ-58610D45-A	141	350	767	1185	738	333	-72	-497	8.64%
F3CZ-58610D44-A	0	-443	-350	-257	-357	-447	-536	-633	1.93%
	10186	11562	16393	17064	11895	7209	2523	-2404	

11/14/97

KAYWIN GOODMAN

VIEW THE NOTE E01

From: MHAMME --DRBN004 Date and time 10/17/96 08:04:49
To: EJOHNS11--DRBN006 JNEME1 --DRBN005
cc: PSIAMNAR--DRBN006 LSTEVEN4--DRBN005

FROM: Mike R. Hamme USAET(UTC -04:00)
Subject: MANA has not decided on a Cost of the Rail & Motor Assy
Wade, thanks for the update. I hope to have an update from MANA this morning. The issue appears to be in Mazda Japan. Mazda Japan is reviewing possible legal issues that might occur with Japan and US governments if they take a financial loss at MANA and how they can transfer funds to MANA to cover the loss.

I have advised senior Mazda personnel here that the ship has sailed and that they have lost the cost reduction opportunity on 7000 assemblies and the number will grow daily.

Regards,
Mike R. Hamme
*** Forwarding note from EJOHNS11--DRBN006 10/16/96 19:46 ***
To: JNEME1 --DRBN005 MHAMME --DRBN004
cc: LSTEVEN4--DRBN005 DWEIR2 --DRBN006
PF1-Alternate PFs PF2 File NOTE PF3 Keep PF4 Erase PF5 Forward Note
PF6 Reply PF7 Resend PF8 Print PF9 Help PF10 Next PF11 Previous PF12 Return

****
* Note printed by PGIAMMAR on 2 Jan 1997 at 10:06:24 *
****

From: SFERRISE--DRSN006 Date and time 11/14/96 07:15:13
To: MROGERS2--DRSN006
cc: TBALUK --DRSN006 PGIAMMAR--DRSN006

FROM: SAM FERRISE USAET(UTC -05:00)
Subject: Probe Seat Belt Re-Call

Info.

Regards,
SAM FERRISE
*** Forwarding note from DKAERCHE--DRSN006 11/13/96 19:58 ***
To: SFERRISE--DRSN006 MDUGAS --DRSN006 Milt Dugas

FROM: Don Kaercher USAET(UTC -05:00)
DKAERCHE 62-14142
Subject: Probe Seat Belt Re-Call

Gary and I spoke, and I concur.

Regards,
Don Kaercher QSF/Recall Process Support IBM Mail USFMC7GZ
Customer Parts Operation 62-14142 Fax 62-19986
Village Plaza Suite 4033 INTER CO MAIL: NFDC Room 111
*** Forwarding note from GBALINT --DRSN006 11/13/96 19:00 ***
To: RVICKERY--DRSN006 Vickery Sr., R.D.
cc: JBRADLEY--DRSN006 DKAERCHE--DRSN006

GBALINT --DRBN006 Gary Balint

FROM: Gary Balint USAET(UTC -05:00)
Subject: Probe Seat Belt Re-Call
I talked to Don after this note. I think 50% is too high. What if we bump the order to the 30 to 35% range and watch sales closely after that. I'm afraid that dealers are ordering a RH AND a LH assembly every time a car comes in for a LH repair - this enables them to outsmart us and build up a supply of RH parts for future repairs. I checked CNACS again today and for the 11th straight work day, the repair CLAIM rate is running around 20%. I think that we're going to see a drop in the parts orders real soon but I guess we need to play it safe and increase the order. Would you please send an increase ASAP? Thanks.

Gary S. Balint__ PROFS=GBALINT or INTERNET=usfmc85c@ibmmail.com
24-37610 (FAX 84-51024)
Room 237L, FBP III
*** Forwarding note from DKAERCHE--DRBN006 11/13/96 18:44 ***
To: GBALINT --DRBN006 MDUGAS --DRBN006 Milt Dugas
cc: DKAERCHE--DFBN006 DON KAERCHER SFERRISE--DRBN006
    JBRADLEY--DRBN006

FROM: Don Kaercher USAET(UTC -05:00)
DKAERCHE 62-14142
Subject: Probe Seat Belt Re-Call

I know this conflicts with the claim data, but we have to make a decision ASAP on what quantities of RH assemblies we need to order or we will soon be on BO. Please discuss this with Milt tomorrow.
Milt - Review with Sam Ferrise and the Demand Analyst and you and Gary make some decision. Sales are 50% of LH assembly, but claims shows only about a 15% or less rate as compared to the LH assembly.

Bottom line is we are almost out of RH assemblies.....

Thanks guys!!

Regards,
Don Kaercher QSF/Recall Process Support IBM Mail USFMC7GZ
Customer Parts Operation 62-14142 Fax 62-19986
Village Plaza Suite 4033 INTER CO MAIL: NPDC Room 111
*** Forwarding note from LWEBSTE2--DRBN006 11/13/96 16:28 ***
To: DKAERCHE--DRBN006
cc: PALEXAN5--DRBN006 MSMIT109--DRBN006
    JBRADLEY--DRBN006 GBALINT --DRBN006
    LWEBSTE2--DRBN006

FROM: Linda Webster USAET(UTC -05:00)
Subject: Probe Seat Belt Re-Call

Don, Jingke ran a report which gives the breakdown of the number of parts ordered by VIN. They are as follows:
F02Z-61610045-A (Left Rail) = 7945 Orders
F02Z-61610044-A (Right Rail)= 3596 Orders
If you need any other information, let me know.

Have a nice day!
Linda Webster
*** Forwarding note from DKAERCHE--DRBN006 11/12/96 17:08 ***

cc: MROGERS2--DRBN006 BENGLEHA--DRBN006 Englehart, B.
SFERRISE--DRBN006 PGIAMMAR--DRBN006
JBRADLEY--DRBN006 RVICKERY--DRBN006
MDUGAS --DRBN006 Milt Dugas TBALUK --DRBN006

FROM: Don Kaercher USAET(UTC -05:00)
DKAERCHE 62-14142
Subject: Probe Seat Belt Re-Call

Does your teleops organization have any input?

Regards,
Don Kaercher QSF/Recall Process Support IBM Mail USFMC7GZ
Customer Parts Operation 62-14142 Fax 62-19986
Village Plaza Suite 4033 INTER CO MAIL: NPDC Room 111
*** Forwarding note from GBALINT --DRBN006 11/12/96 17:07 ***
To: DKAERCHE--DRBN006
cc: MROGERS2--DRBN006 JBRADLEY--DRBN006
BENGLEHA--DRBN006 RVICKERY--DRBN006 Vickery Sr., R.D.
SFERRISE--DRBN006 MDUGAS --DRBN006
PGIAMMAR--DRBN006 TBALUK --DRBN006
GBALINT --DRBN006 Gary Balint

FROM: Gary Balint USAET(UTC -05:00)
Subject: Probe Seat Belt Re-Call
One comment on the RH to LH ratio. I have been tracking daily REPAIR CLAIMS on the RH and the LH and this ratio has been running at 17% to 22% for 10 business days. Are dealers submitting VINs and ordering parts just to get a

supply on hand? They aren't REPAIRING at 53% even though they are buying parts at this ratio. Something is funny here.

Gary S. Balint__ PROFS=GBALINT or INTERNET=usfmc85c@ibmmail.com
24-97610 (FAX 84-51024)
Room 237L, FBP III
*** Forwarding note from DKAERCHE--DRBN006 11/12/96 16:58 ***
To: MROGERS2--DRBN006
cc: JBRADLEY--DRBN006 MDUGAS --DRBN006 Milt Dugas
BENGLEHA--DRBN006 Englehart, B. PGIAMMAR--DRBN006
RVICKERY--DRBN006 GBALINT --DRBN006
SFERRISE--DRBN006 TBALUK --DRBN006

FROM: Don Kaercher USAET(UTC -05:00)
DKAERCHE 62-14142
Subject: Probe Seat Belt Re-Call

I concur with your numbers. Any other input?

Regards,
Don Kaercher QSF/Recall Process Support IBM Mail USFMC7GZ
Customer Parts Operation 62-14142 Fax 62-19986
Village Plaza Suite 4033 INTER CO MAIL: NPDC Room 111
*** Forwarding note from MROGERS2--DRBN006 11/12/96 16:33 ***
To: DKAERCHE--DRBN006
cc: TBALUK --DRBN006 PGIAMMAR--DRBN006
SFERRISE--DRBN006 MDUGAS --DRBN006
RVICKERY--DRBN006 JBRADLEY--DRBN006
BENGLEHA--DRBN006

FROM: Michael Rogers USAET(UTC -05:00)

Don,

Please review the following sales #'s provided by Mary Starring from HLH (313-384-5757). Please note the ratio of RH vs LH sales...53%; originally projected at 20%:

- F02Z-61610045-A (LH)
  Sales
    - Week of 10/28: 2536 pcs / 5 days = 507 pcs/day
  *** - Week of 11/4 (M-TH): 2387 pcs / 4 days = 597 pcs/day---

- F02Z-61610D44-A (RH)
  Sales
    - Week of 10/28: 1127 pcs / 5 days = 225 pcs/day
  *** - Week of 11/4 (M-TH): 1258 pcs / 4 days = 315 pcs/day---

> 53% ratio!
> ...20% was projected

Currently, the release for the (New) Rail Only RH (F7..044-A) is at 20,000 pcs
The Rail Only LH (F7..045-A) has a 100,000 pcs release.
We are looking to increase the RH (F7..044-A) by 30,000 pcs to a 50,000 pcs total.

Similarly with the (New) Rail & Motor Assy., the rlse for the RH (F7..044-B) is at a 3,500 pcs.
The Rail & Motor Assy. LH (F7..045-B) has a 20,000 pcs release.
We are looking to increase the RH (F7..044-B) by 6,500 pcs to a 10,000 pcs total.

Please review, forward to appropriate personnel, and advise.

Thank you.

Best Regards,
Michael D. Rogers
Demand Analyst, Assoc.& Direct Ship Procurmt; Villg. Plza. #201
Voice:(313) 621-4015 / FAX:(313) 621-4116; USFMD64B@IBMMAIL.COM

****
* Note printed by PGIAMMAR on 2 Jan 1997 at 10:07:15 *
****

From: SFERRISE--DRBN006 Date and time 11/14/96 07:12:10
To: MROGERS2--DRBN006
cc: TPALUK --DRBN006 PGIAMMAR--DRBN006

FROM: SAM FERRISE USAET(UTC -05:00)
Subject: Probe Seat Belt Re-Call

Info.

Regards,
SAM FERRISE
*** Forwarding note from DKAERCHE--DRBN006 11/13/96 18:41 ***
To: SFERRISE--DRBN006

FROM: Don Kaercher USAET(UTC -05:00)
DKAERCHE 62-14142
Subject: Probe Seat Belt Re-Call

Can you forward this info to the appropriate people on your team. Thanks Sam.

Regards,
Don Kaercher QSF/Recall Process Support I6M Mail USFMC7GZ
Customer Parts Operation 62-14142 Fax 62-19986
Village Plaza Suite 4033 INTER CO MAIL: NPEC Room 111
*** Forwarding note from LWEBSTE2--DRBN006 11/13/96 16:28 ***
To: DKAERCHE--DRBN006

JBRADLEY--DRBN006 GBALINT --DRBN006
LWEBSTE2--DRBN006

FROM: Linda Webster USAET(UTC -05:00)
Subject: Probe Seat Belt Re-Call

Don, Jingke ran a report which gives the breakdown of the number of parts ordered by VIN. They are as follows:
F02Z-61610045-A (Left Rail) = 7945 Orders
F02Z-61610044-A (Right Rail)= 3594 Orders
If you need any other information, let me know.

Have a nice day!
Linda Webster
*** Forwarding note from DKAERCHE--DRBN006 11/12/96 17:08 ***
To: LWEBSTE2--DRBN006
cc: MROGERS2--DRBN006 BENGLEHA--DRBN006 Englehart, B.
SFERRISE--DRBN006 PGIAMMAR--DRBN006
JBRADLEY--DRBN006 RVICKERY--DRBN006
MDUGAS --DRBN006 Milt Dugas TBALUK --DRBN006

FROM: Don Kaercher USAET(UTC -05:00)
DKAERCHE 62-14142
Subject: Probe Seat Belt Re-Call

Does your teleops organization have any input?

Regards,

Don Kaercher QSF/Recall Process Support IBM Mail USFMC78Z
Customer Parts Operation 62-14142 Fax 62-19986
Village Plaza Suite 4033 INTER CO MAIL: NPDC Room 111
*** Forwarding note from GBALINT --DRBN006 11/12/96 17:07 ***
To: DKAERCHE--DRBN006
cc: MROGERS2--DRBN006 JBRADLEY--DRBN006
BENGLEHA--DRBN006 RVICKERY--DRBN006 Vickery Sr., R.D.
SFERRISE--DRBN006 MDUGAS --DRBN006
PGIAMMAR--DRBN006 TBALUK --DRBN006
GBALINT --DRBN006 Gary Balint

FROM: Gary Balint USAET(UTC -05:00)
Subject: Probe Seat Belt Re-Call
One comment on the RH to LH ratio. I have been tracking daily REPAIR CLAIMS on the RH and the LH and this ratio has been running at 17% to 22% for 10 business days. Are dealers submitting VINs and ordering parts just to get a supply on hand? They aren't REPAIRING at 53% even though they are buying parts at this ratio. Something is funny here.

Gary B. Balint__ PROFS=GBALINT or INTERNET=usfmc85c@ibmmail.com
24-67610 (FAX 84-51024)
Room 237L, FBP III
*** Forwarding note from DKAERCHE--DRBN006 11/12/96 16:58 ***
To: MROGERS2--DRBN006
cc: JBRADLEY--DRBN006 MDUGAS --DRBN006 Milt Dugas
BENGLEHA--DRBN006 Englehart, B. PGIAMMAR--DRBN006
RVICKERY--DRBN006 GBALINT --DRBN006
SFERRISE--DRBN006 TBALUK --DRBN006

FROM: Don Kaercher USAET(UTC -05:00)
DKAERCHE 62-14142

I concur with your numbers. Any other input?

Regards,
Don Kaercher QSF/Recall Process Support IBM Mail USFMC7GZ
Customer Parts Operation 62-14142 Fax 62-19986
Village Plaza Suite 4033 INTER CO MAIL: NPDC Room 111
*** Forwarding note from MRCGERS2--DRBN006 11/12/96 16:33 ***
To: DKAERCHE--DRBN006
cc: TBALUK --DRBN006 FGIAMMAR--DRBN006
SFERRISE--DRBN006 MDUGAS --DRBN006
RVICKERY--DRBN006 JBRADLEY--DRBN006
BENGLEHA--DRBN006

FROM: Michael Rogers USAET(UTC -05:00)
Subject: Probe Seat Belt Re-Call

Don,
Please review the following sales #'s provided by Mary Starring from HLM (313-384-5757). Please note the ratio of RH vs LH sales...53%; originally projected at 20%:

- F02Z-61610045-A (LH)
Sales
- Week of 10/28: 2536 pcs / 5 days = 507 pcs/day
*** - Week of 11/4 (M-TH): 2387 pcs / 4 days = 597 pcs/day---

› 53% ratio!
- F02Z-61610044-A (RH) - ...20% was
Sales - projected
- Week of 10/28: 1127 pcs / 5 days = 225 pcs/day -
*** - Week of 11/4 (M-TH): 1258 pcs / 4 days = 315 pcs/day---

Currently, the release for the (New) Rail Only RH (F7..D44-A) is at 20,000 pcs.
The Rail Only LH (F7..D45-A) has a 100,000 pcs release.
We are looking to increase the RH (F7..D44-A) by 30,000 pcs to a 50,000 pcs total.

Similarly with the (New) Rail & Motor Assy., the rlse for the RH (F7..D44-B) is at a 3,500 pcs.
The Rail & Motor Assy. LH (F7..D45-B) has a 20,000 pcs release.
We are looking to increase the RH (F7..D44-B) by 6,500 pcs to a 10,000 pcs total.

Please review, forward to appropriate personnel, and advise.

Thank you.

Best Regards,
Michael D. Rogers
Demand Analyst, Assoc.& Direct Ship Procurmt; Villg. Plza. #201
Voice:(313) 621-4015 / FAX:(313) 621-4116; USFM0648@IBMMAIL.COM

****
* Note printed by PGIAMMAR on 2 Jan 1997 at 10:09:49 *
****

From: FSHARPLE--DRBN006 Date and time 11/20/96 10:47:36
To: DKAERCHE--DRBN006 PGIAMMAR--DRBN006
GLAURITZ--DRBN006
cc: FSHARPLE--DRBN006

*** Resending note of 11/19/96 15:15
FROM: Butch Sharples USAET(UTC -05:00)

Believe there are a few more concerns with the F6XZ-6007-CA. Reviewing the MMP screen SVEA this part is set up as a direct ship part. Who are the orders going to? MLM show 8 pieces on hand, is it really there and are we using it to take of the customers?

FROM: Don Kaercher USAET(UTC -05:00)
DKAERCHE 62-14142
Subject: New Engine Pricing for Vilagers Unsold in Dealer Inventory

Could you help get this priced ASAP. Pat, you need to put up cost info so it can be priced. It should be the same cost as the old engine.....
We should drop dealer net as this is to support a campaign. Thanks!!

Regards,
Don Kaercher QSF/Recall Process Support IBM Mail USFMC7GZ
Customer Parts Operation 62-14142 Fax 62-19986
Village Plaza Suite 4033 INTER CO MAIL: NPDC Room 111
*** Forwarding note from FGENDERN--DRBN006 11/19/96 14:02 ***
To: DKAERCHE--DRBN006

Domain Attrib: MID:PGIAMMAR
Node.Userid: FORD.PGIAMMAR
Free Fmt Name: FORD ~GIAMMAP *

****
* Note printed by PGIAMMAR on 9 Dec 1996 at 12:37:31 *
****

From: PGIAMMAR--DRBN006 Date and time 10/30/96 18:32:16
To: EJOHNS11--DRBN006 BFERRISE--DRBN006
cc: PGIAMMAR--DRBN006

FROM: Pat Giammarco USAET(UTC -05:00)
Subject: MANA Retroactive Price decrease.
(Sam, can you advise Wade at what point the shipments from MANA against ou release quantities for the rail/motor recall actually started.

Wade, Don't know where we are on this. The residual at the PDC's of 3-400 each is a balance after all inventory was shipped to HLM to handle shipments for the dealer recall. I'll fax you a copy of the shipment history from MANA on both assemblies. The main units where warranty chargeback is a question is the seed units shipped to dealers. All shipments to dealers after that point can be billed at the lower warranty price to MANA, but only if MANA gives us a retro price adjustment for their shipments to us. Right now the new price they provided is effective 10/21/96. (The part I don't understan is what the dealer paid for these parts initially and if FCSD will eat the loss if we charged them the higer price)

Any shipments made by Mana prior to the shipments against the recall release quantities should be billed back to Mazda at the higer cost.

Regards,
Pat Giammarco
*** Forwarding note from EJOHNS11--DRBN006 10/27/96 17:33 ***

FROM: Wade E. Johnson USAET(UTC -05:00)
Subject: MANA Retroactive Price decrease.
Pat,

I will not know for certain until about Nov 20 how many warrenty repairs were made prior to the effective date of the price change. This is now the determining factor (repair date, not claim date) .

However, is there some way we can find out how many Rail & Motors MANA has shipped to FCSD over the last 3-6 months. Although we shipped 7000 parts to dealers in the few weeks before the price change, we also have many in stock at our depots which were sold to us prior to 10-21-96.

I feel like FCSD might get stiffed for the retroactive price change and this is making me very nervous. Lets go after MANA asap on this as part of Joe Neme's Quid pro quo. Lets make this a prerequisite for the next round of pricing adjustments.

Call me tomorrow to discuss. thanks!

Thanks,
Wade E. Johnson
FCSD Pricing
P:39-62497

****
* Note printed by PGIAMMAR on 9 Dec 1996 at 12:39:23 *
****

From: WBERRY --DRBN006 Date and time 10/31/96 15:10:34
To: SFERRISE--DRBN006
cc: PGIAMMAR--DRBN006 GLAURITZ--DRBN006
JAUSTIN3--DRBN006 VBANKS --DRBN006
BENGLEHA--DRBN006 KHORD --DRBN007
JHUNTER --DRBN007 DKAERCHE--DRBN006
ESAMBORS--DRBN007 WBERRY --DRBN006
OASIS --DRBN006

FROM: WILLIAM BERRY USAET(UTC -05:00)
SUBJECT: OASIS #0455 FIELD ACTION TRACKING NUMBER

QSF: YES IF YES, PROVIDE QSF NUMBER - _____
*** NO

SHORT DESCRIPTION OF CONCERN: PART NUMBER FOR EGR TEMPERATURE SENSOR

WERS CONCERN NUMBER : N/A

DATE OF WERS CONCERN	: N/A
DATE OF WERS NOTICE	: N/A
DATE TO PARTS SPECIALIST	: 10/31/96

SPECIAL INSTRUCTIONS / REMARKS:

PLEASE ADVISE UBERRY WHEN CFO CAN SUPPORT PUBLISHING THIS OASIS MESSAGE WITH THE LISTED PART.

PART NUMBER DATA

NAME	ENGINEERING NO.	QTY PER VEH	SERVICE NO.	BUYER CODE	MDSR CODE	SOURCE CODE
1.SENSOR ASSY.	F3XA-9F472-BA	1	F3XY-9F472-B	5N2	5Z0	F34ZC

ESTIMATED ENGINEERING QTY: 10

VEHICLE APPLICATION : 1993/97 VILLAGER

VEHICLE POPULATION : 100,000

R/1000 : .001

IS GEOGRAPHIC LOCATION SIGNIFICANT? YES *** NO

TEMPLATE VERSION 10/22/96

Regards,
WILLIAM BERRY
FCSD FASTPART SPECIALIST
(313) 24-86485, WBERRY, FAX 59-47633

Price	Oct 12 - Nov 12	Nov 13 - Dec 12
$ 60.50	2,410	4,723
278.28	634	192
Other	36	45

Thanks.
Wade E. Johnson
FCSD Pricing
P:39-62497
*** Forwarding note from MHAMME --DRBN004 01/10/97 12:17 ***
To: EJOHNS11--DRBN006
cc: COOHERTY--DRBN005 MHAMME --DRBN004

FROM: Mike R. Hamme USAET(UTC -05:00)
Subject: ST16 Seat Belts
Wade, in mid Dec you sent a list of how many track assemblies were sold at the old price (634). Mazda would like to know if there is an update. Also, I wonder about inventory Ford may have purchased at the old MANA price. Why I ask is I am being told QSS has built and shipped 6,698 rh assemblies but the packager has shipped 8,424 rh.Do we know what FCSD's actual inventory was around 10/21/96?

Regards,
Mike R. Hamme

****
* Note printed by FGIAMMAR on 13 Jan 1997 at 13:50:09 *
****

From: MHAMME --DRBN004 Date and time 01/12/97 17:16:53
To: EJOHNS11--DRBN006
cc: COOHERTY--DRBN005 FGIAMMAR--DRBN006

FROM: Mike R. Hamme USAET(UTC -05:00)
Subject: ST16 Seat Belts
Wade, I agree completely with your first paragraph. I get a little confused in the second. Lets talk if there is confusion. My understanding is repairs before Oct 21, 1996 are at old price. We buy parts at old price and will bill at old price. Repairs after Oct 21, 1996 are at new price. If we bought the parts at the old price, MANA will provide a refund to reduce Ford cost to the new price.

Regards,
Mike R. Hamme
*** Forwarding note from EJOHNS11--DRBN006 01/10/97 14:26 ***
To: MHAMME --DRBN004 FGIAMMAR--DRBN006
COOHERTY--DRBN005

FROM: Wade E. Johnson USAET(UTC -05:00)
Subject: ST16 Seat Belts
Subject: Mike, Pat and Christine

I need to clarify something again: every seatbelt assembly a dealer repairs after Oct 21 1996, will only be reimbursed at the lower rate. This means that for EVERY seatbelt and track assembly which MANA sold us for the recall, MANA owes FCSD a RETROACTIVE REFUND for the difference in the old cost and the new price EXCEPT for those which are INSTALLED

Ford Parts and Service Division
Ford Motor Company

P.O. Box 3000
Livonia, Michigan 48151

February 12, 1997

Jeff Sloan, Manager, Parts Sales Dept.
Mazda North America
22000 Gibralter Rd.
Flatrock, MI 48134
(313) 782-8725

Mr. Sloan,

This is confirmation that FCSD is committing to 10,000 motors for Probe Seat Track Assemblies (Rail & Motor) for Recall 96S48/96S99. Please note that this is an INCREMENTAL 10,000 motors to the 10,000 motors ordered/committed to on 1/17/97. Please advise part # for the motor, so there are no mis-understandings on our commitment:

The initial mix to initiate the procurement process (for the "motors") will be 5,000 pcs for the LH Rail & Motor Assembly (F72Z-61610D45-B/KAY1-57-990) and 5,000 pcs for the RH Rail & Motor Assembly (F72Z-61610D44-B/KAY1-57-930).

This mix will be subject to change by FCSD as the results and details of the procurement process are made known from the investigation into the lead time details by Jon Hubbard from Tokai Rika U.S.A., Inc.

Again, this is a commitment to the 10,000 pcs total RH & LH "motors," in order to initiate their procurement. The actual release P.O. from FCSD to MANA will be issued as lead time details are known.

If you have any questions, please do not hesitate to contact us. Thank you.

Regards,

Michael Rogers, FCSD Material Flow
(313) 621-4015; Ford PROFS: MROGERS2

.CC: Ken Armstrong, QSS; Gene Johnston, QSS
.CC: Mike Hamme, Ford PVT; Pete Bandosky, Ford PVT

Ford Parts and Service Division
Ford Motor Company

P.O. Box 3000
Livonia, Michigan 48151

To: Tom Ryan
From: Michael Rogers
Re: Probe Seat Belt Recall 96S48/96S99
Date: 2/7/97

Background
The recall program launched on 10/14/96. The fix is to repair the automatic or "passive" seat belt tracks on early model Probe '90 -'92 that "stick" or do not function properly.

The dealer has two options for the fix depending on the diagnosis after inspection:
1) repair with "rail only" (retain original motor & cable)
2) repair with "rail & motor" (complete assembly)

Part#'s involved

Rail Only	Rail & Motor
- F72Z-61610D44-A (RH)	F72Z-61610D44-B (RH)
- F72Z-61610D45-A (LH)	F72Z-61610D45-B (LH)

Based on the results of a market research study, release quantities were forecasted with a ratio of approx 5:1 Rail Only to Rail & Motor. However, the demand has dictated a 2:1 Rail & Motor to Rail Only. Through investigation by the FCSD Recall dept., this has been attributed largely to dealers making more profit on Rail & Motor fix, as well as the tendency to replace the entire assembly for customer satisfaction assurance.

Stock Position

(2/7/97)	Rail Only (RH)	Rail Only (LH)	Rail & Motor (RH)	Rail & Motor (LH)
O/H & In-tran:	17,000	32,000	96	3,242
- B/O's:	0	0	3,873	4,645
Avail:	17,000	32,000	-3,777	-1,403
+Open Release: (stock due)	0	65,730	10,596 (3,596 3/25) (7,000 6/5)	14,718 (11,718 2/24) (3,000 6/1)
Future demand coverage :	17,000	97,730	6,819	13,315

Quality Safety Systems (QSS) is the mfg. (through Mazda N.A. M323D). A 5 month lead time is due largely to the "motor" procurement. Available CT-20 (Escort) motors are being converted to be used in the Probe assembly to reduce lead time. Premium freight, a salvage program, and alternative procurement of components are being investigated and confirmed to further reduce lead time. The risk for additional release quantities will be minimized by procuring ONLY CT-20 motors, where overstocked inventory can be transferred to future Escort requirements.

A meeting is scheduled for mid-week 2/10 with QSS & MANA reps for updates.

*Note: HLM is handling the direct ship program, now exclusive to Rail & Motor. Rail Only parts have moved back into PDC's.

Parts Sales Department
Phone: 313-782-6400
Fax: 313-782-6403

MANA Fax Memo

Mazda North America Inc.
22000 Gibraltar Road
Flat Rock, MI 48134

Date: November 13, 1996 **Ref No.:** JS1113C **Page:** 1 of 1

To: Mr. Pat Giammarco - FCSD

From: Jeffrey Sloan

RE: Seat Belt Campaign - Supply Schedule

QSS schedule
Rt or left ?
mike to adns
Jeff

Dear Mr. Giammarco -

As we discussed today, here is the new (and improved) supply schedule for the seat belt campaign parts:

Item	Week 11/18	Week 11/25	Week 12/2	Week 12/9	Week 12/16	Week 12/23	Week 12/30	Week 1/6/97	Week 1/13	Total
Rail & Motor Assy KAY1-57-930 & 990	0	0	3730	3780	4672	0	3810	3810	3810	23512
Rail Only KAY1-57-93Y & 99Y	5000	16500	12995	12840	11928	16500	10541	16848	16848	120000
Total	5000	16500	15725	16620	16500	16500	14351	20658	20658	143512

As we discussed, MANA is now making arrangements for shipment directly to Howard Ternes Westland. FCSD also understands that shipments will be made to Ternes in returnable racks which must be quickly returned by Ternes (directly to QSS) to ensure the above schedule.

Also, as requested by FCSD, QSS has been instructed to place production priority on right hand side rails during the initial 5,000 piece production run.

We will keep you advised of any additional information and please let me know of any comments or questions.

Best regards,

Jeffrey Sloan
Manager
Parts Sales

Mike we need to get next 3500 release to Mana. Jeff say 3500 on rel w/o 12/2, RH. Wants to know 12/9 schedule mix of rt vs. left. RH

Rail + Motor

11-23-96

Assembly rate issue

Adding 3rd shift and possibly one line on Monday. (EXTRA CAPACITY FROM CT 20) Expecting 1000 per shift. Only been getting 700 shift.

Will build through Sunday. Expect 1000 day 11/27 - 11/30 plus partial on Sunday = approx 4500

* QSS to provide recovery plan by ~~Monday~~. TUES

Can begin building assy (3500) Monday and shipped by 5th Thurs partial (~~Monday~~ or Tues)

Duncan to advise Tues

Supplier evaluation at process verified anodizer in Toronto was favorable. This is a new plating location. Old location could not maintain the correct thickness and consistency at the speed the line was running. 200 pcs to be at QSS today for testing (Jeff to verify.)

If testing results favorable, plan to have substantially higher volumes beginning Monday 11/18. Another new plating facility in New Jersey to be on line 11/25

Jeff to reply

(1) Verify JSS Testing Today — only did left hands for Mazda engry reqmts; testing to be completed pm today

(2) Provide schedule when? (tentatively late today or AM tomorrow) — 5000 anodized pm then 15000 wh w/ N. Jersey

(3) Verify JSS can run non anodized and if any qty on hand

What mix do we need right now — mixture of rust rail & motor

Direct Ship QSS to Terrace. How [illegible]

process verified

Supplier evaluation at anodizer in Toronto was favorable. This is a new plating location. Old location could not maintain the correct thickness and consistency at the speed the line was running. 200 pcs to be at QSS today for testing (Jeff to verify)

If testing results favorable, plan to have substantially higher volumes beginning Monday 11/18. Another new plating facility in New Jersey to be on line 11/25

Jeff to reply

(1) Verify JSS Testing Today

(2) Provide schedule when (tentatively late today or AM tomorrow)

(3) Verify JSS can run non anodized and if any qty on hand

Parts Sales Department
Phone: 313-782-6400
Fax: 313-782-6405

MANA Fax Memo

Mazda North America Inc.
22000 Gibraltar Road
Flat Rock, MI 48134

Date: November 13, 1996 **Ref No.:** JS1113C **Page:** 1 of 1

To: Mr. Pat Giammarco - FCSD

From: Jeffrey Sloan

RE: Seat Belt Campaign - Supply Schedule

Dear Mr. Giammarco -

As we discussed today, here is the new (and improved) supply schedule for the seat belt campaign parts:

Item	Week 11/18	Week 11/25	Week 12/2	Week 12/9	Week 12/16	Week 12/23	Week 12/30	Week 1/6/97	Week 1/13	Total
Rail & Motor Assy KAY1-57-930 & 980	0	0	3730	3780	4872	0	3810	3810	3810	23512
Rail Only KAY1-57-93Y & 99Y	5000	16500	12995	12840	11928	16500	10541	16848	16848	120000
Total	5000	16500	16725	16620	16500	16500	14351	20658	20658	143512

As we discussed, MANA is now making arrangements for shipment directly to Howard Temes Westland. FCSD also understands that shipments will be made to Temes in returnable racks which must be quickly returned by Temes (directly to QSS) to ensure the above schedule.

Also, as requested by FCSD, QSS has been instructed to place production priority on right hand side rails during the initial 5,000 piece production run.

We will keep you advised of any additional information and please let me know of any comments or questions.

Best regards,

Jeffrey Sloan
Manager
Parts Sales

Parts Sales Department
Phone: 313-782-6400
Fax: 313-782-8405

MANA Fax Memo

Mazda North America Inc.
22000 Gibraltar Road
Flat Rock, MI 48134

Date: November 13, 1996 **Ref No.:** JS1113C **Page:** 1 of 1

To: Mr. Pat Giammarco - FCSD

From: Jeffrey Sloan

RE: Seat Belt Campaign - Supply Schedule

Dear Mr. Giammarco -

As we discussed today, here is the new (and improved) supply schedule for the seat belt campaign parts:

Item	Week 11/18	Week 11/25	Week 12/2	Week 12/9	Week 12/16	Week 12/23	Week 12/30	Week 1/6/97	Week 1/13	Total
Rail & Motor Assy KAY1-57-930 & 990	0	0	3730	3780	4872	0	3810	3810	3810	23512
Rail Only KAY1-57-93Y & 99Y	5000	16500	12995	12840	11928	16500	10541	16848	16848	120000
Total	5000	16500	16725	16620	16500	16500	14351	20658	20658	143512

As we discussed, MANA is now making arrangements for shipment directly to Howard Temes Westland. FCSD also understands that shipments will be made to Temes in returnable racks which must be quickly returned by Temes (directly to QSS) to ensure the above schedule.

Also, as requested by FCSD, QSS has been instructed to place production priority on right hand side rails during the initial 5,000 piece production run.

We will keep you advised of any additional information and please let me know of any comments or questions.

Best regards,

Jeffrey Sloan
Manager
Parts Sales

QSS

w/o 11/18 - 5000 rails only

11/25 - 1688 rails

12/2 3730 rail + motor

12,955 rails only

16725 pcs.

w/o 12/9 3780 rail + motor

12846 rails only

16626

delivery complete w/o 1/13

Tough Plan center will assign authorization to Toughcoat tournament assembly to occur 15th + 16th

first shipment 15th on coated rails

Returnable containers - to be returned ASAP to QSS.

Parts Sales Department
Phone: 313-782-8400
Fax: 313-782-8403

MANA Fax Memo

Mazda North American Inc.
22000 Gibraltar Road
Flat Rock, MI 48134

Date: October 4, 1996 **Ref No.: JS1004C** **Page: 1 of 1**

To: Mr. Pat Glammarco - FCSD
cc: Mr. T. Baluk, Mr. S. Ferrise (Pls Handle)

PLBA
89X41

From: Jeffrey Sloan

RE: Probe Seat Belt Campaign - Weekly Schedule

Dear Mr. Glammarco -

As requested, here is our weekly Production schedule for the Seat Belt Rails and Rails and Motors: . .

	Production Quantity and Schedule Week of:											
Description	10/21/96	10/28/96	11/4/96	11/11/96	11/18/96	11/25/96	12/2/96	12/9/96	12/16/96	12/23/96	1/6/97	Total
Rails & Motors	--	--	3,730	3,786	4,572	4,572	2,266	4,572	--	--	--	23,512
Rails	10,000	10,000	6,486	6,340	5,428	5,428	7,714	15,428	20,000	10,000	23,187	130,000

This schedule is FIRM and replaces the one provided to you yesterday. We expect that shipment would be made to MANA on the Friday of each week.

We understand that the primary limiting factor is related to the supply of the "limit switch". The supplier of this switch is currently restricted to 10,000 pcs per day output but expects to be in a position to exceed this capacity during the week of December 9, 1996 - as can be seen in the above schedule.

Please let me know if you require any additional information.

Best regards,

Jeffrey Sloan
Manager
Parts Sales

cc: D. Mc Kerracher - MANA
M. Zugaro - MANA

ATTN: WADE JOHNSON – PRICING

SHIP DATE

'63' IS A RECEIPT

MPTABA Transaction Register 10/30/96 17:55:29
>

LEASED TO LOCATION: AF52M DUMMY FOR CUMS OF INTERMED. CONSG.
PPLIER LOCATION: M3230 MAZDA NORTH AMERICA INC
RT NUMBER: F02Z-61610D45-A___ KIT
ART DATE: 01/01/96

Transact Date	Trn Cd	Receipt Date	Quantity	Cum From 08/01/95	Reference Number	Convey Number	Misc Info	Cum Updt
01/05/96	63	01/10/96	700	2595	2634	16955	F747A	Y
01/06/96	66		0	2595	589-2		ISSUE	
01/08/96	63	01/11/96	560	3155	3055	16976	F747A	Y
01/30/96	63	02/01/96	244	3399	5294	17235	F747A	Y
02/07/96	66		0	3399	590-1A		ISSUE	
02/10/96	66		0	3399	590-2		ISSUE	
02/17/96	66		0	3399	590-3		ISSUE	
02/96	66		0	3399	591-1		ISSUE	
03/07/96	66		0	3399	591-1A		ISSUE	
03/09/96	66		0	3399	591-2		ISSUE	

=Help F2=TMBA F4=PrevSuplr F5=NextSuplr F9=TDBA F10=TranDtl
RE RECORDS AVAILABLE LPSDP37

MPTABA Transaction Register 10/30/96 17:55:49
>

LEASED TO LOCATION: AF52M DUMMY FOR CUMS OF INTERMED. CONSG.
PPLIER LOCATION: M3230 MAZDA NORTH AMERICA INC
RT NUMBER: F02Z-61610D43-A___ KIT
ART DATE: 01/01/96

Transact Date	Trn Cd	Receipt Date	Quantity	Cum From 08/01/95	Reference Number	Convey Number	Misc Info	Cum Updt
03/09/96	66		0	3399	591-2		ISSUE	
03/23/96	66		0	3399	591-4A		ISSUE	
04/06/96	66		0	3399	592-2		ISSUE	
04/15/96	63	04/19/96	1	3400	12058	BT0692	F747A	Y
04/22/96	66		0	3400	592-4A		ISSUE	
04/26/96	66		0	3400	592-4B		ISSUE	
05/04/96	66		0	3400	593-2		ISSUE	
05/08/96	63	05/20/96	161	3561	15255	BT01008	F747A	Y
05/08/96	63	05/17/96	699	4260	15288	BT01007	F747A	Y
6/09/96	66		0	4260	594-2		ISSUE	

=Help F2=TMBA F4=PrevSuplr F5=NextSuplr F9=TDBA F10=TranDtl
RE RECORDS AVAILABLE LPSDP37

SMMPTABA Transaction Register 10/30/96 17:55:54
==> _____

RELEASED TO LOCATION: AF52M DUMMY FOR CUMS OF INTERMED. CONSG.
SUPPLIER LOCATION: M323D MAZDA NORTH AMERICA INC
PART NUMBER: F02Z-61610045-A___ KIT
START DATE: 01/01/96

A C	Transact Date	Trn Cd	Receipt Date	Quantity	Cum From 08/01/95	Reference Number	Convey Number	Misc Info	Cum Updt
	06/09/96	66		0	4260	594-2		ISSUE	
	07/08/96	66		0	4260	595-2		CANCEL	
	07/29/96	63	08/01/96	1296	5556	23580	19357	F747A	Y
	07/30/96	58P	08/02/96	1	5556	12058	13921		
	07/30/96	63	08/02/96	1824	7380	23763	13921	F747A	Y
	08/03/96	66		0	7380	596-1		ISSUE	
	08/05/96	63	08/13/96	0	7380	024213		F747A	N
	08/05/96	65P	08/13/96	41	7380	024213		F747A	N
	08/05/96	63	08/08/96	435	7815	24097	16917	F747A	Y
	08/05/96	63	08/13/96	576	8391	24213	13335	F747A	Y

F1=Help F2=TMBA F4=PrevSuplr F5=NextSuplr F9=TDBA F10=TranDtl
MORE RECORDS AVAILABLE LPSDP37

SMMPTABA Transaction Register 10/30/96 17:56:00
==> _____

RELEASED TO LOCATION: AF52M DUMMY FOR CUMS OF INTERMED. CONSG.
SUPPLIER LOCATION: M323D MAZDA NORTH AMERICA INC
PART NUMBER: F02Z-61610045-A___ KIT
START DATE: 01/01/96

A C	Transact Date	Trn Cd	Receipt Date	Quantity	Cum From 08/01/95	Reference Number	Convey Number	Misc Info	Cum Updt
	08/05/96	63	08/13/96	576	8391	24213	13335	F747A	Y
	08/06/96	63	08/09/96	2143	10534	24524	15299	F747A	Y
	08/09/96	66		0	10534	596-1A		ISSUE	
	08/13/96	66		0	10534	596-2A		ISSUE	
	08/13/96	66		0	10534	596-2B		ISSUE	
	08/13/96	66		0	10534	596-2A		CANCEL	
	08/19/96	66		0	10534	596-3		CANCEL	
	08/19/96	66		0	10534	596-3A		ISSUE	
	08/28/96	66		0	10534	596-4A		ISSUE	
	09/07/96	66		0	10534	597-2		ISSUE	

F1=Help F2=TMBA F4=PrevSuplr F5=NextSuplr F9=TDBA F10=TranDtl
LPSDP37

RELEASED TO LOCATION: AF52M DUMMY FOR CUMS OF INTERMED. CONSG.
SUPPLIER LOCATION: M323D MAZDA NORTH AMERICA INC
PART NUMBER: F022-61610D44-A____ TRACK ASY - SEAT
START DATE: 01/01/96

A C	Transact Date	Trn Cd	Receipt Date	Quantity	Cum From 08/01/95	Reference Number	Convey Number	Misc Info	Cum Updt
	01/06/96	66		0	0	589-2		ISSUE	
	01/16/96	63	01/23/96	200	200	003838		F747A	Y
	02/07/96	ADJ	02/07/96	0	200	LPSUP57			Y
	02/07/96	66		0	200	590-1A		ISSUE	
	02/10/96	66		0	200	590-2		ISSUE	
	02/17/96	66		0	200	590-3		ISSUE	
	03/09/96	66		0	200	591-2		ISSUE	
	03/23/96	66		0	200	591-4A		ISSUE	
	04/06/96	66		0	200	592-2		ISSUE	
	04/10/96	66		0	200	592-2A		ISSUE	

F1=Help F2=TMBA F4=PrevSuplr F5=NextSuplr F9=TDBA F10=TranDtl
MORE RECORDS AVAILABLE LPSDP37

SMMPTABA Transaction Register 10/30/96 17:56:20
==> _____

RELEASED TO LOCATION: AF52M DUMMY FOR CUMS OF INTERMED. CONSG.
SUPPLIER LOCATION: M323D MAZDA NORTH AMERICA INC
PART NUMBER: F022-61610D44-A____ TRACK ASY - SEAT
START DATE: 01/01/96

A C	Transact Date	Trn Cd	Receipt Date	Quantity	Cum From 08/01/95	Reference Number	Convey Number	Misc Info	Cum Updt
	04/10/96	66		0	200	592-2A		ISSUE	
	04/11/96	63	04/23/96	100	300	11882	BT0659	F747A	Y
	04/18/96	66		0	300	592-3A		ISSUE	
	04/22/96	66		0	300	592-4A		ISSUE	
	05/02/96	63	05/14/96	154	454	14558	BT0933	F747A	Y
	05/04/96	66		0	454	593-2		ISSUE	
	05/31/96	63	06/06/96	70	524	17797	1094	F747A	Y
	06/07/96	66		0	524	594-1		CANCEL	
	06/09/96	66		0	524	594-2		ISSUE	
	07/06/96	66		0	524	595-2		ISSUE	

F1=Help F2=TMBA F4=PrevSuplr F5=NextSuplr F9=TDBA F10=TranDtl
MORE RECORDS AVAILABLE LPSDP37

SMMPTABA Transaction Register 10/30/96 17:56:24
==> _____

RELEASED TO LOCATION: AFSBM DUMMY FOR CUMS OF INTERMED. CONSG.
SUPPLIER LOCATION: M3230 MAZDA NORTH AMERICA INC
PART NUMBER: F082-61610D44-A____ TRACK ASY - SEAT
START DATE: 01/01/96

A C	Tramact Date	Trn Cd	Receipt Date	Quantity	Cum From 08/01/95	Reference Number	Convey Number	Misc Info	Cum Updt
	07/06/96	66		0	524	595-2		ISSUE	
	07/29/96	63	08/01/96	0	524	023580		F747A	N
	07/29/96	65P	08/01/96	8-	524	023580		F747A	N
	07/29/96	63	08/01/96	1200	1724	23580	19357	F747A	Y
	07/30/96	63	08/02/96	480	2204	23764	13921	F747A	Y
	08/03/96	66		0	2204	596-1		ISSUE	
	08/19/96	66		0	2204	596-3		CANCEL	
	09/07/96	66		0	2204	597-2		ISSUE	
	09/20/96	66		0	2204	597-3A		ISSUE	
	09/24/96	63	10/04/96	70	2274	28549	8058	F747A	Y

F1=Help F2=TMBA F4=PrevSuplr F5=NextSuplr F9=TDBA F10=TranDtl
MORE RECORDS AVAILABLE

LP6DP37

****
* Note printed by PGIAMMAR on 30 Oct 1996 at 19:19:19 *
****

From: PGIAMMAR--DRBN006
To: MROGERS2--DRBN006
cc: T8ALUK --DRBN006
PGIAMMAR--DRBN006

Date and time 10/26/96 12:35:13
SFERRISE--DRBN006
PGIAMMAR--DRBN006

FROM: Pat Giammarco USAET(UTC -04:00)
Subject: Seat Track Assy. with motor

Mike, Sam, Hollingsworth advised they sold 423 pcsof the right rail and motor leaving 759 on hand (total shipped = 975pcs). On the right hand side, we shipped 938 this week leaving 1696 balance on hand. (5000 were shipped on initial seed order). This leaves about week and a half inventory in the system. This means we need to begin drawing from Mazda's stock immediately (2 to three weeks worth at a time). Please work up a tentative MANA ship schedule based on current demand. Please provide Jeff Sloan with a rough order forecast showing when we expect to order the remaining inventory they are holding (Run this by Tom).You'll need to monitor this weekly now to ensure we are getting sufficient quantity to cover demand at HLM.

We'll need to do this for the new rail/motor assemblies and new rail only parts also. More recent talks with MANA indicated they will hold 60% of the total inventory on these parts and ship 40% of our orders. These schedules should also be provided to Howard Ternes, especially/immediately the orders for the old rail & motor we are now running low on.(I GAVE TERNES MANA'S PROM SCHEDULE FOR AVAILABILITY BASED ON MANA'S SUPPLIER (QSS) BUILD SCHEDULE. THIS MAY NOT EQUATE TO THE ACTUAL SHIPMENTS WE WILL BE SCHEDULING FROM MANA TO TERNES). THE OLD RAIL AND MOTOR ON HAND AT MANA WERE NOT INCLUDED IN THIS SCHEDULE).

NOTE: THE LEFT HAND ASSY. APPEARS TO BE SELLING NEARLY HALF OF WHAT THE RIGHT HAND RAIL IS SELLING! THE INITIAL PROJECTIONS WERE TO SELL UNDER 20%. YOU WILL NEED TO MONITOR THIS CLOSELY NEXT WEEK AND PLACE ADDITIONAL ORDERS FOR THE NEW RAIL AND MOTOR OR WE WILL BE IN DEEP DOO DOO IN A VERY SHORT TIME. WE MAY NEED TO WORK WITH DON KAERCHER ON THE STAGGERED MAILINGS IF SUPPLY BECOMES AN ISSUE.

DON, IS THERE ANY REASON THAT WE ARE UNAWARE OF FOR THE HIGHER RIGHT HAND SALES? OR DO YOU THINK THIS IS JUST A FUNCTION OF DEALERS ORDERING BOTH SIDES WHEN THEY REPAIR THE RIGHT RAIL?

Regards,
Pat Giammarco

Stacy Bowers

Seat Track — Slip'd 975 total

3500 / 44 — 7590/H — Sl. 423 This Wk 4 1/2 DAYS

/ 45 — 1698 avail O/H

20,000 — ~~Sl. 975~~ — 5938 this Wk (4 1/2 DAYS)

275 to 2d East Don Pablo 3

VIEW THE NOTE E01

From: MROGERS2--DRBN006 Date and time 09/20/96 11:53:24
To: 7826403 --FAX313
cc: PGIAMMAR--DRBN006 SFERRISE--DRBN006
TBALUK --DRBN006

FROM: Michael Rogers USAET(UTC -04:00)
Subject: Probe Seat Belt Order Authorizations

******* ATTENTION: Duncan McKerracher, Jeff Sloan, Phil McLane *******

Gentleman,
Please see below for advisement:

Old/Original Seat Belt Track Assemblies (w/ non-anodized rail):

- F02Z-61610D45-A ==> 20,000 pcs authorized 9/20 on rlse# 597-3A
KA51-57-990D (LH)
- F02Z-61610D44-A ==> 3,500 pcs authorized 9/20 on rlse# 597-3A
KA51-57-930D (RH)

*** Please note: It is understood by FCSD & MANA that the release quantities that remain open on 597-3A be transferred to the NEW Seat Track Assemblies (w/ anodized rails) upon availability:

- F72Z-61610D45-B ==> New Part; add'l release qtys to
KAY1-57-990 (LH) be advised at a later date

- F72Z-61610D44-B ==> New Part; add'l release qtys to
KAY1-57-930 (RH) be advised at a later date

Seat Bealt RAIL ONLY (anodized):

- F72Z-61610D45-A ==> FCSD is committing to 100,000 pcs. We will send the
KAY1-57-99Y (LH) release as soon as the release info is set up.

- F72Z-61610D44-A ==> FCSD is committing to 20,000 pcs. We will send the
KAY1-57-93Y (RH) release as soon as the release info. is set-up

Please review and communicate any updates and/or changes. Again, please provide lead-time information on all of the above parts as soon as you can get the information.

Thank you.

Best Regards,
Michael D. Rogers
Demand Analyst, Assoc.& Direct Ship Procurmt; Villg. Plza. #201
Voice:(313) 621-4015 / FAX:(313) 621-4116; USFMD648@IBMMAIL.COM

E N D O F N O T E

Ford Customer Service Division
Ford Motor Company

P.O. Box 3000
Livonia, Michigan 48151

To: Robert Vickery, Re-Call and Owner Notification Programs

From: Michael Rogers, Demand Analyst

RE: Probe Seat Belt Re-Call

Date: 9/19/96

FCSD may want to consider dropping the following part from the Probe Seat Belt Re-Call:

- F12Z-14B119-A ==> KA52-57-921 (Sensor)

This part is already included in the retractors:
- FO2Z-61611A46-AA, BB, CC, DD

The current revised launch qty from 4/22/96 is 2,500 pcs. FCSD currently has approx. 765 pcs available as of 9/29/96. Average sales are 3 pcs./mo.

Further, MANA (M323D) is unable to procure the part for FCSD requested qty. of 1730 pcs. for immediate delivery. (see enclosed)

Please advise as soon as you can.

Thank you.

Regards,

Michael D. Rogers, Demand Analyst
(313) 62-14015; MROGERS2

.cc Tom Baluk, Pat Giammarco, Don Kaercher

Mazda (North America), Inc.
Parts and Accessories Div.
Detroit Office
22000 Gibraltar Road
Flat Rock, Michigan 48134
TEL: (313) 782-6400
FAX: (313) 782-8403

Message No:

To: Phil McLane	From: Jerry Massey	Date: September 16, 199
Location: Sales	Telefax:	Page 1 Of 4

Subject: QSS Seat Belt Campaign (KA52 57 921)

Dear Phil:

There has been a concern raised from QSS regarding the supply of part number KA52 57 921. They are recommending that the switch be excluded from the campaign. I have included the letter from Ken Armstrong explaining the situation. Please contact FCSD to see in the part can be canceled from the service campaign. If you have any questions, please contact me at 313-783-7041.

→ F12Z-14B119-A

Sincerely,

Jerry Massey

- (new) sensor is induded (Already) in retractors

cc: Jeff Sloan
Mike Zugaro
Michelle Semmler

Hi MIKE
JOHN — PLEASE PROVIDE OUR
"PURCHASE HISTORY TO
QSS FOR THIS PART #.

THANK YOU,
MIKE
8/12/96

08/09/96

Mr. Mike Zugaro
Manager Purchasing & Inventory Management
22000 Gibraltar Rd.
Flat Rock, Michigan
48134-9405

Per our phone conversation earlier this week regarding Purchase Order QS801A (J84P Warranty) it is my recommendation that an amendment is required. The amendments would apply to part number KA5257921 at an order quantity of 1730 pcs. As you are aware QSS encountered difficulty with one of our suppliers, CTS, who were unable to provide components at reasonable prices and timely delivery. As a result in order to meet the retractor requirements in the identified time frame and cost QSS re-sourced CTS components to Tokai Rika Japan. Due to this initiative part number KA5257921 (QSS part number 57009) is no longer available.

I have attached two drawings to highlight the changes. Drawing "A" highlights the CTS scenario which includes part numbers 57010 and 57009 (Mazda P/N KA5257921). Drawing "B" highlights the Tokai Rika scenario which includes part numbers 57066, 57067, 56208, and 59904. As you can see the 57009 P/N is no longer utilized therefore is unavailable. In addition at the bottom of each diagram I have highlighted the assembly method (heavy line) for each scenario. It is inconceivable that QSS could supply the Tokai Rika package to MANA but it would require the removal of P/N's 57010 and 79009 and replaced by 57066, 57067, 57208, and 59904 on the retractors in question. This activity is driven by the fact that the two systems are non-compatible.

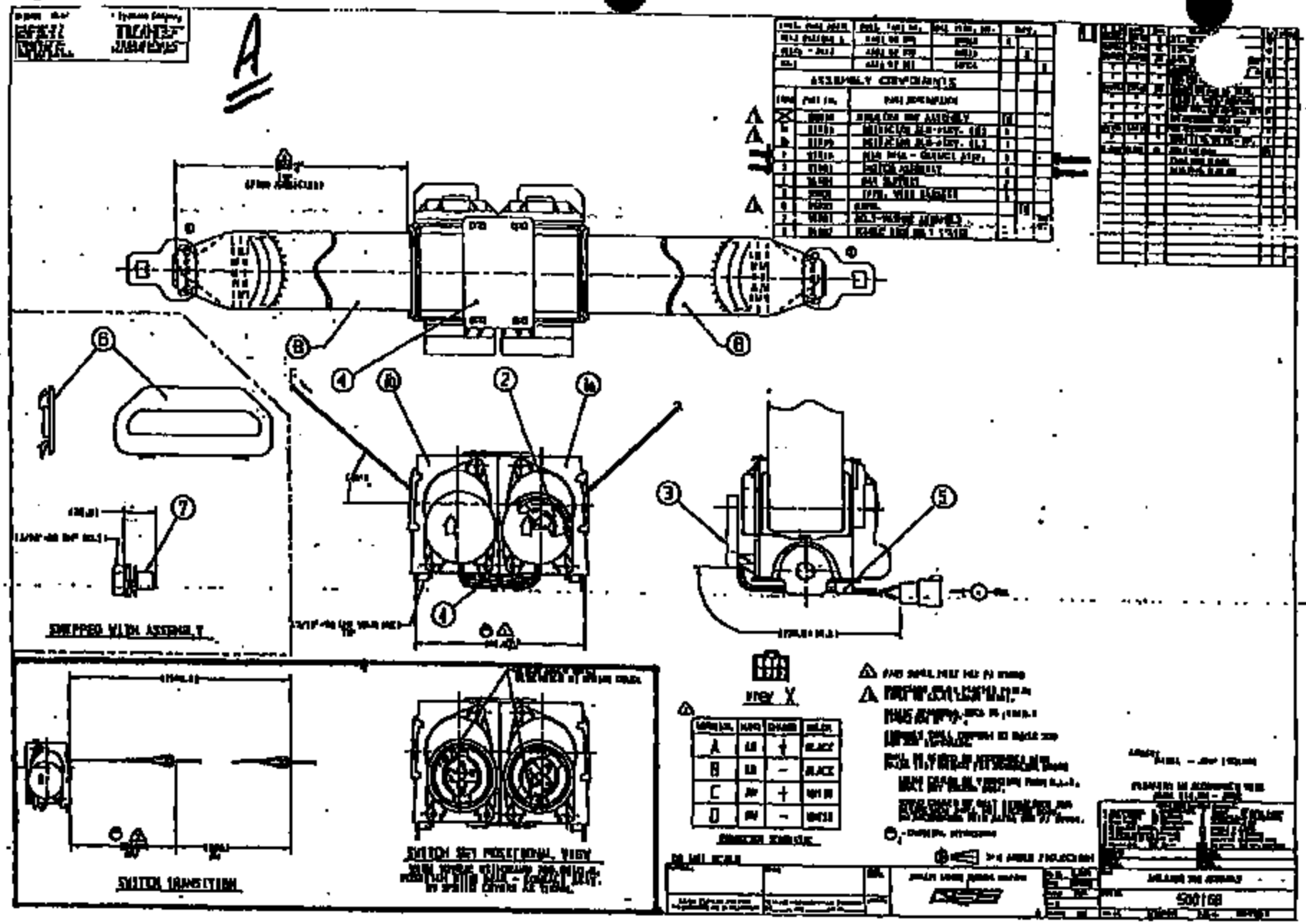
The greater concern to QSS pertains to the replacement of switches in a "field environment" regardless of source supplier. As you can see there is a very specific method of indexing and installation which is used to be done in a controlled manner. Subsequent to installation, testing is required for confirmation of function prior to shipping. These methods are built into the QSS Manufacturing Process and it is doubtful that these methods exist in the field. This raises the serious question of liability should a failure relating to switches occur in the field. Based on liability concerns it is our recommendation that the Purchase Order be amended by canceling the KA5257921 portion of the order.

If you have any questions or concerns please do not hesitate to contact me. Thank you.

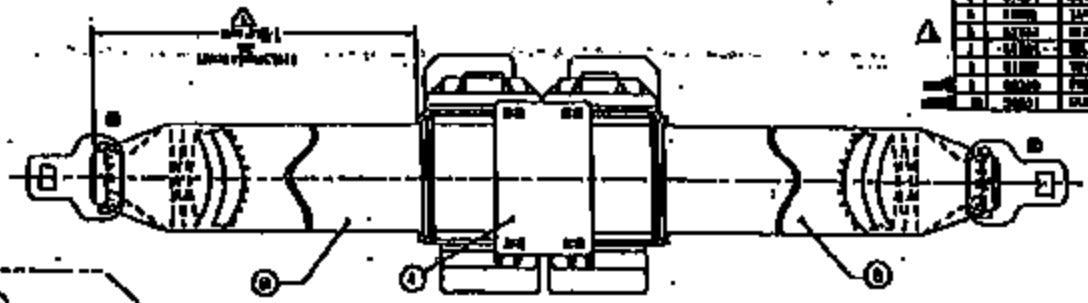
Sincerely

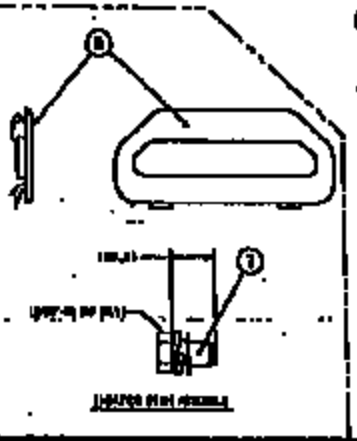
Ken Armstrong
J84P Program Manager

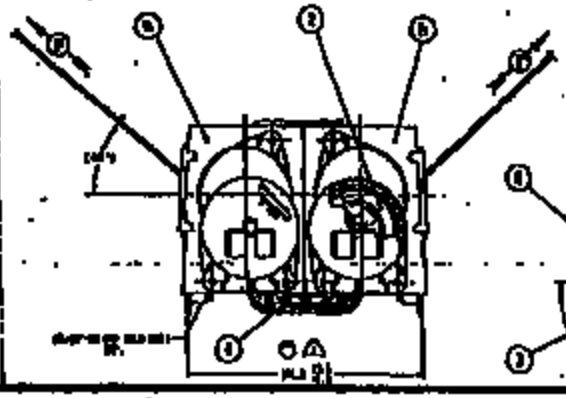
Quality Safety Systems Company
255 Patillo Road, R.R. #1
Tecumseh, Ontario N8N 2L8
TEL. No.: 519-973-0400
FAX No.: 519-727-8564

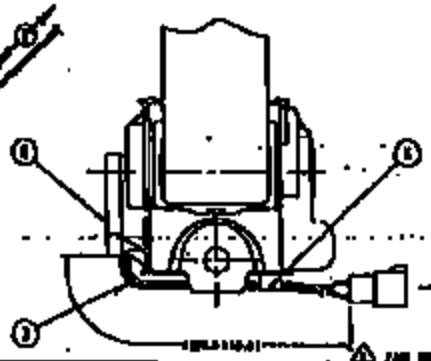


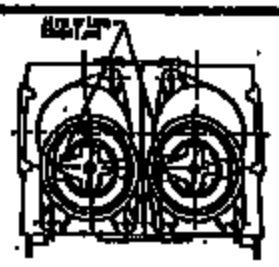
B

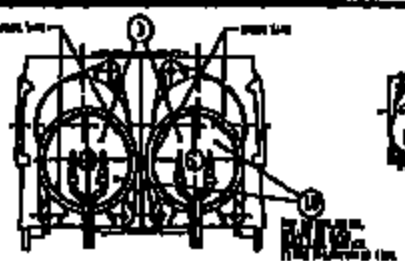


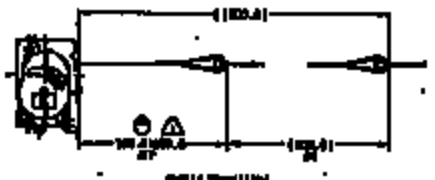












PRELIM.

11-11-96

QSS to provide plan
> 300 day. QSS flying to
Toronto to review process
+ pick up samples.
Afterward 24 hr cycle
Test.

VIEW THE NOTE E20

From: MROGERS2--DRBN006 Date and time 11/04/96 10:19:21
To: DKAERCHE--DRBN006 MDUGAS --DRBN006
BENGLEHA--DRBN006
cc: TBALUK --DRBN006 PGIAMMAR--DRBN006
SFERRISE--DRBN006

FROM: Michael Rogers USAET(UTC -05:00)
Subject: Prob Seat Belt Track Re-Call 96S48

Mr. Kaercher,

The Probe Seat Belt Track sales are escelating rapidly. I wanted to provide you with this information, as HLM is OUT OF STOCK as of 11/1/96. The sales info was supplied by Angie Wolf from HLM (313-584-5757):

- F02Z-61610045-A (LH) ==> Week of 10/28: M-TH = 2024, F = 512
old, non-anodized

- F02Z-61610044-A (RH) ==> Week of 10/28: M-TH = 907, F = 220
old, non-anodized

MANA is shipping 1,700 pcs of the the RH ...44's (approx 7 days worth). These 1,700 pcs is all MANA has left.

MANA is shipping approx 13,000 pcs of the LH...45's (approx 25 days worth). These 13,000 pcs is all MANA has left.

Jeff Sloan at MANA (313-782-8725) provided a ship schedule on 10/4 for the new anodized rail & motor assy (F7...B's) and rail only (F7...A's):

- Rail only (F7...A's) ==> 10,000 pcs to shp from Mfg. to MANA by 10/25.
10,000 pcs " " " 11/1.
to total 6,495 pcs " " " 11/8
120,000 pcs by 1/10/97 etc.....

- Rail & Motor Assy (F7...B's) > 3,730 pcs to shp from Mfg. to MANA by 11/8
3,780 pcs " " " 11/15
to total 23,512 pcs by 12/13 etc.....

I have been in contact w/ Kim Huber at MANA (313-783-7047) to provide detailed ship confirmation for existing "old" (FQ...A's) Rail & Motor Assy. (1,700 pcs / 13,000 pcs).

I have put out PROFS notes requests to all PDC Warehouse Managers requesting them to ship all on-hand qtys. of the FQ...A's to HLM (approx 450 pcs combined) with address and related info supplied in note.

Please call or PROFS if you have any questions.

Best Regards,
Michael O. Rogers
Demand Analyst, Assoc.& Direct Ship Procurmt; Villg. Plza. #201
Voice:(313) 621-4015 / FAX:(313) 621-4116; USFMD648@I6MMAIL.COM

E N D O F N O T E

mazda

Mazda (North America), Inc.
Parts and Accessories Div.
Detroit Office
22000 Gibraltar Road
Flat Rock, Michigan 48134
TEL: (313) 782-6400
FAX: (313) 782-6403

Message No:

To:	Mr. Pat Giammarco	From:	D. McKerracher	Date:	7/19/96
Location:	FCSD Association Programs Team	Tel:	313-782-8759	Page Of:	1/1

Subject: Ship Schedule Change Request on Seat Belt Recall

Dear Mr. Giammarco,

I believe I understand the inventory reduction objectives that have initiated this request, however considering how adamantly FCSD insisted that all parts be shipped by the end of August and in turn MANA's demanding actions taken with the supplier, this puts us in a very difficult position. Before we can out work how this can be done and provide a response, I would like to request that you provide your schedule for receipt of these parts, this will greatly effect how we would adjust to your latest requirement. Your letter mentions the possibility of holding parts or altering production schedules, these actions would again be dependent on your planned release timing. It was planned to ship these parts in returnable containers, this would also be effected by your timing.

I would appreciate receiving your release schedule by the end of this week as QSS now has parts ready to ship, per their commitments.

Thank you in advance for your prompt response>

T. Baluk (please handle)
M. Yamashita
J. Sloan
M. Zugaro
P. McLane

Demands reply. Tel con w/ T Baluk 7/19.

Ed Sambuski
9.1853 2306

TSB New engine are not primed

781-6187

Bob Green could not get engine back down (a short, not 96

stock page

96B03 Prog non

NTSH Bandowski PVT, HAC Prom was begun w/c 10/7

Don,

The Schedule supplied by Mazda shows "Completion dates" Jeff Sloan is working up a weekly schedule for us. He will try to have it by late Thurs if he can get the info from QSS.

The switch was resourced from CTS to Tokai Riha and supply is not viewed as a problem. It is not in competition with ~~the~~ Mazda requirements for the MX6. However, the switch from Tokai Riha is different and must be assembled in a controled environment. Supplier has recommended obsoleting it and servicing with assembly only.

Ontario, Can

Nails Only — To MANA

completion dates

40,000 — 11/22 (Firm)

42,000 — 1/6/97 (TENT)

38,000 — 2/24 (TENT)

120,000

Track Asj (All Tent)

8,000 — 1/6/97

13,000 — 2/24

2500 — 4/14

23,500

1 - 1½ weeks
Turn around

KLM MTG

Recall set up for under 1000 pcs

4 Versions of letter

① 25% rails avail in Oct
Nov
Dec
Jan

② If brake, bring vehicle

1% above pmi
1% ardmi
dir ship cost

+ GEORGE - ✓ w/ Phy engrg. for rail spec.

+ Put cost of assy (rail only?)

****
* Note printed by PGIAMMAR on 24 Jul 1996 at 08:50:52 *
****

From: DKAERCHE--DRBN006 Date and time 07/23/96 11:47:00
To: TBALUK --DRBN006 PGIAMMAR--DRBN006
SFERRISE--DRBN006

FROM: Don Kaercher USAET(UTC -04:00)
DKAERCHE 62-14142
Subject: 96X10

Info.....

Regards,
Don Kaercher QSF/Recall Process Support IBM Mail USFMC7GZ
Customer Parts Operation 62-14142 Fax 62-19986
Village Plaza Suite 4033 INTER CO MAIL: NPDC Room 111
*** Forwarding note from JBRADLEY--DRBN006 07/22/96 09:58 ***
To: DKAERCHE--DRBN006
cc: RVICKERY--DRBN006

FROM: Joe Bradley USAET(UTC -04:00)
Subject: 96X10
Don, it will be a M program with probally no reason to phase once we get the "initial" inventory in place. We committed to NHTSA to mail in August. There will be an initial backlog once we mail of customers who are driving around now with broken belts, then it should settle down to just extended warranty.

Manager, Recall and Service Programs, Vehicle Serv.& Pgms.FCSD
Joe Bradley 33-72487 FAX 84-51024 rm229 FBIII

To: JSRADLEY--DRBN006

FROM: Robert D. Vickery, Sr. USAET(UTC -04:00)
Subject: 96X10

JOE, CAN YOU GIVE ME AND THEM SOME GUIDANCE.

MAY THE LORD JESUS CHRIST BLESS YOUR DAY
ROBERT D. VICKERY, Sr. (BOB) F.C.S.D. - F.B.P.III,SUITE 237K
RECALL & OWNER NOTIFICATION PROGRAMS. CURRENT & PAST MODEL ENGR
Phone:(313) 24-63330 FAX:(313) 84-51024 IBMMAIL(USFMC68F)
*** Forwarding note from DKAERCHE--DRBN006 07/19/96 12:24 ***
To: RVICKERY--DRBN006
cc: DKAERCHE--DRBN006 DON KAERCHER PGIAMMAR--DRBN006
MDUGAS --DRBN006 Milt Dugas

FROM: Don Kaercher USAET(UTC -04:00)
DKAERCHE 62-14142
Subject: 96X10

Pat Giammarco is working on alternative ways of storing the inventory for 96X10 to see if there are ways where some or all of it isn't carried on our books. Would you let Pat know what the particulars are for 96X10, such as will it be an M or B program, will it be phased mailed, will there be a follow-up letter sent, will there be a end-of-program date, etc.

If you are not the right person, please forward it to the appropriate person.

Thanks Bob.

Regards.
Don Kaercher QSF/Recall Process Support IBM Mail USFMC78Z
Customer Parts Operation 62-14142 Fax 62-19986
Village Plaza Suite 4033 INTER CO MAIL: NPDC Room 111

Based on request
as needed

96X10

VIEW THE NOTE F01

From: DKAERCHE--DRBN006 Date and time 04/09/96 08:14:39
To: SFERRISE--DRBN006
cc: TBALUK --DRBN006 MDUGAS --DRBN006 Milt Dugas
DKAERCHE--DRBN006 DON KAERCHER

FROM: Don Kaercher USAET(UTC)
DKAERCHE 62-14142
Subject: (U) 96X10 POTENTIAL RECALL REQUEST FOR PARTS AVAILABILITY

Sam, please order these quantities immediately and use premium transportation (fly 'em in). This one is now VERY HOT and we may be required to announce soon. Thanks Sam.

Regards,
Don Kaercher QSF/Recall Process Support IBM Mail USFMC7GZ
Customer Parts Operation 62-14142 Fax 62-19986
Village Plaza Suite 4033 INTER CO MAIL: NPDC Room 111
*** Forwarding note from RVICKERY--DRBN006 04/04/96 14:49 ***
To: JAUSTIN3--DRBN006 VBANKS --DRBN006
JBRADLEY--DRBN006 MDUGAS --DRBN006
BENGLEHA--DRBN006 KHORD --DRBN007
PF1 Alternate PFs PF2 File NOTE PF3 Keep PF4 Erase PF5 Forward Note
PF6 Reply PF7 Resend PF8 Print PF9 Help PF10 Next PF11 Previous PF12 Return

VIEW THE NOTE E01

BENGLEHA--DRBN006
JHUNTER --DRBN007
EMARTIN1--DRBN007
CPISANI --DRBN006
BENGLEHA--DRBN006
cc: RVICKERY--DRBN006
GBALINT --DRBN006
JKIRILA --DRBN006
LMCCARTH--DRBN006
KHORD --DRBN007
DKAERCHE--DRBN006
GMIMIKOS--DRBN006
ESAMBORS--DRBN007
JBRADLEY--DRBN006
SFERRISE--DRBN006
PMORSE --DRBN006
GDEYO --DRBN006

FROM: Robert D. Vickery, Sr. USAET(UTC -05:00)
Subject: (U) 96X10 POTENTIAL RECALL REQUEST FOR PARTS AVAILABILITY
***** TITLE ***** : 1990/1992 PROBE PASSIVE SEAT BELT CONCERN WITH NHTSA

TECHNICAL SERVICE LETTER : N/R

WERS CONCERN NUMBER : ALL PARTS ARE RELEASED IN THE SERVICE SYSTEM

DATE OF WERS CONCERN : N/R

PF1 Alternate PFs PF2 File NOTE PF3 Keep PF4 Erase PF5 Forward Note
PF6 Reply PF7 Resend PF8 Print PF9 Help PF10 Next PF11 Previous PF12 Return

VIEW THE NOTE E61

DATE OF WERS CONCERN	N/R
DATE OF WERS NOTICE	N/R
DATE TO PARTS SPECIALIST	4/4/96 NOON MTG.

SPECIAL INSTRUCTIONS / REMARKS: AN ADVANCE COPY WAS FAX OVER TO DON KAERCHER. THIS IS SUPER HOT! PER THE FRC GROUP, ASESD-SAFETY HAS A MEETING WITH NHTSA ON TUE. 4/9/96 AND NEEDS TIMING. I ALSO GAVE DON K. A LIST OF THE DIRECT SUPPLIER CONTACTS. THIS IS A EST. OF THE PARTS REQUIREMENT.

PART NAME	ENGINEERING NO.	SERVICE NO.	BUYER CODE	MDSR CODE	SOURCE CODE	EST QTY
KIT-L/H TRACK	KA51 57 990D	F02Z 61610D45 A	5N2	5ZB	M323D	75346
KIT-R/H TRACK	KA51 57 930D	F02Z 61610D44 A	5N2	5ZB	M323D	17014
RETRACTOR	KA51 57 920B13	F02Z 61611A48 AA	5N2	5ZB	M323D	12153
TRACTOR	KA51 57 920B37	F02Z 61611A48 BB	5N2	5ZB	M323D	17014

PF1 Alternate PFs PF2 File NOTE PF3 Keep PF4 Erase PF5 Forward Note
PF6 Reply PF7 Resend PF8 Print PF9 Help PF10 Next PF11 Previous PF12 Return

VIEW THE NOTE E01

RETRACTOR	KA51 57 920B53	F02Z 61611A48 CC	5N2	5ZB	M323D	17014
RETRACTOR	KA51 57 920B97	F02Z 61611A48 DD	5N2	5ZB	M323D	31597
SWITCH ASSY.	KA52 57 921	F12Z 14B119 A	5N2	5ZB	M323D	9722
LATCH-R/H	KA31 58 310	F02Z 6121812 B	5N2	5ZB	M323D	1215
LATCH-L/H	KA31 59 310	F02Z 6121813 B	5N2	5ZB	M323D	2430
CONTROL	F02F 14A679 AA	F02Z 14A679 A	1A1	1AB	EE07A	19444
SWITCH ASSY.	F5AB 9341 AA	F5AZ 9341 A	6P1	6PC	Q29AA	12153
SHIELD	KL07 18 766	F32Z 9F315 A	5N2	5NC	T525I	7292

VEHICLE APPLICATION : 1990 / 1992 PROBE

VEHICLE POPULATION : 243,046

PF1 Alternate PFs PF2 File NOTE PF3 Keep PF4 Erase PF5 Forward Note
PF6 Reply PF7 Resend PF8 Print PF9 Help PF10 Next PF11 Previous PF12 Return

VIEW THE NOTE E01

VEHICLE POPULATION : 243,046

R/1000 : N/A

ENGINEERING QTY (EST) : T.B.D.

IS GEOGRAPHIC LOCATION SIGNIFICANT: XXX YES ___ NO

IF YES, FILL IN THE QUANTITIES:

UNITED STATES	220379	FORD OF CANADA	8023
AFFILIATES	-	FORD OF MEXICO	-
EUROPEAN MARKETS	13396	FORD OF JAPAN	1248

MAY THE LORD JESUS CHRIST BLESS YOUR DAY
ROBERT D. VICKERY, Sr. (BOB) F.C.S.D. - F.B.P.III,SUITE 237K
RECALL & OWNER NOTIFICATION PROGRAMS, CURRENT & PAST MODEL ENGR
Phone:(313) 24-83530 FAX:(313) 84-51024 IBMMAIL(USFMCGBF)
PF1 Alternate PFs PF2 File NOTE PF3 Keep PF4 Erase PF5 Forward Note
PF6 Reply PF7 Resend PF8 Print PF9 Help PF10 Next PF11 Previous PF12 Return

July 31, 1996

From Tom Baluk

To: Mr. Duncan McKerracher - Mana

Re: Seat Belt Recall

No, this is not new direction. Sorry we did not communicate very well internally. Additionally, we have not heard from you relative to the approval of the 30,30,40 inventory alignment . Is it a go?

If so, our question on the subject part numbers is when will the stock be available at each location so we can launch. For your info, historically we don't send the recall letters until the initial launch quantities are available. In this case at FCSD, Mana, and the supplier.

Please advise

T. Baluk

****
* Note printed by PGIANMAR on 24 Apr 1996 at 09:17:45 *
****

From: JBERNBEC--DRBN006 Date and time 04/16/96 13:09:24
To: JCHASE2 --DRBN006
cc: JAUSTIN3--DRBN006 VBANKS --DRBN006
JBRADLEY--DRBN006 MDUGAS --DRBN006
BENGLEHA--DRBN006 KHORD --DRBN007
JHUNTER --DRBN007 DKAERCHE--DRBN006
EMARTIN1--DRBN007 GMIMIKOS--DRBN006
CPISANI --DRBN006 ESAMBORS--DRBN007
JBERNBEC--DRBN006 RVICKERY--DRBN006
GBALINT --DRBN006 SFERRISE--DRBN006
JKIRILA --DRBN006 PMORSE --DRBN006
LMCCARTH--DRBN006 GDEYO --DRBN006
PGIANMAR--DRBN006 MROSSI --DRBN006
ESEWELL --DRBN006 MTAYLOR1--DRBN004

*** Resending note of 04/16/96 12:21
FROM: Joe Bernbeck USAET(UTC -04:00)
To: JBERNBEC--DRBN006

FROM: Don Kaercher USAET(UTC -04:00)
DKAERCHE 62-14142
Subject: (U) 96X10 POTENTIAL RECALL REQUEST FOR PARTS AVAILABILITY
ADDING MEMO PARTS - APRIL 16, 1996

^^ [illegible]

Regards.
Don Kaercher QSF/Recall Process Support IBM Mail USFMC7GZ
Customer Parts Operation 62-14142 Fax 62-19986
Village Plaza Suite 4033 INTER CO MAIL: NPDC Room 111
*** Forwarding note from RVICKERY--DRBN006 04/04/96 14:49 ***
FROM: Robert D. Vickery, Sr. USAET(UTC -05:00)
Subject: (U) 96X10 POTENTIAL RECALL REQUEST FOR PARTS AVAILABILITY
***** TITLE ***** : 1990/1992 PROBE PASSIVE SEAT BELT CONCERN WITH NHTSA - REVISED - ADDING MEMO PARTS

TECHNICAL SERVICE LETTER : N/R

WERS CONCERN NUMBER : ALL PARTS ARE RELEASED IN THE SERVICE SYSTEM

DATE OF WERS CONCERN	N/R
DATE OF WERS NOTICE	N/R
DATE TO PARTS SPECIALIST	4/4/96 NOON MTG.

SPECIAL INSTRUCTIONS / REMARKS: AN ADVANCE COPY WAS FAX OVER TO DON KAERCHER. THIS IS SUPER HOT! PER THE FRC GROUP. ASESO-SAFETY HAS A MEETING WITH NHTSA ON TUE. 4/9/96 AND NEEDS TIMING. I ALSO GAVE DON K. A LIST OF THE DIRECT SUPPLIER CONTACTS. THIS IS A EST. OF THE PARTS REQUIREMENT.

4/16/96- JIM CHASE, ESTABLISH SERVICE PART NUMBER FOR CLIP B499-68-A01,SUPLR CODE T525I.

PART NAME	ENGINEERING NO.	SERVICE NO.	BUYER CODE	MDSR CODE	SOURCE CODE	EST QTY
KIT-L/H TRACK	KA51 57 9900	F02Z 61610045 A	5N2	5Z8	M3230	75346
KIT-R/H TRACK	KA51 57 9300	F02Z 61610044 A	5N2	5Z8	M3230	17014
RETRACTOR	KA51 57 920B13	F02Z 61611A48 AA	5N2	5Z8	M3230	12153
RETRACTOR	KA51 57 920B37	F02Z 61611A48 BB	5N2	5Z8	M3230	17014
RETRACTOR	KA51 57 920B53	F02Z 61611A48 CC	5N2	5Z8	M3230	17014
RETRACTOR	KA51 57 920897	F02Z 61611A48 DD	5N2	5Z8	M3230	31597
SWITCH ASSY.	KA52 57 921	F12Z 14B119 A	5N2	5Z8	M3230	9722
LATCH-R/H	KA31 58 310	F02Z 6121812 B	5N2	5Z8	M3230	1215
LATCH-L/H	KA31 59 310	F02Z 6121813 B	5N2	5Z8	M3230	2430
CONTROL	F02F 14A679 AA	F02Z 14A679 A	1A1	1A8	EE07A	19444
SWITCH ASSY.	F5AB 9341 AA	F5AZ 9341 A	6P1	6PC	Q29AA	12153
SHIELD	KL07 18 766	F32Z 9F315 A	5N2	5NC	T525I	7292
MEMO PARTS WITH SUGGESTED INITIAL QUANTITIES THEN BUY BASED ON DEMAND:						
CLIP	B499-68-A01		5N2	5ND	T525I	10.000
A PILLAR BLUE		F12Z-6151752-A	5N2	5Z8	M3230	30
A PILLAR SANDW.		F12Z-6151752-B	5N2	5Z8	M3230	3
A PILLAR SCARLET		F12Z-6151752-C	5N2	5Z8	M3230	30
A PILLAR TITANIUM		F12Z-6151752-D	5N2	5Z8	M3230	30

A PILLAR BLUE	F12Z-6151753-A	5N2	5Z8	M3230	170
A PILLAR SANDALW	F12Z-6151753-B	5N2	5Z8	M3230	18
A PILLAR SCARLET	F12Z-6151753-C	5N2	5Z8	M3230	170
A PILLAR TITANIUM	F12Z-6151753-D	5N2	5Z8	M3230	540
TRIM FASTENER SCARLET	E001-68-241-18	5N2	5N0	T525I	2,000
TRIM FASTENER SANDALW	E001-68-241-38	5N2	5N0	T525I	210
TRIM FASTENER BLUE	E001-68-241-95	5N2	5N0	T525I	2,000
TRIM FASTENER TITANIUM	E001-68-241-98	5N2	5N0	T525I	6,300
HD TRIM SCARLET	E92Z-6103598-E	5N2	5Z8	M3230	4
HD TRIM SANDALWOOD	E92Z-6103598-F	5N2	5Z8	M3230	1
HD TRIM BLUE	E92Z-6103598-H	5N2	5Z8	M3230	4
HD TRIM TITANIUM	F02Z-6103598-A	5N2	5Z8	M3230	12
HD TRIM SCARLET	E92Z-6103599-N	5N2	5Z8	M3230	23
HD TRIM SANDALWOOD	E92Z-6103599-P	5N2	5Z8	M3230	3
HD TRIM BLUE	E92Z-6103599-S	5N2	5Z8	M3230	23
HD TRIM TITANIUM	F02Z-6103599-A	5N2	5Z8	M3230	72
HD TRIM SC W/CONSOLE	E92Z-6103598-N	5N2	5Z8	M3230	2
HD TRIM SN W/CONSOLE	E92Z-6103598-S	5N2	5Z8	M3230	1
HD TRIM BL W/CONSOLE	E92Z-6103598-R	5N2	5Z8	M3230	2
HD TRIM TT W/CONSOLE	F02Z-6103598-B	5N2	5Z8	M3230	6
HD TRIM SC W/CONSOLE	E92Z-6103599-J	5N2	5Z8	M3230	11
HD TRIM SN W/CONSOLE	E92Z-6103599-K	5N2	5Z8	M3230	2
HD TRIM BL W/CONSOLE	E92Z-6103599-M	5N2	5Z8	M3230	11
HD TRIM TT W/CONSOLE	F02Z-6103599-B	5N2	5Z8	M3230	36

VEHICLE APPLICATION : 1990 / 1992 PROBE

VEHICLE POPULATION : 243,046

R/1000 : N/A

ENGINEERING QTY (EST) : T.B.D.

IS GEOGRAPHIC LOCATION SIGNIFICANT: XXX YES ___ NO

IF YES, FILL IN THE QUANTITIES:

UNITED STATES	220379	FORD OF CANADA	8023
AFFILIATES	-	FORD OF MEXICO	-
EUROPEAN MARKETS	13396	FORD OF JAPAN	1248

MAY THE LORD JESUS CHRIST BLESS YOUR DAY

ROBERT D. VICKERY, Sr. (BOB) F.C.S.D. - F.S.P.III.SUITE 237K
RECALL & OWNER NOTIFICATION PROGRAMS, CURRENT & PAST MODEL ENGR
Phone:(313) 24-83530 FAX:(313) 84-51024 IBMMAIL(USFMCGBF)

4/22/98 RECALB8.X10

SUPPLIER	FORD SERVICE #	ORIGINAL QUANTITY	ORIGINAL STD. COST	REVISED LNCH QTY.	REVISED STD. COST	FCSD INV. ON HAND	FCSD CURRENT MONTHLY SALES	ORDER QTY. TO SUPPLIER	ORDER STD. COST	CUM SHIPPED	CUM AUTH.
MANA	F0ZZ-61610D45-A	75,348	$13,655,709	20000	$3,624,800	1750	450	20000	$3,624,800	3400	24680
MANA	F0ZZ-61611A48-DD	31,587	$2,050,913	10000	$648,800	360	40	10000	$648,800	0	10000
MANA	F0ZZ-61610D44-A	17,014	$3,083,617	3500	$634,340	250	45	3500	$634,340	350	3850
MANA	F0ZZ-61611A48-CC	17,014	$1,162,736	3500	$239,190	170	10	3330	$227,572	0	3330
MANA	F0ZZ-61611A48-AA	12,153	$830,536	3500	$239,190	185	10	3315	$226,547	0	3315
MANA	F1ZZ-1481118-A	9,722	$76,928	2500	$19,525	770	3	1730	$13,511	0	1730
MANA	F0ZZ-61611A48-BB	17,014	$1,163,686	500	$32,440	78	5	422	$27,378	0	422
MANA	F0ZZ-6121613-B	2,430	$49,536	300	$5,822	100	30	300	$5,822	0	340
MANA	F0ZZ-6121612-B	1,215	$22,759	200	$3,748	10	18	200	$3,748	30	260
MANA	F1ZZ-6151752-C	30	$827	80	$1,254	11	1	49	$1,024	6	37
MANA	F1ZZ-6151752-A	30	$773	80	$1,547	13	0	47	$1,212	0	47
MANA	F1ZZ-6151753-A	170	$4,176	80	$1,474	14	0	46	$1,130	0	46
MANA	F1ZZ-6161752-D	90	$2,211	100	$2,457	63	1	37	$909	0	37
MANA	F0ZZ-6103590-B	36	$154	50	$214	28	0	11	$47	0	11
MANA	F0ZZ-6103598-A	72	$324	50	$225	40	0	10	$45	0	10
MANA	E9ZZ-6103598-H	4	$14	30	$108	25	1	5	$18	0	5
MANA	F1ZZ-6151753-D	640	$16,905	100	$2,578	66	4	4	$103	0	4
MANA	F1ZZ-6151752-B	3	$73	20	$491	20	0	0			
MANA	F1ZZ-6151753-B	18	$464	20	$515	21	0	-1			
MANA	E9ZZ-6103599-N	23	$83	30	$115	32	0	-2			
MANA	F0ZZ-6103598-A	12	$54	50	$225	65	0	-5			
MANA	E9ZZ-6103598-E	4	$15	30	$119	39	0	-9			
MANA	E9ZZ-6103599-S	23	$88	30	$115	48	1	-18			
MANA	E9ZZ-6103598-N	2	$7	30	$108	49	0	-19			
MANA	E9ZZ-6105590-P	3	$10	15	$59	35	0	-20			
MANA	F1ZZ-6151753-C	170	$4,384	50	$1,280	70	0	-20			
MANA	E9ZZ-6103598-F	1	$4	15	$54	42	0	-27			
MANA	E9ZZ-6103599-M	11	$39	30	$108	68	1	-38			
MANA	E9ZZ-6103599-K	2	$7	15	$54	69	0	-44			
MANA	E9ZZ-6105598-R	2	$7	30	$108	82	0	-52			
MANA	F0ZZ-6103598-B	6	$25	50	$214	104	0	-54			
MANA	E9ZZ-6103598-S	11	$4	15	$54	122	0	-107			
MANA	E9ZZ-6103599-J	11	$36	30	$108	162	0	-132			
MC	E001-68-241 18	2,000		500		75	5	525			
MC	F3ZZ-9F315-A	7,282		500		23	1	477			
MC	E001-68-241 98	6,300		1000		536	1	464			
MC	E001-68-241 95	2,000		500		193	7	407			
MC	E001-68-241 38	210		200		157	10	43			
G29AA	F5AZ-8341-A	12,153		1000				1000			
?(MC)		10,000		10000				10000			
EE07A	F0ZZ-14A679-A	18,444		1200				1200			
TOTALS:		244,268	$22,060,881	60,078	$5,461,244			56,574	$5,416,807		

TOM,

HOT ISSUE.

I attended meeting in W. Mesa. Office on Nissan Engine and Seat belt (Mana) Recall / Inventory. Upshot is, Warren wants material out of our inventory. Need to retain potential for sharing Engine inventories diverted to AER for reman program (don't know who would own inventory). Need to work out logistics w/ Ray Lee. I advised Phil McFarlane / Mana we would be asking them to hold

half of the inventory on the 5 highest $ seat belt kits / components

(Don't know if we can ask them to hold more since Mana has components and will begin shipping next week). See my letter - Mana asked for written proposal.

Pat J.

Need to finalize our position for inventory meeting Friday

P.S. Alan / Nissan to advise Mon on diverting open orders to reman. Also wants letter to Kono.

SIGN OFF

4/22/86

RECAL86.X10

SUPPLIER	FORD SERVICE #	ORIGINAL QUANTITY	ORIGINAL STD. COST	REVISED LNCH QTY.	REVISED STD. COST	FCSD INV. ON HAND	FCSD CURRENT MONTHLY SALES	ORDER QTY. TO SUPPLIER	ORDER STD. COST	CUM SHIPPED	CUM AUTH.
MANA	FO2Z-61810045-A 5/31	76,346	$13,866,709	20000	$3,624,800	1150	450	20000	$3,624,800	3400	24859
MANA	FO2Z-61811A48-DD	31,597	$2,050,013	10000	$648,800	380	40	10000	$648,800	0	10000
MANA	FO2Z-61810044-A	17,014	$3,083,617	3500	$634,340	250	45	3600	$634,340	300	3880
MANA 5/31	FO2Z-61811A48-CC ✓	17,014	$1,162,736	3500	$239,190	170	10	3330	$227,572	0	3330
MANA	FO2Z-61811A48-AA ✓	12,153	$830,538	3500	$239,190	185	10	3315	$226,547	0	3315
MANA	F12Z-14B119-A ✓	8,722	$76,928	2900	$19,525	770	3	1730	$13,511	0	1730
MANA	FO2Z-61811A48-BB ✓	17,014	$1,103,888	500	$32,440	78	5	422	$27,379	0	422
MANA	FO2Z-6121813-B ✓	2,430	$45,538	300	$5,622	100	20	300	$5,622	0	340
MANA	FO2Z-6121512-B ✓	1,215	$22,780	200	$3,748	10	15	200	$3,748	30	280
MANA	F12Z-6161752-C ✓	30	$827	60	$1,254	11	1	49	$1,[illegible]	8	57
MANA	F12Z-6161752-A ✓	30	$773	60	$1,547	13	0	47	$1,212	0	47
MANA	F12Z-6161753-A ✓	170	$4,176	60	$1,474	14	0	46	$1,130	0	46
MANA	F12Z-[illegible]-D ✓	90	$2,211	100	$2,457	63	1	37	$909	0	37
MANA	FO2Z-[illegible]-B ✓	58	$154	50	$214	39	0	11	$47	0	11
MANA	FO2Z-[illegible]-A ✓	72	$324	50	$225	40	0	10	$45	0	10
MANA	E9ZZ-[illegible]-H ✓	4	$14	30	$108	25	1	5	$18	0	5
MANA	F12Z-[illegible]-D ✓	640	$16,505	100	$2,579	85	4	4	$103	0	4
MANA	F12Z-[illegible]-B ✓	3	$73	20	$491	20	0	0			
MANA	F12Z-[illegible]-B ✓	18	$464	25	$615	21	0	-1			
MANA	E9ZZ-[illegible]-N ✓	23	$63	30	$115	32	0	-2			
MANA	FO2Z-[illegible]-A ✓	12	$54	50	$225	55	0	-5			
MANA	E9ZZ-6103588-E ✓	4	$15	30	$119	39	0	-9			
MANA	E9ZZ-6103589-S ✓	23	$68	30	$115	48	1	-18			
MANA	E9ZZ-6103588-N ✓	2	$7	30	$108	48	0	-18			
MANA	E9ZZ-6103589-P ✓	3	$10	15	$54	36	0	-20			
MANA	F12Z-6161765-C ✓	170	$4,384	50	$1,289	70	0	-20			
MANA	E9ZZ-6103588-F ✓	1	$4	15	$54	42	0	-27			
MANA	E9ZZ-6103589-M ✓	11	$39	30	$108	68	1	-38			
MANA	E9ZZ-6103589-K ✓	2	$7	15	$54	59	0	-44			
[illegible]A	E9ZZ-6103588-R ✓	2	$7	30	$106	82	0	-52			
[illegible]A	FO2Z-6103588-B ✓	6	$25	50	$214	104	0	-54			
MANA	E9ZZ-6103588-S ✓	1	$4	15	$54	122	0	-107			
MANA ✓	E9ZZ-6103588-J ✓	11	$39	30	$108	162	0	-132			
MC	E001-68-241 18 ✓	2,000		600		75	5	525	8W6		
MC	F3ZZ-8F315-A ✓	7,282		500		23	1	477	F30		
[illegible] 5/31	E001-68-241 88 ✓	8,300		1000		536	1	464	1790		
	E001-68-241 95 ✓	2,000		600		193	7	407	8W6		
MC 5/31	E001-68-241 38 ✓	210		200		157	10	43	92F		
D29AA	F5AZ-9341-A	12,163		1000				1000			
79MC)		10,000		10000				10000			
EE67A	FO2Z-14A679-A	19,444		1200				1200			
TOTALS:		244,268	$22,069,801	60,070	$5,461,244			56,574	$5,416,847		

Paul W 9/2/98

Today Please

fill in avg sales data

on attached and pull

in 45C ~~10,000 for 5/27/99~~

~~to 1/4/99 and 15,000~~

~~10/9/99 to 3/99~~ first week

and order 5,000 44C

for 1/4/99.

Hanson

Probe Seat Belt Campaign/Re-Call: 96S48/96S99

	Rail Only				Rail & Motor (Includes Old Level, not including "seed" in 10/98)							
	F72Z-61610D44-A		F72Z-61610D45-A		F72Z-61610D44-B		F72Z-61610D45-B		F72Z 61610D44-C		F72Z 61610D45-C	
Week of	KAY1-57-93Y (RH)		KAY1-57-99Y (LH)		KAY1-57-930 (RH)		KAY1-57-990 (LH)		KAY2-57-930(RH)		kAY2-57-990(LH)	
Month	Cmt Dmd	Cmt on B/O	Cmt Dmd	Cmt on B/O	Cmt Dmd	Cmt on B/O	Cmt Dmd	Cmt on B/O	Cmt Dmd	Cmt on B/O	Cmt Dmd	Cmt on B/O
15-Jun	144	0	399	0	0	0	0	0	147	0	341	0
22-Jun	152	0	430	0	0	0	0	0	152	0	391	0
29-Jun	93	0	319	0	0	0	0	0	130	0	256	0
8-Jul	101	0	339	0	0	0	0	0	97	0	247	0
13-Jul	147	0	435	0	0	0	0	0	135	0	379	0
20-Jul	94	0	372	0	0	0	0	0	117	0	298	0
27-Jul	125	0	254	0	0	0	0	0	86	0	283	0
3-Aug												
10-Aug												
17-Aug												
24-Aug												
31-Aug	486	0	1417	0	Obsolete		Obsolete		442	0	1175	0
7-Sep												
14-Sep												
21-Sep												
28-Sep												
5-Oct												
12-Oct												
19-Oct												
26-Oct												
2-Nov												
9-Nov												
16-Nov												
23-Nov												
30-Nov												
7-Dec												
14-Dec												
21-Dec												

- Placed additional orders for the L.H. Rail & Motor of 20k units on 7/28 and 7k units on 8/11.
- Placed additional orders for the R.H Rail & Motor of 4.8k units on 7/28 and 10k units on 8/11.
- Additional orders placed due to the second recall notification and the start of the European recall.

Sent note to Paul W on 8/10/98 re delivery of P&TD Qty of F72Z-45-C

Probe Seat Belt Campaign/Re-Call: 96S48/96S99

	Rail Only				Rail & Motor (includes Old Level, not including "steel" in 1996)							
	F72Z-61610D44-A		F72Z-61610D45-A		F72Z-61610D44-B		F72Z-61610D45-B		F72Z 61610D44-C		F72Z 61610D45-C	
Day of	KAY1-57-93Y (RH)		KAY1-57-99Y (LH)		KAY1-57-930 (RH)		KAY1-57-990 (LH)		KAY2-57-930(RH)		kAY2-57-990(LH)	
Month	Cmt Dmd	Cmt on B/O	Cmt Dmd	Cmt on B/O	Cmt Dmd	Cmt on B/O	Cmt Dmd	Cmt on B/O	Cmt Dmd	Cmt on B/O	Cmt Dmd	Cmt on B/O
4-Dec	11	0	39	0	17	1494	90	8875				
5-Dec	11	0	32	0	21	1506	119	8917				
6-Dec	14	0	18	0	39	1525	100	8942				
9-Dec	8	0	21	0	21	1532	116	8887				
10-Dec	8	0	20	0	20	1539	120	9027				
11-Dec	9	0	23	0	24	1546	118	9082				
12-Dec	11	0	18	0	19	1552	78	9113				
13-Dec	12	0	19	0	13	1555	99	9116				
16-Dec	12	0	29	0	35	1584	131	9170				
17-Dec	25	0	83	0	30	1570	90	9050	13	13	79	79
18-Dec	19	0	95	0	15	1585	87	9048	59	72	241	319
19-Dec	24	0	92	0	25	1588	84	9026	43	104	207	406
22-Dec	25	0	78	0	21	1570	70	8868	18	102	95	480
23-Dec	19	0	61	0	19	927	102	3472	12	110	46	454
5-Jan	6273	3800	3853	0	0	0	0	0	129	112	236	686
6-Jan	36	3523	130	0	0	0	0	0	18	129	65	769
7-Jan	36	3193	140	0	0	0	0	0	20	148	68	820
8-Jan	34	2883	135	0	0	0	0	0	18	163	70	887
9-Jan	44	2456	161	0	0	0	0	0	19	183	87	954
12-Jan	27	1508	115	0	0	0	0	0	14	153	644	1823
13-Jan	37	740	153	0	0	0	0	0	36	128	78	1907
14-Jan	30	645	116	0	0	0	0	0	34	139	210	1400
15-Jan	28	551	107	0	0	0	0	0	33	153	204	1381
16-Jan	23	52	144	0	0	0	0	0	15	164	201	1324
20-Jan	48	46	223	0	0	0	0	0	73	174	363	1409
21-Jan	20	53	163	0	0	0	0	0	32	163	221	1441
22-Jan	18	45	94	0	0	0	0	0	40	182	138	1432
23-Jan	17	43	93	0	0	0	0	0	43	182	152	1444
26-Jan	22	0	94	0	0	0	0	0	25	199	529	1248
27-Jan	17	0	126	0	0	0	0	0	18	199	151	1233
28-Jan	28	0	106	0	0	0	0	0	36	245	359	808
29-Jan	13	0	89	0	0	0	0	0	38	189	135	799
30-Jan	23	0	95	0	0	0	0	0	44	186	114	806
2-Feb	17	0	105	0	0	0	0	0	48	204	84	884
3-Feb	20	0	91	0	0	0	0	0	41	167	87	940
4-Feb	16	0	81	0	0	0	0	0	36	8	48	978
5-Feb	15	0	89	0	0	0	0	0	18	9	98	848
8-Feb	22	0	78	0	0	0	0	0	32	0	195	748
9-Feb	23	0	77	0	0	0	0	0	33	4	197	661
10-Feb	25	0	90	0	0	0	0	0	41	1	108	653
11-Feb	19	0	98	0	0	0	0	0	32	1	110	679
12-Feb	20	0	80	0	0	0	0	0	33	1	98	684
13-Feb	11	0	89	0	0	0	0	0	16	1	89	706
16-Feb	8	0	72	0	0	0	0	0	24	1	98	728
17-Feb	14	0	92	0	0	0	0	0	31	0	88	735
18-Feb	16	0	94	0	0	0	0	0	28	0	112	755
19-Feb	25	0	80	0	0	0	0	0	45	0	116	748
20-Feb	27	0	77	0	0	0	0	0	47	0	105	737
23-Feb	26	0	78	0	0	0	0	0	42	0	102	730

- Placed additional orders for the L.H. Rail & Motor of 20k units on 7/25 and 7k units on 9/11.
- Placed additional orders for the R.H. Rail & Motor of 4.5k units on 7/25 and 14k units on 9/11.

Probe Seat Belt Campaign/Re-Call: 96S48/96S99

	Rail Only				Rail & Motor (includes Old Level, not including "seed" in 10/98)							
	F72Z-61610D44-A		F72Z-61610D45-A		F72Z-61610D44-B		F72Z-61610D45-B		F72Z 61610D44-C		F72Z 61610D45-C	
Day of	KAY1-57-93Y (RH)		KAY1-57-99Y (LH)		KAY1-57-930 (RH)		KAY1-57-990 (LH)		KAY2-57-930(RH)		KAY2-57-990(LH)	
Month	Cmt Dmd	Cmt on B/O	Cmt Dmd	Cmt on B/O	Cmt Dmd	Cmt on B/O	Cmt Dmd	Cmt on B/O	Cmt Dmd	Cmt on B/O	Cmt Dmd	Cmt on B/O
4-Dec	11	0	36	0	17	1484	90	8875				
5-Dec	11	0	32	0	21	1508	119	8917				
8-Dec	14	0	18	0	32	1525	100	8942				
9-Dec	8	0	21	0	21	1532	118	8287				
10-Dec	8	0	20	0	20	1539	120	9027				
11-Dec	9	0	23	0	24	1546	116	9088				
12-Dec	11	0	16	0	19	1552	78	9112				
15-Dec	12	0	19	0	13	1555	99	9116				
16-Dec	12	0	28	0	26	1564	131	9170				
17-Dec	25	0	88	0	30	1570	90	9050	13	13	79	79
18-Dec	19	0	95	0	15	1563	87	8948	59	72	241	319
19-Dec	84	0	82	0	25	1568	84	8925	43	104	207	405
22-Dec	25	0	78	0	21	1570	70	8856	18	102	95	480
23-Dec	19	0	81	0	19	927	102	3472	12	110	48	454
5-Jan	8273	3800	3853	0	0	0	0	0	129	112	238	692
6-Jan	35	3523	130	0	0	0	0	0	18	129	53	763
7-Jan	38	3103	140	0	0	0	0	0	20	148	66	829
8-Jan	34	2803	135	0	0	0	0	0	18	163	70	897
9-Jan	44	2458	151	0	0	0	0	0	19	185	67	964
12-Jan	27	1508	116	0	0	0	0	0	14	153	844	1823
13-Jan	97	740	163	0	0	0	0	0	36	128	76	1897
14-Jan	30	645	110	0	0	0	0	0	34	139	210	1460
15-Jan	28	661	107	0	0	0	0	0	33	153	204	1381
16-Jan	23	52	144	0	0	0	0	0	15	184	201	1334
20-Jan	48	48	228	0	0	0	0	0	73	174	363	1469
21-Jan	20	53	183	0	0	0	0	0	32	163	221	1441
22-Jan	18	45	94	0	0	0	0	0	45	182	136	1432
23-Jan	17	43	86	0	0	0	0	0	43	182	152	1444
26-Jan	22	0	94	0	0	0	0	0	26	198	629	1246
27-Jan	17	0	126	0	0	0	0	0	18	198	161	1239
28-Jan	26	0	102	0	0	0	0	0	38	245	359	898
29-Jan	13	0	80	0	0	0	0	0	38	188	135	799
30-Jan	23	0	95	0	0	0	0	0	44	186	114	698
2-Feb	17	0	105	0	0	0	0	0	48	204	84	684
3-Feb	20	0	81	0	0	0	0	0	41	157	97	940
4-Feb	18	0	81	0	0	0	0	0	36	8	46	979
5-Feb	13	0	69	0	0	0	0	0	19	8	98	848
6-Feb	22	0	76	0	0	0	0	0	32	8	195	748
9-Feb	23	0	77	0	0	0	0	0	39	4	197	851
10-Feb	26	0	90	0	0	0	0	0	41	1	108	863
11-Feb	19	0	90	0	0	0	0	0	32	1	110	879
12-Feb	20	0	80	0	0	0	0	0	39	1	98	894
13-Feb	11	0	69	0	0	0	0	0	18	1	89	706
16-Feb	8	0	72	0	0	0	0	0	24	1	98	726
17-Feb	14	0	92	0	0	0	0	0	21	0	86	736
18-Feb	15	0	84	0	0	0	0	0	25	0	112	755
19-Feb	26	0	80	0	0	0	0	0	46	0	110	746
20-Feb	27	0	77	0	0	0	0	0	47	0	105	737
23-Feb	26	0	76	0	0	0	0	0	42	0	102	730

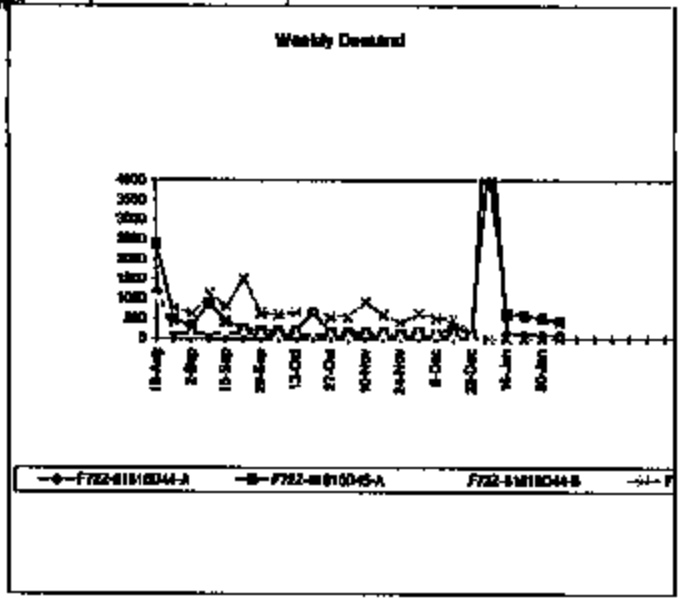
- Placed additional orders for the L.H. Rail & Motor of 24k units on 7/28 and 7k units on 8/11.
- Placed additional orders for the R.H. Rail & Motor of 48k units on 7/28 and 16k units on 8/11.

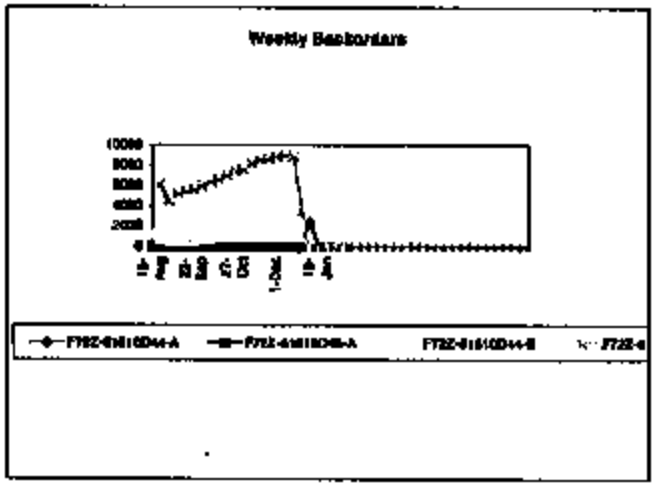
- Placed additional orders for the RLH Rail & Motor of 4.8k units on 7/28 and 10k units on 8/11.
- Additional orders placed due to the second recall notification and the start of the European recall.

Probe Seat Belt Campaign/Re-Call: 96S48/96S99

	Rail Only				Rail & Motor (Includes Old Level not including "seed" in 10/96)			
	F72Z-61610D44-A		F72Z-61610D45-A		F72Z-61610D44-B		F72Z-61610D45-B	
	KAY1-57-95Y (RH)		KAY1-57-85Y (LH)		KAY1-57-930 (RH)		KAY1-57-990 (LH)	
y of Mo	Cmt Dmd	Cmt on B/O	Cmt Dmd	Cmt on B/O	Cmt Dmd	Cmt on B/O	Cmt Dmd	Cmt on B/O
ast 28-Se	22	0	37	0	28	548	110	5585
29-Sep	24	0	28	0	32	575	128	5573
30-Sep	19	0	37	0	35	585	149	5704
1-Oct	22	0	35	0	29	605	125	5842
2-Oct	20	0	48	0	28	630	125	5981
3-Oct	14	0	42	0	23	675	122	6078
6-Oct	17	0	40	0	28	702	124	6183
7-Oct	18	0	30	0	25	730	121	6321
8-Oct	11	0	30	0	30	763	130	6574
9-Oct	20	0	40	0	19	748	121	6428
10-Oct	24	0	38	0	20	758	109	6412
13-Oct	14	0	30	0	19	809	188	6509
14-Oct	18	0	39	0	38	839	116	6559
15-Oct	22	0	34	0	20	852	131	6619
16-Oct	30	0	58	0	41	885	109	6888
17-Oct	21	0	34	0	28	905	150	6719
20-Oct	20	0	644	0	23	927	179	6835
21-Oct	16	0	44	0	28	944	129	6919
22-Oct	10	0	35	0	21	990	115	6991
23-Oct	19	0	27	0	27	984	139	7072
24-Oct	18	0	25	0	27	1006	114	7111
27-Oct	7	0	28	0	33	1036	115	7159
28-Oct	22	0	41	0	27	1063	104	7230
29-Oct	16	0	32	0	23	1079	119	7288
30-Oct	16	0	30	0	30	1106	123	7358
31-Oct	17	0	23	0	15	1119	108	7421
3-Nov	18	0	38	0	25	1144	106	7484
4-Nov	26	0	42	0	29	1170	125	7541
5-Nov	9	0	30	0	26	1194	113	7606
6-Nov	13	0	33	0	20	1213	110	7658
7-Nov	14	0	25	0	12	1220	100	7700
10-Nov	36	0	51	0	34	1249	140	7780
11-Nov	25	0	28	0	29	1268	433	8118
12-Nov	18	0	30	0	28	1290	111	8150
13-Nov	17	0	31	0	26	1310	107	8180
14-Nov	11	0	31	0	17	1317	125	8249
17-Nov	17	0	28	0	20	1333	121	8308
18-Nov	18	0	32	0	24	1348	117	8363
19-Nov	9	0	31	0	33	1375	124	8424
20-Nov	17	0	38	0	24	1392	123	8492
21-Nov	17	0	23	0	17	1408	110	8524
24-Nov	23	0	42	0	28	1428	113	8551
25-Nov	19	0	35	0	27	1447	139	8652
26-Nov	10	0	31	0	27	1465	152	8726
1-Dec	25	0	62	0	43	1482	206	8810
2-Dec	18	0	23	0	28	1490	103	8825
3-Dec	7	0	22	0	28	1495	106	8848

- Placed additional orders for the L.H. Rail & Motor of 25k units on 7/28 and 7k units on 8/11.
- Placed additional orders for the R.H Rail & Motor of 4.8k units on 7/28 and 10k units on 8/11.



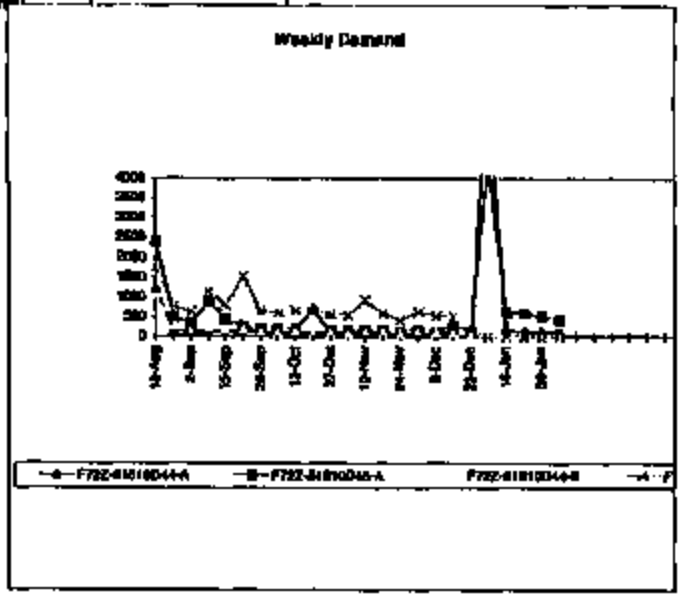


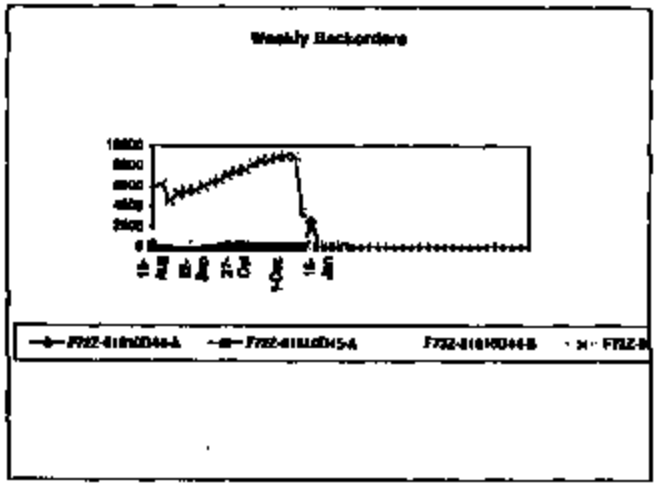
- Placed additional orders for the R.H Rail & Motor of 4.8k units on 7/28 and 10k units on 8/11.
- Additional orders placed due to the second recall notification and the start of the European recall.

Probe Seat Belt Campaign/Re-Call: 96S48/96S99

	Rail Only				Rail & Motor (includes Dbl Level, not including "seat" in 10/96)			
	F72Z-61610D44-A		F72Z-61610D45-A		F72Z-61610D44-B		F72Z-61610D45-B	
	KAY1-57-93Y (RH)		KAY1-57-99V (LH)		KAY1-57-950 (RH)		KAY1-57-990 (LH)	
y of Mo	Cml Dmd	Cml on B/O	Cml Dmd	Cml on B/O	Cml Dmd	Cml on B/O	Cml Dmd	Cml on B/O
ast 26-Se	22	0	37	0	28	548	110	5585
29-Sep	24	0	29	0	32	575	128	5573
30-Sep	19	0	37	0	36	585	149	5704
1-Oct	22	0	35	0	29	605	125	5842
2-Oct	20	0	49	0	28	630	128	5981
5-Oct	14	0	42	0	23	676	122	6078
6-Oct	17	0	40	0	28	702	124	6189
7-Oct	19	0	39	0	25	730	121	6321
8-Oct	11	0	30	0	30	753	130	6374
9-Oct	20	0	40	0	19	768	121	6429
10-Oct	24	0	38	0	20	786	109	6412
13-Oct	14	0	36	0	18	803	168	6606
14-Oct	18	0	39	0	38	829	116	6653
15-Oct	22	0	34	0	20	852	131	6819
16-Oct	39	0	58	0	41	885	109	6886
17-Oct	21	0	34	0	26	906	130	6719
20-Oct	26	0	544	0	23	927	173	6835
21-Oct	18	0	44	0	29	944	129	6919
22-Oct	10	0	35	0	21	960	113	6991
23-Oct	19	0	27	0	27	984	138	7072
24-Oct	16	0	25	0	27	1006	114	7111
27-Oct	7	0	28	0	33	1035	115	7159
28-Oct	22	0	41	0	27	1053	104	7230
29-Oct	16	0	32	0	23	1079	119	7286
30-Oct	16	0	30	0	30	1105	129	7358
31-Oct	17	0	23	0	15	1119	109	7421
3-Nov	18	0	38	0	26	1144	106	7484
4-Nov	26	0	42	0	29	1170	125	7541
5-Nov	9	0	30	0	28	1194	113	7608
6-Nov	13	0	33	0	20	1211	110	7656
7-Nov	14	0	25	0	12	1220	100	7700
10-Nov	36	0	51	0	34	1249	140	7760
11-Nov	25	0	28	0	29	1268	439	8118
12-Nov	18	0	30	0	28	1290	111	8150
13-Nov	17	0	31	0	28	1318	107	8180
14-Nov	11	0	31	0	17	1317	128	8249
17-Nov	17	0	28	0	20	1333	121	8308
18-Nov	18	0	32	0	24	1348	117	8363
19-Nov	9	0	31	0	33	1375	124	8424
20-Nov	17	0	36	0	24	1392	123	8492
21-Nov	17	0	23	0	17	1408	110	8534
24-Nov	23	0	42	0	26	1425	113	8551
25-Nov	19	0	35	0	27	1447	139	8652
26-Nov	10	0	31	0	27	1465	152	8726
1-Dec	25	0	62	0	43	1482	205	8810
2-Dec	15	0	29	0	28	1490	103	8826
3-Dec	7	0	22	0	26	1495	106	8845

- Placed additional orders for the L.H. Rail & Motor of 20k units on 7/28 and 7k units on 8/11.
- Placed additional orders for the R.H Rail & Motor of 4.8k units on 7/28 and 10k units on 8/11.





Probe Seat Belt Campaign/Re-Call: 96S48/96S99

	Rail Only				Rail & Motor (Includes Old Level, not including "saps" in 10/96)							
	F72Z-61610D44-A		F72Z-61610D45-A		F72Z-61610D44-B		F72Z-61610D45-B		F72Z 61610D44-C		F72Z 61610D45-C	
Day of	KAY1-57-93Y (RH)		KAY1-57-99Y (LH)		KAY1-57-930 (RH)		KAY1-57-990 (LH)		KAY2-57-930(RH)		KAY2-57-990(LH)	
Month	Cml Dmd	Cml on B/O	Cml Dmd	Cml on B/O	Cml Dmd	Cml on B/O	Cml Dmd	Cml on B/O	Cml Dmd	Cml on B/O	Cml Dmd	Cml on B/O
23-Feb	26	0	76	0	0	0	0	0	42	0	102	730
24-Feb	24	0	105	0	0	0	0	0	38	0	141	742
25-Feb	23	0	110	0	0	0	0	0	42	0	139	754
26-Feb	26	0	108	0	0	0	0	0	35	0	145	768
27-Feb	24	0	100	0	0	0	0	0	37	0	139	778
2-Mar	12	0	48	0	0	0	0	0	14	0	55	790
3-Mar	14	0	46	0	0	0	0	0	15	0	53	802
4-Mar	30	0	80	0	0	0	0	0	44	0	106	799
5-Mar	15	0	82	0	0	0	0	0	32	0	81	804
6-Mar	30	0	86	0	0	0	0	0	28	0	127	815
9-Mar	20	0	73	0	0	0	0	0	28	0	104	834
10-Mar	27	0	72	0	0	0	0	0	24	0	105	844
11-Mar	14	0	72	0	0	0	0	0	25	0	105	851
12-Mar	11	0	63	0	0	0	0	0	18	0	85	857
13-Mar	15	0	61	0	0	0	0	0	43	0	86	100
16-Mar	13	0	78	0	0	0	0	0	40	0	85	78
17-Mar	34	0	102	0	0	0	0	0	44	0	137	56
18-Mar	37	0	108	0	0	0	0	0	47	0	114	19
19-Mar	22	0	101	0	0	0	0	0	35	0	169	17
20-Mar	38	0	112	0	0	0	0	0	40	0	115	18
23-Mar	34	0	107	0	0	0	0	0	30	0	109	14
24-Mar	60	0	134	0	0	0	0	0	48	0	188	15
25-Mar	36	0	148	0	0	0	0	0	44	0	181	14
26-Mar	36	0	136	0	0	0	0	0	34	0	126	15
27-Mar	45	0	140	0	0	0	0	0	44	0	134	14
30-Mar	38	0	150	0	0	0	0	0	47	0	131	16
31-Mar	53	0	169	0	0	0	0	0	48	0	144	12
1-Apr	45	0	131	0	0	0	0	0	50	0	133	12
2-Apr	37	0	135	0	0	0	0	0	34	0	102	12
3-Apr	42	0	147	0	0	0	0	0	50	0	143	12
6-Apr	31	0	133	0	0	0	0	0	37	0	139	12
7-Apr	28	0	124	0	0	0	0	0	40	0	102	10
8-Apr	46	0	160	0	0	0	0	0	38	0	135	0
9-Apr	47	0	140	0	0	0	0	0	32	0	139	0
14-Apr	87	0	332	0	0	0	0	0	95	0	341	0
15-Apr	28	0	106	0	0	0	0	0	28	0	82	1
16-Apr	28	0	107	0	0	0	0	0	29	0	70	2
17-Apr	41	0	127	0	0	0	0	0	61	0	92	4
24-Apr	149	0	479	0	0	0	0	0	171	0	456	1
1-May	225	0	722	0	0	0	0	0	197	0	555	1
8-May	134	0	504	0	0	0	0	0	144	0	414	0
15-May	170	0	512	0	0	0	0	0	153	0	424	0
22-May	177	0	526	0	0	0	0	0	165	0	417	0
29-May	106	0	263	0	0	0	0	0	81	0	220	0
5-Jun	178	0	585	0	0	0	0	0	150	0	426	0

- Placed additional orders for the L.H. Rail & Motor of 20k units on 7/28 and 7k units on 8/11.
- Placed additional orders for the R.H Rail & Motor of 4.8k units on 7/28 and 10k units on 8/11.
- Additional orders placed due to the second recall publication and the start of the European recall.

Probe Seat Belt Campaign/Re-Call: 96548/96599

	Belt Only				Belt & Motor (Includes Old Level, not including "recall" in '97 m.y.)							
	F72Z-61610D44-A		F72Z-61610D45-A		F72Z-61610D44-B		F72Z-61610D45-B		F72Z-61610D44-C		F72Z-61610D45-C	
Day of	KAY1-57-93Y (RH)		KAY1-57-99Y (LH)		KAY1-57-930 (RH)		KAY1-57-990 (LH)		KAY1-57-930(RH)		KAY2-57-990(LH)	
Month	Cml Dmd	Cml on B/O	Cml Dmd	Cml on B/O	Cml Dmd	Cml on B/O	Cml Dmd	Cml on B/O	Cml Dmd	Cml on B/O	Cml Dmd	Cml on B/O
23-Feb	26	0	76	0	0	0	0	0	42	0	102	730
24-Feb	24	0	105	0	0	0	0	0	38	0	141	742
25-Feb	23	0	110	0	0	0	0	0	42	0	139	754
26-Feb	26	0	108	0	0	0	0	0	36	0	145	766
27-Feb	24	0	100	0	0	0	0	0	37	0	139	778
2-Mar	12	0	46	0	0	0	0	0	14	0	55	790
3-Mar	14	0	46	0	0	0	0	0	15	0	53	802
4-Mar	30	0	80	0	0	0	0	0	44	0	105	799
5-Mar	15	0	62	0	0	0	0	0	32	0	81	804
6-Mar	30	0	88	0	0	0	0	0	26	0	127	815
9-Mar	20	0	73	0	0	0	0	0	26	0	104	834
10-Mar	27	0	72	0	0	0	0	0	24	0	105	844
11-Mar	14	0	72	0	0	0	0	0	25	0	105	851
12-Mar	11	0	63	0	0	0	0	0	18	0	85	867
13-Mar	15	0	81	0	0	0	0	0	43	0	86	100
16-Mar	13	0	78	0	0	0	0	0	40	0	83	76
17-Mar	34	0	102	0	0	0	0	0	44	0	137	55
18-Mar	37	0	108	0	0	0	0	0	47	0	114	18
19-Mar	22	0	101	0	0	0	0	0	30	0	169	17
20-Mar	38	0	112	0	0	0	0	0	40	0	115	16
23-Mar	34	0	107	0	0	0	0	0	30	0	109	14
24-Mar	50	0	134	0	0	0	0	0	48	0	188	15
25-Mar	39	0	149	0	0	0	0	0	44	0	181	14
26-Mar	38	0	138	0	0	0	0	0	34	0	128	15
27-Mar	46	0	140	0	0	0	0	0	44	0	134	14
30-Mar	39	0	150	0	0	0	0	0	47	0	191	15
31-Mar	53	0	169	0	0	0	0	0	46	0	144	12
1-Apr	43	0	131	0	0	0	0	0	50	0	133	12
2-Apr	37	0	136	0	0	0	0	0	34	0	102	12
3-Apr	42	0	147	0	0	0	0	0	60	0	143	12
6-Apr	31	0	133	0	0	0	0	0	37	0	139	12
7-Apr	28	0	124	0	0	0	0	0	40	0	102	10
8-Apr	46	0	160	0	0	0	0	0	36	0	135	0
9-Apr	47	0	149	0	0	0	0	0	32	0	130	0
14-Apr	87	0	332	0	0	0	0	0	95	0	341	0
15-Apr	28	0	106	0	0	0	0	0	28	0	82	1
16-Apr	28	0	107	0	0	0	0	0	29	0	76	2
17-Apr	41	0	127	0	0	0	0	0	81	0	92	8
24-Apr	148	0	478	0	0	0	0	0	171	0	458	1
1-May	226	0	722	0	0	0	0	0	197	0	555	1
8-May	124	0	504	0	0	0	0	0	144	0	414	0
15-May	170	0	612	0	0	0	0	0	153	0	424	0
22-May	177	0	626	0	0	0	0	0	185	0	417	0
29-May	106	0	283	0	0	0	0	0	81	0	220	0
5-Jun	179	0	585	0	0	0	0	0	150	0	426	0

- Placed additional orders for the L.H. Belt & Motor of 20k units on 7/28 and 7k units on 8/11.
- Placed additional orders for the R.H Belt & Motor of 4.8k units on 7/28 and 10k units on 8/11.
- Additional orders placed due to the second recall notification and the start of the European recall.

F62Z-6120879-AP
F62Z-6129039-AP.

~~40~~
20 bal 1/6
40 3/2
60 10/5

00779
F62Z
12A650CR

F9RZ-6333BA

Passive Motor Receiving Schedule at DIAM by SEA

		162000-1913 730919-7121DX		162000-1923 730920-7121DX		162000-2221 730551-7030AX		162000-2241 730557-7030AX		162000-2211 730550-7030AX		162000-2231 730556-7030AX		Weekly	Total
	Date	J84P rh	Cum.	J84P lh	Cum.	CT20 4drth	Cum.	CT20 3drth	Cum.	CT20 4drrh	Cum.	CT20 3drrh	Cum.		
Actual	5/4/98	1620	13500	1080	26640	0	4500	0	4140	0	720	0	720	2700	50220
	5/11/98	0	13500	0	26640	0	4500	0	4140	0	720	0	720	0	50220
	5/18/98	0	13500	0	26640	0	4500	0	4140	0	720	0	720	0	50220
	5/25/98	0	13500	0	26640	0	4500	0	4140	0	720	0	720	0	50220
	6/1/98	0	13500	2700	29340	0	4500	1980	6120	0	720	0	720	4680	54900
	6/8/98	1080	14580	0	29340	0	4500	720	6840	0	720	0	720	1800	56700
	6/15/98	0	14580	0	29340	0	4500	1260	8100	0	720	0	720	1260	57960
	6/22/98	0	14580	0	29340	540	5040	540	8640	0	720	0	720	1080	59040
	6/29/98	0	14580	540	29880	900	5940	0	8640	0	720	0	720	1440	60480
	7/6/98	0	14580	180	30060	0	5940	0	8640	0	720	0	720	180	60660
	7/13/98	0	14580	1440	31500	0	5940	0	8640	0	720	0	720	1440	62100
Planned	7/20/98	0	14580	1260	32760	0	5940	0	8640	0	720	0	720	1260	63360
	7/27/98	0	14580	2340	35100	0	5940	0	8640	0	720	0	720	2340	65700
	8/3/98	0	14580	1800	36900	0	5940	0	8640	0	720	0	720	1800	67500
	8/10/98	0	14580	1440	38340	0	5940	0	8640	0	720	0	720	1440	68940
	8/17/98	0	14580	1080	39420	0	5940	0	8640	0	720	0	720	1080	70020
	8/24/98	0	14580	0	39420	0	5940	0	8640	0	720	0	720	0	70020
	8/31/98	0	14580	0	39420	0	5940	0	8640	0	720	0	720	0	70020
	9/7/98	0	14580	0	39420	720	6660	1620	10260	1080	2700	540	1260	4680	74700
	9/14/98	0	14580	0	39420	0	6660	0	10260	0	2700	0	1260	0	74880

Prepared by Lori Vesnaugh

7/7/98

07/14/98 TUE 17:06 FAX 1 519 727 3947 QSS ADMIN.

1 519 727 3947 PAGE.02

JUL 14 '98 17:04

TELEFAX MESSAGE

QUALITY SAFETY SYSTEMS COMPANY
255 Patillo Road, R.R. #1
Tecumseh, Ontario N8N 2L9

Telephone: (519) 973-7400 Ext. *Fax: (519) 727-3047*

TO: GREG OEYO
FCSO

CC:

FROM: KEN ARMSTRONG

DATE: 7/14/98

NO. OF PAGES: pages to follow 1

MESSAGE:

GREG,

I HAVE ATTACHED THE SCHEDULE PER YOUR REQUEST. IF YOU HAVE ANY QUESTIONS PLEASE DO NOT HESITATE TO CONTACT ME IMMEDIATELY.

KA

3/31

Kcw - 930 - R/A -

↳ 2160 March order in N/A

↳ QSS @ 4/6 (2000-3000 better) Prentice vs LH

↳ 4 Days to turn around.

VIEW THE NOTE E01

From: HKIRK --DRBN006 Date and time 03/06/98 11:41:49
To: GDEYO --DRBN006
cc: HKIRK --DRBN006

FROM: HARRISON KIRK USAET(UTC -05:00)
Subject: (U) PROBE LH MOTOR REQUIREMENTS
BRING IN YOUR DATA ON OUR TOTAL RELEASE POSITION AND THE QSS SHIP SCHEDULE ,
ALSO WHEN IS THE NEXT MAILING SCHEDULED TO GO OUT AND IS IT THE LAST ONE .
WE NEED TO DETERMINE OUR NEEDS VS LETTERS TO GO OUT AND THE PRESENT SALES RATE

Regards,
HARRISON KIRK

E N D O F N O T E

PF1 Alternate PFs PF2 File NOTE PF3 Keep PF4 Erase PF5 Forward Note
PF6 Reply PF7 Resend PF8 Print PF9 Help PF10 Next PF11 Previous PF12 Return

From: PGIAMMAR--DRBN006 Date and time 02/20/98 15:30:37
To: GDEYO --DRBN006

FROM: Pat Giammarco USAET(UTC -05:00)
Subject: Probe Rail and Motor Campaign Pricing

okee-dokee for now. If supply improves Greg, Keep in mind that all air freight will continue until you advise MNAO to cut it off.

Regards,
Pat Giammarco
FCSD Purchasing
Voice: (313) 266-9819 / Fax 523-5661; USFMCM2W@IBMMAIL.COM
*** Forwarding note from GDEYO --DRBN006 02/20/98 07:42 ***
To: PGIAMMAR--DRBN006

*** Reply to note of 02/19/98 20:54
FROM: G. B. Deyo USAET(UTC -05:00)
Subject: Probe Rail and Motor Campaign Pricing
No we have not taken any steps to cancel air freight already signed for and agreed upon. No, we do not have enough stock. Harrison is watching
PF1 Alternate PFs PF2 File NOTE PF3 Keep PF4 Erase PF5 Forward Note
PF6 Reply PF7 Resend PF8 Print PF9 Help PF10 Next PF11 Previous PF12 Return

E-MAIL

QS~~F~~S e Netcore.CA

Lower Case

93

24

98 - 90
99 - 68
00 - 50
55 = 263

264

210
160
115

89 - 98 - 80 12
60
15
155 118

9.6

93 98 170 24
99 - 130
00 - 90
390
200 or 100
590 490

SEND A NOTE E04

Send to: internet
FROM: G. B. Deyo USAET(UTC -05:00)
Subject: (U)
TO: qss@netcore.ca

Ken, per our conversation regarding the 1800 pcs that were used for the CT20 program. From this date please do not change any quantities for the Probe program without approval from myself or from my supervisor Harrison Kirk. Thanks.

.cc hkirk gdeyo

PF1 Top PF2 Bottom PF3 Erase Line PF4 Add Line PF5 Nulls Off PF6 Format
PF7 Send PF8 Proofread PF9 Help PF10 Next PF11 Previous PF12 Cancel

VIEW THE NOTE E01

From: HKIRK --DRBN006 Date and time 02/16/98 18:46:10
To: GDEYO --DRBN006
cc: HKIRK --DRBN006

FROM: HARRISON KIRK USAET(UTC -05:00)
Subject: (U)PROBE SEAT BELT LH MOTOR KAY2-57-990
I BELIEVE WE WERE TO HAVE 1800 PCS OF THE LEFT HAND MOTOR SHIPPED TO US FROM QSS TODAY RE THE INFO YOU GAVE ME ON 1/26/98 , DID IT HAPPEN ?

Regards,
HARRISON KIRK

E N D O F N O T E

PF1 Alternate PFs PF2 File NOTE PF3 Keep PF4 Erase PF5 Forward Note
PF6 Reply PF7 Resend PF8 Print PF9 Help PF10 Next PF11 Previous PF12 Return

VIEW THE NOTE E20

From: GDEYO --DRBN006 Date and time 12/17/97 15:19:36
To: HKIRK --DRBN006
cc: GLAURITZ--DRBN006

FROM: G. B. Deyo USAET(UTC -05:00)
Subject: PART NUMBER F72Z 61610D45 B

Just heard from John Shore. The letter advising dealers that they are going to received part number F72Z 61610D45 A (And 44A) has been sent. The dealers were also advised to order part number F72Z 61610D44 C and F72Z 61610D54 C if they still need motors.

They are concern about the cost to ship emergency orders from the depots and are looking into ways to cut this cost, appears they will either try some electronic method of bringing the orders down to interim status or will issue instructions to the depots to ship normal. Bob Dew's area has told them that this will have to be done manually which will fall on our shoulders, will keep you posted.

It also appears that we will have to go into the emergency screen and manually cancel the hot lines order (code 2A) and issue orders for the
PF1 Alternate PFs PF2 Copy to PF3 Keep PF4 Erase PF5 Forward Note
PF6 Reply PF7 Resend PF8 Print PF9 Help PF10 Next PF11 Previous PF12 Return

How many motors US + Canada
Tell Harrison

Germany -
Talk to George
on his person
of what is going on.

Call & tell him
what is going on.
Jean Leveque Le
John ?
9-1-703-1383

Jean Lec Leveque

JLeveque
0221-903-1383

manually cancel the hot lines order (code 2A) and issue orders for the F72Z 61610D45 A and 44A part numbers. This should not be much of a problem. Will keep you posted when I hear more.

Regards,
G. B. Deyo

E N D O F N O T E

MOTORS/RAILS DELIVERY SCHEDULE

	F72Z 61610D44 C	F72Z 61610D45 C	F3CZ 58610D44 A	F3CZ 58610D45 A	F3CZ 61610D44 A	F3CZ 61610D45 A
January	1080	1260	0	0	0	540
February	540	1800	0	1080	0	3600
March	2160	8820	720	3420	720	0
April	360	3760	0	0	0	0
May	5940	5760	0	0	0	2700
June	0	720	0	0	0	0
Total	10,080	22,120	720	4,500	720	6,840

Manf 3600 - this week

1800 - two day bu. td
will be due this month

1800 -

```
SMMPGIMA                    Global Inventory Status              01/21/98 09:06:46
==>                                                                Analyst: 5ZB
SERVICE PART:      F72Z-61610D44-A____      TRACK ASY  - SEAT
ENGINEERING PART: KAY1 57 93Y_____________                ORIGIN:        T525
SUPPLIER LOC:                                             FINIS:         3936089
Vendor Part:      KAY15793Y
Motorcraft Part:                                          Prime Suplr:   M323D
                                                          Role:          M
--------Inventory--------  -----Stocking Demand-----      Backcast:
FCSD Available:     10948  Current Month:        392      Max Ord Qty:          0
Pkgr Available:         0  Prior Month:         6148      Volume Group:  5
In-Trans Pkgr:          0  Prior Month 2:        324      Last Release:  613-1A
In-Trans FCSD:          0  Prior Month 3:        425      Lead Time:     124
Transfers:            417  Curr Forecast:        375      Procure Cd:    5
Back Ord Pcs:          53  6-Mo Forecast:       6486      Sales Restr:   N
Tot Inventory:      11312  Out of Tolerance:        Y     Replaced:      N
                                                          Replacing:     Y
Last ASN Qty:           0  Back Ord Lines:         30      Spec Pgm:      Y
Last ASN:                  Off B/O Date:   02/01/98       Abnormal Cat:  7
Last Rcpt Pkgr: 01/08/98   Unit Issue:              1     Design Style:
AIMS Inventory:      2190  Pnd Obs:                       Stock Exhaust:
F1=Help  F2=GPMA  F4=PrvPart F5=NxtPart F6=BDLA  F9=REEA  F10=HIIA
F11=CPHA F13=SYKA F14=SMKA   F15=SCKA   F16=ISBA F17=LXEA F18=RXEA F19=DRIA
RECORD FOUND                                                       LPSDP67
```

SMMPGIMA Global Inventory Status 01/21/98 09:06:57
==> Analyst: 5ZB

SERVICE PART: F72Z-61610D45-A TRACK ASY - SEAT
ENGINEERING PART: KAY1 57 99Y ORIGIN: T525
SUPPLIER LOC: FINIS: 3936090
Vendor Part: KAY15799Y
Motorcraft Part: Prime Suplr: M323D
Role: M

--------Inventory--------		-----Stocking Demand-----			
FCSD Available:	52171	Current Month:	1838	Backcast:	
Pkgr Available:	0	Prior Month:	2402	Max Ord Qty:	0
In-Trans Pkgr:	0	Prior Month 2:	623	Volume Group:	5
In-Trans FCSD:	0	Prior Month 3:	1379	Last Release:	612-5
Transfers:	0	Curr Forecast:	800	Lead Time:	124
Back Ord Pcs:	0	6-Mo Forecast:	8349	Procure Cd:	5
Tot Inventory:	52171	Out of Tolerance:	N	Sales Restr:	N
				Replaced:	N
				Replacing:	Y
Last ASN Qty:	0	Back Ord Lines:	0	Spec Pgm:	Y
Last ASN:		Off B/O Date:		Abnormal Cat:	7
Last Rcpt Pkgr:	11/18/97	Unit Issue:	1	Design Style:	
AIMS Inventory:	2192	Pnd Obs:		Stock Exhaust:	

F1=Help F2=GPMA F4=PrvPart F5=NxtPart F6=BDLA F9=REEA F10=HIIA
F11=CPHA F13=SYKA F14=SMKA F15=SCKA F16=ISBA F17=LXEA F18=RXEA F19=DRIA
RECORD FOUND LPSDP67

SMMPGIMA Global Inventory Status 01/21/98 09:07:07
==> Analyst: SZB

SERVICE PART: F72Z-61610D44-B TRACK ASY - SEAT
ENGINEERING PART: KAY1 57 930 ORIGIN: T525
SUPPLIER LOC: FINIS: 3936258
Vendor Part:
Motorcraft Part: Prime Suplr:
Role:

--------Inventory--------		-----Stocking Demand-----		Backcast:	12/28/97
FCSD Available:	6	Current Month:	0	Max Ord Qty:	0
Pkgr Available:	0	Prior Month:	0	Volume Group:	5
In-Trans Pkgr:	0	Prior Month 2:	0	Last Release:	
In-Trans FCSD:	0	Prior Month 3:	0	Lead Time:	0
Transfers:	0	Curr Forecast:	0	Procure Cd:	0
Back Ord Pcs:	0	6-Mo Forecast:	0	Sales Restr:	N
Tot Inventory:	6	Out of Tolerance:		Replaced:	Y
				Replacing:	Y
Last ASN Qty:		Back Ord Lines:	0	Spec Pgm:	Y
Last ASN:		Off B/O Date:		Abnormal Cat:	7
Last Rcpt Pkgr:		Unit Issue:	1	Design Style:	
AIMS Inventory:	893	Pnd Obs:	12/28/97	Stock Exhaust:	12/28/97

F1=Help F2=GPMA F4=PrvPart F5=NxtPart F6=BDLA F9=REEA F10=HIIA
F11=CPHA F13=SYKA F14=SMKA F15=SCKA F16=ISBA F17=LXEA F18=RXEA F19=DRIA
RECORD FOUND LPSDP67

SMMPGIMA Global Inventory Status 01/21/98 09:07:14
==> Analyst: 52B

SERVICE PART: F722-61610D45-B KIT
ENGINEERING PART: KAY1 57 990
SUPPLIER LOC:
Vendor Part:
Motorcraft Part:

ORIGIN: T525
FINIS: 3936264
Prime Suplr:
Role:

--------Inventory--------		-----Stocking Demand-----			
FCSD Available:	0	Current Month:	0	Backcast:	12/28/97
Pkgr Available:	18	Prior Month:	0	Max Ord Qty:	0
In-Trans Pkgr:	0	Prior Month 2:	0	Volume Group:	5
In-Trans FCSD:	0	Prior Month 3:	0	Last Release:	
Transfers:	0	Curr Forecast:	0	Lead Time:	0
Back Ord Pcs:	0	6-Mo Forecast:	0	Procure Cd:	0
Tot Inventory:	18	Out of Tolerance:		Sales Restr:	N
				Replaced:	Y
				Replacing:	Y
Last ASN Qty:		Back Ord Lines:	0	Spec Pgm:	Y
Last ASN:		Off B/O Date:		Abnormal Cat:	7
Last Rcpt Pkgr:		Unit Issue:	1	Design Style:	
AIMS Inventory:	121	Pnd Obs:	12/28/97	Stock Exhaust:	12/28/97

F1=Help F2=GPMA F4=PrvPart F5=NxtPart F6=BDLA F9=REEA F10=HIIA
F11=CPHA F13=SYKA F14=SMKA F15=SCKA F16=ISBA F17=LXEA F18=RXEA F19=DRIA
RECORD FOUND LPSDP67

```
SMMPGIMA                    Global Inventory Status              01/21/98 09:07:23
==>                                                                Analyst: 5ZB
SERVICE PART:      F72Z-61610D44-C____      TRACK ASY  - SEAT
ENGINEERING PART: KAY2 57 930_____________              ORIGIN:        T525
SUPPLIER LOC:                                           FINIS:         3009871
Vendor Part:       KAY257930
Motorcraft Part:                                        Prime Suplr:   M323D
                                                        Role:          M
--------Inventory--------  -----Stocking Demand-----    Backcast:
FCSD Available:       89   Current Month:       353    Max Ord Qty:           0
Pkgr Available:     1308   Prior Month:         231    Volume Group:  5
In-Trans Pkgr:         0   Prior Month 2:         0    Last Release:  612-5
In-Trans FCSD:      2486   Prior Month 3:         0    Lead Time:     124
Transfers:            18   Curr Forecast:        25    Procure Cd:    5
Back Ord Pcs:        163   6-Mo Forecast:       150    Sales Restr:   Y
Tot Inventory:      3738   Out of Tolerance:      N    Replaced:      N
                                                       Replacing:     Y
Last ASN Qty:          0   Back Ord Lines:      106    Spec Pgm:      Y
Last ASN:                  Off B/O Date:   02/01/98    Abnormal Cat:  7
Last Rcpt Pkgr: 01/17/98   Unit Issue:            1    Design Style:
AIMS Inventory:       66   Pnd Obs:                    Stock Exhaust:
F1=Help  F2=GPMA  F4=PrvPart F5=NxtPart F6=BDLA  F9=REEA  F10=HIIA
F11=CPHA F13=SYKA F14=SMKA   F15=SCKA   F16=ISBA F17=LXEA F18=RXEA F19=DRIA
RECORD FOUND                                                       LPSDP67
```

SMMPGIMA Global Inventory Status 01/21/98 09:07:32
==> Analyst: 5ZB

SERVICE PART: F722-61610D45-C KIT
ENGINEERING PART: KAY2 57 990
SUPPLIER LOC:
Vendor Part: KAY257990
Motorcraft Part:

ORIGIN: T525
FINIS: 3009900
Prime Suplr: M323D
Role: M
Backcast:

--------Inventory--------		-----Stocking Demand-----			
FCSD Available:	1305	Current Month:	2448	Max Ord Qty:	0
Pkgr Available:	80	Prior Month:	843	Volume Group:	5
In-Trans Pkgr:	0	Prior Month 2:	0	Last Release:	613-2A
In-Trans FCSD:	322	Prior Month 3:	0	Lead Time:	124
Transfers:	42	Curr Forecast:	5	Procure Cd:	5
Back Ord Pcs:	1441	6-Mo Forecast:	30	Sales Restr:	Y
Tot Inventory:	308	Out of Tolerance:	N	Replaced:	N
				Replacing:	Y
Last ASN Qty:	0	Back Ord Lines:	397	Spec Pgm:	Y
Last ASN:		Off B/O Date:	04/04/98	Abnormal Cat:	7
Last Rcpt Pkgr:	01/20/98	Unit Issue:	1	Design Style:	
AIMS Inventory:	226	Pnd Obs:		Stock Exhaust:	

F1=Help F2=GPMA F4=PrvPart F5=NxtPart F6=BDLA F9=REEA F10=HIIA
F11=CPHA F13=SYKA F14=SMKA F15=SCKA F16=ISBA F17=LXEA F18=RXEA F19=DRIA
RECORD FOUND LPSDP67

Probe Seat Belt Campaign/Re-Call: 96S48/96S99

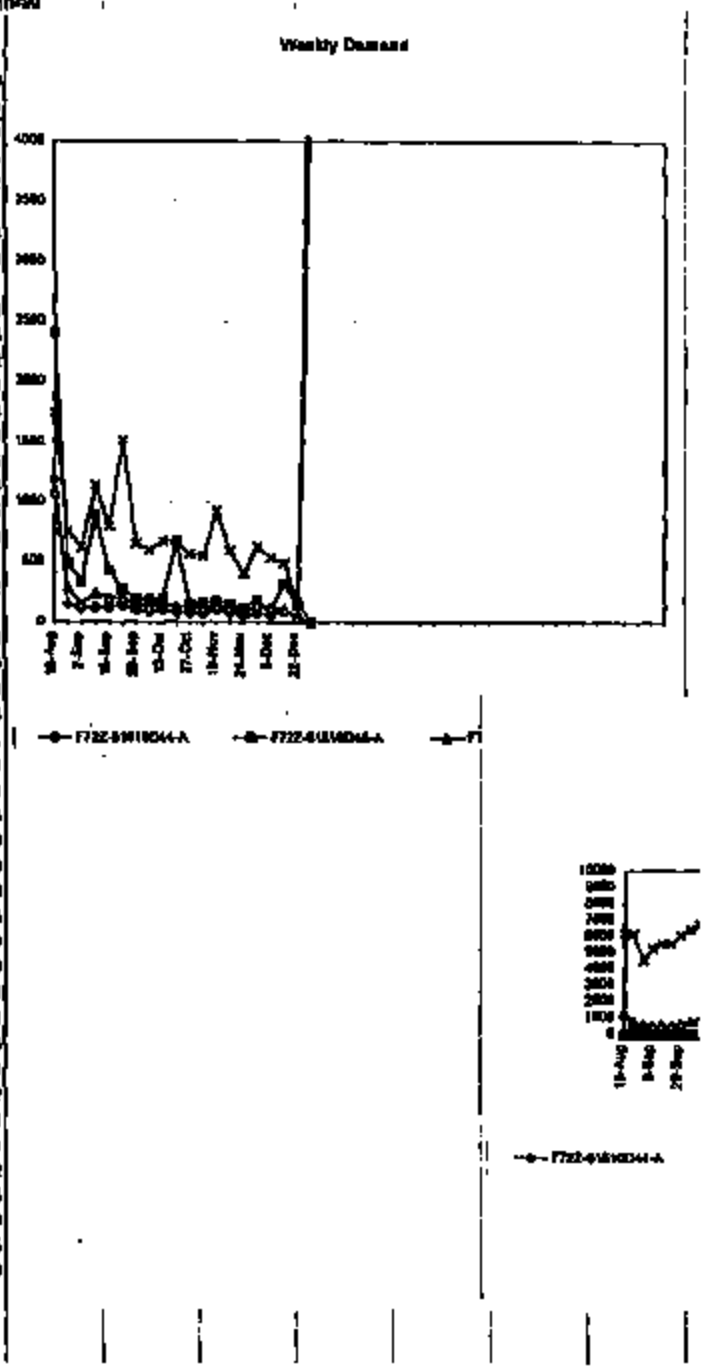
	Rail Only		Rail & Motor (Includes Old Level, not including "seat" in 10/95)									
	F72Z-61610D44-A		F72Z-61610D45-A		F72Z-61610D44-B		F72Z-61610D45-B		F72Z 61610D44-C		F72Z 61610D45-C	
Day of	KAY1-57-93Y (RH)		KAY1-57-99Y (LH)		KAY1-57-93D (RH)		KAY1-57-99D (LH)		KAY2-57-93 (RH)		KAY2-57-990 (LH)	
Month	Cmt Dmd	Cmt on B/O	Cmt Dmd	Cmt on B/O	Cmt Dmd	Cmt on B/O	Cmt Dmd	Cmt on B/O	Cmt Dmd	Cmt on B/O	Cmt Dmd	Cmt on B/O
4-Dec	11	0	38	0	17	1494	80	8876				
5-Dec	11	0	32	0	21	1508	119	8917				
8-Dec	14	8	18	0	32	1525	100	8942				
9-Dec	8	0	21	0	21	1532	118	8987				
10-Dec	8	8	20	0	20	1539	120	9027				
11-Dec	9	0	23	0	24	1548	118	9062				
12-Dec	11	0	16	0	19	1552	76	9112				
15-Dec	12	8	19	0	13	1555	89	9138				
16-Dec	12	0	28	0	28	1564	131	9170				
17-Dec	25	0	83	0	30	1570	90	9050	13	13	79	79
18-Dec	19	0	95	0	15	1563	87	8948	59	72	241	319
19-Dec	24	0	92	0	25	1566	84	8925	43	104	207	408
22-Dec	25	0	78	0	21	1570	70	8858	18	102	95	480
23-Dec	19	0	61	0	19	827	102	3472	12	110	48	454
5-Jan	6273	3800	3853	0	0	0	0	0	128	112	335	668
6-Jan	35	3523	130	0	0	0	0	0	16	128	85	753
7-Jan	36	3163	140	0	0	0	0	0	20	146	68	820
8-Jan	34	2883	139	0	0	0	0	0	18	163	70	887
9-Jan	44	2458	151	0	0	0	0	0	19	183	67	954
12-Jan	27	1808	115	0	0	0	0	0	14	163	844	1823
13-Jan	37	740	153	0	0	0	0	0	36	128	78	1907
14-Jan	30	645	110	0	0	0	0	0	34	136	210	1406
15-Jan	28	551	107	0	0	0	0	0	33	153	204	1361
18-Jan	23	57	144	0	0	0	0	0	15	184	201	1324
20-Jan												
21-Jan												
22-Jan												
23-Jan												
26-Jan												
27-Jan												
28-Jan												
29-Jan												
30-Jan												
2-Feb												
3-Feb												
4-Feb												
5-Feb												
8-Feb												
9-Feb												
10-Feb												
11-Feb												
12-Feb												
13-Feb												
16-Feb												
17-Feb												
18-Feb												
19-Feb												
20-Feb												
23-Feb												

- Placed additional orders for the L.H. Rail & Motor of 20k units on 7/28 and 7k units on 8/11.
- Placed additional orders for the R.H Rail & Motor of 4.8k units on 7/28 and 10k units on 8/11.
- Additional orders placed due to the second recall notification and the start of the European recall.

Probe Seat Belt Campaign/Re-Call: 96S48/96S99

	Rail Only				Rail & Motor (includes Oil Level, not including Head in 1994)			
	F72Z-61510D44-A KAY1-57-93Y (RH)		F72Z-61510D45-A KAY1-57-99Y (LH)		F72Z-61610D44-B KAY1-57-930 (RH)		F72Z-61610D45-B KAY1-57-990 (LH)	
y of Mo	Cml Dmd	Cml on B/O	Cml Dmd	Cml on B/O	Cml Dmd	Cml on B/O	Cml Dmd	Cml on B/O
jun 26-S	22	0	37	0	28	548	110	5585
29-Sep	24	0	29	0	32	575	128	5573
30-Sep	18	0	37	0	35	585	149	5704
1-Oct	22	0	35	0	29	605	128	5842
2-Oct	20	0	48	0	26	630	128	5981
3-Oct	14	0	42	0	23	675	122	6076
6-Oct	17	0	40	0	28	702	124	6183
7-Oct	19	0	39	0	25	730	121	6321
8-Oct	11	0	50	0	30	753	130	6374
9-Oct	20	0	40	0	19	768	121	6428
10-Oct	24	0	38	0	20	788	103	6412
13-Oct	14	0	38	0	19	803	106	6508
14-Oct	16	0	39	0	36	839	116	6553
15-Oct	22	0	34	0	20	852	131	6619
16-Oct	30	0	58	0	41	885	109	6686
17-Oct	21	0	34	0	28	905	130	6719
20-Oct	20	0	544	0	23	927	173	6835
21-Oct	18	0	44	0	29	944	129	6919
22-Oct	10	0	35	0	21	960	113	6991
23-Oct	19	0	27	0	27	984	139	7072
24-Oct	15	0	25	0	27	1006	114	7111
27-Oct	7	0	28	0	33	1036	115	7159
28-Oct	22	0	41	0	27	1063	104	7230
29-Oct	16	0	32	0	23	1079	119	7289
30-Oct	16	0	30	0	30	1105	123	7358
31-Oct	17	0	23	0	16	1119	106	7421
3-Nov	16	0	36	0	29	1144	106	7484
4-Nov	26	0	42	0	29	1170	125	7541
5-Nov	9	0	30	0	26	1184	113	7606
6-Nov	13	0	33	0	20	1211	110	7658
7-Nov	14	0	25	0	12	1220	100	7700
10-Nov	36	0	51	0	34	1249	140	7780
11-Nov	25	0	28	0	29	1268	433	8116
12-Nov	16	0	30	0	26	1290	111	8150
13-Nov	17	0	31	0	26	1316	107	8180
14-Nov	11	0	31	0	17	1317	126	8249
17-Nov	17	0	28	0	20	1333	121	8308
18-Nov	18	0	32	0	24	1348	117	8363
19-Nov	9	0	31	0	33	1375	124	8424
20-Nov	17	0	38	0	24	1392	123	8492
21-Nov	17	0	23	0	17	1406	110	8524
24-Nov	23	0	42	0	26	1428	113	8551
25-Nov	19	0	35	0	27	1447	139	8652
26-Nov	10	0	31	0	27	1465	152	8726
1-Dec	25	0	62	0	43	1482	295	8810
2-Dec	18	0	23	0	28	1496	103	8825
3-Dec	7	0	22	0	28	1485	166	8648

- Placed additional orders for the L.H. Rail & Motor of 50k units on 7/23 and 7k units on 8/11.
- Placed additional orders for the R.H Rail & Motor of 4.8k units on 7/26 and 10k units on 8/11.



F72Z 6160D44C

JAN	1080
Feb	540
March	2160
April	360
MAy	5940
JUNE	0
T	10,080

F72Z 61610D45C

JAN	1260
Feb	1800
March	8820
April	3960
MAy	5760
JUNE	420
T	22120

F3CZ 68610D45A

JAN	0
FEB	1080
March	3420
April	0
MAY	0
JUNE	0
T	4500

F3CZ 58610D44A

JAN	0
Feb	0
MArch	720
April	0
MAy	0
JUNE	0
T	720

F3CZ 61610D45A

JAN	540
FEB	3600
March	0
April	0
MAy	2700
JUNE	0
T	6840

F3CZ 61610D44A

JAN	0
FEB	0
MArch	720
April	0
MAy	0
JUNE	0
T	720

44980

Passive Motor Receiving Schedule at DIAM by SEA

(Bold italic signifies ship by AIR)

Date	182000-1813 730919-7121BX J84P rh	Cum.	182410-1823 730920-7121DX J84P lh	Cum.	182000-2221 730551-7030AX CT20 4dnh	Cum.	182000-2241 730557-7030AX CT20 3dnh	Cum.	182000-2211 730550-7030AX CT20 4dnh	Cum.	182000-2231 730556-7030AX CT20 3dnh	Cum.	Weekly	Total
11/24/97	720	720	720	720	0	0	0	0	0	0	0	0	1440	1440
12/1/97	1620	2340	2880	3600	0	0	0	0	0	0	0	0	4500	5940
12/8/97	1080	3420	1080	4680	0	0	0	0	0	0	0	0	2160	8100
12/15/97	540	3960	2520	7200	0	0	0	0	0	0	0	0	3060	11160
12/22/97	0	3960	0	7200	0	0	0	0	0	0	0	0	0	11160
12/29/97	0	3960	0	7200	0	0	0	0	0	0	0	0	0	11160
1/5/98	0	3960	0	7200	0	0	0	0	0	0	0	0	0	11160
1/12/98	1080	5040	1260	8460	0	0	0	0	0	0	0	0	2340	13500
1/19/98	0	5040	0	8460	0	0	0	0	0	0	0	0	0	13500
1/26/98	0	5040	0	8460	0	0	540	540	0	0	0	0	540	14040
2/2/98	540	5580	1260	10260	720	720	2160	2700	0	0	0	0	4680	18720
2/9/98	0	5580	0	10260	360	1080	1440	4140	0	0	0	0	2340	21060
2/16/98	0	5580	0	10260	0	1080	0	4140	0	0	0	0	0	21060
2/23/98	0	5580	0	10260	0	1080	0	4140	0	0	0	0	0	21060
3/2/98	360	5940	1080	11340	0	1080	0	4140	0	0	0	0	1440	22500
3/9/98	540	6480	1800	13140	0	1080	0	4140	0	0	0	0	2340	24840
3/16/98	360	6840	1980	15120	1620	2700	0	4140	0	0	720	720	4680	29520
3/23/98	540	7380	1980	17100	1800	4500	0	4140	720	720	0	720	6040	34560
3/30/98	360	7740	1980	19080	0	4500	0	4140	0	720	0	720	2340	36900
4/6/98	540	8280	1800	20880	0	4500	0	4140	0	720	0	720	2340	39240
4/13/98	0	8280	0	20880	0	4500	0	4140	0	720	0	720	0	39240
4/20/98	0	8280	0	20880	0	4500	0	4140	0	720	0	720	0	39240
4/27/98	360	8640	1980	22860	0	4500	0	4140	0	720	0	720	2340	41580
5/4/98	540	9180	1800	24660	0	4500	0	4140	0	720	0	720	2340	43920
5/11/98	720	9900	1620	26280	0	4500	0	4140	0	720	0	720	2340	46260
5/18/98	720	10620	1620	27900	0	4500	1620	5760	0	720	0	720	3960	50220
5/25/98	3960	14580	720	28620	0	4500	1080	6840	0	720	0	720	5760	55980
6/1/98	0	14580	720	29340	0	4500	0	6840	0	720	0	720	720	56700
6/8/98	0	14580	0	29340	0	4500	0	6840	0	720	0	720	0	56700
	KAY257930		KAY257930		F3CZ5B600D45A		F3CZ6L40D45A		F3CZ5B610D44A		F3CZ6L610D44A			

4C

To Keith Cmid

There is a 1/21/98 schedule

Prepared by Jessie Wegryn

1/12/98

Dennis - Revised QSS ship to CT-20

1800 - Disappeared replaced by CT-20.

Ford Authority For Premium Transportation

No. 017355

Name (Shipping Point)	GSDB Code	Shipping Location	Ship Date
Mark N.A	M323D	Dexco - (Japan)	

Part Number	Part Description	Program Number
F72Z 6116 D45 L	cable & motor assembly	

Traffic Code	Unit Weight	Approximate Cost for Shipping	Campaign/Field Fix/TSB No.	Top 100 Backorder
126-E	6	$53,000	96548	Yes [✓] No [ ]

Is the Supplier Past Due? Yes [ ] No [✓] | Cost of Transportation & Handling: Supplier Expense [ ] FCSD Expense [ ]

If Supplier Expense List Supplier Contact and Phone Number
(If Shipping from a packager list Prime's GSDB code, contact & Phone Number)

If FCSD expense show reason code (see table below)

Demand Analyst	Code	Date	Phone Number	Department Manager
Greg Lanizzo	SMB	12-5	266-4811	[signature] 12/8/97

Distribution Center Code	Distribution Center Name	Quantity	Total Net Wgt.	Date Mat'l due in Center	Traffic Department Use Only Approved Routing	Remarks
AF1DA	Atlanta					
AF34A	New York					
AF35A	Chicago					
AF38A	Detroit					
AF44A	Dallas					
AF46A	Kansas City					
AF49A	Los Angeles					
AF50A	San Francisco					
AF31A	National					
AF30A	PRC					
CA02C	Bramalea					
CA02F	Vancouver					
CA02G	Edmonton					
CA02J	Montreal					

If Transportation and Handling is Supplier Expense and shipped FedEx use account number: 1716-0884-8

Reason Code:

A. Sourcing Issue
B. Demand Exceeds Forecast
C. Insufficient Lead Time
D. Tooling Problem
E. Pricing Issue
F. Design Problem
G. Packager Delay
H. Late Engineering Release
I. Quality Issue
J. New Model
K. Transportation Failure
L. Inventory Adjustments
M. Campaign/Field Fix
N. Data Problem at Supplier
O. Other

From: I7253621--IBMMAIL Date and time 12/11/97 18:08:04
From: "Sandusky, Toni (MANA)" <sanduskt@flkmscmxms001.mazda.com>
To: 'Greg Deyo' <USFMCGL4@ibmmail.com>
Subject: FW: RAIL & MOTOR PARTS
Date: Thu, 11 Dec 1997 11:17:33 -0500

FYI

From: Sandusky, Toni (MANA)
Sent: Wednesday, December 10, 1997 3:55 PM
To: 'Greg Lauritzen @ Ford'
Subject: RAIL & MOTOR PARTS
Importance: High

Good Afternoon Greg,
I see that you are on vacation today. I left you a message on your answering machine concerning the Rail & Motors parts. The following adjustments have been made in our system. Please adjust yours to match.
KAY1 57 990 = F72Z 61610D45 B = Canceled 31104 pcs.
KAY1 57 930 = F72Z 61610D44 B = Canceled 7632 pcs

KAY1 57 930 = F72Z 61610D44 B = Canceled 7632 pcs
Please lower you Auth. So that it doesn't try to create another order.

Thanks so much
Toni Sandusky

---- End of mail text

Additional SMTP headers from original mail item follow:
Received: from flkmscmrfw001.lenaweestamping.com by ibmmail.COM
(IBM VM SMTP V2R3) with TCP; Thu, 11 Dec 97 13:49:26 EST
Received: from [204.44.179.30] by flkmscmrfw001.lenaweestamping.com
via smtpd (for ibmmail.com [204.146.168.193]) with SMTP; 11 Dec 1997
18:44:28 UT
Received: by flkmscmrms003.aai.int with Internet Mail Service (5.0.1457.3)
id <VA2W6NPB>; Thu, 11 Dec 1997 11:16:34 -0500
X-Priority: 1
MIME-Version: 1.0
X-Mailer: Internet Mail Service (5.0.1457.3)
Content-Type: text/plain;
PF1 Alternate PFs PF2 File NOTE PF3 Keep PF4 Erase PF5 Forward Note
PF6 Reply PF7 Resend PF8 Print PF9 Help PF10 Next PF11 Previous PF12 Return

Ford Authority For Premium Transportation

No. 017356

Name (Shipping Point)	GSDB Code	Shipping Location	Ship Date
Mazda N.A	M323D	Tobi Riku (Japan)	

Part Number	Part Description	Program Number
F727 6610745	cable e mtr assy	

Traffic Code	Unit Weight	Approximate Cost for Shipping	Campaign/Field Fix/TSB No.	Top 100 Backorder
12E	6	$45.00	9654	Yes [✓] No [ ]

Is the Supplier Past Due? Yes [ ] No [✓] | Cost of Transportation & Handling: Supplier Expense [ ] FCSD Expense [ ]

If Supplier Expense List Supplier Contact and Phone Number (If Shipping from a packager list Prime's GSDB code, contact & Phone Number)

If FCSD expense show reason code (see table below)

Demand Analyst	Code	Date	Phone Number	Department Manager	Date
Greg Lewis	SMB	12-5	716-9611		12/8/97

Distribution Center Code	Distribution Center Name	Quantity	Total Net Wgt.	Date Matl due in Center	Traffic Department Use Only Approved Routing	Remarks
AF1DA	Atlanta					
AF34A	New York					
AF35A	Chicago					
AF38A	Detroit					
AF44A	Dallas					
AF46A	Kansas City					
AF49A	Los Angeles					
AF50A	San Francisco					
AF31A	National					
AF30A	PRC					
CA02C	Bramalea					
CA02F	Vancouver					
CA02G	Edmonton					
CA02J	Montreal					

If Transportation and Handling is Supplier Expense and shipped FedEx use account number: 1716-0884-8

Reason Code:

- A. Sourcing Issue
- B. Demand Exceeds Forecast
- C. Insufficient Lead Time
- D. Tooling Problem
- E. Pricing Issue
- F. Design Problem
- G. Packager Delay
- H. Late Engineering Release
- I. Quality Issue
- J. New Model
- K. Transportation Failure
- L. Inventory Adjustments
- M. Campaign/Field Fix
- N. Data Problem at Supplier
- O. Other

A joint venture between TRW and Toyoi Riko.

Quality Safety Systems
255 Patillo Rd., R.R.#1
Tecumseh, ON., Canada
N8N 2L9

Ph: (519) 973-7400 Ext. 304
Fx: (519) 727-6354

To: Greg Lauritzen (313) 523-5661 Ford Motor Co.
From: Greg Holowecky
Date: November 13, 1997

Re: **"J84P Motor Assembly Only" Packaging**

Greg,

We had spoken a few weeks ago regarding a packaging issue QSS was concerned with for the J84P motor only assembly. My question is: will Ford accept a returnable container for the packaging? The specifics are:

4 motor assemblies per container
23.5"x15.5"x9.5" H outer container dim.

This will significantly reduce the packaging costs since the motors are sent in these containers originally from our supplier. Please let me know what your position is on this matter.

Regards,
Greg Holowecky

SMMPGIMA Global Inventory Status 12/23/97 09:43:45
==> Analyst: 5ZB

SERVICE PART: F72Z-61610D45-C KIT
ENGINEERING PART: KAY2 57 990
SUPPLIER LOC:
Vendor Part: KAY257990
Motorcraft Part:

ORIGIN: T52S
FINIS: 3009900
Prime Suplr: M323D
Role: M
Backcast:
Max Ord Qty: 0
Volume Group: 5
Last Release: 612-2
Lead Time: 124
Procure Cd: 3
Sales Restr: Y
Replaced: N
Replacing: N
Spec Pgm: Y
Abnormal Cat: 7
Design Style:
Stock Exhaust:

--------Inventory--------		-----Stocking Demand-----	
FCSD Available:	0	Current Month:	668
Pkgr Available:	1317	Prior Month:	0
In-Trans Pkgr:	0	Prior Month 2:	0
In-Trans FCSD:	86	Prior Month 3:	0
Transfers:	0	Curr Forecast:	5
Back Ord Pcs:	454	6-Mo Forecast:	30
Tot Inventory:	949	Out of Tolerance:	N
Last ASN Qty:	0	Back Ord Lines:	254
Last ASN:		Off B/O Date:	
Last Rcpt Pkgr:	12/23/97	Unit Issue:	1
AIMS Inventory:	23	Pnd Obs:	

F1=Help F2=GPMA F4=PrvPart F5=NxtPart F6=BDLA F9=REEA F10=HIIA
F11=CPHA F13=SYKA F14=SMKA F15=SCKA F16=ISBA F17=LXEA F18=RXEA F19=DRIA
RECORD FOUND LPSDS741

Cindy,

Please do not create emergency orders for F72Z 61610D45-C or F72Z 61610D44-C

If you have any questions let me know

Thx