PE08-060
FORD
2/11/2009
APPENDIX J PART 1 OF 2
ENGINEER REVIEW
PAGE 3

WHEEL VALVE STEM ISO FLEX TEST MATRIX

		ISO FLEX TEST - VALVE STEM PRECONDITIONING				
Sample ID	**Valve Type**	**Wipe Clean Only**	**Method A**	**Method B**	**Method C**	**Samples**
Baolong - A	TR414	6 pcs	6 pcs	6 pcs	6 pcs	24 pcs
Baolong - B	TR414	6 pcs	6 pcs	6 pcs	6 pcs	24 pcs
Baolong - C	TR414	6 pcs	6 pcs	6 pcs	6 pcs	24 pcs
Baolong - D	TR414	6 pcs	6 pcs	6 pcs	6 pcs	24 pcs
Baolong - E	TR414	6 pcs	6 pcs	6 pcs	6 pcs	24 pcs
German EHA	TR418	6 pcs	6 pcs	6 pcs	6 pcs	24 pcs
Schrader	TR414	6 pcs	6 pcs	6 pcs	6 pcs	24 pcs

Preconditioning Methods: ***(All valve stems are to be wiped clean with a dry cloth prior to preconditioning)***

Method A
Ford ES-F2UA-1700-AA, Section III A., Ozone Resistance Test
(Except do not strain valve stems at 10 degree angle)
*After aging portion of the ozone test, inspect valve stems for any deterioration and photograph findings
*Record test results of ozone test and provide photographs of each valve stem to Ford
*After results have been reviewed by Ford, continue to flex testing

Method B
Method A - Less heat aging

Method C
Method A - Less Ozone Conditioning

Flext Test Requirements:
ISO 14960, Section 5.8, Flexing Test
Performance section 5.8.3 revised to; Test until loss of pressure or 200,000 cycles
(Except use flex angle of +/- 10 degrees and not +/- 25 degrees)
*** (Except test to 200,000 cycles and not 40,000 cycles)***
*Inspect valve stems for cracks every 20,000 cycles, record finding and photograph
*Record final test results and provide photographs each valve stem
*Return test materials to Ford

From: Camilleri, Robert (R.H.)
Sent: Thursday, October 16, 2008 2:45 PM
To: 'Jeff Andrasik'
Subject: Wheel Valve Stem Flex Angle - Quote Request

Jeff, please provide a quote to perform the following test on a TR414 snap in rubber valve stem. We have two different TR414 valve stems (A & B) that we plan on having tested. Please call me, if you have any questions or suggestions. Thanks

Measure, record and photograph the wheel valve stem maximum flex angle for the following parameters for a given valve stem

- Wheel sizes to be simulated; 16,18 and 20 inch wheels
- Valve stem to be tested; Baolong Topseal TR414 rubber snap in wheel valve stem - Provided by Ford
- Vehicle speed to be simulated; 30, 60 and 90 mph
- Wheel valve stem angles to be simulated; 20 and 30 degrees
- Record final test results and provide photograph each valve stem

Robert H. Camilleri
North American Wheels, Tires, and Jacks
Ford Motor Company
313-805-3389
rcamille@ford.com

From: Bill Thon Jr [billjr@thonassociates.com]
Sent: Friday, August 15, 2008 1:30 PM
To: Rohweder, David (D.S.)
Cc: Camilleri, Robert (R.H.); 'Bill Thon Jr'
Subject: Valves
Attachments: Valve Pictures 005.jpg; Valve Pictures 004.jpg

Dave,

Please review the pictures you requested. We could not get our hands on actual Tech valves. To demonstrate the biggest difference between the Tech valves and Ford valves I placed Tech/Aftermarket caps on Ford valves. I will have to get some additional photos from my Baolong guys.

Have a great weekend,

Bill

Tech TR413

PE08-060 0551

Tech TR414

PE08-060 0552

From: Kircheis, Bryce (A.)
Sent: Friday, September 12, 2008 1:23 PM
To: Ott, David (D.J.); Jansen, Michael (M.R.); Mayberry, Debbie (Debra L.)
Subject: Valve stems

Attachments: Valve stems DI.xls

Valve stems
DI.xls (1 MB)

Bryce Kircheis
Group Leader
Ford Digital Imaging
6 Sigma Center
15080 Commerce Dr. N
Dearborn MI, 48120
313-206-2017

Rpt Nbr	PGM	Rpt Date	Prod Date	War Strt Date	P&A Code	Dealer Name	Caller Name (first, last)	Dealer Phone Number	Claim Number	Year	Vin	Veh Fam	Mileage	Veh	Engine	Sym Code	Cat
7KEAB010	HD	20071105	20061218	20070301	02934	Roy O'Brien, Inc.	Jack,Onofrey	(586) 776-7600	426222	2007	1FMYU03Z17K[redacted]	MR	16809	ESCAP2	2.3L 4V	306201	CHASS.
8B3AD178	HD	20080229	20061222	20070530	04584	Champion Ford	Steve,McAliley	(361) 994-6200	429955	2007	1ZVFT82H275[redacted]	MS	10761	MUST	MOD 4.6L	306200	CHASS.
8C1AC013	HD	20080327	20070413	20070601	04843	Maroone Ford of Fort Lau	brian,stahl	(954) 564-3221	25690	2007	1ZVFT82H875[redacted]	MS	10348	MUST	MOD 4.6L	306201	CHASS.
8C1AC137	HD	20080327	20070226	20070531	09555	Gulf Breeze Ford	Debbi,Helm	(850) 934-8366	38006	2007	1FTRF12237N[redacted]	FL	8702	F150X2	4.2L EFI	306201	CHASS.
8DJAH140	HD	20080410	20070220	20070502	09555	Gulf Breeze Ford	Debbi,Helm	(850) 934-8366	38205	2007	2FMDK39C87B[redacted]	EA	6021	EDGE	DURATEC 35	306201	CHASS.
8DXAN074	HD	20080424	20070201	20070314	09555	Gulf Breeze Ford	Debbi,Helm	(850) 934-8366	38399	2007	1FMFK17537L[redacted]	EN	19016	EXPDX2	MOD 5.4 3V	306201	CHASS.
8EFBT306	HD	20080506	20061220	20070127	01203	Fred Beans Ford-Lincoln-	Bruce,Paynter	(215) 348-2900	494352	2007	1ZVHT82H275[redacted]	MS	15044	MUST	MOD 4.6L	306700	CHASS.
8EMAR096	HD	20080513	20070118	20070216	05439	Fiesta Ford, Inc.	Daniel,Henderson	(760) 772-8000	62414	2007	3FAHP07Z57R[redacted]	ZM	3110	FUSION	2.3L4V EFI	306201	CHASS.

8FFAE233	HD	20080606	20070117	20070327	20337	Holmes Tuttle Ford, Lincc	JARAD,CHAPPUE	(520) 292-3675	711258	2007	3LNHM26T27R[redacted]	ZM	5704	ZEPMKZ	DURATEC 35	306299	CHASS.
8FKBD563	HD	20080611	20070309	20070514	05439	Fiesta Ford, Inc.	Daniel,Henderson	(760) 772-8000	64744	2007	2MHHM75V97X[redacted]	RC	2724	GRDMRQ	4.6 SOHC F	306200	CHASS.
8FQCL033	HD	20080617	20061219	20070312	05439	Fiesta Ford, Inc.	Tracy,Lowry	(760) 772-8000	65114	2007	1FAFP31N17W[redacted]	FC	9725	FOCUSN	2.0L 4V	306609	CHASS.
8G4A5331	HD	20080730	20070124	20070327	04160	Brinson Ford Lincoln-Mer	Renee,Schedule	(903) 676-5200	39163	2007	2FMDK38C37B[redacted]	EA	26469	EDGE	DURATEC 35	306201	CHASS.
8GCB5172	HD	20080703	20061206	20070106	02938	Palm Bay Ford, Inc.	DARRYL,SUTPHIN	(321) 722-9000	184970	2007	1FTPX12V27N[redacted]	FL	18038	F150X2	5.4L 3V FF	306609	CHASS.
8IDBH176	HD	20080904	20061207	20061207	04808	Kelly Ford	JIM,WILLARD	(321) 254-4283	148635	2007	1FMCU02Z77K[redacted]	MR	20599	ESCAP2	2.3L 4V	306609	CHASS.
8IIB1158	HD	20080909	20070215	20070502	02549	Silsbee Ford Lincoln Mer	Syvella,Reese	(409) 385-3724	200810	2007	2MEFM75V87X[redacted]	RC	14152	GRDMRQ	4.6 SOHC F	306602	CHASS.

Q1	Q2	Q3	Symptom Verified	Intermittent Concern	ABA component swap verificatio	Addl Sym	Part Nbr	Causal	CDSID	Image	Comments
TIRES/WHEELS	AIR LOSS	SLOW LEAK				Processed			MPOPEJO2	,	**CONCER:**left frt., right frt., and right rear tire valve cores are cracking atthe base of the cores. replace def. cores **RECOMM:**DI prior approval not needed for tire valve stems. Thanks, Mark P.
TIRES/WHEELS	AIR LOSS					Processed			SYERK		**CONCER:**CUST.STATES VALVE STEEMS ARE DRYROTTED. ONE BLEW OUT CAUSEING A FLAT ON THE INTERSTATE DAMAGEING THE TIRE **RECOMM:**valve stems and tires do not require di approval. thanks. scott
TIRES/WHEELS	AIR LOSS	SLOW LEAK				Processed			LLOMBAR1		**CONCER:**All four wheels, valve stems are dry rotting and cracked resultine in air loss from tire. Passenger side rear tire suddenly lost pressure while customer was on highway, resulting in destruction of tire. Remedy is replacement of all four valve stems, replacement of passenger side rear tire. **RECOMM:**Tires are not yet on the DI program. Thx Loretta 3-27-08
TIRES/WHEELS	AIR LOSS	SLOW LEAK				Approved - PAA3W			SYERK	,	**CONCER:**ALL FOUR VALVE STEAMS ARE CUT AND LEAKING AIR **RECOMM:**must have clear and focused close up images and the required overall images of all four valve stems. thanks, Scott warranty approved to replace all four wheel valve stems. thanks, scott
TIRES/WHEELS	AIR LOSS	SLOW LEAK				Processed			JTOLBE17		**CONCER:**All four tire stems are cracked. Left front leaking air. Request replacement of all stems. **RECOMM:**You can not use warranty to replace parts to prevent future possible failures per Warranty and Policies. So, the left front valve stem can be replaced but does not need approval because it is under the part and labor limits. Thanks, Jerry
TIRES/WHEELS	AIR LOSS	SLOW LEAK				Approved - PAA7Z			SYERK		**CONCER:**Right rear and left fron tire stems cracked and leaking. Customer hadleft rear stem replaced 1/12/08 at Tires Plus because flat occured traveling out of town and no dealership was available. Right front tire sustained damage due to flat caused by leak in stem this past Sunday. Again customer was traveling out of town and no dealership was available for repair. Request RR and LF stem replacement and new tire. Also may need new tire sensor if damaged. **RECOMM:**warranty approved to replace the lt frt and rt rear valve stems, tiresdo not require di approval at this time. thanks, Scott
TIRES/WHEELS	APPEARANCE					Approved - PAARZ			GBUSH5		**CONCER:**customer request to replace cracking valve stems, tech verified cracking on all 4 stems, no visible rub marks on stems or signs of damage,customer no longer waiting **RECOMM:**approved to replace 4 valve stems. thanks gary
TIRES/WHEELS	AIR LOSS	SLOW LEAK				Processed			SYERK		**CONCER:**cust states while driving right side rear tire went flat and was damaged while coming to a stop, dis-mounted tire to inspect for road hazard, none found, found valve stem cracked and leaking, request apprto replace (1) tire due to failed valve stem. thanks daniel **RECOMM:**the valve stem is under the dollar amount, di approval not required, and tires do not require di approval. thanks, Scott

TIRES/WHEELS	AIR LOSS	NOT LISTED	APPROVED TIRE	LLOMBAR1	,,	**CONCER:**C/S WHILE DRIVING, THE CAR PULLED TO THE RIGHT AND STARTED WOBBLING. HAD TO DRIVE TO A SPOT WHERE HE COULD PULL OVER. WHEN HE PULLED OVER, HE NOTICED THERE WAS NO VALVE STEM IN THE WHEEL. REQUEST NEW VALVE STEM AND NEW TIRE 225/50/17 MICHELLIN **RECOMM:**Warranty denied to replace tire and stem. This is caused from driving on the tire while flat. I reviewed claim with my team leader, George. thx Loretta 6-6-08 **REPAIR:**DENIAL OVERTURNED TO APPORVED DUE TO VALVE STEM FAILURE, REVIEWED WITHGROUP LEADER (BRYCE KIRCHIES) APPROVED P87N9 WAS ISSUED TO JAREDS PARTNER JERRY AT DEALERSHIP
TIRES/WHEELS	AIR LOSS		Approved - PAA3X	SYERK		**CONCER:**while driving on freeway tire went flat due to valve stem failure tirewas damaged while coming to safe stop, tech inspected found no signs of road hazard, request approval to replace tire thank you daniel right front tire **RECOMM:**please specify which tire. frt, rear, rt or lt. thanks, scott warranty approved to replace the rt frt tire and valve stem. the valvestem will be called back for engineering study, please removed with great care as to keep the valve stem intact, if not able to do so please keep all pieces. thanks. Scott
TIRES/WHEELS	TIRE FAILURE	VALVE STEM	Approved - PAAAV	BKIRCHEI	,	**CONCER:**valve stem leaking, customer did not know tire low on air and drove onit damage side wall , need tire **RECOMM:**Approved to replace the valve stem and tire. Engineering would like the valve stem back for study, please remove it carfuly. A 700 tag will be issued for the tire and valve stem. Thanks Bryce
TIRES/WHEELS	AIR LOSS	SLOW LEAK	Processed	TZELECKI	C:\CQIS\ 8G4A5331.jpg	**CONCER:**CUSTOMER STATES TIRE LEAKING AIR AT VALVE STEM AREA AND HAS GONE FLAT.VALVE STEM ON RT REAR TIRE AGE CRACKED AND LEAKING. SUGGESTED REPAIR,REPLACE VALVE STEM. **RECOMM:**Renee, Valve stems are not on the component list, and parts and loaborare under dealer cap. you may continue with repairs. Thanks Tom
TIRES/WHEELS	TIRE FAILURE	VALVE STEM	Approved - PAAKR	LLOMBAR1	,	**CONCER:**RIGHT FRONT TIRE VALVE STEM, CRACKING. LOST ALL THE AIR FOR THAT TIRE WENT FLAT, DAMAGED SIDE WALL. TWO OTHER VALVE STEMS CRACKING, NEED TO REPLACE ONE TIRE AND REMAINING VALVE STEMS. **RECOMM:**approval to replace right front tire and 2 valve stems. cracking. PHOTOS ARE VERY BLURRY. FOR CLEAREST CLOSE UP, Try taking a step back,use close up function and let camera auto focus, press shutter button 1/2 way down, let camera focus then take pic. thx Loretta 7-3-08
TIRES/WHEELS	TIRE FAILURE	VALVE STEM	VALVE STEM SPLIT IN RUBBER	GBUSH5	C:\CQIS\ 8IDBH176.jpg	**REPAIR:**CHECKED L/R,R/F AND R/R VALVE STEM CRACKED AND LEAKING AIR RECOMMEND TO REPLACE 3 OF THE FOUR VALVE STEMS **RECOMM:**REPLACE ALL 4 VALVE STEMS.
TIRES/WHEELS	TIRE FAILURE	BLOWOUT	Denied	MSAMPLE1	,	**CONCER:**CUSTOMER STATES POSSIBLE VALVE STEMS WERE LEAKING CAUSING THE TIRE TO LEAK THE AIR PRESSURE DOWN AND DAMAGING THE TIRES. SIDE WALLS HAD BLOWN OUT. CUSTOMER REQUEST REPLACEMENT TIRES AND OR REFUND FOR THE TIRES THEY REPLACED. ALL 4. THANKS ANN R. **RECOMM:**Warranty denied to replace all four tires. Based on the provided images, this is the result of damage.

WHEEL VALVE STEM P-DIAGRAM

NOISE FACTORS

SYSTEM INTERACTIONS
AIR PRESSURE
WHEEL COVER/TRIM FIT/ACCESS
WHEEL RIM VALVE HOLE
AIR SUB. IE NITROGEN MIX
BRAKE HEAT
LUBE
WHEEL DIAMETER

MANUFACTURING VARIATION
VALVE CORE SEAT
CUP CRIMP
VALVE CORE TORQUE
VALVE CAP TORQUE
RUBBER DUROMETER
ADHESION
PIN HEIGHT
PRELUBE
AIR FLOW
HEX NUT TORQUE
VALVE DIMENSIONS

ENVIRONMENT
ROAD SALT
OZONE
TEMPERATURE EXTREMES
UV
GRAVEL/ROCKS/ROUGH SURF.
TIRE CAVITY CONTAMINNENTS
OPERATING ENIVROMENT AND TIRE CAVITY HUMIDITY AND CORROSION
MUD/SLASH/SNOW/ICE

CHANGE OVER TIME
COMPRESSION SET OF TEFLON & RUBBER SEALS
COMPRESSION SET OF BOLT IN VALVE GROMMET
BOLT IN VALVE HEX NUT TORQUE RELAXATION
RUBBER DEGRADATION
FATIQUE

OWNER/FCSD/WHEEL SUPPLIER/ASSEMBLY PLANT USAGE/DUTY CYCLE
OVER/UNDER INSERTING VALVE DURING ASSEMBLY
VALVE MOUTH DAMAGE FROM SERVICE TOOLS
USE OF AFTERMARKET CAPS/EXTENSIONS
INCORRECT VALVE CAP TORQUE
INCORRECT VALVE CORE TORQUE
WRONG BOLT IN VALVE STEM GROMMET
WRONG OR MISSING VALVE CAP
INCORRECT BOLT IN VALVE HEX NUT TORQUE
WRONG OR MISSING VALVE CORE
AFTERMARKET WHEEL COVERS
INSTALLATION PROCESS METHOD AND TOOLS (i.e. PUSH IN Vs PULL IN)
TIRE & WHEEL ASSEMBLY PRESSURE
VEHICLE SPEED/ACCELERATION
VALVE STEM LIFE CYCLE REPLACEMENT
CLEANIING CHEMICALS
TIRE SEALANT
VEHICLE LOAD
OVER/UNDER TIRE INFLATION
CAR WASH

INPUT SIGNAL
INFLATION AIR SOURCE CHUCK
TEMPORARY MOBILITY KIT (TMK)

TIRE VALVE

CONTROL FACTORS
RECOMMENDED TORQUE PER TRA
VALVE CORE PIN HEIGHT PER TRA
EPDM RUBBER SPECIFIED WITH SAE TEAR RESISTANCE TEST G11 GRADE 4 FOR VALVE
VALVE DIMENSIONS
T&RA STANDARDS
ISO 19460
FORD WHEEL & VALVE STEM ES
INSERT MAT-L (BRASS) & NUT, WASHER
CORE MAT-L
GROMMET MAT-L
CAP MAT-L (NYLON)
SEALING GASKET MAT-L

OUTPUTS
1. ALLOWS TIRE INFLATION & DEFLATION
2. TIRE RETAINS CONSTANT PRESSURE (NO LEAKS)
3. VALVE APPEARANCE IS GOOD /PERCEPTION
4. VALVE INSTALLATION & REMOVAL
5. CAP REMOVAL
6. CORE REMOVAL
7. MEETS FEDERAL & LOCAL GOVERNMENT REQUIREMENTS
8. MEETS TRA AND INDUSTRY STANDARDS
9. SERVICEABLE AND REPLACEABLE IN AFTERMARKET

ERROR STATES
1.1 NO AIR FLOW
1.2 LOW AIR FLOW
2.1 AIR LEAKAGE
3.1 CORROSION (UNSATISFACTORY APPEARANCE)
3.2 RUBBER BODY CRACKING (SNAP-IN ONLY)
4.1 DIFFICULTY IN INSTALLATION/REMOVAL
5..1 DIFFICULT TO REMOVE CAP
6.1 CAN NOT REMOVE CORE
7.1 DOESN'T MEET FEDERAL & LOCAL GOVERNMENT REQ'TS
8.1 DOESN'T MEET TRA & INDUSTRY STANDARDS
9.1 AIR CHUCK WILL NOT LOCK ONTO VALVE MOUTH
9.2 UNABLE TO REMOVE VALVE CORE OR CAP

Originators: Terry Eifert, Robert Camilleri, Sergey Maryanovsky

From: Mracna, Chris (C.J.)
Sent: Tuesday, June 10, 2008 1:31 PM
To: Camilleri, Robert (R.H.)
Cc: Rohweder, David (D.S.); Bliznick, Thomas (T.G.); Nasser, Kais (K.A.)
Subject: Valve Stem IR Results

We have IR results for the "German" valves that were submitted yesterday. The valve stems are produced from SBR rubber. This is different than the EPDM Schrader valves and NR Baolong valves.

We are progressing with the ozone testing of these valves.

Regards,
Chris Mracna

Chassis Materials Engineering
Brakes, Exhaust, Suspension, and Wheels
Ford Motor Company
(313) 805-4483
cmracna@ford.com
Materials Engineering, Testing, and Standards (METS) TeamConnect Site

From: Mracna, Chris (C.J.)
Sent: Tuesday, August 19, 2008 11:43 AM
To: Camilleri, Robert (R.H.); Rohweder, David (D.S.)
Subject: Valve Stem Fatigue Fixture

Attachments: IMG_2626.JPG; IMG_2627.JPG; Valve Stem Fatigue Fixture.mpg

We're ready to go.

IMG_2626.JPG (32 KB) IMG_2627.JPG (202 KB) Valve Stem igue Fixture.mp

Chris Mracna

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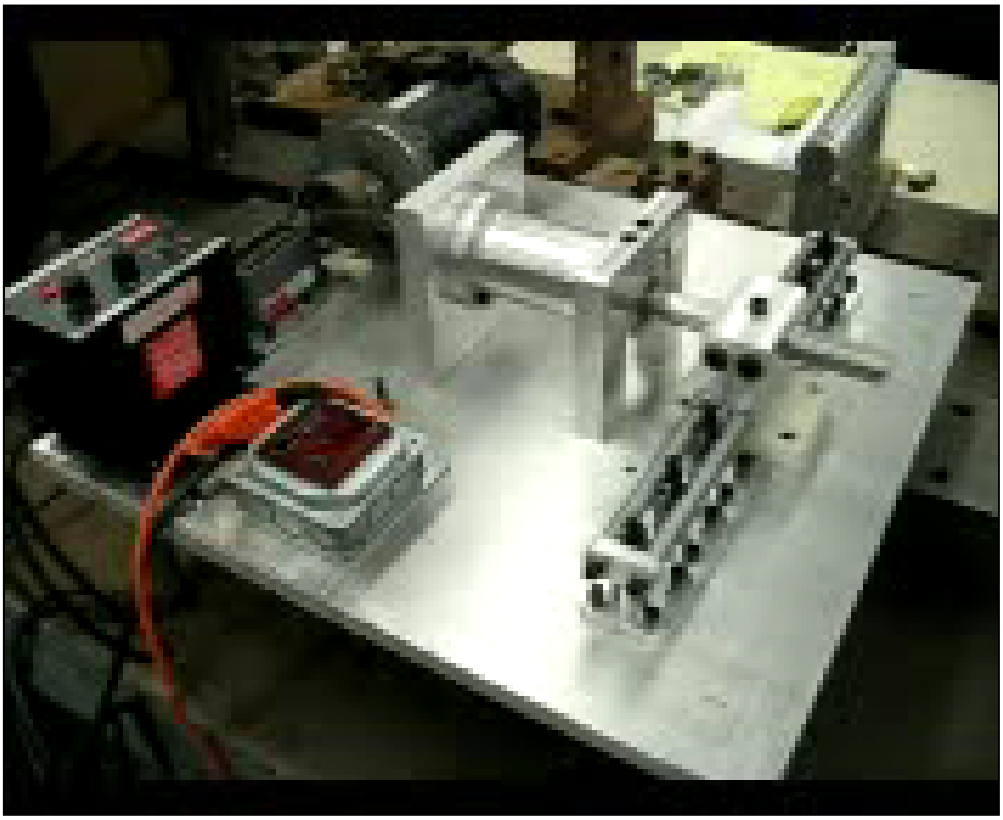
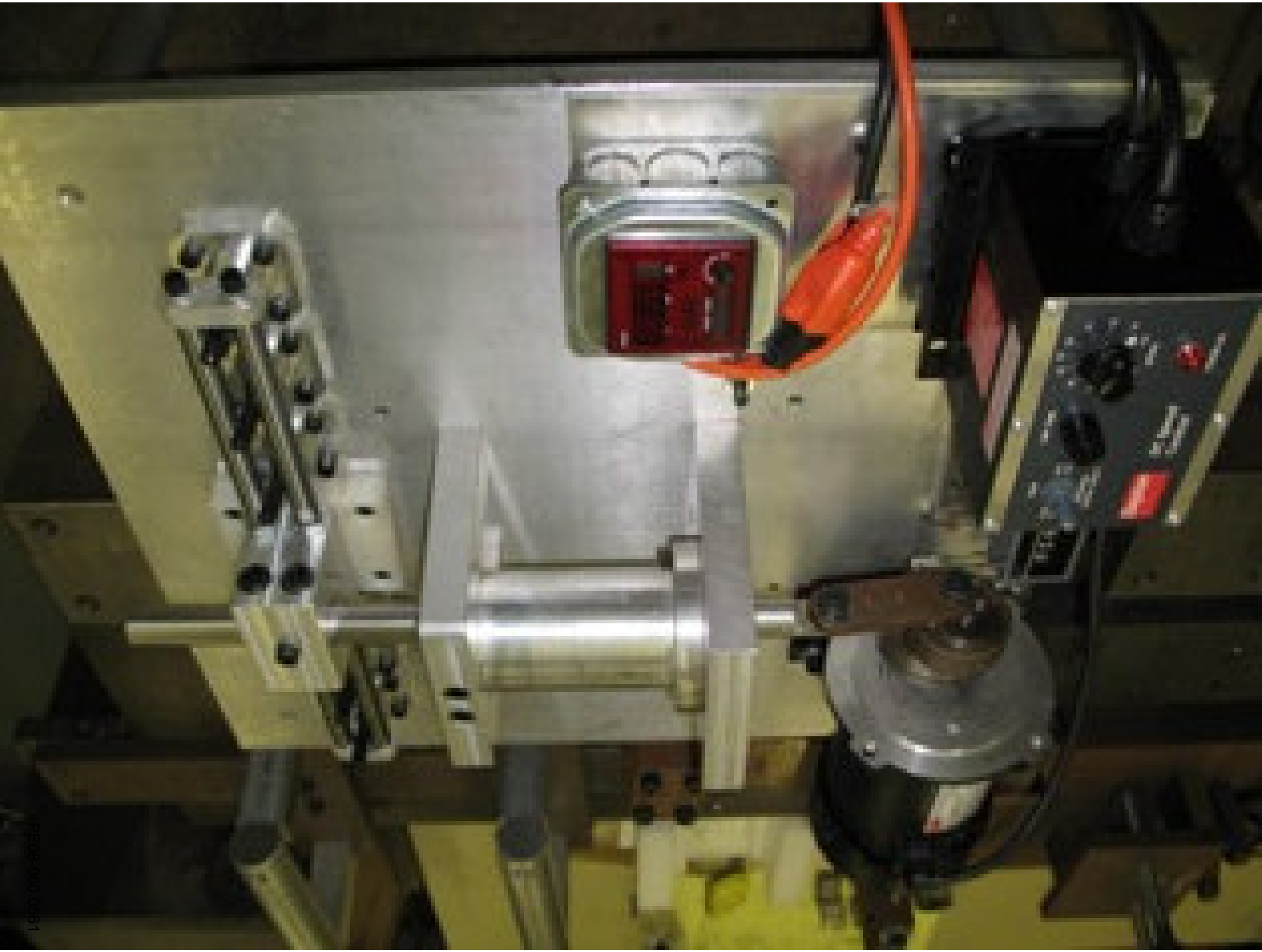
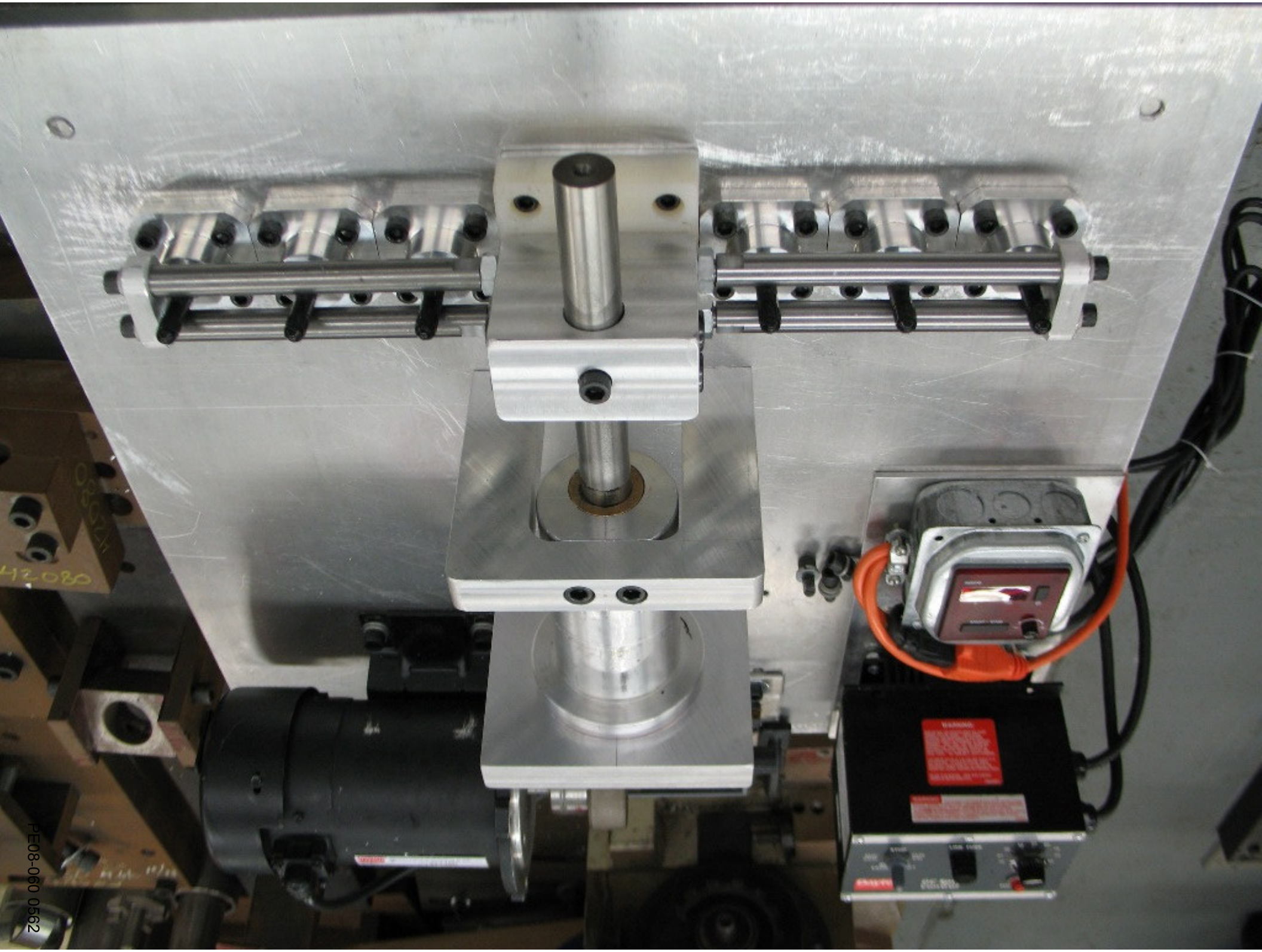


Double click to view movie file.





PE08-060 0562

From: Li, Bo (Jason.)
Sent: Thursday, September 25, 2008 4:11 AM
To: Camilleri, Robert (R.H.)
Cc: Baker, Warren (W.B.); Chen, Jin (Victo.); Kong, Richard (Q.G.); Yao, Michael (G.C.)
Subject: ??: SREA

Hello,Robert,
I'd like to sign the SREA if you have no concern with the EPDM type change.We plan to re-PPAP in the week of Oct 13th so that Baolong can meet the delivery requirement(Before Oct 20th).Pls help to push the signature of the assembly plants.If you have any other suggestion,pls contact me.Thanks.

Best Regards

Jason Li 李 波

STA
Ford China Sourcing Office
Tel:86-25-51187584
Ford net: 3067584
Fax:86-25-51187281

发件人: Li, Bo (Jason.)
发送时间: Tuesday, September 23, 2008 11:14 PM
收件人: Camilleri, Robert (R.H.)
抄送: Baker, Warren (W.B.); Chen, Jin (Victo.); Kong, Richard (Q.G.); Yao, Michael (G.C.)
主题: 答复: SREA

Sorry,there's a mistake.For item 7 "IS",not "1/2 Banbuqiang",Should be "All the Banbuqiang".Thanks.

Best Regards

Jason Li 李 波

STA
Ford China Sourcing Office
Tel:86-25-51187584
Ford net: 3067584
Fax:86-25-51187281

发件人: Li, Bo (Jason.)

发送时间: Tuesday, September 23, 2008 11:01 PM

收件人: Camilleri, Robert (R.H.)

抄送: Baker, Warren (W.B.); Chen, Jin (Victo.); Kong, Richard (Q.G.); Yao, Michael (G.C.)

主题: 答复: SREA

Robert,

Below is the change that I confirmed with Baolong team last week.I'd like to know if you have been aware of all the changes that Baolong will make.

S/N	Item	Was	Is
1.	Mixing rubber weight every time	31.4Kg	28.4Kg
2.	Aging-Resistant chemical	4020,DTPD,RD	DTPD,RD
3.	Mixing time of Phase 1	8min	9.5min
4.	EPDM type	2340A	DE3072
5.	EPDM percentage	28%	37%
6.	Automatic chemical measuring machine	N/A	Added
7.	Mixing process for Phase 1	EPDM&natural rubber +Carbon black 330&Formula B +Banbuqiang(Another Carbon black)&Oil	EPDM&1/2 Natural rubber&1/2 Carbon Black 330 +Formula B&1/2 Carbon Black 330 +1/2 Banbuqiang(Another Carbon black)&Oil +1/2Natural rubber

If you have been known all the changes listed,I will sign the SREA after approval from my suppervisor.Thanks.

Best Regards

Jason Li 李 波

STA
Ford China Sourcing Office
Tel:86-25-51187584
Ford net: 3067584
Fax:86-25-51187281

发件人: Camilleri, Robert (R.H.)

发送时间: Monday, September 22, 2008 11:08 PM

收件人: Yao, Michael (G.C.); Li, Bo (Jason.)

主题: SREA

Jason, David Rohweder has approved the attached SREA. You will also need to sign it for it to be official. Your signature is require in the STA
Engineer section to the left of David's signature. Let me know, if you have any questions. Thanks

<< 文件: SREA_Wgt Scale_Mix Proc.pdf >>

Robert H. Camilleri
North American Wheels, Tires, and Jacks

Ford Motor Company
313-805-3389
rcamille@ford.com

SREA Form - Description of proposed change

Submission Date 26-Aug-08

Change Type Production Parts/Product

Production parts/product (•) Yes ( ) No

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

a) Heat Treat Affected? ( ) Yes (•) No b) Material Changed? ( ) Yes (•) No

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

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

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

Change Type Service-Unique Parts/Product

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

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

a) Heat Treat Affected? ( ) Yes (•) No b) Material Changed? ( ) Yes (•) No

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

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

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

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

SUPPLIER NAME AND ADDRESS /E-MAIL Shanghai Baolong Automotive Corporation / E-mail: caojianming@baolong.biz

MANUFACTURING SITE CODE EMNNA

SUB-SUPPLIER or FORD-DIRECTED SUB SUPPLIER SREA? ( ) Yes (•) No Q1 STATUS OF SUPPLIER AS SHOWN IN SIM

FORD AND/OR SUPPLIER PART NAME AND PART NUMBER OF ASSEMBLY AND ITS COMPONENTS
7L34-1700-AA TR414 Tire Valve

SAFETY / REGULATORY PART (INVERTED DELTA) AFFECTED? ( ) Yes (•) No

AFFECTED VEHICLE LINES or POWERTRAIN PROGRAMS (Program code eg. V229, P221)

AFFECTED FORD PLANTS
AP02A - FORD MICHIGAN TRUCK
AP03A - FORD CHICAGO
AP06A - FORD KANSAS CITY
AP09A - FORD LOUISVILLE
AP15A - FORD TWIN CITIES
AP16A - FORD WAYNE
AP20A - FORD OAKVILLE
AP22A - FORD ST. THOMAS
VENEZUELA IE0CA
MS05A - FORD DEARBORN STAMPING
AUTOALLIANCE INTERNATIONAL INC

Site / Location Changes

( ) Yes (•) No SITE CHANGE OF TIER 1 OR OF FORD-DIRECTED SUB SUPPLIER

( ) Yes (•) No SITE CHANGE OF NON FORD-DIRECTED SUB-SUPPLIERS**

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

NEW SITE/LOCATION NAME AND ADDRESS

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

MANUFACTURING SITE CODE OF NEW SITE/LOCATION

Q1 STATUS OF NEW SITE/LOCATION

Purpose & Descrip-

1. Install new automated material weight measuring system and revise rubber mixing process.

Supplier: Complete the following Change Implementation Plan

Change Implementation Plan, applicable to all changes

	Required for this change? Yes or No	Responsible	Planned Completion Date	Comments
Supplier Layout/Detail/Assy. Drawings				
Component tolerance stack-up				
Supplier installation drawings				
Supplier engineering specification				
Material Specification				
Supplier Component DFMEA				
Supplier System DFMEA				
Supplier Component DV Test(s)				
Process Flow Chart				
Supplier Component PFMEA**	YES	Wang Xian Yong	30 Aug, 08	
Supplier System PFMEA				
Process Sheets				
Operator Instruction Sheets				
Gauge Revisions				
Control Plan				
Gauge R&R Study				
PV Test plan**	YES	Li Guang Fu	30 Aug, 08	
Supplier Production Trial Run				
Tier 2+ Supplier Effect				
Service application				
Logistics / Shipping				
Tooling revisions/movement				
Facility changes				
Bank/Inventory required?**				
PPAP submission	YES		10 Sep, 08	
Post-PPAP Functional Trial at Ford Plant				

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

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

Name	Title	Signature	e-mail
Jim Cao	Manager		caojianming@baolong.biz
Telephone 86 21 57690482	Proposed Implementation date of the change:	10 Sep., 08	Tier 1 approval of sub tier change request

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

SREA Form – Approvals

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

	STA	Product Development Engineering	Product Development Plant Resident
Non inverted delta parts from Q1 supplier sites	STA Engineer PRINT NAME SIGNATURE DATE	Design and Release Manager (parts to VO plant) -OR- Component Supervisor (parts to PTO plant) PRINT NAME SIGNATURE DATE D. ROHWEDER 19SEP08 Product Engineer System Supervisor (PTO plant) PRINT NAME SIGNATURE DATE	Lead PVT Manager (parts to VO plant) OR- Lead Resident Engineer (parts to PTO plant) PRINT NAME SIGNATURE DATE
inverted delta (▼) parts or any parts from non-Q1 supplier sites	STA Manager PRINT NAME SIGNATURE DATE	Design and Release Manager (parts to VO plant) -OR- Component Supervisor (parts to PTO plant) PRINT NAME SIGNATURE DATE Chief Functional Engineer (parts to VO plant) OR Product Engr. System Supv (parts to PTO plant) PRINT NAME SIGNATURE DATE	Lead PVT Manager (parts to VO plant) OR- Lead Resident Engineer (parts to PTO plant) PRINT NAME SIGNATURE DATE

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

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

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

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

Qualifying condition(s) of acceptance (For example additional testing required)	Reason for rejection
Conduct wheel valve stem DV, Per Ford ES, with Ozone test exposure hours increased from 72 to 100 hrs.	

Functional Trial Requirements and Approvals

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

From: Camilleri, Robert (R.H.)
Sent: Friday, September 05, 2008 9:11 AM
To: 'Jeff Andrasik'
Subject: RE: Wheel Valve Stem Test Matrix

Yes, we can live with the timing. Thanks

From: Jeff Andrasik [mailto:JAndrasik@SmithersMail.com]
Sent: Friday, September 05, 2008 8:08 AM
To: Camilleri, Robert (R.H.)
Subject: RE: Wheel Valve Stem Test Matrix

Hi Robert,

Is Ford alright with the timing?

Thanks

Jeff Andrasik
Test Engineer
Smithers Scientific Services, Inc.

Phone: (330) 762-7441 ext. 1248
Fax: (330) 762-7447
JAndrasik@smithersmail.com

From: Camilleri, Robert (R.H.) [mailto:rcamille@ford.com]
Sent: Friday, September 05, 2008 7:30 AM
To: Jeff Andrasik
Subject: Wheel Valve Stem Test Matrix

Jeff, please proceed with testing the valve stem samples in the order outlined below. Please DO NOT strain the valve stems at a 10 degree angle when conducting the ozone testing. Contact me, if you have any questions. Thanks

Baolong Sample D
Baolong Sample E
Baolong Sample C
Baolong Sample B
German EHA
Schrader
Baolong Sample A

Robert H. Camilleri
North American Wheels, Tires, and Jacks
Ford Motor Company
313-805-3389
rcamille@ford.com

From: Camilleri, Robert (R.H.)
Sent: Thursday, September 18, 2008 2:58 PM
To: Aloysius, Bede (B.D.)
Cc: Freeman, Paul (P.W.)
Subject: RE: Wheel Valve Stem SREA

The supplier is implementing a automated material additive weight measuring system and they are revising the sequence mixing steps. No material changes, No dimensional changes, no core or brass insert changes, no cap changes, no lubricant changes, no shipping or packaging changes.

From: Aloysius, Bede (B.D.)
Sent: Thursday, September 18, 2008 2:54 PM
To: Camilleri, Robert (R.H.); Freeman, Paul (P.W.)
Subject: RE: Wheel Valve Stem SREA

Rob,
What is the change that is driving this SREA.

From: Camilleri, Robert (R.H.)
Sent: Thursday, September 18, 2008 2:43 PM
To: Aloysius, Bede (B.D.); Freeman, Paul (P.W.)
Subject: Wheel Valve Stem SREA
When: Monday, September 22, 2008 2:00 PM-2:30 PM (GMT-05:00) Eastern Time (US & Canada).
Where: Teleconference

Wheel valve stem SREA review.

I am assuming you will want to do some sort of trial. I would rather not wait until next week to ship out parts. Please provide me with a shipping address and I will have a box of parts ship out ASAP. Please call me, if you have questions. Thanks

Passcode: 87595684#
Ford:62.13673 (1FORD)
Toll (International): +1.313.621.3673
Toll-free: 1.888.621.3673

From: Loren D. Isley P.E. [loren.isley@ntscorp.com]
Sent: Thursday, October 16, 2008 3:42 PM
To: Camilleri, Robert (R.H.)
Subject: RE: Wheel Valve Stem Flex Angle

Robert,
Do have drawings of the wheels showing the radial location of the valve stems and the angle of installation?
Do you have drawings of the valve stems and/or dimensions of typical holes?
What is the rolling radii of the tires on each wheel size?
Is 20° and 30° relative to horizontal?
Thank you for your interest in NTS,

Loren D. Isley P.E.
VP/ General Manager
National Technical Systems (NTS)
12601 Southfield Rd.
Detroit, MI 48223
Tel: (800) 946-2687 / (313) 835-0044
Direct Line: (313) 659-2847
Cell: (313) 492-1640
Fax: (313) 272-1190
Loren.isley@ntscorp.com

From: Camilleri, Robert (R.H.) [mailto:rcamille@ford.com]
Sent: Thursday, October 16, 2008 3:26 PM
To: Loren D. Isley P.E.
Subject: Wheel Valve Stem Flex Angle

Loren, please provide a quote to perform the following test on a TR414 snap in rubber valve stem. We have two different TR414 valve stems (A & B) that we plan on having tested. I would prefer a test fixture be used for this test and not an actual tire and wheel, since almost all of our wheels would restrict the movement of the valve stem. Please call me, if you have any questions or suggestions. Thanks

Measure, record and photograph the wheel valve stem maximum flex angle for the following parameters for a given valve stem

- Wheel sizes to be simulated; 16,18 and 20 inch wheels
- Valve stem to be tested; Baolong Topseal TR414 rubber snap in wheel valve stem - Provided by Ford
- Vehicle speed to be simulated; 30, 60 and 90 mph
- Wheel valve stem angles to be simulated; 20 and 30 degrees

Record final test results and provide photograph each valve stem

Robert H. Camilleri
North American Wheels, Tires, and Jacks
Ford Motor Company
313-805-3389
rcamille@ford.com

From: Bill Thon Jr [billjr@thonassociates.com]
Sent: Friday, August 15, 2008 1:52 PM
To: 'Bill Thon Jr'; Rohweder, David (D.S.)
Cc: Camilleri, Robert (R.H.)
Subject: RE: Valves
Attachments: Valve Pictures 007.jpg

Here is the last one…..

From: Bill Thon Jr [mailto:billjr@thonassociates.com]
Sent: Friday, August 15, 2008 1:30 PM
To: Rohweder, David (D.S.)
Cc: 'Camilleri, Robert (R.H.)'; 'Bill Thon Jr'
Subject: Valves

Dave,

Please review the pictures you requested. We could not get our hands on actual Tech valves. To demonstrate the biggest difference between the Tech valves and Ford valves I placed Tech/Aftermarket caps on Ford valves. I will have to get some additional photos from my Baolong guys.

Have a great weekend,

Bill

Ford TR414

PE08-060 0575

From: Camilleri, Robert (R.H.)
Sent: Monday, September 22, 2008 10:15 AM
To: Gregorchik, Chris (C.)
Subject: RE: Valve Stems

Done

From: Gregorchik, Chris (C.)
Sent: Monday, September 22, 2008 9:59 AM
To: Stevenson, Gary (G.L.); Camilleri, Robert (R.H.)
Cc: Mayer, Thomas (T.A.); Jessie, Jo Ann (J.A.)
Subject: RE: Valve Stems

Please concur and I will get Tom Mayer to approve.

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WWRSC12A CONFIDENTIAL      Alert Base Information          08/09/22 09:57:41
Alert:    A12168844 Type: U USE PPM          Status: A          ECC: NLE2
Orig Acty: NL00 NORTH AMERICAN TRUCK            Date:   08/09/22     Rte: N
Name:     GREGORCHIK, CHRIS    Loc: LAP             Phone: 734-364-3722
E-Mail:   CGREGORC                          Multimedia: N
Desc:     SREA FOR VALVE STEMS NEW AUTOMATED MATERIAL WEIGHT MEASURING
Lang: E    SYSTEM AND REVISE RUBBER MIXING PROCESS
      *                                       (LAST)
Model>> Yr: 09   Lead: TVU5  Other: TVUK ____ ____ ____
Plants Aff: ____ ____ ____ ____
Prod Aff:   UP251
      ________________________________________________
Supp Docs:  SREA 26-AUG-08        ______________________     Qty: _______
      _____________________  _____________________    Emission: 000
 Alert Start Date: 08/09/22 S                 Appearance: _
        Duration: 030                      Build Event: CB5
  Calc Expiration: 08/10/22                   Homologation: N (Y/N)
      Authorized: _ (Y/N)   _________ (User ID)     Vehicle Saleable: Y (Y/N)
Closure Statement: ___________________________________________________________
            ___________________________________________________________
            ___________________________________________________________
Select: _  A=Approval  B=Parts    C=Concern      D=Description   S=Summary
        O=Web Print P=Print    R=Raise Alert  W=WACTS        X=Xrf Menu
Press <ENTER> for Alert Base Information Continuation screen           (LAST)
```

Regards,
Chris Gregorchik
PVT Chassis Engineer - Louisville Assembly Plant
Phone: 502 364 3722
Cell Phone/Pager: 313 805 0673

From: Camilleri, Robert (R.H.)
Sent: Monday, September 22, 2008 9:25 AM
To: Gregorchik, Chris (C.)
Cc: Stevenson, Gary (G.L.)
Subject: RE: Valve Stems

Chris, I don't have an alert written, either you or Gary will have to write one. The PVTs for each plant are signing off on the SREA.

Ya I know that I only need the lead plant to sign off, but that never works it seems each plant wants to do it.

From: Gregorchik, Chris (C.)
Sent: Monday, September 22, 2008 9:09 AM
To: Camilleri, Robert (R.H.)
Cc: Stevenson, Gary (G.L.)
Subject: Valve Stems

Do we have alert for valve stems or do you need me to write one for the trial? Which PVT will sign the SREA?

Regards,
Chris Gregorchik
PVT Chassis Engineer - Louisville Assembly Plant
Phone: 502 364 3722
Cell Phone/Pager: 313 805 0673

From: Camilleri, Robert (R.H.)
Sent: Monday, September 22, 2008 9:05 AM
To: Gregorchik, Chris (C.)
Cc: Stevenson, Gary (G.L.)
Subject: RE: TMD Delphos parts (U251 oil shields for LAP)

Supplier is adding automated measuring system for chemical additives and changing the mixing steps that the additives and materials are added to the mixers.

From: Gregorchik, Chris (C.)
Sent: Monday, September 22, 2008 8:55 AM
To: Camilleri, Robert (R.H.)
Cc: Stevenson, Gary (G.L.)
Subject: FW: TMD Delphos parts (U251 oil shields for LAP)

What is the change before I put the parts online, Thanks.

Regards,
Chris Gregorchik
PVT Chassis Engineer - Louisville Assembly Plant
Phone: 502 364 3722
Cell Phone/Pager: 313 805 0673

From: Pope, Amy (A.L.)
Sent: Monday, September 22, 2008 8:19 AM
To: Gregorchik, Chris (C.)
Cc: Rager, Larry (L.A.)
Subject: RE: TMD Delphos parts (U251 oil shields for LAP)

I have some 7L34-1700-AA trial parts for you in my office.

Amy Pope

Parts Control Manager
Ford Motor Company
Louisville Assembly Plant
apope2@ford.com
502-364-3846

From: Gregorchik, Chris (C.)
Sent: Monday, September 22, 2008 8:18 AM
To: Pope, Amy (A.L.)
Cc: Rager, Larry (L.A.)
Subject: FW: TMD Delphos parts (U251 oil shields for LAP)

Fyi,

6L24-6N634-AD & 2C54-5D121-AA

Regards,
Chris Gregorchik
PVT Chassis Engineer - Louisville Assembly Plant
Phone: 502 364 3722
Cell Phone/Pager: 313 805 0673

From: mccrayc@TMDINC.COM [mailto:mccrayc@TMDINC.COM]
Sent: Monday, September 22, 2008 7:39 AM
To: Gregorchik, Chris (C.); Eddins, Chuck (C.E.); Tavakkoli, Shahriar (S.); Hausz, Jason (J.)
Cc: Barrett, Eric (E.W.); stevensk@TMDINC.COM
Subject: RE: TMD Delphos parts (U251 oil shields for LAP)

30 PC on their way this morning via UPS.

From: Gregorchik, Chris (C.) [mailto:cgregorc@ford.com]
Sent: Friday, September 19, 2008 6:54 AM
To: McCray, Chad-Tiffin; Eddins, Chuck (C.E.); Tavakkoli, Shahriar (S.); Hausz, Jason (J.)
Cc: Barrett, Eric (E.W.); Stevenson, Kurt
Subject: RE: TMD Delphos parts (U251 oil shields for LAP)

Send parts to LAP

Louisville Assembly Plant
2000 Fern Valley Road
Louisville KY 40213
Attn: Chris Gregorchik / Amy Pope

Regards,
Chris Gregorchik
PVT Chassis Engineer - Louisville Assembly Plant
Phone: 502 364 3722
Cell Phone/Pager: 313 805 0673

From: mccrayc@TMDINC.COM [mailto:mccrayc@TMDINC.COM]
Sent: Friday, September 19, 2008 6:03 AM
To: Eddins, Chuck (C.E.); Tavakkoli, Shahriar (S.); Hausz, Jason (J.); Gregorchik, Chris (C.)
Cc: Barrett, Eric (E.W.); stevensk@TMDINC.COM
Subject: RE: TMD Delphos parts (U251 oil shields for LAP)

We were only supplied the cavity 2 from BW for an "A to B" comparison. Please see the attached full layout of both cavities produced at TMD Tiffin for the 5D121.

What address can we send the 30 PC sample to? Attn: ?

Following packaging approval and functional approval, we can PPAP in about 2 weeks.

Regards,

Chad McCray
TMD Tiffin
419-443-9031

From: Eddins, Chuck (C.E.) [mailto:ceddins@ford.com]
Sent: Thursday, September 18, 2008 11:25 AM
To: Tavakkoli, Shahriar (S.); Hausz, Jason (J.); Whitney, Rob-Delphos; McCray, Chad-Tiffin; Gregorchik, Chris (C.)
Cc: Barrett, Eric (E.W.); Stevenson, Kurt
Subject: RE: TMD Delphos parts (U251 oil shields for LAP)

One Alert should suffice. We'll need trial parts. 30 each.

Chuck Eddins
PVT Supervisor
Ford Louisville Assembly Plant
Office: (502) 364-3738
Cellphone: (313) 805-3158
Life is a journey - Your actual mileage may vary.

From: Tavakkoli, Shahriar (S.)
Sent: Thursday, September 18, 2008 10:08 AM
To: Eddins, Chuck (C.E.); Hausz, Jason (J.); 'whitneyr@TMDINC.COM'; 'Chad McCray'; Gregorchik, Chris (C.)
Cc: Barrett, Eric (E.W.); 'stevensk@TMDINC.COM'
Subject: RE: TMD Delphos parts (U251 oil shields for LAP)

Gentlemen;

From the information I have, we have two shields transferred from Blue Water to TMD for U251 vehicle in LAP. From the conversation that I had with some of the TMD folks, one of these shields (6L24-6N634-AD) the oil filter shield is coming from Delphos plant and Robert Whitney is my contact person there. The other shield (2C54-5D121-AA) the oil pan shield is coming from Tiffin plant. I believe my contact person would be Chad McCray there. Since I have been getting a few of these alert requests recently, I need to know how you suggest we should handle these two shields since they go on the same vehicle. I am asking Chris or Chuck for help on this. Should I raise one alert for both or do you prefer separate alerts?

From the TMD side, I have to make sure these parts are as good as the old ones. I had a conversation with Rob Whitney about 10 days ago and I noted down that PPAP date is Nov 17 for 6L24-6N634-AD. I have an A-B comparison of data, but no CMM data yet. I have no data on 2C54-5D121-AA. Maybe Chad can help

on this one. Need to know the PPAP date for this shield also. Please provide me the proper documentation/CMM data so I can raise the alert for non-PSW parts for functional trials for both of these parts.

Thanks for your help in advance. Also, please let me know if any of my information above is not completely accurate. Thanks.

Shahriar Tavakkoli
Frame Mounted Shields Engineer
P415/U22X
(313) 31-77388

From: Eddins, Chuck (C.E.)
Sent: Thursday, September 18, 2008 8:33 AM
To: Hausz, Jason (J.); 'whitneyr@TMDINC.COM'; Tavakkoli, Shahriar (S.)
Subject: RE: TMD Delphos parts

The PD engineer should write the Alert.

Chuck Eddins
PVT Supervisor
Ford Louisville Assembly Plant
Office: (502) 364-3738
Cellphone: (313) 805-3158
Life is a journey - Your actual mileage may vary.

From: Hausz, Jason (J.)
Sent: Thursday, September 18, 2008 8:31 AM
To: 'whitneyr@TMDINC.COM'; Eddins, Chuck (C.E.); Tavakkoli, Shahriar (S.)
Subject: RE: TMD Delphos parts

Chuck?

JDH
313-805-7928

From: whitneyr@TMDINC.COM [mailto:whitneyr@TMDINC.COM]
Sent: Wednesday, September 17, 2008 3:54 PM
To: Eddins, Chuck (C.E.); Tavakkoli, Shahriar (S.)
Cc: Hausz, Jason (J.)
Subject: RE: TMD Delphos parts

Jason,

Do you have an alert number in order to ship in parts for functional trials?

Thanks,

Robert Whitney
Manufacturing Engineer
Toledo Molding & Die, Inc.
24086 S.R. 697
Delphos, OH 45833
Phone (419) 695-5158
Fax (419) 692-8058
Email whitneyr@tmdinc.com

From: Eddins, Chuck (C.E.) [mailto:ceddins@ford.com]
Sent: Monday, September 15, 2008 11:55 AM
To: Whitney, Rob-Delphos; Tavakkoli, Shahriar (S.)
Cc: Hausz, Jason (J.)
Subject: RE: TMD Delphos parts

I'm PD. Jason Hausz is our VO engineer.

Chuck Eddins
PVT Supervisor
Ford Louisville Assembly Plant
Office: (502) 364-3738
Cellphone: (313) 805-3158
Life is a journey - Your actual mileage may vary.

From: whitneyr@TMDINC.COM [mailto:whitneyr@TMDINC.COM]
Sent: Monday, September 15, 2008 11:43 AM
To: Tavakkoli, Shahriar (S.)
Cc: Eddins, Chuck (C.E.)
Subject: RE: TMD Delphos parts

Shahriar,

I have been dealing with Chuck, so I assumed that he was taking responsibility for this part.

Chuck,

Can you please confirm?

Thanks,

Robert Whitney
Manufacturing Engineer
Toledo Molding & Die, Inc.
24086 S.R. 697
Delphos, OH 45833
Phone (419) 695-5158
Fax (419) 692-8058
Email whitneyr@tmdinc.com

From: Tavakkoli, Shahriar (S.) [mailto:stavakko@ford.com]
Sent: Monday, September 15, 2008 11:39 AM
To: Whitney, Rob-Delphos
Subject: RE: TMD Delphos parts

Rob;

Who is the LAP Plant VO engineer that you correspond with? I know Chuck Eddins is the PVT supervisor, but who is the VO engineer? Thanks.

Shahriar Tavakkoli
Frame Mounted Shields Engineer
P415/U22X
(313) 31-77388

From: Mracna, Chris (C.J.)
Sent: Friday, June 13, 2008 3:58 PM
To: Camilleri, Robert (R.H.)
Cc: Bliznick, Thomas (T.G.)
Subject: RE: Valve Stems - UPDATE

Rob,
I forwarded the PO info to Tom Knowles (tomk@ardl.com) at ARDL this afternoon. They had not yet received it. They'll start testing Monday with preliminary results most likely by next Friday if not sooner. They plan on running FTIR testing on the samples, which is the same testing that we performed. However, ARDL claimed that they had a more developed comparison library to use, which could (hopefully) provide a more quantitative blend ratio. I'm very interested to see what they come up with.

The ozone testing of the submitted German valves at Central Lab is scheduled to be completed Monday afternoon.

I'll be out of the office starting next Thursday (6/19) through July 7. I'll have ARDL contact you and Tom Bliznik directly with any preliminary results in my absence.

Regards,
Chris Mracna

Chassis Materials Engineering
Brakes, Exhaust, Suspension, and Wheels
Ford Motor Company
(313) 805-4483
cmracna@ford.com
Materials Engineering, Testing, and Standards (METS) TeamConnect Site

---

From: Camilleri, Robert (R.H.)
Sent: Tuesday, June 10, 2008 2:37 PM
To: Mracna, Chris (C.J.)
Subject: FW: CPARS Request - ARDL Purchased Services

Chris, the PO number for the ARDL valve stem testing is 580955. ARDL should receive it in the next couple of days.

From: Johnson, Mary Beth (M.E.)
Sent: Tuesday, June 10, 2008 2:08 PM
To: Camilleri, Robert (R.H.)
Subject: RE: CPARS Request - ARDL Purchased Services

PO issued:

==> _____ Reason: _____
DOC NO: A AR ***PO08 580955*** ___ Emer: N Type: PN Items: 001 REQ NO: RQ08 161R01
SUPPLR: H1BCB AKRON RUBBER DEVELOPMENT LAB EDI: N Blnkt No: _____
Pay: A1 Ship: 92 Ship To: FM1BB Code-4: N Prev Ord:
Tax: 01 FOB: 02 Order Dt: Waiver: _ Sourcing: N Notes: Y
Tran: 02 Rout: 01 Reqd Dlvy: 06/23/08 Inv App: N Project: N NegLS: N
ustoms: N Funds: USD Promis Dt: 06/23/08 Confirm: N Prevent A/P Paymnt: N
lauses: FRHT__ UNION_ D-208_ 4-21__ Reqd By: ROB CAMILLERI (313)-805-3389
C: JC01 TESTING /TESTING-PRODUCT DEVELPMNT, Qte:
Supv Rev: N Lead Buyer: ____ Rtn Buyer: _ Est Cost: USD +4,800.00
Verify: Y Local Prt : _ Contract : N Tot Cost: USD +4,800.00
S S

Mary Beth Johnson
Ford Motor Company, Purchasing

Engineering Services, Testing Buyer
MJohnso8@Ford.com (letter "o" before the 8)
phone: (313) 594-7665

From: Camilleri, Robert (R.H.)
Sent: Tuesday, June 10, 2008 7:18 AM
To: Johnson, Mary Beth (M.E.)
Cc: Grant, John (J.F.)
Subject: RE: CPARS Request - ARDL Purchased Services

Mary Beth, anything you can do to expedite this request for a PO would be greatly appreciated. Please contact me, if you have any questions. Thanks

---

From: Grant, John (J.F.)
Sent: Monday, June 09, 2008 8:58 AM
To: Johnson, Mary Beth (M.E.)
Cc: Camilleri, Robert (R.H.)
Subject: FW: CPARS Request - ARDL Purchased Services

Hi Mary Beth,

Attached is the supplier quote for CPARS req # AAR RQ08 161R01 - T585 POLYMER IDENTIFICATION WITH COTENT RATIO. The order is going through approval and should reach your workchain in a few days. If you have any questions please contact Rob Camilleri or myself. Thanks

John Grant
VEV Business Planning Office
Engine Laboratories Department
Phone: (313) 805-2829
Pager: (313) 805-2829
Fax: (313) 845-2229
mailto:jgrant5@ford.com

<< OLE Object: Picture (Metafile) >>

From: Camilleri, Robert (R.H.)
Sent: Thursday, June 05, 2008 9:03 AM
To: Parks, David (D.H.); Grant, John (J.F.)
Cc: Rohweder, David (D.S.); Campbell, Keith (K.A.)
Subject: CPARS Request - ARDL Purchased Services

John, David, attached is a request for purchased services from Akron Rubber Development Laboratory to conduct Polymer identification and a content ratio analysis of various rubber snap in wheel valve stems. Please provide me with the CPARS requisition number when available. Thanks

<< File: Ford.jun.doc >> << File: CPAR Request Akron Rubber Lab.xls >>

From: Raul [Raul@baolong.biz]
Sent: Monday, October 06, 2008 2:18 AM
To: 'Chris Bruce'; miller@baolong.biz
Cc: 'Bill Thon Jr'; Camilleri, Robert (R.H.)
Subject: RE: Valve Stem Trial - Louisville

Hi Chris,

The PPAP will be done by Oct and we are going to put off the series production accordingly. The shipping date for the first 300K 37% EPDM will be of Oct 27 and there is safe stock in Whelan to connect this sea shipment.

Thanks

Raul
SBIC

From: Chris Bruce [mailto:cbruce@thonassociates.com]
Sent: Wednesday, October 01, 2008 10:47 PM
To: 'Raul'; miller@baolong.biz
Cc: 'Bill Thon Jr'; 'Camilleri, Robert (R.H.)'
Subject: FW: Valve Stem Trial - Louisville

FYI,

I am beginning to think we need to prepare to ship additional 7L34-1700-AA as the launch timing discussed last week appears suspect at best. Any thoughts?

Chris

From: Gregorchik, Chris (C.) [mailto:cgregorc@ford.com]
Sent: Wednesday, October 01, 2008 10:06 AM
To: Chris Bruce; Camilleri, Robert (R.H.)
Cc: Bill Thon Jr
Subject: RE: Valve Stem Trial - Louisville

I will not be able to trial these parts until week of Oct 13 due pending downweek.

Regards,
Chris Gregorchik
PVT Chassis Engineer - Louisville Assembly Plant
Phone: 502 364 3722
Cell Phone/Pager: 313 805 0673

From: Chris Bruce [mailto:cbruce@thonassociates.com]
Sent: Wednesday, September 17, 2008 10:18 AM
To: Camilleri, Robert (R.H.)
Cc: Gregorchik, Chris (C.); 'Bill Thon Jr'
Subject: RE: Valve Stem Trial - Louisville

Rob,

The parts have been shipped via DHL, # DHL 29009683555. They should arrive to Chris's attention by Friday.

Best,

Chris

From: Camilleri, Robert (R.H.) [mailto:rcamille@ford.com]
Sent: Wednesday, September 17, 2008 6:58 AM
To: Chris Bruce
Subject: Valve Stem Trial - Louisville

Chris, please make arrangements to send a box of valve stems down to Chris Gregorchik. Thanks

---

From: Gregorchik, Chris (C.)
Sent: Tuesday, September 16, 2008 4:51 PM
To: Camilleri, Robert (R.H.)
Subject: Valve Stem Trial

Send Parts to

Louisville Assembly Plant
Attn: Chris Gregorchik / Amy Pope
2000 Fern Valley Road
Louisville KY 40213

Regards,
Chris Gregorchik
PVT Chassis Engineer - Louisville Assembly Plant
Phone: 502 364 3722
Cell Phone/Pager: 313 805 0673

From: Mracna, Chris (C.J.)
Sent: Tuesday, May 27, 2008 3:08 PM
To: Camilleri, Robert (R.H.); Campbell, Keith (K.A.)
Cc: Nasser, Kais (K.A.); Bliznick, Thomas (T.G.)
Subject: RE: Valve Stem Preliminary Results

Some further preliminary results were reported from the lab this afternoon. Both the Schrader & Dill valve stems were identified as EPDM rubber. The scans were distinctly different than the ones for the Baolong samples that we discussed earlier today. As you recall, the Baolong rubber samples were identified as Natural Rubber (NR). The additional current production Baolong samples were submitted to the lab this afternoon for analysis. The results of the infrared spectroscopy will be available tomorrow.

Please let me know if you have any questions.

Regards,
Chris Mracna

Chassis Materials Engineering
Brakes, Exhaust, Suspension, and Wheels
Ford Motor Company
(313) 805-4483
cmracna@ford.com
Materials Engineering, Testing, and Standards (METS) TeamConnect Site

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From: Mracna, Chris (C.J.)
Sent: Thursday, May 22, 2008 2:48 PM
To: Mracna, Chris (C.J.); Camilleri, Robert (R.H.); Gillman, Paul (P.D.); Nasser, Kais (K.A.); Bliznick, Thomas (T.G.)
Subject: Valve Stem Preliminary Results
When: Tuesday, May 27, 2008 10:15 AM-11:00 AM (GMT-05:00) Eastern Time (US & Canada).
Where: Central Lab

Meet to review the preliminary durometer and infrared spectroscopy results of the submitted cracked and reference valve stems.

Chris Mracna

Chassis Materials Engineering
Brakes, Exhaust, Suspension, and Wheels
Ford Motor Company
(313) 805-4483
cmracna@ford.com
Materials Engineering, Testing, and Standards (METS) TeamConnect Site

From: Ryan Casady [rcasady@schrader.co.uk]
Sent: Tuesday, August 05, 2008 9:43 AM
To: Bishel, Mike (M.)
Cc: Camilleri, Robert (R.H.)

Sorry,

That was a typo. The rubber is a mixture of SBR and EPDM as per the drawing.

From: Bishel, Mike (M.) [mailto:mbishel@ford.com]
Sent: Mon 8/4/2008 12:31 PM
To: Ryan Casady
Cc: Camilleri, Robert (R.H.)
Subject: TPMS snap-in sensor - Material

Ryan,
Based on the Ford test data, the material composition of the snap-in valve for TPMS sensor indicates that the material is SBR and not EPDM.

Please confirm the composition. Thanks.
<<Schrader France - New Ford TPMS.pdf>> <<Schrader China.pdf>>

From: Jennings, Jonathan (A.)
Sent: Wednesday, June 25, 2008 11:21 AM
To: Rohweder, David (D.S.)
Cc: Song, Stuart (S.S.)
Subject: RE: Tire Valves from Baolong

Ok. Please make certain Kervin supports. Thanks.

Jonathan A. Jennings II
Asia Pacific & Africa STA Engineering Director

From: Rohweder, David (D.S.)
Sent: Tuesday, June 24, 2008 4:45 PM
To: Jennings, Jonathan (A.)
Cc: Song, Stuart (S.S.)
Subject: Tire Valves from Baolong

I need to make sure we don't have an issue with the compounding of the rubber used in the Baolong valves. I need Stuart's expertise to review the process at this plant in China.

David Rohweder
Mgr. Tires & Wheels Engineering
drohwede@ford.com
phone; 313-337-3122 Cell/Text 313-805-5622

From: Mracna, Chris (C.J.)
Sent: Monday, July 07, 2008 10:54 AM
To: Bliznick, Thomas (T.G.)
Cc: Camilleri, Robert (R.H.); Rohweder, David (D.S.)
Subject: RE: Tire valve analysis

Tom,
ARDL's results conflict with the results that we've obtained at Central Lab. I am interested in reviewing the ARDL's FTIR curves in addition to their final report. Do you know when their final report will be received?

Thanks,
Chris Mracna

Chassis Materials Engineering
Brakes, Exhaust, Suspension, and Wheels
Ford Motor Company
(313) 805-4483
cmracna@ford.com
Materials Engineering, Testing, and Standards (METS) TeamConnect Site

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From: Camilleri, Robert (R.H.)
Sent: Monday, July 07, 2008 10:45 AM
To: Mracna, Chris (C.J.)
Subject: FW: Tire valve analysis

fyi

From: Bliznick, Thomas (T.G.)
Sent: Friday, June 27, 2008 5:23 PM
To: Camilleri, Robert (R.H.)
Cc: Rohweder, David (D.S.)
Subject: Tire valve analysis

Preliminary analysis data from ARDL :

	Valve	Supplier	Country	Composition
1A	7L34-1700-AA used	Baolong	China	90% EPDM / 10% Natural
1B	7L34-1700-AA new 5/9/08	Baolong	China	80% EPDM / 20% Natural
2.	6C34-1700-AC new 5/16/08	Baolong	China	80% EPDM / 20% Natural
3.	New release, Ford , TPMS	Schrader	France	80% SBR / 20% Butadiene
4.	2008 Ford Kuga	EHA	Germany	55% EPDM / 30% Natural / 15% SBR
5.	2008 Chevy Malibu	Schrader	China	100% EPDM
6.	2007 Acura MDX	Pacific	USA	85% SBR / 15% Butadiene
7.	2008 Honda CRV	Pacific	Japan	85% SBR / 15% Butadiene

Thomas Bliznick
Laboratory Development Analyst
Ford Motor Co., Central Laboratory
Polymers, Coatings, and Corrosion Section
(313) 33-78487

From: John Baldwin [jbaldwin@exponent.com]
Sent: Sunday, June 29, 2008 6:36 PM
To: Rohweder, David (D.S.)
Cc: David Bauer
Subject: Re: Tire valve analysis

I think they are wrong. The good news is they found the epdm, however, it is very hard to quantify how much epdm. Have Tom ask them for their spectra/data and their analysis. Bauer and I will take a look.

John

On 6/28/08 7:54 AM, "David Rohweder" <drohwede@ford.com> wrote:

> What do you make of this
>
> David Rohweder
> Mgr. Tires & Wheels Engineering
> drohwede@ford.com
> phone; 313-337-3122 Cell/Text 313-805-5622
>
> ---
> **From:** Bliznick, Thomas (T.G.)
> **Sent:** Friday, June 27, 2008 5:23 PM
> **To:** Camilleri, Robert (R.H.)
> **Cc:** Rohweder, David (D.S.)
> **Subject:** Tire valve analysis
>
> Preliminary analysis data from ARDL :

	Valve	Supplier	Country	Composition
1A	7L34-1700-AA used	Baolong	China	90% EPDM / 10% Natural
1B	7L34-1700-AA new 5/9/08	Baolong	China	80% EPDM / 20% Natural
2.	6C34-1700-AC new 5/16/08	Baolong	China	80% EPDM / 20% Natural
3.	New release, Ford , TPMS	Schrader	France	80% SBR / 20% Butadiene
4.	2008 Ford Kuga	EHA	Germany	55% EPDM / 30% Natural / 15% SBR
5.	2008 Chevy Malibu	Schrader	China	100% EPDM
6.	2007 Acura MDX	Pacific	USA	85% SBR / 15% Butadiene
7.	2008 Honda CRV	Pacific	Japan	85% SBR / 15% Butadiene

> **Thomas Bliznick**
> **Laboratory Development Analyst**
> Ford Motor Co., Central Laboratory
> Polymers, Coatings, and Corrosion Section
> (313) 33-78487

From: Mracna, Chris (C.J.)
Sent: Monday, August 04, 2008 11:53 AM
To: Bishel, Mike (M.)
Cc: Camilleri, Robert (R.H.)
Subject: RE: Pyro GC/MS Results
Attachments: Schrader France - New Ford TPMS.pdf; Schrader China.pdf

Mike,
Per Rob's request, I have attached the FTIR spectra for the Schrader valves.

Chris Mracna

Chassis Materials Engineering
Brakes, Exhaust, Suspension, and Wheels
Ford Motor Company
(313) 805-4483
cmracna@ford.com
Materials Engineering, Testing, and Standards (METS) TeamConnect Site

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From: Camilleri, Robert (R.H.)
Sent: Monday, August 04, 2008 9:30 AM
To: Mracna, Chris (C.J.)
Cc: Bishel, Mike (M.)
Subject: RE: Pyro GC/MS Results

Chris, please send the IR spectra for the Schrader China and Schrader France valve stems to Mike Bishel. Mike is the lead for the Schrader TPMS valve stem, which Schrader has stated is 100% EPDM. Thanks

When do you expect that ARDL will submit the final report? Thanks

---

From: Mracna, Chris (C.J.)
Sent: Friday, August 01, 2008 1:46 PM
To: Rohweder, David (D.S.)
Cc: Bliznick, Thomas (T.G.); Camilleri, Robert (R.H.)
Subject: RE: Pyro GC/MS Results

We are confident in our ability to distinguish between SBR and EPDM. The styrene (S) in SBR has a distinct peak that EPDM does not have. I've compared the IR spectra between the Schrader (France) TPMS and Schrader (China) and can confirm that there are distinct differences between the curves.

Chris Mracna

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cmracna@ford.com
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From: Rohweder, David (D.S.)
Sent: Friday, August 01, 2008 6:01 AM
To: Mracna, Chris (C.J.); Camilleri, Robert (R.H.)
Cc: Bliznick, Thomas (T.G.)
Subject: RE: Pyro GC/MS Results

How confident are we in our ability to distinguish between SBR and EPDM? For example, why would the Schrader TPMS valve test at 100% SBR when they claim to use 100% EPDM?

David Rohweder
Mgr. Tires & Wheels Engineering
drohwede@ford.com
phone; 313-337-3122 Cell/Text 313-805-5622

From: Mracna, Chris (C.J.)
Sent: Thursday, July 31, 2008 11:04 PM
To: Rohweder, David (D.S.); Camilleri, Robert (R.H.)
Cc: Bliznick, Thomas (T.G.)
Subject: RE: Pyro GC/MS Results

Update from ARDL is that the remaining retested samples, using the new Pyrolysis+GC/MS test method, are comparable to the initial results using the original pyrolysis test method. There are no blend ratio master curves for them to use with the new test method, so we're going with the results from the initial analysis as a comparison. Here are the results.

New Pyrolysis+GC/MS Test Method

- Baolong (China) - New, Mfg Date 5/9/08 31% EPDM, 69% NR
- Baolong (China) - New, Mfg Date 5/16/08 24% EPDM, 76% NR
- Baolong (China) - Warranty Returned 27% EPDM, 73% NR

Original Pyrolysis Test Method

- Schrader (France) - New, Ford TPMS 100% SBR
- EHA (Germany) - 2008 Ford Kuga 55% EPDM, 30% NR, 15% SBR
- Schrader (China) - 2008 Chevy Malibu 100% EPDM
- Pacific (USA) - 2007 Acura MDX 100% SBR
- Pacific (Japan) - 2008 Honda CRV 100% SBR

We don't have a gage R&R for the new test method, but the results look very close to what they should be (i.e. 28% EPDM, 72% NR). The results using the new test method certainly appear to provide a higher degree of resolution compared to the original test method that was used at both ARDL and Central Lab.

Please let me know if you have any additional questions.

Regards,

Chris Mracna

Chassis Materials Engineering
Brakes, Exhaust, Suspension, and Wheels
Ford Motor Company
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cmracna@ford.com
Materials Engineering, Testing, and Standards (METS) TeamConnect Site

-----Original Message-----
From: Mracna, Chris (C.J.)
Sent: Thursday, July 31, 2008 9:38 AM
To: Bliznick, Thomas (T.G.)
Cc: Camilleri, Robert (R.H.); Rohweder, David (D.S.); Curtiss, Bill (W.J.); LaDuke, Jeff (M.)
Subject: RE: Pyro GC/MS Results

Tom,
Please call ARDL to find out where the report is for this testing. Please advise status ASAP.

Chris Mracna
Chassis Materials Engineering
Brakes, Exhaust, Suspension, and Wheels
Ford Motor Company
(313) 805-4483
cmracna@ford.com
Materials Engineering, Testing, and Standards (METS) TeamConnect Site

-----Original Message-----
From: Rohweder, David (D.S.)
Sent: Thursday, July 31, 2008 6:16 AM
To: Mracna, Chris (C.J.)
Cc: Camilleri, Robert (R.H.)
Subject: FW: Pyro GC/MS Results

This report only show 3 test results. When do I get the balance of the data that was quoted?

David Rohweder
Mgr. Tires & Wheels Engineering
drohwede@ford.com
phone; 313-337-3122 Cell/Text 313-805-5622

-----Original Message-----
From: Camilleri, Robert (R.H.)
Sent: Friday, July 25, 2008 2:01 PM
To: Rohweder, David (D.S.)
Subject: FW: Pyro GC/MS Results

FYI

-----Original Message-----
From: Mracna, Chris (C.J.)
Sent: Friday, July 25, 2008 1:13 PM
To: Camilleri, Robert (R.H.)
Subject: FW: Pyro GC/MS Results

Rob,
Attached is the preliminary report from ARDL from a few days ago. It contains compositional information from the first three Baolong samples. The sample IDs are noted in the report. We are currently waiting for the report that contains the remaining information for the rest of the sample (namely the benchmark samples).

These preliminary results are expected to remain unchanged in the final report. Based on the reported ratios, the new test method (Pyrolysis-GC/MS) appears to be able to identify the composition of the rubber samples.

We should receive the results for the remaining samples by cob today. I will forward you that report when we receive it.

Also, we should have timing for the percent ozonate testing that is also being conducted by ARDL by cob today.

Please review and let me know if you have additional questions.

Regards,
Chris Mracna

Chassis Materials Engineering
Brakes, Exhaust, Suspension, and Wheels
Ford Motor Company
(313) 805-4483
cmracna@ford.com
Materials Engineering, Testing, and Standards (METS) TeamConnect Site

-----Original Message-----
From: Bliznick, Thomas (T.G.)
Sent: Friday, July 25, 2008 12:44 PM
To: Mracna, Chris (C.J.)
Subject: FW: Pyro GC/MS Results

Thomas Bliznick
>Laboratory Development Analyst
>Ford Motor Co., Central Laboratory
>Polymers, Coatings, and Corrosion Section
>(313) 33-78487
>
https://www.tc2.ford.com/ts/METS/default.aspx

-----Original Message-----
From: Tracy Keaton [mailto:tracyk@ardl.com]
Sent: Tuesday, July 15, 2008 2:22 PM
To: Bliznick, Thomas (T.G.)
Cc: Tom Knowles
Subject: Pyro GC/MS Results

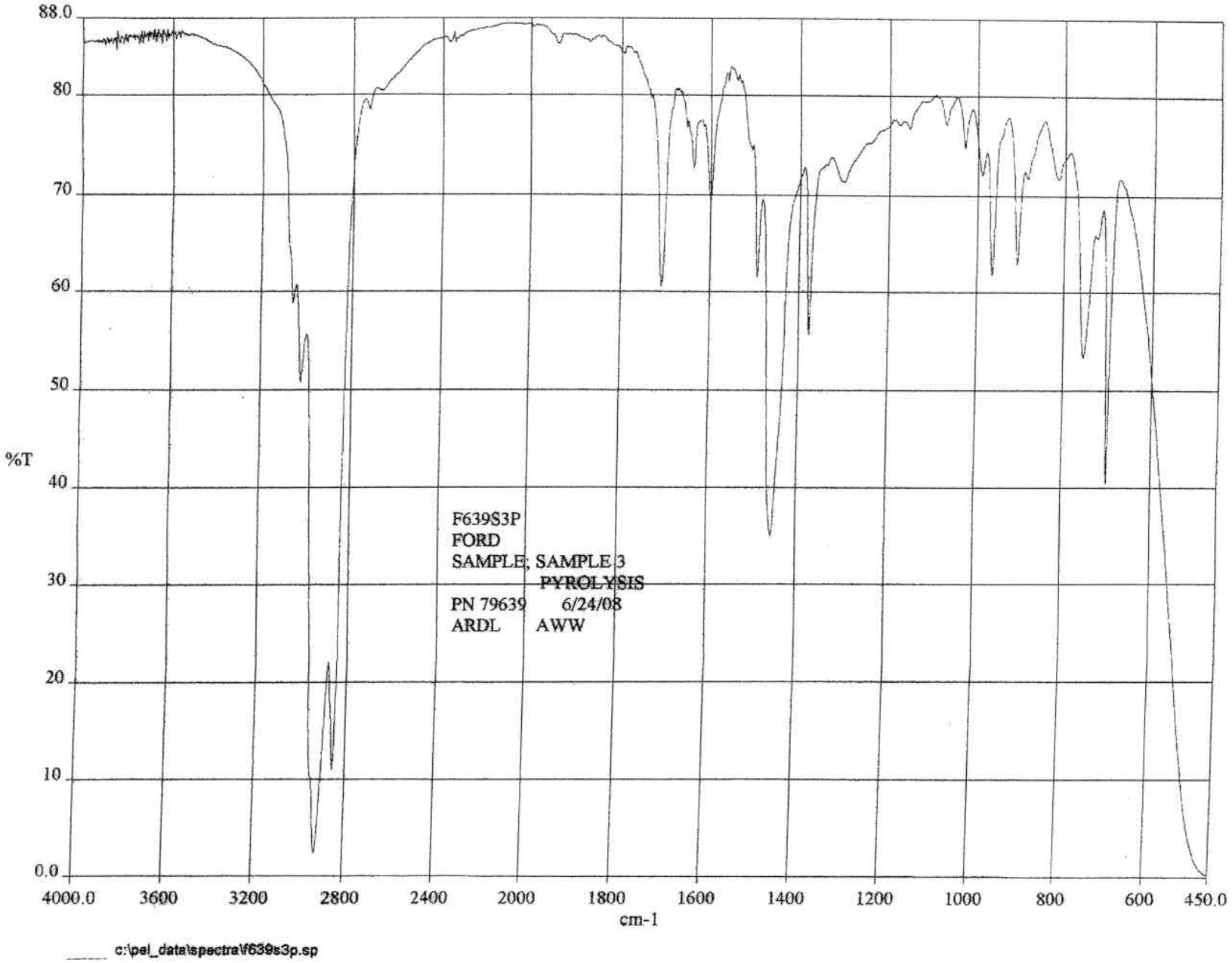
Mr. Bliznick,

Attached are the results that Mr. Knowles discussed with you earlier today.

Thank you,

Tracy Keaton
ARDL, Inc.
330-794-6600 Tel
330-794-6610 Fax
<<Ford PN 79639 A.pdf>>

3



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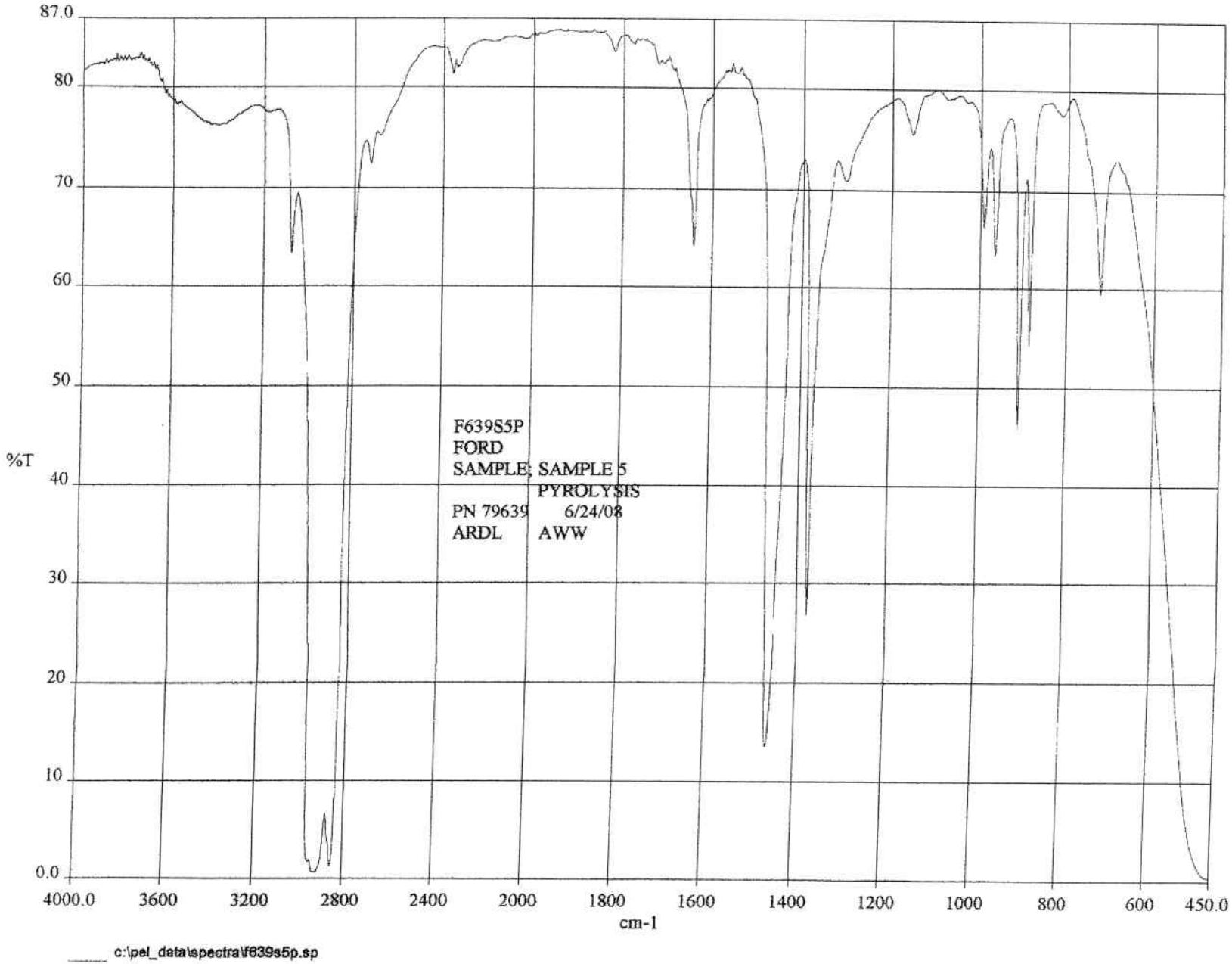

From: Mracna, Chris (C.J.)
Sent: Monday, July 14, 2008 11:27 AM
To: Camilleri, Robert (R.H.)
Subject: RE: New Lab Request - URGENT

Rob,
The lab has completed the preliminary FTIR surface analysis of the valve stems that were submitted last week. All three show the presence of silicone on the surface. The silicone can be attributed to the silicone lubricant that is applied during assembly. Still gathering documentation photos.

Chris Mracna

Chassis Materials Engineering
Brakes, Exhaust, Suspension, and Wheels
Ford Motor Company
(313) 805-4483
cmracna@ford.com
Materials Engineering, Testing, and Standards (METS) TeamConnect Site

---

From: Mracna, Chris (C.J.)
Sent: Friday, July 11, 2008 11:12 AM
To: Camilleri, Robert (R.H.)
Subject: FW: New Lab Request - URGENT

Fyi, I've requested elevated status. I'll continue to follow-up.

From: Mracna, Chris (C.J.)
Sent: Friday, July 11, 2008 10:45 AM
To: LaDuke, Jeff (M.)
Subject: FW: New Lab Request - URGENT

Jeff,
This request has been upgraded to urgent status. Can we get preliminary results by cob Monday? Please advise.

Thanks,
Chris

From: Mracna, Chris (C.J.)
Sent: Thursday, July 10, 2008 2:08 PM
To: LaDuke, Jeff (M.)
Subject: New Lab Request

<< File: CLF07_08 Request for Central Laboratory Service Form - rcamille 2.doc >>

Chris Mracna

Chassis Materials Engineering
Brakes, Exhaust, Suspension, and Wheels
Ford Motor Company
(313) 805-4483
cmracna@ford.com
Materials Engineering, Testing, and Standards (METS) TeamConnect Site

From: Elliott, Joel (J.F.)
Sent: Monday, May 19, 2008 7:01 AM
To: Ott, David (D.J.); Hartstang, Joe (.)
Cc: Goebel, Ken (K.M.); Burford, Chris (C.B.)
Subject: RE: Follow-up from this morning.

Nope, FCSD does not Purchase direct. Dill ACP (GSDB code ELMFA) is not an active site for Service.

Regards,
Joel Elliott

Purchasing Strategy and Technology Manager
Ford Customer Service Division
Ph 313 390 2174
Regent Court Building Rm 3S435

From: Burford, Chris (C.B.)
Sent: Friday, May 16, 2008 3:23 PM
To: Elliott, Joel (J.F.)
Cc: Hartstang, Joe (.); Ott, David (D.J.); Goebel, Ken (K.M.)
Subject: FW: Follow-up from this morning.

Joel, can you handle and advise. thanks.

From: Hartstang, Joe (.)
Sent: Friday, May 16, 2008 1:32 PM
To: Burford, Chris (C.B.)
Cc: Ott, David (D.J.); Goebel, Ken (K.M.)
Subject: FW: Follow-up from this morning.

Chris, I don't know who in your shop to contact specifically, so I am sending this to you.

Please advise Dave Ott if we have used Dill ACP and to what extent if applicable.

Thanks.

Joe Hartstang
Manager, Field Service Actions
Critical Parts Department
PS&L Supply Chain - FCSD
Phone 313-390-7604

From: Goebel, Ken (K.M.)
Sent: Friday, May 16, 2008 1:23 PM
To: Hartstang, Joe (.)
Cc: Ott, David (D.J.)
Subject: FW: Follow-up from this morning.

Joe,
Can you get this info over the the most appropriate person in the service parts purchasing organization?

Thanks

Ken Goebel
Program Manager
Recall & Service Programs, FCSD
313-33-72791
kgoebel@ford.com

From: Ott, David (D.J.)
Sent: Friday, May 16, 2008 10:47 AM
To: Goebel, Ken (K.M.)
Subject: FW: Follow-up from this morning.

Reference my voice mail, same subject. We'd like to find out if we've used Dill valve stems in service.

Could you please either forward this note to the right FCSD contact or let me know who it is and I can contact them?

Thanks.

Dave

From: Gregory.Magno@dot.gov [mailto:Gregory.Magno@dot.gov]
Sent: Wednesday, May 14, 2008 12:30 PM
To: Nevi, Ray (R.A.)
Subject: Follow-up from this morning.

Ray-

Here is information from this morning. Attached are the two Taurus crash VOQs in their entirety. The owners consented to us sharing them with you.

Also attached is Dill's advisory concerning the valve stems.

Best regards,

Greg

Gregory E. Magno
Chief, Defects Assessment Division
Office of Defects Investigation
US DOT / NHTSA

(202) 366-5226

From: Raul [Raul@baolong.biz]
Sent: Wednesday, August 13, 2008 3:00 AM
To: Camilleri, Robert (R.H.); 'Bill Thon Jr'
Subject: RE: Conference Call
Attachments: MOLD# HISTORY.xls

Hi Rob,

Sorry for the delay. Attached please find the record related to the mold we've used for Ford and Tech since 2007.

Thanks

Raul
SBIC

From: Camilleri, Robert (R.H.) [mailto:rcamille@ford.com]
Sent: Tuesday, August 12, 2008 8:42 PM
To: Raul; Bill Thon Jr
Subject: RE: Conference Call

Raul, thank you for the prints. When can you provide the mold information for these Tech and Ford valve stems? Thanks

---

From: Raul [mailto:Raul@baolong.biz]
Sent: Tuesday, August 12, 2008 4:00 AM
To: Camilleri, Robert (R.H.); 'Bill Thon Jr'
Subject: RE: Conference Call

Hi Rob,

Good day!

Attached please find the comparison print for these 3 valves.

TR413 & TR414
The difference is the indicator ring. Ford valves have it while Tech valves have not.

TR600HP
The size is different.

Thanks

Raul
SBIC

From: Camilleri, Robert (R.H.) [mailto:rcamille@ford.com]
Sent: Tuesday, August 12, 2008 12:51 AM
To: Raul; Bill Thon Jr
Subject: RE: Conference Call

Raul, OK we can wait until tomorrow. Thanks

From: Raul [mailto:Raul@baolong.biz]
Sent: Monday, August 11, 2008 9:08 AM
To: Camilleri, Robert (R.H.); 'Bill Thon Jr'
Subject: RE: Conference Call

Hi Rob,

Good day!

I searched my laptop and I'm sorry that I have not found the prints of the valves for aftermarket, but the drawings of Ford valves. Can we submit the comparison prints to you tomorrow as well as the mold no. history? Very sorry for the delay.

Best Regards

Raul
SBIC

From: Camilleri, Robert (R.H.) [mailto:rcamille@ford.com]
Sent: Monday, August 11, 2008 8:08 PM
To: Bill Thon Jr; Raul; Yao, Michael (G.C.); Chris Bruce; Li, Bo (Jason.)
Subject: Conference Call

We need to have a quick conference call today. I have several questions that I need answered and confirmed. Can we talk at 8:30 Detroit time?

Robert H. Camilleri
North American Wheels, Tires, and Jacks
Ford Motor Company
313-805-3389
rcamille@ford.com

	FORD MOLD#	TECH MOLD#
TR413	05, 06, 07	G, K, 01, 05, 06, 07
TR414	06, 09, 11	C, H, 04, 06
TR600HP	06	01, 02, 03

From: Raul [Raul@baolong.biz]
Sent: Tuesday, August 12, 2008 4:00 AM
To: Camilleri, Robert (R.H.); 'Bill Thon Jr'
Subject: RE: Conference Call
Attachments: TR600HP.doc; tr413.doc; tr414.doc

Hi Rob,

Good day!

Attached please find the comparison print for these 3 valves.

TR413 & TR414
The difference is the indicator ring. Ford valves have it while Tech valves have not.

TR600HP
The size is different.

Thanks

Raul
SBIC

From: Camilleri, Robert (R.H.) [mailto:rcamille@ford.com]
Sent: Tuesday, August 12, 2008 12:51 AM
To: Raul; Bill Thon Jr
Subject: RE: Conference Call

Raul, OK we can wait until tomorrow. Thanks

From: Raul [mailto:Raul@baolong.biz]
Sent: Monday, August 11, 2008 9:08 AM
To: Camilleri, Robert (R.H.); 'Bill Thon Jr'
Subject: RE: Conference Call

Hi Rob,

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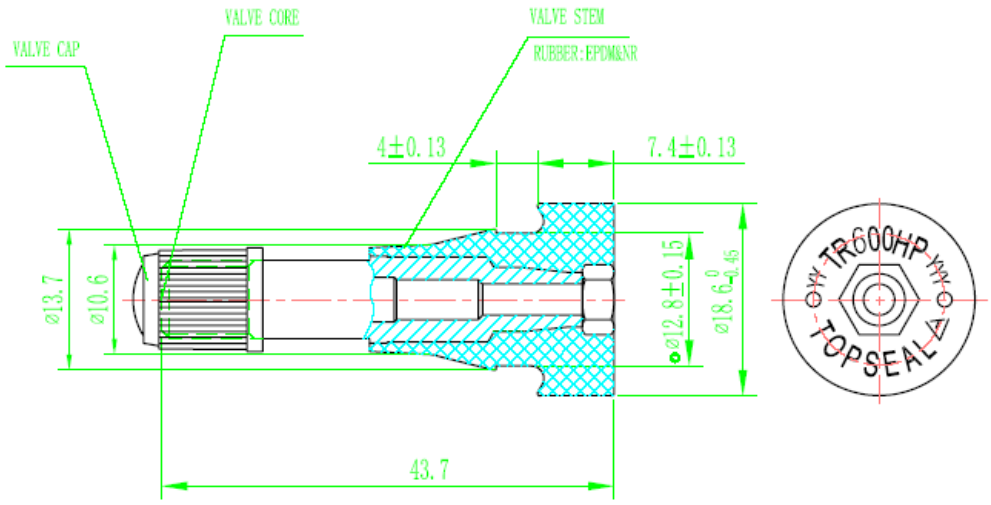
Best Regards

Raul
SBIC

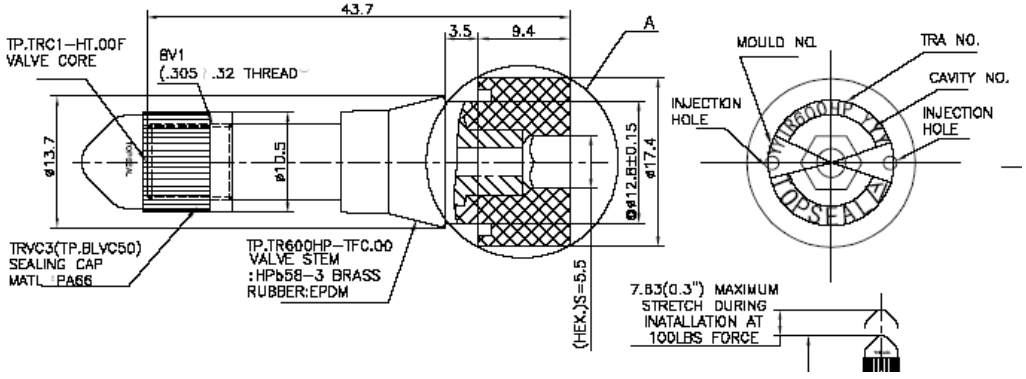
From: Camilleri, Robert (R.H.) [mailto:rcamille@ford.com]
Sent: Monday, August 11, 2008 8:08 PM
To: Bill Thon Jr; Raul; Yao, Michael (G.C.); Chris Bruce; Li, Bo (Jason.)
Subject: Conference Call

We need to have a quick conference call today. I have several questions that I need answered and confirmed. Can we talk at 8:30 Detroit time?

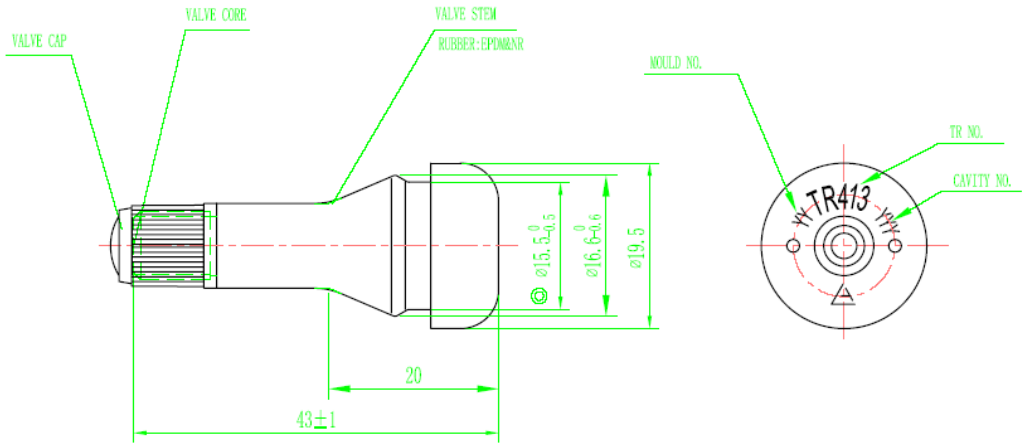
Robert H. Camilleri
North American Wheels, Tires, and Jacks
Ford Motor Company
313-805-3389
rcamille@ford.com



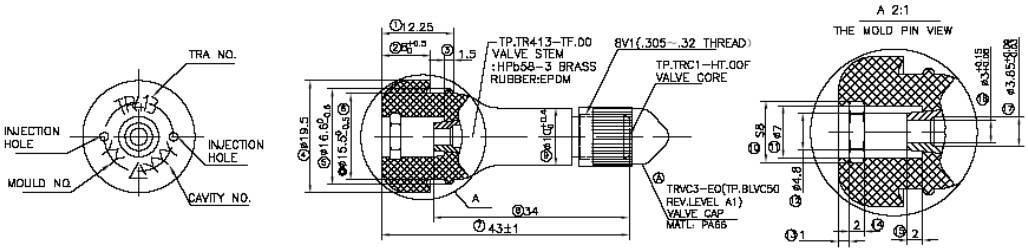
TECH VALVES



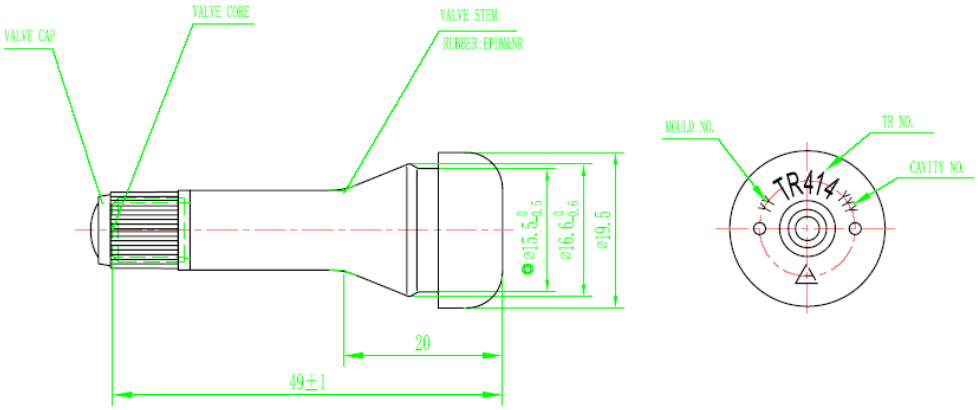
FORD VALVES



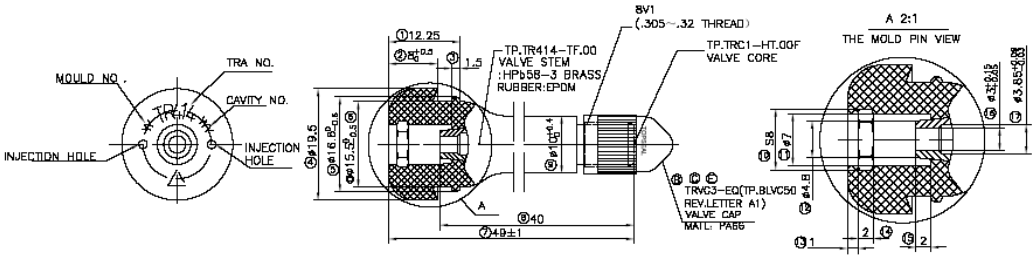
TECH VALVES



FORD VALVES



TECH VALVES



FORD VALVES

From: Mracna, Chris (C.J.)
Sent: Thursday, September 11, 2008 12:01 PM
To: 'Chris Bruce'; Camilleri, Robert (R.H.)
Cc: 'Bill Thon Jr'
Subject: RE: C--Documents and Settings-lihai.tif

Agree with the rubber call-out. However, I still think the material info would be more readable in a BOM tabular format, rather than listed in various locations on the dwg.

Regards,
Chris Mracna
Chassis Materials Engineering
Brakes, Exhaust, Suspension, and Wheels
Ford Motor Company
(313) 805-4483
cmracna@ford.com
Materials Engineering, Testing, and Standards (METS) TeamConnect Site

-----Original Message-----
From: Chris Bruce [mailto:cbruce@thonassociates.com]
Sent: Thursday, September 11, 2008 8:43 AM
To: Camilleri, Robert (R.H.); Mracna, Chris (C.J.)
Cc: 'Bill Thon Jr'
Subject: FW: C--Documents and Settings-lihai.tif

Rob and Chris,

Please see the attached drawing as promised by Baolong. If necessary, please mark up any required changes to what they have done thus far.

Thanks,

Chris Bruce

-----Original Message-----
From: Raul [mailto:Raul@baolong.biz]
Sent: Thursday, September 11, 2008 5:34 AM
To: 'Bill Thon Jr'; 'Chris Bruce'
Subject: C--Documents and Settings-lihai.tif

Hi Bill and Chris,

Attached please find the revised print of Tr414.

Thanks

Raul
SBIC

From: Yao, Michael (G.C.)
Sent: Wednesday, July 23, 2008 8:01 AM
To: Camilleri, Robert (R.H.)
Subject: RE: Baolong Wheel Valve Stem Testing

Attachments: Fixture1.JPG

Sorry. I didn't note this. After confirming with them,they will modify this fixture and redo the test. Please find the attachment and H1&H2 and L1&L2 have a little difference.

If you have any request,please let me know. Thanks


Fixture1.JPG
(410 KB)

Best Regards

Yao GuoCheng (Michael)

From: Camilleri, Robert (R.H.)
Sent: 2008年7月22日 22:06
To: Yao, Michael (G.C.)
Subject: RE: Baolong Wheel Valve Stem Testing

Michael, I did not ask for Baolong to modify the fixture to run 6 of the 28 and 6 of the 37% EPDM valve stems simultaneously. I asked that they to verify that the test fixture is in working condition and meets the requirements of the ISO test procedure. Because the 37% valve stems in test 7047 showed abrasions at 20717 cycles and no abrasions on the 28% valve stem. The 37% valves where in test holes 1-3, which where the same test holes for the 28% valve stems that should abrasions at 20717 cycles in test 7044. I found this to be suspicious for the 37% EPDM valve stems. Please call me, if you have questions. Thanks

---

From: Yao, Michael (G.C.)
Sent: Tuesday, July 22, 2008 7:47 AM
To: Camilleri, Robert (R.H.)
Subject: RE: Baolong Wheel Valve Stem Testing

Robert,

Just to clarify, BaoLong needs to modify the fixture to run another 6 pcs for 28% & 37%.

The reason is that variability is too big. Is that correct ? Please see the form below.

28%	31,429	59,399	59,399	26,795	40,124	73,356
37%	35,076	108,167	163,080	86,395	40,124	40,124

Best Regards

Yao GuoCheng (Michael)

From: Camilleri, Robert (R.H.)
Sent: 2008年7月22日 0:19
To: Yao, Michael (G.C.); billjr@thonassociates.com; 'Chris Bruce'; Raul
Subject: Baolong Wheel Valve Stem Testing
When: 2008年7月22日星期二 18:30-19:30 (GMT+08:00) Beijing, Chongqing, Hong Kong, Urumqi.
Where: Teleconference

Please be prepared to discuss the Ozone test results for the 28 and 37% EPDM valve stems. Thanks

Toll (International): +1.313.621.3673
Toll-free: 1.888.621.3673
Pass code: 87595684

PE08-060 0614

From: Bill Thon Jr [billjr@thonassociates.com]
Sent: Thursday, July 24, 2008 2:48 PM
To: Camilleri, Robert (R.H.); 'Chris Bruce'
Cc: miller@baolong.biz; 'Julie Troiani'; 'Raul'; 'zoe'
Subject: RE: BAOLONG VALVE SHIPMENTS TO FORD
Attachments: Revised FORD YMLU8364450 CB 7-16-08.xls

Hi Rob,

I entered the correct date…sorry about the mix-up.

Bill

From: Camilleri, Robert (R.H.) [mailto:rcamille@ford.com]
Sent: Thursday, July 24, 2008 2:25 PM
To: Chris Bruce
Cc: billjr@thonassociates.com; miller@baolong.biz; Julie Troiani; Raul; zoe
Subject: FW: BAOLONG VALVE SHIPMENTS TO FORD

Chris, the manufacturing date on lot 0627320 is identified as 7-13-08, but the shipment received date is identified as 8/15/06. Obviously a disconnect between the two date. Please update the file and return it to me. Thanks

---

From: Chris Bruce [mailto:cbruce@thonassociates.com]
Sent: Wednesday, July 16, 2008 10:03 AM
To: Camilleri, Robert (R.H.)
Cc:
Subject: BAOLONG VALVE SHIPMENTS TO FORD

Rob,

Attached please find three spreadsheets that trace the TR414 valve production from Baolong to the Ford Assembly plants. We were able to trace this by using the lot number and manufacture dates of material produced at Baolong during the suspect time frame. From there we traced these lots to the proper sea container and to our distribution center in Romulus, Michigan. From there we were able to tell you exactly when and to which Ford plants these parts were shipped. Hope this helps.

Regards,

Chris Bruce
Baolong

248-625-5426

CONTAINER YMLU8364450 RECEIVED ON 8/15/06 LOT NUMBERS: 0627320 MFG DATE: 7-13-06
PART NUMBER: FOC6-1700-AA

LOAD_ID	SHIP DATE	PLANT_LOCATION	CUSTOMER_NAME	SHIP_FROM_NAME	SUM(IH.Q
13372 986313	10/30/2006	SERVICIOS Y MONTAJES EAGLE	BAOLONG	BAOLONG INDUSTRIES (FORD)	12000
13503 986314	10/26/2006	T & WA OF LANSING	T & WA LANSING	BAOLONG INDUSTRIES (FORD)	12000
13592 990384	10/27/2006	FORD KANSAS CITY ASSY- AP06A-	AP06A - FORD KANSAS CITY	BAOLONG INDUSTRIES (FORD)	10000
13593 990385	10/27/2006	FORD MICHIGAN TRUCK- AP02A-	AP02A - FORD MICHIGAN TRUCK	BAOLONG INDUSTRIES (FORD)	4000
13594 990386	10/27/2006	FORD NORFOLK ASSY- AP12A-	AP12A - FORD NORFOLK	BAOLONG INDUSTRIES (FORD)	6000
13650 1007202	10/30/2006	FORD MICHIGAN TRUCK- AP02A-	AP02A - FORD MICHIGAN TRUCK	BAOLONG INDUSTRIES (FORD)	3000
13656 1007207	10/30/2006	FORD WAYNE ASSY- AP16A-	AP16A - FORD WAYNE	BAOLONG INDUSTRIES (FORD)	4000
13763 1015377	11/1/2006	FORD KANSAS CITY ASSY- AP06A-	AP06A - FORD KANSAS CITY	BAOLONG INDUSTRIES (FORD)	10000
13765 1015379	11/1/2006	FORD WAYNE ASSY- AP16A-	AP16A - FORD WAYNE	BAOLONG INDUSTRIES (FORD)	10000
13892 1022002	11/3/2006	AUTO ALLIANCE INTERNATIONAL	AUTOALLIANCE INTERNATIONAL INC	BAOLONG INDUSTRIES (FORD)	19000
13950 1049979	11/6/2006	FORD KANSAS CITY ASSY- AP06A-	AP06A - FORD KANSAS CITY	BAOLONG INDUSTRIES (FORD)	10000
13996 1063921	11/7/2006	T & WA OF LANSING	T & WA LANSING	BAOLONG INDUSTRIES (FORD)	1000
14369 1115622	11/15/2006	FORD CHICAGO ASSY- AP03A-	AP03A - FORD CHICAGO	BAOLONG INDUSTRIES (FORD)	3000
14377 1115628	11/15/2006	FORD WAYNE ASSY- AP16A-	AP16A - FORD WAYNE	BAOLONG INDUSTRIES (FORD)	10000
14428 1119586	11/16/2006	SERVICIOS Y MONTAJES EAGLE	BAOLONG	BAOLONG INDUSTRIES (FORD)	37000
14691 1152152	11/22/2006	FORD TWIN CITIES ASSY- AP15A-	AP15A - FORD TWIN CITIES	BAOLONG INDUSTRIES (FORD)	11000
15153 1217070	12/4/2006	FORD LOUISVILLE ASSY- AP09A-	AP09A - FORD LOUISVILLE	BAOLONG INDUSTRIES (FORD)	1000
15157 1217074	12/4/2006	FORD TWIN CITIES ASSY- AP15A-	AP15A - FORD TWIN CITIES	BAOLONG INDUSTRIES (FORD)	5000
15166 1217175	12/5/2006	NIPPON EXPRESS USA INC	BAOLONG	BAOLONG INDUSTRIES (FORD)	1
15167 1217176	12/5/2006	NIPPON EXPRESS USA INC	BAOLONG	BAOLONG INDUSTRIES (FORD)	64
15168 1217174	12/5/2006	NIPPON EXPRESS USA INC	BAOLONG	BAOLONG INDUSTRIES (FORD)	14
15291 1223948	12/7/2006	SERVICIOS Y MONTAJES EAGLE	BAOLONG	BAOLONG INDUSTRIES (FORD)	1000
15308 1223891	12/6/2006	FORD MICHIGAN TRUCK- AP02A-	AP02A - FORD MICHIGAN TRUCK	BAOLONG INDUSTRIES (FORD)	7000
15309 1223892	12/6/2006	FORD CHICAGO ASSY- AP03A-	AP03A - FORD CHICAGO	BAOLONG INDUSTRIES (FORD)	5000
15314 1223900	12/6/2006	FORD WAYNE ASSY- AP16A-	AP16A - FORD WAYNE	BAOLONG INDUSTRIES (FORD)	9000
15316 1223902	12/6/2006	FORD OAKVILLE ASSY- AP20A-	AP20A - FORD OAKVILLE	BAOLONG INDUSTRIES (FORD)	8000
15317 1223903	12/6/2006	FORD ST. THOMAS ASSY- AP22A-	AP22A - FORD ST. THOMAS	BAOLONG INDUSTRIES (FORD)	9000
15318 1223924	12/6/2006	RENAISSANCE GLOBAL C/O PC07A	VENEZUELA IE0CA	BAOLONG INDUSTRIES (FORD)	1000
15361 1227731	12/7/2006	FORD DEARBORN STAMPING - MS05	MS05A - FORD DEARBORN STAMPING	BAOLONG INDUSTRIES (FORD)	5000
15556 1262073	12/13/2006	BAOLONG	BAOLONG	BAOLONG INDUSTRIES (FORD)	500
15958 1301666	12/20/2006	FORD CHICAGO ASSY- AP03A-	AP03A - FORD CHICAGO	BAOLONG INDUSTRIES (FORD)	6000
15960 1301656	12/20/2006	FORD KANSAS CITY ASSY- AP06A-	AP06A - FORD KANSAS CITY	BAOLONG INDUSTRIES (FORD)	8000
15961 1301659	12/20/2006	FORD LOUISVILLE ASSY- AP09A-	AP09A - FORD LOUISVILLE	BAOLONG INDUSTRIES (FORD)	13000
15963 1301663	12/20/2006	FORD NORFOLK ASSY- AP12A-	AP12A - FORD NORFOLK	BAOLONG INDUSTRIES (FORD)	6000
15965 1301660	12/20/2006	FORD WAYNE ASSY- AP16A-	AP16A - FORD WAYNE	BAOLONG INDUSTRIES (FORD)	9000
15967 1301662	12/20/2006	FORD OAKVILLE ASSY- AP20A-	AP20A - FORD OAKVILLE	BAOLONG INDUSTRIES (FORD)	8000
15968 1301667	12/20/2006	FORD ST. THOMAS ASSY- AP22A-	AP22A - FORD ST. THOMAS	BAOLONG INDUSTRIES (FORD)	13000
16072 1316519	12/22/2006	FORD MICHIGAN TRUCK- AP02A-	AP02A - FORD MICHIGAN TRUCK	BAOLONG INDUSTRIES (FORD)	7000
16073 1316520	12/22/2006	FORD CHICAGO ASSY- AP03A-	AP03A - FORD CHICAGO	BAOLONG INDUSTRIES (FORD)	8000
16075 1316522	12/22/2006	FORD KANSAS CITY ASSY- AP06A-	AP06A - FORD KANSAS CITY	BAOLONG INDUSTRIES (FORD)	11000
16077 1316524	12/22/2006	FORD WAYNE ASSY- AP16A-	AP16A - FORD WAYNE	BAOLONG INDUSTRIES (FORD)	8000
16079 1316526	12/22/2006	FORD OAKVILLE ASSY- AP20A-	AP20A - FORD OAKVILLE	BAOLONG INDUSTRIES (FORD)	5000
16080 1316518	12/22/2006	AUTO ALLIANCE INTERNATIONAL	AUTOALLIANCE INTERNATIONAL INC	BAOLONG INDUSTRIES (FORD)	18000
16081 1316495	12/22/2006	FORD DEARBORN STAMPING - MS05	MS05A - FORD DEARBORN STAMPING	BAOLONG INDUSTRIES (FORD)	3000
16207 1370823	1/3/2007	FORD LOUISVILLE ASSY- AP09A-	AP09A - FORD LOUISVILLE	BAOLONG INDUSTRIES (FORD)	18000
16211 1370832	1/3/2007	FORD TWIN CITIES ASSY- AP15A-	AP15A - FORD TWIN CITIES	BAOLONG INDUSTRIES (FORD)	2000
16213 1370831	1/3/2007	FORD OAKVILLE ASSY- AP20A-	AP20A - FORD OAKVILLE	BAOLONG INDUSTRIES (FORD)	7000
16508 1406773	1/10/2007	FORD MICHIGAN TRUCK- AP02A-	AP02A - FORD MICHIGAN TRUCK	BAOLONG INDUSTRIES (FORD)	2000
16601 1413843	1/12/2007	FORD MICHIGAN TRUCK- AP02A-	AP02A - FORD MICHIGAN TRUCK	BAOLONG INDUSTRIES (FORD)	8000
16603 1413845	1/12/2007	FORD KANSAS CITY ASSY- AP06A-	AP06A - FORD KANSAS CITY	BAOLONG INDUSTRIES (FORD)	3000
16606 1413848	1/12/2007	FORD NORFOLK ASSY- AP12A-	AP12A - FORD NORFOLK	BAOLONG INDUSTRIES (FORD)	6000
16607 1413849	1/12/2007	FORD TWIN CITIES ASSY- AP15A-	AP15A - FORD TWIN CITIES	BAOLONG INDUSTRIES (FORD)	1000
16609 1413851	1/12/2007	FORD OAKVILLE ASSY- AP20A-	AP20A - FORD OAKVILLE	BAOLONG INDUSTRIES (FORD)	9000
16610 1413852	1/12/2007	AUTO ALLIANCE INTERNATIONAL	AUTOALLIANCE INTERNATIONAL INC	BAOLONG INDUSTRIES (FORD)	21000
19180 1694417	3/7/2007	SCHENKERS LOGISTICS	SCHENKERS GCC EXPORT	BAOLONG INDUSTRIES (FORD)	164
19362 1721945	3/12/2007	FORD NEW PROGRAM WHSE	FORD NEW MODEL PRG WHSE	BAOLONG INDUSTRIES (FORD)	50
19363 1721946	3/12/2007	FORD NEW PROGRAM WHSE	FORD NEW MODEL PRG WHSE	BAOLONG INDUSTRIES (FORD)	100
19411 1730434	3/15/2007	FORD NMPDC MARKETPLACE	BAOLONG	BAOLONG INDUSTRIES (FORD)	50
19412 1726555	3/14/2007	BAOLONG	BAOLONG	BAOLONG INDUSTRIES (FORD)	250
21618 2040867	4/30/2007	FORD NMPDC MARKETPLACE	BAOLONG	BAOLONG INDUSTRIES (FORD)	10
21619 2040868	5/2/2007	NIPPON EXPRESS USA INC	BAOLONG	BAOLONG INDUSTRIES (FORD)	5

From: Raul [Raul@baolong.biz]
Sent: Sunday, July 20, 2008 10:59 PM
To: Camilleri, Robert (R.H.); Yao, Michael (G.C.)
Cc: Xu, Jackie (N.J.); 'Bill Thon Jr'; 'Chris Bruce'
Subject: RE: Baolong TR414 Wheel Valve Stem

Hi Rob and Michael,

Good day!

The Authorized Lab will issue the certificate report for the lube and the demoulding agent in 4 days and then we can arrange the dispatch. The shipping date will be around next Monday.

Thanks

Raul
SBIC

From: Camilleri, Robert (R.H.) [mailto:rcamille@ford.com]
Sent: Tuesday, July 15, 2008 7:25 PM
To: Raul; Yao, Michael (G.C.)
Cc: Xu, Jackie (N.J.); Bill Thon Jr; Chris Bruce
Subject: RE: Baolong TR414 Wheel Valve Stem

Hello Raul, thank you for the follow up. Please keep me informed on delivery and let me know, if you have any questions. Thanks

---

From: Raul [mailto:Raul@baolong.biz]
Sent: Tuesday, July 15, 2008 2:31 AM
To: Yao, Michael (G.C.); Camilleri, Robert (R.H.)
Cc: Xu, Jackie (N.J.); 'Bill Thon Jr'; 'Chris Bruce'
Subject: RE: Baolong TR414 Wheel Valve Stem

Hi Rob,

Good day!

We are still checking the availability to deliver such liquid to you via express courier. We will keep you posted.

Thanks

Raul
SBIC

Chris as we discuss, the Ford Central lab is conducting a surface analysis of the Baolong TR414 valve stem Please provide me with a sample of the **silicone lubricant**, specified on the print, sprayed on the valve stems prior to shipping. This sample needs to be directly from the Baolong manufacturing facility, to ensure what we receive is what is being used. I also need a sample of the **mold separation agent** being used by Baolong. I am assuming that they are using a separation agent, let me know otherwise. Thanks

Robert H. Camilleri
North American Wheels, Tires, and Jacks
Ford Motor Company
313-805-3389
rcamille@ford.com

From: Yao, Michael (G.C.)
Sent: Monday, July 21, 2008 6:00 AM
To: Camilleri, Robert (R.H.)
Subject: RE: Baolong - Rubber Batch Mixing Process
Attachments: TR414(28%EPDM) and TR413(37%EPDM)flex test after ozone.doc

Robert,

Attached is report after ozone test.For 28% EPDM it takes 31,429 cycles and then 2# have a crack.For 37%, 4# have the crack when it's 35,076 cycles.

Tomorrow I will give you another 3 pcs test report.

Could you give your direction to tell us how can we do next step ? Change the EPDM content or others ? thanks

Best Regards

Yao GuoCheng (Michael)

From: Camilleri, Robert (R.H.)
Sent: 2008年7月17日 19:18
To: Yao, Michael (G.C.)
Subject: RE: Baolong - Rubber Batch Mixing Process

Michael, thank you for the information.

From: Yao, Michael (G.C.)
Sent: Thursday, July 17, 2008 1:03 AM
To: Camilleri, Robert (R.H.)
Subject: RE: Baolong - Rubber Batch Mixing Process

Robert,

I asked the material engineer and for EPDM it doesn't have the grade and only have the brand--EPDM2340A.

For the natural rubber it has grade and it's SMR5.

Best Regards

Yao GuoCheng (Michael)

From: Camilleri, Robert (R.H.)

Sent: 2008年7月16日 20:21
To: 'Raul'
Cc: 'Chris Bruce'; miller@baolong.biz; 'Bill Thon Jr'; Yao, Michael (G.C.)
Subject: RE: Baolong - Rubber Batch Mixing Process

Hi Raul, can you tell me what grade of natural rubber is used in the TR414 valve stem. We are planning to update our wheel valve stem engineering specification in the near future. We are thinking that we would identify materials and process requirements used by Baolong in it. Thanks for your help.

From: Raul [mailto:Raul@baolong.biz]
Sent: Wednesday, July 16, 2008 2:20 AM
To: Camilleri, Robert (R.H.)
Cc: 'Chris Bruce'; miller@baolong.biz; 'Bill Thon Jr'; Yao, Michael (G.C.)
Subject: RE: Baolong - Rubber Batch Mixing Process

Hi Rob,

Please see our answers in Blue,

Thanks

Raul
SBIC

From: Camilleri, Robert (R.H.) [mailto:rcamille@ford.com]
Sent: Tuesday, July 15, 2008 3:43 PM
To: Chris Bruce
Cc: Bill Thon Jr; Yao, Michael (G.C.)
Subject: Baolong - Rubber Batch Mixing Process

Chris, I have several questions regarding the materials and mixing procedures used by Baolong. An email response will do for know. If I have any follow up questions, I will schedule a meeting. Let me know, if you have any questions. Thanks

- What percentage of remix is allowed during the rubber mixing process?

We don't allow any percentage of remix, such as the rubber left after the molding.

- Where does the remix come from? (i.e. left over from the injection process)
- What is the grade of the EPDM used to make the TR414 valve stem?

EPDM2340A

- Who is the supplier of the EPDM?

Holland DSM

- When a batch of rubber is mixed, is all of it used at one time as one batch to make valves, or does some of it remain in the mixer?

Yes, all will be used at one time.

- If any of it remains in the mixer, what steps are taken to keep it from getting to hot and over curing?

Robert H. Camilleri
North American Wheels, Tires, and Jacks
Ford Motor Company
313-805-3389
rcamille@ford.com

Baolong central laboratory

Test report

FLEX TESTING (AFTER OZONE AGING) REPORT

NO:WX 200807044

样 品 名 称 Article	卡扣气门嘴 Snap-in tire valves	实 验 项 目 Test item	抗疲劳 Flex testing
型 号/ 规 格 Type	28%（EPDM） TR414(0807070202-FD) 37%(EPDM)TR413(211-14)	执 行 标 准 Standard	
试 样 数 量 Quantity	6	测 试 日 期 Testing date	2008.07.14-07.16
测试条件 Test condition	TR414 和 TR413 各 3 只产品，抗臭氧试验 72h 后，安装在疲劳测试工装上，在常温环境下，气压 2bar,频率 2Hz,弯曲 25 度,经过疲劳冲击后,检测气门嘴 1 分钟无漏气,嘴体无裂纹. **Sample28%EPDM TR414 and 37%EPDMTR413 for 3 pcs respectively, ozone test for 72h , the test valve shall be installed into a flexing test fixture,the valve assembly is pressurized to 2 bar and the flexing angle must be 25 deg from the valve axis. The frequency must be 2 HZ。After the test, check the valve for 1 minute, no leakage should be found and the valve body has no crack.**		

测试数据 Test data	TR414 疲劳 31429 次 28%EPDM2#嘴体发现断裂；疲劳 59399 次 28%EPDM1#3#嘴体发现断裂。 37%EPDMTR413 疲劳 35076 次 4#嘴体发现断裂;疲劳 108167 次 6#嘴体发现断裂;疲劳 163080 次 5#嘴体发现断裂. **after flex testing 31,429 times 28%EPDM No.2# rubber were cracked and others were ok; after flex testing 59,399 times, 28%EPDM No.1# and No.3# tire valve was cracked; after flex testing 35,076 times, 37%EPDM No.4# tire valve was cracked; after flex testing 108,167times, 37%EPDM No.6# tire valve was cracked; after flex testing 163,080 times, 37%EPDM No.5# tire valve was cracked**
结　论 conclusion	
附注 remark	本报告数据只对样品有效。The data only for samples

1. TR413(37%EPDM211-14)4#5#6#和 TR414(28%EPDM08070202)1#2#3#臭氧 72h 疲劳 20717 次嘴体磨损图片

After flex testing 20717times the status of the abraded valves

2. **TR414(28%EPDM08070202)臭氧 72h 疲劳 31429 次 2#嘴体断裂图片**

after flex testing 31,429 times 28%EPDM No.2# rubber were cracked

2. TR413(37%EPDM211-14)臭氧 72h 疲劳 35076 次 4#嘴体断裂图片

after flex testing 35,076 times, 37%EPDM No.4# tire valve was cracked

4. **TR414(28%EPDM08070202)臭氧 72h 疲劳 59399 次 1#3#嘴体断裂图片**

after flex testing 59,399 times, 28%EPDM No.1# and No.3# tire valve was cracked

5. . **TR413(37%EPDM211-14)臭氧 72h 疲劳 108167 次 6#嘴体断裂图片**

after flex testing 108,167times, 37%EPDM No.6# tire valve was cracked

6. . **TR413(37%EPDM211-14)臭氧 72h 疲劳 163080 次 5#嘴体断裂图片**

after flex testing 163,080 times, 37%EPDM No.5# tire valve was cracked

From: Raul [Raul@baolong.biz]
Sent: Wednesday, July 16, 2008 8:12 PM
To: Camilleri, Robert (R.H.)
Cc: 'Chris Bruce'; miller@baolong.biz; 'Bill Thon Jr'; Yao, Michael (G.C.)
Subject: RE: Baolong - Rubber Batch Mixing Process

I will confirm it today.

From: Camilleri, Robert (R.H.) [mailto:rcamille@ford.com]
Sent: Wednesday, July 16, 2008 8:21 PM
To: Raul
Cc: Chris Bruce; miller@baolong.biz; Bill Thon Jr; Yao, Michael (G.C.)
Subject: RE: Baolong - Rubber Batch Mixing Process

Hi Raul, can you tell me what grade of natural rubber is used in the TR414 valve stem. We are planning to update our wheel valve stem engineering specification in the near future. We are thinking that we would identify materials and process requirements used by Baolong in it. Thanks for your help.

From: Raul [mailto:Raul@baolong.biz]
Sent: Wednesday, July 16, 2008 2:20 AM
To: Camilleri, Robert (R.H.)
Cc: 'Chris Bruce'; miller@baolong.biz; 'Bill Thon Jr'; Yao, Michael (G.C.)
Subject: RE: Baolong - Rubber Batch Mixing Process

Hi Rob,

Please see our answers in Blue,

Thanks

Raul
SBIC

From: Camilleri, Robert (R.H.) [mailto:rcamille@ford.com]
Sent: Tuesday, July 15, 2008 3:43 PM
To: Chris Bruce
Cc: Bill Thon Jr; Yao, Michael (G.C.)
Subject: Baolong - Rubber Batch Mixing Process

Chris, I have several questions regarding the materials and mixing procedures used by Baolong. An email response will do for know. If I have any follow up questions, I will schedule a meeting. Let me know, if you have any questions. Thanks

- What percentage of remix is allowed during the rubber mixing process?

We don't allow any percentage of remix, such as the rubber left after the molding.

- Where does the remix come from? (i.e. left over from the injection process)
- What is the grade of the EPDM used to make the TR414 valve stem?

EPDM2340A

- Who is the supplier of the EPDM?

Holland DSM

- When a batch of rubber is mixed, is all of it used at one time as one batch to make valves, or does some of it remain in the mixer?

Yes, all will be used at one time.

- If any of it remains in the mixer, what steps are taken to keep it from getting to hot and over curing?

Robert H. Camilleri
North American Wheels, Tires, and Jacks
Ford Motor Company
313-805-3389
rcamille@ford.com

From: Raul [Raul@baolong.biz]
Sent: Tuesday, July 29, 2008 5:58 AM
To: Camilleri, Robert (R.H.); 'Bill Thon Jr'; Yao, Michael (G.C.); Li, Bo (Jason.); Mracna, Chris (C.J.)
Cc: miller@baolong.biz; wangxianyong@baolong.biz; 'caojianming'; 'winston'
Subject: RE: Baolong 7/25/2008 Mtg Minutes
Attachments: 100% EPDM PRODUCTION TIMING PLAN.xls

Hi Rob,

Good day!

Attached please find the production timing plan for 100% EPDM. Please be kindly advised that it is based on the new internal mixer. And 37% EPDM production schedule will be same, if we use the new machine.

Thanks

Raul
SBIC

From: Camilleri, Robert (R.H.) [mailto:rcamille@ford.com]
Sent: Saturday, July 26, 2008 2:43 AM
To: Bill Thon Jr; Yao, Michael (G.C.); Raul; Li, Bo (Jason.); Mracna, Chris (C.J.)
Subject: Baolong 7/25/2008 Mtg Minutes

The following are open items that I captured during today's meeting. I will schedule a follow up meeting on Tuesday (7/29) to review these items. I do not believe that I have everyone's email address that attended the meeting. Please forward as required and contact me, if you have any questions. Thanks

- Timing to support Ford's current production needs with 100% EPDM TR414 valve stems
- Timing to support Ford's current production needs with 37% EPDM TR414 valve stems
- Timing to receive 50 pcs of 37% and 100% EPDM valve stems for testing at Ford Central Lab
- Supporting data that indicates that the 37% EPDM valve stem low cycle life was due to improper mixing
- Chemical additives identified for the 28,37 and 100% EPDM valve stems
- Baolong request warranty field sample to be returned for review

Robert H. Camilleri
North American Wheels, Tires, and Jacks
Ford Motor Company
313-805-3389
rcamille@ford.com

ITEMS		TIMING	ASSIGNED BY
PROJECT PLAN AND DETERMINATION	100% EPDM COMPOUNDING PROJECT OPEN AND APPROVAL	FROM JUNE 20 TO AUG 4	RAUL
	CROSS FUNCTIONAL TEAM SET UP	FROM JULY 26 TO AUG 4	WINSTON
NEW INTERNAL MIXER DEVELOPMENT	NEW INTERNAL MIXER INVESTMENT ANALYSIS	FROM JULY 1 TO JULY 7	CHENJUN LI
	NEW INTERNAL MIXER PURCHASE APPLICATION	FROM JULY 21 TO JULY 25	FEI CHEN
	NEW INTERNAL MIXER PROCUREMENT AND INSTALLATION	FROM JULY 21 TO DEC 30	JIM
100% EPDM COMPOUDING DEVELOPMENT	100% EPDM COMPOUNDING ADJUSTING AND DETERMINATION	FROM JULY 29 TO SEP 4	FEI CHEN
	TR414 OF 100% EPDM SAMPLES PRODUCTION	FROM SEP 5 TO SEP 10	FEI CHEN
	DESIGN VERIFICATION	FROM SEP 11 TO SEP 24	FEI CHEN
	CUSTOMERS APPROVAL FOR THE SAMPLES	FROM SEP 25 TO OCT 8	RAUL
	FEASIBILITY COMMITMENT	FROM OCT 9 TO OCT 10	FEICHEN
PROCESS DESIGN AND DEVELOPMENT	PRODUCTS AND PROCESS CHECK LIST	FROM OCT 15 TO OCT 16	RUI ZONG
	WORKSHOP LAYOUT CHECK	FROM OCT 15 TO OCT 16	FEI CHEN
	PROCESS FLOW CHART	FROM OCT 15 TO OCT 16	FEI CHEN
	SC MATRIX ANALYSIS	FROM OCT 20 TO OCT 21	FEI CHEN
	PFMEA CHECK	FROM OCT 20 TO OCT 21	FEI CHEN
	CONTROL PLAN CHECK	FROM OCT 20 TO OCT 21	FEI CHEN
	PROCESS INSTRUCTION	FROM OCT 27 TO OCT 28	FEI CHEN
	MSA PLAN	FROM OCT 27 TO OCT 28	RUI ZONG
	PPK PLAN	FROM OCT 15 TO OCT 16	RUI ZONG
PRODUCTS AND PROCESS VERIFICATION	TRIAL PRODUCTION	FROM NOV 25 TO JAN 6	XIUZHU XU
	PPAP	FROM JAN 7 TO JAN 26	RUI ZONG

From: Raul [Raul@baolong.biz]
Sent: Tuesday, July 29, 2008 6:14 AM
To: Camilleri, Robert (R.H.); 'Bill Thon Jr'; Yao, Michael (G.C.); Li, Bo (Jason.); Mracna, Chris (C.J.)
Cc: miller@baolong.biz; wangxianyong@baolong.biz; 'caojianming'; 'winston'
Subject: RE: Baolong 7/25/2008 Mtg Minutes

Additionally, here is the performance comparison chart among these 3 compounding,

	28% EPDM	37% EPDM	100%EPD
RUBBER BLENDING EVALUATION	PERFECT	EXCELLENT	GOOD
RUBBER FLUIDITY	PERFECT	EXCELLENT	GOOD
TENSILE STRENGTH	EXCELLENT	EXCELLENT	GOOD
	≥14MPa	≥14MPa	≥12MPa
ELONGATION	GOOD	GOOD	GOOD
	≥400%	≥400%	≥400%
TEARING STRENGTH	GOOD	GOOD	BAD
	≥30KN/M	≥30KN/M	≥25KN/M
FLEXING PERFORMANCE	GOOD	GOOD	BAD
ANTI AGING PERFORMANCE	GOOD	EXCELLENT	PERFEC
ANTI OZONE PERFORMANCE	GOOD, W/ THE NECESSARY ANTI OZONE AGENTS	EXCELLENT W/O ANTI OZONE AGENTS	PERFEC
CURING EVALUATION	LOW MOLDING TEMP AND EASY OPERATION	LOW MOLDING TEMP AND EASY OPERATION	HIGH MOLDING T DIFFICULT OPE
	150℃-160℃	150℃-160℃	170℃-180

Thanks

Raul
SBIC

From: Raul [mailto:Raul@baolong.biz]
Sent: Tuesday, July 29, 2008 5:58 PM
To: 'Camilleri, Robert (R.H.)'; 'Bill Thon Jr'; 'Yao, Michael (G.C.)'; 'Li, Bo (Jason.)'; 'Mracna, Chris (C.J.)'
Cc: 'miller@baolong.biz'; 'wangxianyong@baolong.biz'; 'caojianming'; 'winston'
Subject: RE: Baolong 7/25/2008 Mtg Minutes

Hi Rob,

Good day!

Attached please find the production timing plan for 100% EPDM. Please be kindly advised that it is based on the new internal mixer. And 37% EPDM production schedule will be same, if we use the new machine.

Thanks

Raul
SBIC

From: Camilleri, Robert (R.H.) [mailto:rcamille@ford.com]
Sent: Saturday, July 26, 2008 2:43 AM
To: Bill Thon Jr; Yao, Michael (G.C.); Raul; Li, Bo (Jason.); Mracna, Chris (C.J.)
Subject: Baolong 7/25/2008 Mtg Minutes

The following are open items that I captured during today's meeting. I will schedule a follow up meeting on Tuesday (7/29) to

review these items. I do not believe that I have everyone's email address that attended the meeting. Please forward as required and contact me, if you have any questions. Thanks

- Timing to support Ford's current production needs with 100% EPDM TR414 valve stems
- Timing to support Ford's current production needs with 37% EPDM TR414 valve stems
- Timing to receive 50 pcs of 37% and 100% EPDM valve stems for testing at Ford Central Lab
- Supporting data that indicates that the 37% EPDM valve stem low cycle life was due to improper mixing
- Chemical additives identified for the 28,37 and 100% EPDM valve stems
- Baolong request warranty field sample to be returned for review

Robert H. Camilleri
North American Wheels, Tires, and Jacks
Ford Motor Company
313-805-3389
rcamille@ford.com

From: Raul [Raul@baolong.biz]
Sent: Wednesday, July 30, 2008 2:53 AM
To: Camilleri, Robert (R.H.); 'Bill Thon Jr'; Yao, Michael (G.C.); Li, Bo (Jason.); Mracna, Chris (C.J.)
Cc: miller@baolong.biz; wangxianyong@baolong.biz; 'caojianming'; 'winston'
Subject: RE: Baolong 7/25/2008 Mtg Minutes
Attachments: 37% EPDM PRODUCTION TIMING PLAN.xls

Hi Rob,

Good day!

Attached please find the production timing plan for 37% EPDM, upon our current mixers. Please kindly note that our current machines will be able to mix 37% EPDM rubber after the necessary adjustment.

Thanks

Raul
SBIC

From: Raul [mailto:Raul@baolong.biz]
Sent: Tuesday, July 29, 2008 5:58 PM
To: 'Camilleri, Robert (R.H.)'; 'Bill Thon Jr'; 'Yao, Michael (G.C.)'; 'Li, Bo (Jason.)'; 'Mracna, Chris (C.J.)'
Cc: 'miller@baolong.biz'; 'wangxianyong@baolong.biz'; 'caojianming'; 'winston'
Subject: RE: Baolong 7/25/2008 Mtg Minutes

Hi Rob,

Good day!

Attached please find the production timing plan for 100% EPDM. Please be kindly advised that it is based on the new internal mixer. And 37% EPDM production schedule will be same, if we use the new machine.

Thanks

Raul
SBIC

From: Camilleri, Robert (R.H.) [mailto:rcamille@ford.com]
Sent: Saturday, July 26, 2008 2:43 AM
To: Bill Thon Jr; Yao, Michael (G.C.); Raul; Li, Bo (Jason.); Mracna, Chris (C.J.)
Subject: Baolong 7/25/2008 Mtg Minutes

The following are open items that I captured during today's meeting. I will schedule a follow up meeting on Tuesday (7/29) to review these items. I do not believe that I have everyone's email address that attended the meeting. Please forward as required and contact me, if you have any questions. Thanks

- Timing to support Ford's current production needs with 100% EPDM TR414 valve stems
- Timing to support Ford's current production needs with 37% EPDM TR414 valve stems
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- Chemical additives identified for the 28,37 and 100% EPDM valve stems
- Baolong request warranty field sample to be returned for review

North American Wheels, Tires, and Jacks
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ITEMS	TIMING	ASSIGNED BY
TO MIX THE RUBBER OF 37% EPDM BY AN OUTSOURCED INTERNAL MIXER	FROM JULY 26 TO JULY 28	FEI CHEN
TO PRODUCE TR414 SAMPLES WITH THE ABOVE BLENDED RUBBER	ON JULY 29	FEI CHEN
TO PRODUCE TR414 SAMPLES OF 28% EPDM	ON JULY 25	FEI CHEN
DUROMETER TESTING BEFORE AGING	ON JULY 30	RUI ZONG
FORCE TO SEAT AND FORCE TO PULL OUT	ON JULY 30	RUI ZONG
BURSTING	ON JULY 30	RUI ZONG
AIR LEAKAGE TESTING AT LOW TEMP AND ROOM TEMP.	FROM JULY 30 TO JULY 31	RUI ZONG
AIR LEAKAGE TESTING AT HIGH TEMP.	FROM AUG 1 TO AUG 2	RUI ZONG
FLEXING TESTING AS PER ETRTO	FROM JULY 30 TO JULY 31	RUI ZONG
AGING TESTING	FROM JULY 30 TO AUG 1	RUI ZONG
ADHESION TESTING	ON JULY 30	RUI ZONG
DUROMETER TESTING AFTER AGING	ON AUG 2	RUI ZONG
REST FOR 24 HOURS AFTER AGING	ON AUG 3	RUI ZONG
OZONE TESTING FOR 72 HOURS	FROM AUG 5 TO AUG 7	RUI ZONG
1ST FLEXING TESTING AFTER OZONE TESTING	FROM AUG 8 TO AUG 10	RUI ZONG
2ND FLEXING TESTING AFTER OZONE TESTING	FROM AUG 11 TO AUG 12	RUI ZONG
OZONE TESTING FOR MORE THAN 72 HOURS	FROM AUG 5 TO AUG 12	RUI ZONG
TESTING SUMMARY	FROM AUG 13 TO AUG 14	FEI CHEN
TO ADJUST THE CURRENT MACHINES TO FIT 37% EPDM COMPOUNDING	FROM AUG 15 TO AUG 19	FEI CHEN
TRIAL PRODUCTION	FROM AUG 20 TO AUG 26	FEI CHEN
PV TESTING	FROM AUG 27 TO SEP 16	RUI ZONG
UPDATE APQP	FROM SEP 17 TO SEP 18	SIMON LI
SREA AND PPAP	FROM SEP 19 TO SEP 25	SIMON LI

From: Yao, Michael (G.C.)
Sent: Monday, July 07, 2008 10:25 PM
To: 'zongrui'; 'raul'; 'liguangfu'; 'chenfei'; 'wangxianyong@baolong.biz'
Cc: Camilleri, Robert (R.H.)
Subject: RE: Additional Wheel Valve Stem Testing
Attachments: Comparison testing timing 0708.xls

Updated timeline is attached. thanks

Best Regards

Yao GuoCheng (Michael)

From: Yao, Michael (G.C.)
Sent: 2008年7月7日 21:22
To: 'zongrui'; 'raul'; 'liguangfu'; 'chenfei'; wangxianyong@baolong.biz
Subject: RE: Additional Wheel Valve Stem Testing

Baolong team,

Please note this issue is very hot. Our managements concern it including China and NA and it's very serious.**Please make this test as priority.**

For attachment of 28% and 37%comparision which you sent to me,please give us quantity for every test item.

Attached is updated timing. Please make sure you can complete them. thanks

Best Regards

Yao GuoCheng (Michael)

From: zongrui [mailto:zongrui@topseal.com.cn]
Sent: 2008年7月7日 16:56
To: Yao, Michael (G.C.); 'raul'; 'liguangfu'
Cc: 'chenfei'; wangxianyong@baolong.biz
Subject: 答复: Additional Wheel Valve Stem Testing

姚工您好！
附件是28%和37%EPDM卡扣嘴的全套实验报告和高温老化后疲劳第一次实验的对比，请查收！
另外28%和37%EPDM臭氧老化后疲劳对比实验由于实验室老化箱的缘故要比原计划推迟3天，大约7月16-17日第一次对比才能够完成

发件人: Yao, Michael (G.C.) [mailto:gyao1@ford.com]
发送时间: Friday, July 04, 2008 8:59 AM
收件人: raul; liguangfu; zongrui
抄送: wangxianyong@baolong.biz; Li, Bo (Jason.)
主题: FW: Additional Wheel Valve Stem Testing

Raul&Rui,

Please help to prepare the completed test report and send them to us . thanks

TESTING ITEMS 28% EPDM 37% EPDM
FORCE TO SEAT (5PCS) Finished Finished Test report
ADHESION TESTING (5PCS) Finished Finished Test report
BURSTING TESTING (3PCS) Finished Finished Test report
OZONE TESTING TOOLING DESIGN To be finished on June 29 To be finished on June 29 N/A
OZONE TESTING TOOLING MANUFACTURE To be finished on July 3 To be finished on July 3 Photo
AGING TESTING FOR 72 HOURS AS PER ES SPEC (6PCS) To be finished on July 2 To be finished on July 2 N/A
STABILIZING VALVES AT ROOM TEMPERATURE IN A DARK (6PCS) On July 3 On July 3 N/A
OZONE TESTING AT 100PPHM AS PER ES SPEC (6PCS) From July 4 to July 6 From July 4 to July 6 N/A
FLEXING TESTING TO FAILURE AFTER AGING TEST (6PCS) To be finished on July 8(Estimated due date) To be finished on July 8 Photo&Test report
FLEXING TESTING TO FAILURE WITH OZONE TEST PARTS(6PCS) From July 7 to 8(Estimated due date) From July 7 to 8 (Estimated due date) Photo&Test report

Best Regards

Yao GuoCheng (Michael)

From: Camilleri, Robert (R.H.)

Sent: 2008年6月27日 23:20

To: 'Chris Bruce'

Cc: Yao, Michael (G.C.)

Subject: Additional Wheel Valve Stem Testing

Chris, I have had a last minute request for additional A to B testing of the 28% and 37% valve stems. In addition to the Flex testing of Aged and Ozone test valves. I need Flex test done on valve stems that have only been aged valves and valve stems that have had no preconditioning done to them. The following is the testing that Baolong should be conducting. Please have Baolong provide any updates to timing that maybe needed. Thanks

- Flex test to failure, valve stems that have been both aged and ozone tested (Per Ford ES)
- Flex test to failure, valve stems that have only been aged (Per Ford ES)
- Flex test to failure valve stems that have had no preconditioning (No aging or ozone testing)

Robert H. Camilleri
North American Wheels, Tires, and Jacks
Ford Motor Company
313-805-3389
rcamille@ford.com

TESTING ITEMS	28% EPDM	37% EPDM
FORCE TO SEAT (5PCS)	Finished	Finished
ADHESION TESTING (5PCS)	Finished	Finished
BURSTING TESTING (3PCS)	Finished	Finished
OZONE TESTING TOOLING DESIGN	To be finished on June 29	To be finished on June 29
OZONE TESTING TOOLING MANUFACTURE	To be finished on July 3	To be finished on July 3
AGING TESTING FOR 72 HOURS AS PER ES SPEC (20PCS)	To be finished on July 9	To be finished on July 9
STABILIZING VALVES AT ROOM TEMPERATURE IN A DARK (6PCS)	On July 10	On July 10
OZONE TESTING AT 100PPHM AS PER ES SPEC (6PCS)	From July 11 to 13	From July 11 to 13
FLEXING TESTING TO FAILURE WITH OZONE TEST PARTS(6PCS)	From July 14 to 18(Estimated due date)	From July 14 to 18(Estimated due date)
FLEXING TESTING TO FAILURE AFTER AGING TEST (3PCS)	From July 11 to 13	From July 11 to 13
REPORT SUBMISSION	On July 18(Depend on flexing test)	On July 18(Depend on flexing test)

From: Mracna, Chris (C.J.)
Sent: Wednesday, August 06, 2008 4:04 PM
To: Rohweder, David (D.S.); Camilleri, Robert (R.H.)
Subject: RE: Additional requests

Update
Our Differential Scanning Calorimetry (DSC) thermal analysis (as described below) did not detect any notable differences between the 2007 & 2008 28% EPDM Baolong samples in terms of undercure. No exothermic peaks were observed on the heat flow curves. It did detect a small difference between the 28% & 37% Baolong samples. The 37% EPDM Baolong sample had a slightly different glass transition temperature compared to the 28% EPDM Baolong sample. This was expected because the rubber composition was different. The glass transition temperatures for all sample fell with the expected range of -55 to -65 C.

Another thermal analysis method called Thermal Gravimetric Analysis (TGA) was performed on the samples as well. Using this test, we were able to duplicate ARDL's ratio results. I believe we now have an in-house method that can accurately determine the percent EPDM in the blend without having to send future samples to ARDL for verification.

I hope to have a formal report to forward to you in a few days.

Bldg 4 is proceeding with the fabrication of the fatigue fixture. The motor drive unit will be delivered to them on Friday morning, and we're hoping to have timing for completion by then.

Please let me know if you have any further questions.

Regards,
Chris Mracna

Chassis Materials Engineering
Brakes, Exhaust, Suspension, and Wheels
Ford Motor Company
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cmracna@ford.com
Materials Engineering, Testing, and Standards (METS) TeamConnect Site

---

From: Rohweder, David (D.S.)
Sent: Wednesday, August 06, 2008 5:35 AM
To: Mracna, Chris (C.J.)
Subject: RE: Additional requests

thanks

David Rohweder
Mgr. Tires & Wheels Engineering
drohwede@ford.com
phone; 313-337-3122 Cell/Text 313-805-5622

From: Mracna, Chris (C.J.)
Sent: Tuesday, August 05, 2008 4:20 PM
To: Rohweder, David (D.S.)
Subject: RE: Additional requests

The cross-link status is being measured using thermal analysis testing. There are different ways of evaluating cross-link status. One way is to put a sample of the rubber in a non-compatible solvent to see how much it swells. The amount of swell is proportional to the density of the cross-linking. Unfortunately, the method is only available for neat elastomers.

Elastomer blends need master samples of known composition to provide comparisons. We don't have known master blends of EPDM/NR, so this method was deemed unfeasible at this time.

Another method is to heat a sample of the unknown elastomer and measure the change in heat flow of the sample as the temperature increases. If the sample is undercured during molding, there will be remaining cross-link bonding sites available in the elastomer matrix. As the thermal energy in the sample continually increases, it will eventually reach a point where the bonds will form. This will result in a exothermic change in heat flow which can be measured by the test machine.

The thermal analysis testing was completed this afternoon. We're still evaluating and interpreting the results and should have something to report by tomorrow afternoon.

Regards,
Chris Mracna

Chassis Materials Engineering
Brakes, Exhaust, Suspension, and Wheels
Ford Motor Company
(313) 805-4483
cmracna@ford.com
Materials Engineering, Testing, and Standards (METS) TeamConnect Site

---

From: Rohweder, David (D.S.)
Sent: Tuesday, August 05, 2008 6:47 AM
To: Mracna, Chris (C.J.)
Subject: RE: Additional requests

What about the crosslink status?

David Rohweder
Mgr. Tires & Wheels Engineering
drohwede@ford.com
phone; 313-337-3122 Cell/Text 313-805-5622

From: Mracna, Chris (C.J.)
Sent: Friday, August 01, 2008 3:02 PM
To: Rohweder, David (D.S.); Camilleri, Robert (R.H.)
Subject: RE: Additional requests

Here an update on the subsequent tests that we are currently pursuing:

Thermal Analysis
Preliminary results will be available Tuesday (8/5).

Tear Strength
The tension/tear test is on hold currently because I wanted Tom to work to get a dynamic ozone fixture going.

Dynamic Ozone
The ozone chamber has been retrofitted to run a dynamic test inside of it. A specimen fixture is currently being manufactured for this testing.

Fatigue Testing Fixture
Bldg 4 will build the fatigue test fixture. Central Lab will own and operate the fixture. I will work with the machinists at bldg 4 on timing and get them all the dwgs and pictures that they need.

Percent Ozonate Comparison
We have received preliminary results from ARDL.

Chris Mracna

Chassis Materials Engineering
Brakes, Exhaust, Suspension, and Wheels
Ford Motor Company
(313) 805-4483
cmracna@ford.com
Materials Engineering, Testing, and Standards (METS) TeamConnect Site

---

From: Rohweder, David (D.S.)
Sent: Thursday, July 31, 2008 6:17 AM
To: Mracna, Chris (C.J.)
Cc: Camilleri, Robert (R.H.)
Subject: Addition requests

What is the status of the discussion we had around determining the cross linking status i.e. swell data and the tension/tear test?

David Rohweder
Mgr. Tires & Wheels Engineering
drohwede@ford.com
phone; 313-337-3122 Cell/Text 313-805-5622

From: Mracna, Chris (C.J.)
Sent: Friday, May 30, 2008 12:48 PM
To: Camilleri, Robert (R.H.)
Subject: RE: Valve Stems

Rob,
We're running two separate ozone tests, one per ASTM D1171 (SAE J1205) and the other per the Ford ES-F2UA-1700-AA (SAE J1206). The test procedures are different.

We started the ASTM D1171 method yesterday. It requires a 10 degree articulated conditioning period of 72-hours at 40C followed by 72-hours of ozone exposure at 50 ppm. We used some washers and coat hanger wire to articulate the valves to 10 degrees (or as close as possible). However, to maintain current timing, our conditioning period was only 24-hours at ambient followed by 72-hours of ozone exposure at 50 ppm. Parts will be out around noon Monday.

The Ford ES-F2UA-1700-AA is very similar to the SAE J1206, which requires non-articulated heat aging of the valve stems for 72-hours at 100C. The samples are then articulated to 10 degrees and conditioned in a dark area for 24-hours at ambient followed by a 72-hour ozone exposure at 100 ppm. The heat aging will be done Monday with the remaining portion of the procedure to be completed by next Friday.

100C for natural rubber will likely have a detrimental effect, since natural rubber is only good to 80-90C. This might have been a screening test to weed out natural rubber valve stems.

We're not sure why these two test procedures have different levels of ozone concentration.

Please let me know if you have any questions.

Regards,
Chris Mracna

Chassis Materials Engineering
Brakes, Exhaust, Suspension, and Wheels
Ford Motor Company
(313) 805-4483
cmracna@ford.com
Materials Engineering, Testing, and Standards (METS) TeamConnect Site

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From: Camilleri, Robert (R.H.)
Sent: Friday, May 16, 2008 7:55 AM
To: Mracna, Chris (C.J.)
Subject: Valve Stem

Chris, please provide timing to complete the wheel valve stem analysis. I need to schedule a review with my management.
Thanks

From: Mracna, Chris (C.J.)
Sent: Monday, July 21, 2008 5:48 PM
To: Camilleri, Robert (R.H.)
Subject: RE: Valve Stem Test Matrix

Attachments: Vavle Stem Test Matrix.xls

It helps when I attach the darn thing.

Vavle Stem
st Matrix.xls (4

From: Mracna, Chris (C.J.)
Sent: Monday, July 21, 2008 5:46 PM
To: Camilleri, Robert (R.H.)
Subject: Valve Stem Test Matrix

Rob,
Attached is a test matrix of the completed & in-process valve stem lab tests. Please review and let me know if you have any questions. Please forward accordingly. I'll keep it updated as the testing progresses.

Regards,
Chris Mracna

Chassis Materials Engineering
Brakes, Exhaust, Suspension, and Wheels
Ford Motor Company
(313) 805-4483
cmracna@ford.com
Materials Engineering, Testing, and Standards (METS) TeamConnect Site

Complete / In-Progress	Type of Test	Lab	Test	Procedure	Sample IDs	Results	Report
In-Progress	Chemistry	Central Lab	Surface Chemistry	FTIR	[Click Here]	No Discernable Differences	Pending
In-Progress	Chemistry	Central Lab	Thermal Analysis	TGA & DSC	[Click Here]	Pending	
In-Progress	Physical	Central Lab	Comparative Tear Strength	Instron	[Click Here]	Pending	
In-Progress	Physical	Central Lab	Fatigue Testing Under Ozone Atmosphere	Pending			
In-Progress	Physical	Central Lab	Ozone Exposure	ES-F2UA-1700-AA, sec. III A, except 25 deg articulation	[Click Here]	Pending	
In-Progress	Chemistry	ARDL	Elastomer Identification	FTIR - Cast Plate	[Click Here]	Inconclusive	Pending
In-Progress	Chemistry	ARDL	Elastomer Identification	FTIR - Pyrolysis	[Click Here]	Inconclusive However, matched Central Lab results	Pending
In-Progress	Chemistry	ARDL	Identify Ratio of EPDM/NR	Pyrolysis - GC/MS	[Click Here]	Pending	
In-Progress	Chemistry	ARDL	Pecent Ozonate Comparison	TBD	[Click Here]	Pending	
In-Progress	Physical	ARDL	Fatigue Testing Under Ozone Atmosphere	Pending			
Complete	Chemistry	Central Lab	Elastomer Identification	FTIR - Pyrolysis	[Click Here] [Click Here]	Inconclusive	[Click Here] [Click Here]
Complete	Physical	Central Lab	Comparative Durometer	ASTM D1415	[Click Here]	See Report	[Click Here]
Complete	Physical	Central Lab	Ozone Exposure	ASTM D1171 (FLTM BP 101-01) (SAE J1205, sec. 4.7)	[Click Here]	No Cracks in Area of Interest	[Click Here]
Complete	Physical	Central Lab	Ozone Exposure	ES-F2UA-1700-AA, sec. III A (ISO 14960, sec. 5.7) (SAE J1206, sec. 4.7)	[Click Here] [Click Here]	No Cracks in Area of Interest. (Note cracks in wire fixturing region of German sample)	[Click Here] [Click Here]
Complete	Physical	Baolong	Ozone Exposure Followed by Fatigue Testing	ISO 14960	[Click Here]	37% EPDM samples perform better than 28% EPDM	[Click Here]
Complete	Physical	Baolong	Heat Aging Followed by Fatigue Testing	ISO 14960	[Click Here]	37% EPDM samples perform much better than 28% EPDM	[Click Here]

From: Rohweder, David (D.S.)
Sent: Friday, August 01, 2008 6:01 AM
To: Mracna, Chris (C.J.); Camilleri, Robert (R.H.)
Cc: Bliznick, Thomas (T.G.)
Subject: RE: Pyro GC/MS Results

How confident are we in our ability to distinguish between SBR and EPDM? For example, why would the Schrader TPMS valve test at 100% SBR when they claim to use 100% EPDM?

David Rohweder
Mgr. Tires & Wheels Engineering
drohwede@ford.com
phone; 313-337-3122 Cell/Text 313-805-5622

From: Mracna, Chris (C.J.)
Sent: Thursday, July 31, 2008 11:04 PM
To: Rohweder, David (D.S.); Camilleri, Robert (R.H.)
Cc: Bliznick, Thomas (T.G.)
Subject: RE: Pyro GC/MS Results

Update from ARDL is that the remaining retested samples, using the new Pyrolysis+GC/MS test method, are comparable to the initial results using the original pyrolysis test method. There are no blend ratio master curves for them to use with the new test method, so we're going with the results from the initial analysis as a comparison. Here are the results.

New Pyrolysis+GC/MS Test Method

- Baolong (China) - New, Mfg Date 5/9/08 31% EPDM, 69% NR
- Baolong (China) - New, Mfg Date 5/16/08 24% EPDM, 76% NR
- Baolong (China) - Warranty Returned 27% EPDM, 73% NR

Original Pyrolysis Test Method

- Schrader (France) - New, Ford TPMS 100% SBR
- EHA (Germany) - 2008 Ford Kuga 55% EPDM, 30% NR, 15% SBR
- Schrader (China) - 2008 Chevy Malibu 100% EPDM
- Pacific (USA) - 2007 Acura MDX 100% SBR
- Pacific (Japan) - 2008 Honda CRV 100% SBR

We don't have a gage R&R for the new test method, but the results look very close to what they should be (i.e. 28% EPDM, 72% NR). The results using the new test method certainly appear to provide a higher degree of resolution compared to the original test method that was used at both ARDL and Central Lab.

Please let me know if you have any additional questions.

Regards,

Chris Mracna

Chassis Materials Engineering
Brakes, Exhaust, Suspension, and Wheels
Ford Motor Company

(313) 805-4483
cmracna@ford.com
Materials Engineering, Testing, and Standards (METS) TeamConnect Site

-----Original Message-----
From: Mracna, Chris (C.J.)
Sent: Thursday, July 31, 2008 9:38 AM
To: Bliznick, Thomas (T.G.)
Cc: Camilleri, Robert (R.H.); Rohweder, David (D.S.); Curtiss, Bill (W.J.); LaDuke, Jeff (M.)
Subject: RE: Pyro GC/MS Results

Tom,
Please call ARDL to find out where the report is for this testing. Please advise status ASAP.

Chris Mracna
Chassis Materials Engineering
Brakes, Exhaust, Suspension, and Wheels
Ford Motor Company
(313) 805-4483
cmracna@ford.com
Materials Engineering, Testing, and Standards (METS) TeamConnect Site

-----Original Message-----
From: Rohweder, David (D.S.)
Sent: Thursday, July 31, 2008 6:16 AM
To: Mracna, Chris (C.J.)
Cc: Camilleri, Robert (R.H.)
Subject: FW: Pyro GC/MS Results

This report only show 3 test results. When do I get the balance of the data that was quoted?

David Rohweder
Mgr. Tires & Wheels Engineering
drohwede@ford.com
phone; 313-337-3122 Cell/Text 313-805-5622

-----Original Message-----
From: Camilleri, Robert (R.H.)
Sent: Friday, July 25, 2008 2:01 PM
To: Rohweder, David (D.S.)
Subject: FW: Pyro GC/MS Results

FYI

-----Original Message-----
From: Mracna, Chris (C.J.)
Sent: Friday, July 25, 2008 1:13 PM
To: Camilleri, Robert (R.H.)
Subject: FW: Pyro GC/MS Results

Rob,
Attached is the preliminary report from ARDL from a few days ago. It contains compositional information from the first three Baolong samples. The sample IDs are noted in the report. We are currently waiting for the report that contains the remaining information for the rest of the sample (namely the benchmark samples).

These preliminary results are expected to remain unchanged in the final report. Based on the reported ratios, the new test method (Pyrolysis-GC/MS) appears to be able to identify the composition of the rubber samples.

We should receive the results for the remaining samples by cob today. I will forward you that report when we receive it.

Also, we should have timing for the percent ozonate testing that is also being conducted by ARDL by cob today.

Please review and let me know if you have additional questions.

Regards,
Chris Mracna
Chassis Materials Engineering
Brakes, Exhaust, Suspension, and Wheels
Ford Motor Company
(313) 805-4483
cmracna@ford.com
Materials Engineering, Testing, and Standards (METS) TeamConnect Site

-----Original Message-----
From: Bliznick, Thomas (T.G.)
Sent: Friday, July 25, 2008 12:44 PM
To: Mracna, Chris (C.J.)
Subject: FW: Pyro GC/MS Results

Thomas Bliznick
>Laboratory Development Analyst
>Ford Motor Co., Central Laboratory
>Polymers, Coatings, and Corrosion Section
>(313) 33-78487
>
https://www.tc2.ford.com/ts/METS/default.aspx

-----Original Message-----
From: Tracy Keaton [mailto:tracyk@ardl.com]
Sent: Tuesday, July 15, 2008 2:22 PM
To: Bliznick, Thomas (T.G.)
Cc: Tom Knowles
Subject: Pyro GC/MS Results

Mr. Bliznick,

Attached are the results that Mr. Knowles discussed with you earlier today.

Thank you,

Tracy Keaton
ARDL, Inc.
330-794-6600 Tel
330-794-6610 Fax
<<Ford PN 79639 A.pdf>>

From: Yao, Michael (G.C.)
Sent: Wednesday, September 10, 2008 10:55 PM
To: 'Raul'; 'raul@chinabaolong.net'
Cc: caojianming@baolong.biz; 'Mander Wang'; 'winston'; Li, Bo (Jason.)
Subject: RE:

Please update all these changes into control plan.

Best Regards

Yao GuoCheng (Michael)

From: Raul [mailto:Raul@baolong.biz]
Sent: 2008年9月11日 10:13
To: Yao, Michael (G.C.); ygc1106@126.com
Cc: caojianming@baolong.biz; 'Mander Wang'; 'winston'
Subject: FW:

Here is more information,

Specifically list all changes to the physical equipment that will allow us to produce a valve with more EPDM
The machines are same without any changes. We've just adjusted the process parameter.

1. The natural rubber is added to the mixer by 2 times, 1/2+1/2. Originally, NR was mixed one time.
2. The anti-ozone agent is added to the mixer by 2 times too, 1/2+1/2. Originally, the chemicals were mixed one time.
3. We've prolonged the mixing time for the chemicals.

All the above work is done with the purpose to mix the rubber evenly and make the chemicals absorbed completely.

Previous,
1. Mixing NR and EPDM for 3 minutes
2. Then mixing the blended rubber for another 2 minutes after adding the chemicals
3. Adding the wax oil and carbon black and mixing the material for 2 minutes

Now,
1. Mixing 1/2 NR, EPDM and 1/2 chemicals for 3 minutes
2. Then mixing the blended rubber for another 2 minutes after adding 1/2 chemicals
3. Adding the wax oil and carbon black and mixing the material for 3 minutes.
4. Mixing the blended rubber for another 1.5 minutes after adding 1/2 NR.

Thanks

Raul
SBIC

From: zoe [zoe@baolong.biz]
Sent: Wednesday, July 16, 2008 11:38 PM
To: Camilleri, Robert (R.H.)
Cc: 'Raul'; 'Chris Bruce'; miller@baolong.biz; 'Bill Thon Jr'
Subject: RE: : Baolong - Rubber Batch Mixing Process

Hi Rob,

Good day!
This is Zoe writing to you from Shanghai Baolong Automotive Corporation. I'm the colleague of Raul.

The grade of natural rubber is SMR5(from Malaysia).

If you have any question, please let us know.

Thanks & Best regards!
Zoe Huo
BAOLONG

From: Camilleri, Robert (R.H.) [mailto:rcamille@ford.com]
Sent: Wednesday, July 16, 2008 8:21 PM
To: Raul
Cc: Chris Bruce; miller@baolong.biz; Bill Thon Jr; Yao, Michael (G.C.)
Subject: RE: Baolong - Rubber Batch Mixing Process

Hi Raul, can you tell me what grade of natural rubber is used in the TR414 valve stem. We are planning to update our wheel valve stem engineering specification in the near future. We are thinking that we would identify materials and process requirements used by Baolong in it. Thanks for your help.

From: Raul [mailto:Raul@baolong.biz]
Sent: Wednesday, July 16, 2008 2:20 AM
To: Camilleri, Robert (R.H.)
Cc: 'Chris Bruce'; miller@baolong.biz; 'Bill Thon Jr'; Yao, Michael (G.C.)
Subject: RE: Baolong - Rubber Batch Mixing Process

Hi Rob,

Please see our answers in Blue,

Thanks

Raul
SBIC

From: Camilleri, Robert (R.H.) [mailto:rcamille@ford.com]
Sent: Tuesday, July 15, 2008 3:43 PM
To: Chris Bruce
Cc: Bill Thon Jr; Yao, Michael (G.C.)
Subject: Baolong - Rubber Batch Mixing Process

Chris, I have several questions regarding the materials and mixing procedures used by Baolong. An email response will do for know. If I have any follow up questions, I will schedule a meeting. Let me know, if you have any questions. Thanks

- What percentage of remix is allowed during the rubber mixing process?

We don't allow any percentage of remix, such as the rubber left after the molding.

- Where does the remix come from? (i.e. left over from the injection process)
- What is the grade of the EPDM used to make the TR414 valve stem?

EPDM2340A

- Who is the supplier of the EPDM?

Holland DSM

- When a batch of rubber is mixed, is all of it used at one time as one batch to make valves, or does some of it remain in the mixer?

Yes, all will be used at one time.

- If any of it remains in the mixer, what steps are taken to keep it from getting to hot and over curing?

Robert H. Camilleri
North American Wheels, Tires, and Jacks
Ford Motor Company
313-805-3389
rcamille@ford.com

From: Raul [Raul@baolong.biz]
Sent: Thursday, September 25, 2008 3:14 AM
To: Yao, Michael (G.C.); Camilleri, Robert (R.H.)
Cc: 'Bill Thon Jr'; 'Chris Bruce'; Li, Bo (Jason.)
Subject: RE: 4020
Attachments: RUBBER.zip

In USA, it's called 6PPD. Attached please find the rubber comparison sheet, including the report.

Thanks

Raul
SBIC

From: Yao, Michael (G.C.) [mailto:gyao1@ford.com]
Sent: Thursday, September 25, 2008 2:41 PM
To: Raul; Camilleri, Robert (R.H.)
Cc: Bill Thon Jr; Chris Bruce; Li, Bo (Jason.)
Subject: RE: 4020

What's its name ? Also send the rubber spec for EPDM type.

Best Regards

Yao GuoCheng (Michael)

From: Raul [mailto:Raul@baolong.biz]
Sent: Thursday, September 25, 2008 2:12 PM
To: Camilleri, Robert (R.H.)
Cc: Yao, Michael (G.C.); 'Bill Thon Jr'; 'Chris Bruce'
Subject: RE: 4020

4020 has 2 functions.

Mainly it is against Ozone and meanwhile it is anti-aging too.

Thanks

Raul
SBIC

From: Camilleri, Robert (R.H.) [mailto:rcamille@ford.com]
Sent: Wednesday, September 24, 2008 7:32 PM
To: Raul
Cc: Yao, Michael (G.C.); Bill Thon Jr; Chris Bruce
Subject: 4020

Raul, please remind me, what was the 4020 additive? Anti-aging, ozanant, or something else? Thanks

Robert H. Camilleri
North American Wheels, Tires, and Jacks

Ford Motor Company
313-805-3389
rcamille@ford.com

DSM Elastomers

Inspection Certificate

[According to EN 10204 / 3.1]

DSM

DSM Elastomers Asia
THE GATEWAY EAST SINGAPORE 10-02/04 189721
Phone: 65 6295 7188 / Fax: 65 6299 5848

Date: 2007-Sep-14

Material: Keltan® 2340A

Shipping Date:	2007-Sep-14	Shipping Order:	129421/80137022
Metric Tons:	15 MT	Car Number:	SEAL:29945
Pounds:	33,069	Customer P.O.:	07S0905
No. of Pkgs:	15	Sales Order:	103813

Customer code: 41000924

SINOCHEM INTERNATIONAL CORPORATION
MR JAMES
88 CENTURY BOULEVARD, 19F JINMAO TOWER
PUDONG NEW AREA
200121 SHANGHAI
CHINA
Phone: 21 50498899 / Fax: 21 50498238

	Property: Mooney Viscosity, ML1+4, 125°C	Volatiles	Ethylene	ENB
	Units: MU	%WT	%WT	%WT
	Method: ISO289	ISO248	ASTMD3900	ASTMD6047
	Range Min: 21.00	0.00	50.90	5.40
	Range Max: 29.00	0.50	55.10	6.60
Batch Number	Production Date			
3207160057	2007-Jun-09	24.20	0.29	53.80	6.33
3207160058	2007-Jun-09	24.20	0.29	53.80	6.33
3207160059	2007-Jun-09	24.20	0.29	53.80	6.33
3207160060	2007-Jun-09	24.20	0.29	53.80	6.33
3207160082	2007-Jun-10	25.10	0.24	53.52	6.24
3207160083	2007-Jun-10	25.10	0.24	53.52	6.24
3207160084	2007-Jun-10	24.70	0.33	53.52	6.24
3207160085	2007-Jun-10	24.70	0.33	53.52	6.24
3207160086	2007-Jun-10	24.70	0.33	53.52	6.24
3207160087	2007-Jun-10	24.70	0.33	53.52	6.24
3207160088	2007-Jun-10	25.10	0.33	53.52	6.24
3207160089	2007-Jun-10	25.10	0.33	53.52	6.24
3207160090	2007-Jun-10	25.10	0.33	53.52	6.24
3207160091	2007-Jun-10	25.10	0.33	53.52	6.24
3207160092	2007-Jun-10	24.70	0.33	53.52	6.24

Under normal conditions the shelf life of the material is guaranteed for 3 years, after production-date

DSM Elastomers

DSM Elastomers Asia
THE GATEWAY EAST SINGAPORE 10-02/04 189721
Phone: 65 6295 7188 / Fax: 65 6299 5848

SINOCHEM INTERNATIONAL CORPORATION
c/o MR Guo Chun Xiang
88 CENTURY BOULEVARD, 19F JINMAO TOWER
PUDONG NEW AREA
200121 SHANGHAI
CHINA
Phone: 21 61048625 / Fax: 21 50498238

Inspection Certificate

(According to EN 10204 / 3.1)

DSM

Date: 2008-Jul-24

Material: Keltan ® DE3072/335-31

Shipping Date:	2008-Jul-24	Shipping Order:	157349/80167118
Metric Tons:	24.300 MT	Car Number:	SEAL:0057891
Pounds:	53,572	Customer P.O.:	08S0610
No. of Pkgs:	27	Sales Order:	122594

Customer code: 41000924

	Property: Mooney Viscosity, ML1+4, 125°C	Volatiles	Oil	Ethylene	ENB
	Units: MU	%WT	%WT	%WT	%WT
	Method: ISO289	ISO248	DSM	ASTMD3900	ASTMD6047
	Range Min: 44.00	0.00	47.60	61.90	7.90
	Range Max: 52.00	0.50	52.40	66.10	9.50
Batch Number	Production Date				
3408115113	2008-Apr-25	47.00	0.23	50.07	64.31	8.89
3408115114	2008-Apr-25	47.00	0.23	50.07	64.31	8.89
3408115115	2008-Apr-25	47.00	0.23	50.07	64.31	8.89
3408115116	2008-Apr-25	47.00	0.23	50.07	64.31	8.89
3408115117	2008-Apr-25	45.40	0.38	50.07	64.31	8.89
3408115118	2008-Apr-25	45.40	0.38	50.07	64.31	8.89
3408115119	2008-Apr-25	45.40	0.38	50.07	64.31	8.89
3408115120	2008-Apr-25	45.40	0.38	50.07	64.31	8.89
3408115121	2008-Apr-25	45.40	0.38	50.07	64.31	8.89
3408115122	2008-Apr-25	45.40	0.38	50.07	64.31	8.89
3408115123	2008-Apr-25	45.40	0.38	50.07	64.31	8.89
3408115124	2008-Apr-25	45.40	0.38	50.07	64.31	8.89
3408115125	2008-Apr-25	46.00	0.38	50.07	64.31	8.89
3408115126	2008-Apr-25	46.00	0.38	50.07	64.31	8.89
3408115127	2008-Apr-25	46.00	0.38	50.07	64.31	8.89
3408115128	2008-Apr-25	46.00	0.38	50.07	64.31	8.89
3408115129	2008-Apr-25	46.00	0.38	50.07	64.31	8.89
3408115130	2008-Apr-25	46.00	0.38	50.07	64.31	8.89
3408115131	2008-Apr-25	46.00	0.38	50.07	64.31	8.89
3408115132	2008-Apr-25	45.50	0.48	50.07	64.31	8.89
3408115133	2008-Apr-25	45.50	0.48	50.07	64.31	8.89
3408115134	2008-Apr-25	45.50	0.48	50.07	64.31	8.89

Under normal conditions the shelf life of the material is guaranteed for 3 years, after production-date

			2340A	DE3072	NOTE
Mooney Viscosity ML(1+4)125℃		MU	21—29	44—52	DE3072 has better strength and heat tolerance
Volatile	wt%		0—0.5	0—0.5	
Ethylene Content	wt%		50.9—55.1	61.90—66.10	DE3072 has better strength and heat tolerance
ENB Content	wt%		5.4—6.6	7.9—9.5	DE3072 has better chemical reaction speed and benefit the rubber mixing
Oil	wt%			0 47.6—52.4	

From: Raul [Raul@baolong.biz]
Sent: Wednesday, October 15, 2008 5:29 AM
To: Camilleri, Robert (R.H.)
Cc: Yao, Michael (G.C.); 'Bill Thon Jr'; 'Chris Bruce'; 'winston'; 'Jim Cao'
Subject: RE: 37% EPDM

Hi Rob,

We feel very sorry for this unexpected change. Please find our answers below,

- Why are we finding this out now, with less then 5 days prior to the shipping date?

Actually we have been discussing it internally since the beginning, but draw the conclusion at this time. 37% is the new compounding that we've never introduced in the market. So we'd better have more time for the ramp up upon the serial production.

- What is it about the production of the 37% EPDM valve that Baolong needs more time to familiarize themselves with?

To verify the serial production parameters during the following days.
From Oct 15 to Oct 22, we are going to produce 15K pcs everyday.
From Oct 23 to Nov 5, we are going to produce 37.5K pcs every day.
From Nov 6 to Nov 15, we are going to produce 75k pcs every day.
Totally, there will be 1M for the purpose of verification.

- What specifically about the 37% valve does Baolong plan to verify in the aftermarket?

We want to check the tire valves performance, such as the air leakage, anti-ozone, anti-aging…all the items specified in DVP. We will approve the above trial parts firstly and then ship them to our local customers. And we will follow up the feedback from these customrs.

- What is the minimum number of valves that Baolong needs to ship to meet Ford's production needs?

300K 28% EPDM valves.

- What is the revised timing plan?

300K 28% EPDM to be shipped on Oct 27
300K 37% EPDM to be shipped on Nov 24.

We can discuss more in the coming conference call.

Thanks

Raul
SBIC

From: Camilleri, Robert (R.H.) [mailto:rcamille@ford.com]
Sent: Wednesday, October 15, 2008 2:27 AM
To: Raul
Cc: Yao, Michael (G.C.); Bill Thon Jr; Chris Bruce; winston; Jim Cao
Subject: RE: 37% EPDM

Raul, this is not going to be accepted very well with my management. These are just some of the questions that they will ask. We can discuss more at tomorrow's meeting.

- Why are we finding this out now, with less then 5 days prior to the shipping date?
- What is it about the production of the 37% EPDM valve that Baolong needs more time to familiarize themselves with?
- What specifically about the 37% valve does Baolong plan to verify in the aftermarket?
- What is the minimum number of valves that Baolong needs to ship to meet Ford's production needs?

- What is the revised timing plan?

From: Raul [mailto:Raul@baolong.biz]
Sent: Tuesday, October 14, 2008 4:28 AM
To: Camilleri, Robert (R.H.)
Cc: Yao, Michael (G.C.); 'Bill Thon Jr'; 'Chris Bruce'; 'winston'; 'Jim Cao'
Subject: RE: 37% EPDM

Hi Rob,

Good day!

Hereby please be kindly advised that the delivery of 37%EPDM valves will be put off until next month, around Nov 24, 2008. Because our plant hope to have more time to be familiar with the serial production of this new compounding. And during the following 30 days, we will verify the new valves upon the aftermarket firstly.

So I'm afraid that before the shipment of 37% EPDM, we will ship another 300K to 400K 28% EPDM valves to NA warehouse, to support Ford plant run.

Any comments, please feel free to let us know.

Thanks

Raul
SBIC

From: Camilleri, Robert (R.H.) [mailto:rcamille@ford.com]
Sent: Tuesday, October 14, 2008 2:44 AM
To: Raul
Cc: Yao, Michael (G.C.); Bill Thon Jr; Chris Bruce
Subject: RE: 37% EPDM

Raul,

I have reviewed the DVP/PV testing and request the following updates. If you question any of these additions we can discuss during the Wednesday meeting. I realize that some of these test may not be impacted by the SREA, but a DVP must have all the required testing on it. The last two items can use carryover data, as long as it is less then six months old. Thanks

1. Item #1 - Appearance Check should reference Section III G and not F.
2. Item #3 - Rim Seal Leak Test should have a Room Temperature test
3. Item #4 - Tear Resistance Test should have a Bursting/Unseating test
4. Add: Section III F; Valve Assembly Operations Check
5. Add: Section III H Valve Core

From: Raul [mailto:Raul@baolong.biz]
Sent: Monday, October 06, 2008 11:06 PM
To: Camilleri, Robert (R.H.)
Cc: Yao, Michael (G.C.); 'Bill Thon Jr'; 'Chris Bruce'
Subject: RE: 37% EPDM

Attached please find the full DVP and PVP, including the reports.

Thanks

Raul
SBIC

From: Raul [mailto:Raul@baolong.biz]
Sent: Tuesday, October 07, 2008 10:54 AM
To: 'Camilleri, Robert (R.H.)'

Cc: 'Yao, Michael (G.C.)'; 'Bill Thon Jr'; 'Chris Bruce'
Subject: 37% EPDM

Hi Rob,

Good day!

This is Raul writing to you from Shanghai Baolong Automotive Corp.

Attached please find the DVP and PVP report for 37% EPDM valve.

Thanks

Raul
SBIC

From: Camilleri, Robert (R.H.)
Sent: Monday, October 13, 2008 2:44 PM
To: 'Raul'
Cc: Yao, Michael (G.C.); 'Bill Thon Jr'; 'Chris Bruce'
Subject: RE: 37% EPDM

Raul,

I have reviewed the DVP/PV testing and request the following updates. If you question any of these additions we can discuss during the Wednesday meeting. I realize that some of these test may not be impacted by the SREA, but a DVP must have all the required testing on it. The last two items can use carryover data, as long as it is less then six months old. Thanks

1. Item #1 - Appearance Check should reference Section III G and not F.
2. Item #3 - Rim Seal Leak Test should have a Room Temperature test
3. Item #4 - Tear Resistance Test should have a Bursting/Unseating test
4. Add: Section III F; Valve Assembly Operations Check
5. Add: Section III H Valve Core

From: Raul [mailto:Raul@baolong.biz]
Sent: Monday, October 06, 2008 11:06 PM
To: Camilleri, Robert (R.H.)
Cc: Yao, Michael (G.C.); 'Bill Thon Jr'; 'Chris Bruce'
Subject: RE: 37% EPDM

Attached please find the full DVP and PVP, including the reports.

Thanks

Raul
SBIC

From: Raul [mailto:Raul@baolong.biz]
Sent: Tuesday, October 07, 2008 10:54 AM
To: 'Camilleri, Robert (R.H.)'
Cc: 'Yao, Michael (G.C.)'; 'Bill Thon Jr'; 'Chris Bruce'
Subject: 37% EPDM

Hi Rob,

Good day!

This is Raul writing to you from Shanghai Baolong Automotive Corp.

Attached please find the DVP and PVP report for 37% EPDM valve.

Thanks

Raul
SBIC

PPM Summary

Site: EMNNA SHANGHAI BAOLONG (Dongjing, Songjiang, S
STA Mfg Location 71 MAOSHIES CORP Dongjing, Sator (CSA)

SIM Refresh Launch Schedule

FORD CONFIDENTIAL

sed only on shipments to Production plants.

ist | View Ford Plant PPM List | View Brand/Region PPM List

Immature

	Oct 2005	Nov 2005	Dec 2005	Jan 2006	Feb 2006	Mar 2006	Apr 2006	May 2006	Jun 2006	Jul 2006	Aug 2006	Sep 2006	Oct 2006
Total PPM	493	0	0	0	0	12	0	0	0	0	1	16	0
Parts Received (00	304	325	249	286	413	462	413	587	880	427	970	977	805
Total Scrap/Return	0	0	0	0	0	6	0	0	0	0	1	16	0
Total Rework	150	0	0	0	0	0	0	0	0	0	0	0	0
	12 Month PPM: 27						**6 Month PPM:** 3			**3 Month PPM:** 7			
# of QRs	1	0	0	0	0	1	0	0	0	0	1	1	0
Charge Back	$8,901	NA	NA	NA	NA	$203	NA	NA	NA	NA	$364	$1,845	NA

12 Month: **6 Month :**

QR Incidents - 4 2 **rge Back Dollars:** $11,313

*) Receipts *** = PPM is greater than 1,000,000*

Data refreshed as of November 1, 2006

Report Date: Mon Nov 27 1:32:24 2006

Version 1.17 Published Sep 06 2006 09:58:30

From: Camilleri, Robert (R.H.)
Sent: Monday, September 08, 2008 10:49 AM
To: 'Chris Bruce'; 'Bill Thon Jr'
Cc: Mracna, Chris (C.J.)
Subject: Part Print Update

Attachments: Vavle Stem Drawing Call-out Proposals.xls

Chris, Bill, attached is our proposal for the valve stem a print call out. I will schedule a quick call in at 2 pm today? Let me know, if you can attend. thanks

Vavle Stem
awing Call-out P

Robert H. Camilleri
North American Wheels, Tires, and Jacks
Ford Motor Company
313-805-3389
rcamille@ford.com

Baolong Call-out:

EPDM/NR Blend per SAE J200 M3 BA 6xx A14 B13 Z1 Z2 Z3 Z4
Z1 = EPDM X% min or Z1 = EPDM X-Y%
Z2 = Ozone Test per ES-F2UA-1700-AA, except X hours exposure
Z3 = Antiozonant to be X ppm min
Z4 = Antioxidant to be X ppm min

TABLE 1 - BASIC REQUIREMENTS FOR ESTABLISHING TYPE BY TEMPERATURE

Type	Test Temperature, °C
A	70
B	100
C	125
D	150
E	175
F	200
G	225
H	250
J	275
K	300

TABLE 2 - BASIC REQUIREMENTS FOR ESTABLISHING CLASS BY VOLUME SWELL

Class	Volume Swell, max, %
A	no requirement
B	140
C	120
D	100
E	80
F	60
G	40
H	30
J	20
K	10

Strength

TABLE 6.BA - BASIC REQUIREMENTS FOR THE CLASSIFICATION OF RUBBER MATERIALS - BA MATERIALS

Durometer Hardness, ±5 points	Tensile Strength, min (MPa)	Tensile Strength, min (psi)	Ultimate Elongation, min, %	Heat Aged, ASTM D 573, 70 h at 100 °C	Oil Immersion, ASTM D 471, IRM 903 Oil[1], 70 h at 100 °C	Compression Set, ASTM D 395, Method B, Solid, max, %, 22 h at 70 °C	Available Suffix Grade Numbers
60	10	1450	350	Change in tensile strength, ±30%	No requirement	Compression set, 50% max	2,3,4,5,6
60	14	2031	400	Change in ultimate elongation,			2,3,4,5,6
60	17	2466	400	-50% max			2,3,4,5,6

xx = Supplier defined tensile strenth min

Suffix Letters

TABLE 3 - MEANING OF SUFFIX LETTERS

Suffix Letter	Test Required
A	Heat Aging Resistance
B	Compression Set
C	Ozone or Weather Resistance
D	Compression-Deflection Resistance
EA	Fluid Resistance (Aqueous)
EF	Fluid Resistance (Fuels)
EO	Fluid Resistance (Oils and Lubricants)
F	Low-Temperature Resistance
G	Tear Resistance
H	Flex Resistance
J	Abrasion Resistance
K	Adhesion
M	Flammability Resistance
N	Impact Resistance
P	Staining Resistance
R	Resilience
Z	Any special requirement which shall be specified in detail

TABLE 6.BA - SUPPLEMENTARY (SUFFIX) REQUIREMENTS FOR THE CLASSIFICATION OF RUBBER MATERIALS - BA MATERIALS (CONTINUED)

	Suffix Requirements	Grade 1	Grade 2	Grade 3	Grade 4	Grade 5	Grade 6	Grade 7	Grade 8
A14	Heat aging resistance ASTM D 573, 70 h at 100 °C:								
	Change in hardness, max, points	Basic Requirements Only		+10	+10				
	Change in tensile strength, max, %	Basic Requirements Only		-25	-25				
	Change in ultimate elongation, max, %	Basic Requirements Only		-25	-25				
B13	Compression set, ASTM D 395, Method B, 22 h at 70 °C, max, %	Basic Requirements Only		25			25		25
C12	Resistance to ozone, ASTM D 1171, quality retention rating, min, %	Basic Requirements Only	100	100	100	100	100	100	100

From: Bill Thon Jr [billjr@thonassociates.com]
Sent: Friday, June 13, 2008 11:36 AM
To: Camilleri, Robert (R.H.)
Cc: cbruce@thonassociates.com
Subject: FW: TIMING PLAN.xls

Attachments: TIMING PLAN.xls

TIMING PLAN.xls (21 KB)

Hi Rob,

Please review the attached timing plan.

Also Raul listed below some additional timing.

One more thing, I talked to Larry. He indicated that when Dill tested the 37% EPDM with no anti-aging chemicals the parts went 480 hours in the ozone test.

Bill

-----Original Message-----
From: raul [mailto:raul@baolong.biz]
Sent: Friday, June 13, 2008 2:35 AM
To: 'Bill Thon Jr'
Cc: 'caojianming'; wangxianyong@baolong.biz; winston@chinabaolong.net; miller@baolong.biz; 'Chris Bruce'
Subject: RE: TIMING PLAN.xls

Hi Bill,

Good day!

Attached please find the revised timing plan, indicating 37% EPDM + anti-ozone.

Regarding the testing, we have arranged the comparison testing for 28% and 37%.

1. 28%
Ozone, by June 25
Flexing, by June 20

2. 37%
Ozone, by July 5
Flexing, by June 27

Thanks

Raul
SBIC

	To improve and determine the compounding	To produce the samples	To test and verify the samples	To improve and determine the technics	To produce trial samples	Total
37% EPDM W/ ANTI-OZONE	20 days	2 days	15 days	10 days	10 days	57 days

	To improve and determine the compounding	To produce the samples	To test and verify the samples	To determine the new equipments and their suppliers	To purchase the new equipments	To install the new equipments	To improve and determine the technics	To produce trial samples	Total
100% EPDM	45 days	2 days	15 days						
		10 days			65 days	15 days	10 days	10 days	155 days

From: Rohweder, David (D.S.)
Sent: Monday, June 09, 2008 8:11 AM
To: Camilleri, Robert (R.H.)
Subject: FW: Question

David Rohweder
Mgr. Tires & Wheels Engineering
drohwede@ford.com
phone; 313-337-3122 Cell/Text 313-805-5622

From: Fritschen, Steve (S.E.)
Sent: Friday, June 06, 2008 3:04 PM
To: Rohweder, David (D.S.)
Cc: Fritschen, Steve (S.E.)
Subject: RE: Question

Mr. Rohweder,

Good Afternoon!

The valve stems are released and we (FCSD) do sell quite a number of them. A example is shown below. However, I do believe that quite a number of dealers probably do purchase and use valve stems and wheel weights and other bulk parts from local vendors. Although, as you know, they are only suppose to use Ford parts for warranty repairs.

SERVICE PART: F42Z- 1700-A____ VALVE ASY
ENGINEERING PART: 7L34 1700 AA_____ ORIGIN: WERS
SUPPLIER LOC: FINIS: 4868407

FCSD Sales - per Calendar Year

YEAR	Quantity
2008	1364
2007	2941
2006	1103
2005	1113
2004	694
2003	479

I hope this information helps!

Thanks!

Steve Fritschen
Program Manager
Warranty Improvement Team
FCSD - Service Engineering Operations
Phone: 313-845-3805
E-mail: sfritsch@ford.com

From: Rohweder, David (D.S.)
Sent: Thursday, June 05, 2008 6:06 AM
To: Fritschen, Steve (S.E.)

Subject: Question

Steve, do you where our dealers get the tire valve stems they use?

David Rohweder
Mgr. Tires & Wheels Engineering
drohwede@ford.com
phone; 313-337-3122 Cell/Text 313-805-5622

From: Rohweder, David (D.S.)
Sent: Thursday, July 31, 2008 6:16 AM
To: Mracna, Chris (C.J.)
Cc: Camilleri, Robert (R.H.)
Subject: FW: Pyro GC/MS Results

Attachments: Ford PN 79639 A.pdf

Ford PN 79639 A.pdf (3 MB)

This report only show 3 test results. When do I get the balance of the data that was quoted?

David Rohweder
Mgr. Tires & Wheels Engineering
drohwede@ford.com
phone; 313-337-3122 Cell/Text 313-805-5622

-----Original Message-----
From: Camilleri, Robert (R.H.)
Sent: Friday, July 25, 2008 2:01 PM
To: Rohweder, David (D.S.)
Subject: FW: Pyro GC/MS Results

FYI

-----Original Message-----
From: Mracna, Chris (C.J.)
Sent: Friday, July 25, 2008 1:13 PM
To: Camilleri, Robert (R.H.)
Subject: FW: Pyro GC/MS Results

Rob,
Attached is the preliminary report from ARDL from a few days ago. It contains compositional information from the first three Baolong samples. The sample IDs are noted in the report. We are currently waiting for the report that contains the remaining information for the rest of the sample (namely the benchmark samples).

These preliminary results are expected to remain unchanged in the final report. Based on the reported ratios, the new test method (Pyrolysis-GC/MS) appears to be able to identify the composition of the rubber samples.

We should receive the results for the remaining samples by cob today. I will forward you that report when we receive it.

Also, we should have timing for the percent ozonate testing that is also being conducted by ARDL by cob today.

Please review and let me know if you have additional questions.

Regards,
Chris Mracna
Chassis Materials Engineering
Brakes, Exhaust, Suspension, and Wheels
Ford Motor Company

(313) 805-4483
cmracna@ford.com
Materials Engineering, Testing, and Standards (METS) TeamConnect Site

-----Original Message-----
From: Bliznick, Thomas (T.G.)
Sent: Friday, July 25, 2008 12:44 PM
To: Mracna, Chris (C.J.)
Subject: FW: Pyro GC/MS Results

Thomas Bliznick
>Laboratory Development Analyst
>Ford Motor Co., Central Laboratory
>Polymers, Coatings, and Corrosion Section
>(313) 33-78487
>
https://www.tc2.ford.com/ts/METS/default.aspx

-----Original Message-----
From: Tracy Keaton [mailto:tracyk@ardl.com]
Sent: Tuesday, July 15, 2008 2:22 PM
To: Bliznick, Thomas (T.G.)
Cc: Tom Knowles
Subject: Pyro GC/MS Results

Mr. Bliznick,

Attached are the results that Mr. Knowles discussed with you earlier today.

Thank you,

Tracy Keaton
ARDL, Inc.
330-794-6600 Tel
330-794-6610 Fax
<<Ford PN 79639 A.pdf>>

July 15, 2008

▪ TEST REPORT ▪

PN 79639A

PO #AAR P008 580955

Chemical Analysis Department

Prepared For:

Mr. Tom Bliznick
Ford Motor Company – SC #154
15000 Century Drive
Dearborn, MI 48120-1267

Prepared By: _____
Melinda Wagner
Chemist

Approved By: _____
Thomas M. Knowles
Vice President, Chemical Services

July 15, 2008

Mr. Tom Bliznick
Ford Motor Company

SUBJECT: Chemical analysis on samples submitted and requested by the above company.
Purchase Order Number: AAR P008 580955

RECEIVED: Nine Valve Stems identified as GC34-1700-AC New 5/16/08, 7L34-1700-AA New 5/9/08, 7L34-1700-AA Used (Sample 1), and Samples 3 through 7.

PYRO-GC/MS

Method: New Pryo
Instrument: Perkin Elmer Clarus 500 Gas Chromatograph with a Clarus 560D mass Spectrometer
Accessory: CDS Analytical Pryoprobe 5000 Series
Column: Forte BPX5 GC Capillary Column

A small portion of each sample was placed in an appropriately sized quartz tube that had been loaded with a small amount of quartz wool to retain the sample. The quartz tube was loaded into the Pyro-GC/MS and analyzed.

Sample weights are as follows:

Sample Identification	Mass/mg
7L34-1700-AA New 5/9/08	0.166
GC34-1700-AC New 5/16/08	0.192
Sample 1	0.158

RESULTS

Sample Identification	EPR/NR
7L34-1700-AA New 5/9/08	31/69
GC34-1700-AC New 5/16/08	24/76
Sample 1	27/73

Prepared By: _____
Melinda Wagner
Chemist

Approved By: _____
Thomas M. Knowles
Vice President, Chemical Services

Any samples submitted for this project will be retained at Akron Rubber Development Laboratory, Inc. for a period of three months following completion of work.

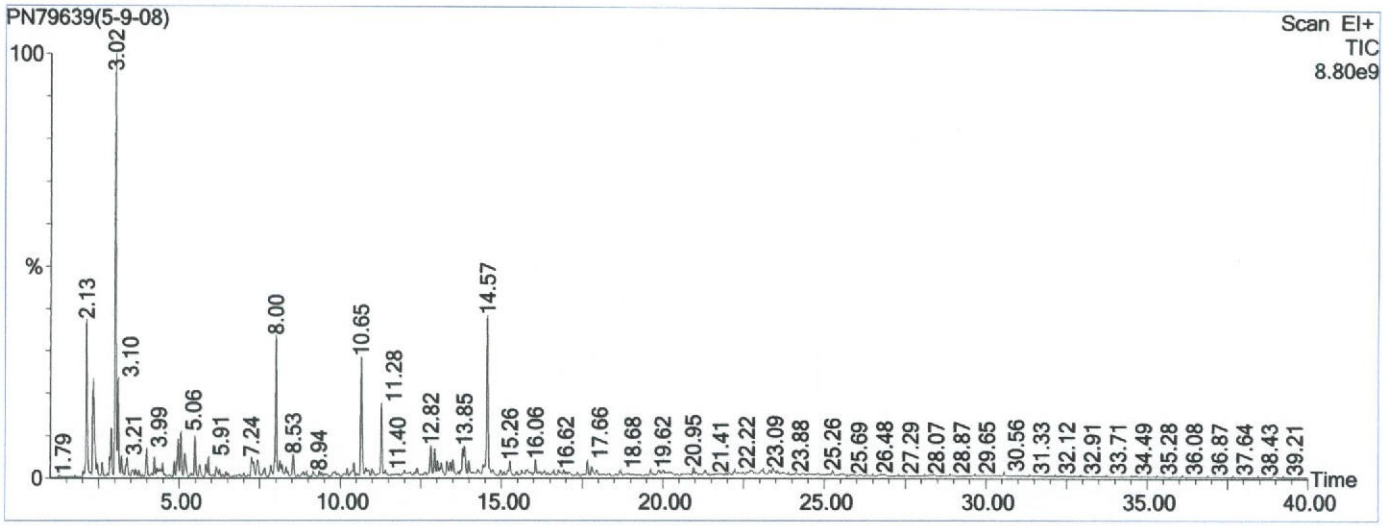
ARDL is accredited by A2LA for the test methods listed on the attached scope

Qualitative Report

File: C:\TurboMass\NHTSA.PRO\Data\PN79639(5-9-08).raw
Acquired: 10-Jul-08 11:48:38 AM
Description:
GC/MS Method: GC: New Pyro.mth MS: New Pyro.EXP
Sample ID: PN79639(5-9-08)

Printed: 10-Jul-08 12:29 PM

Vial Number: 221



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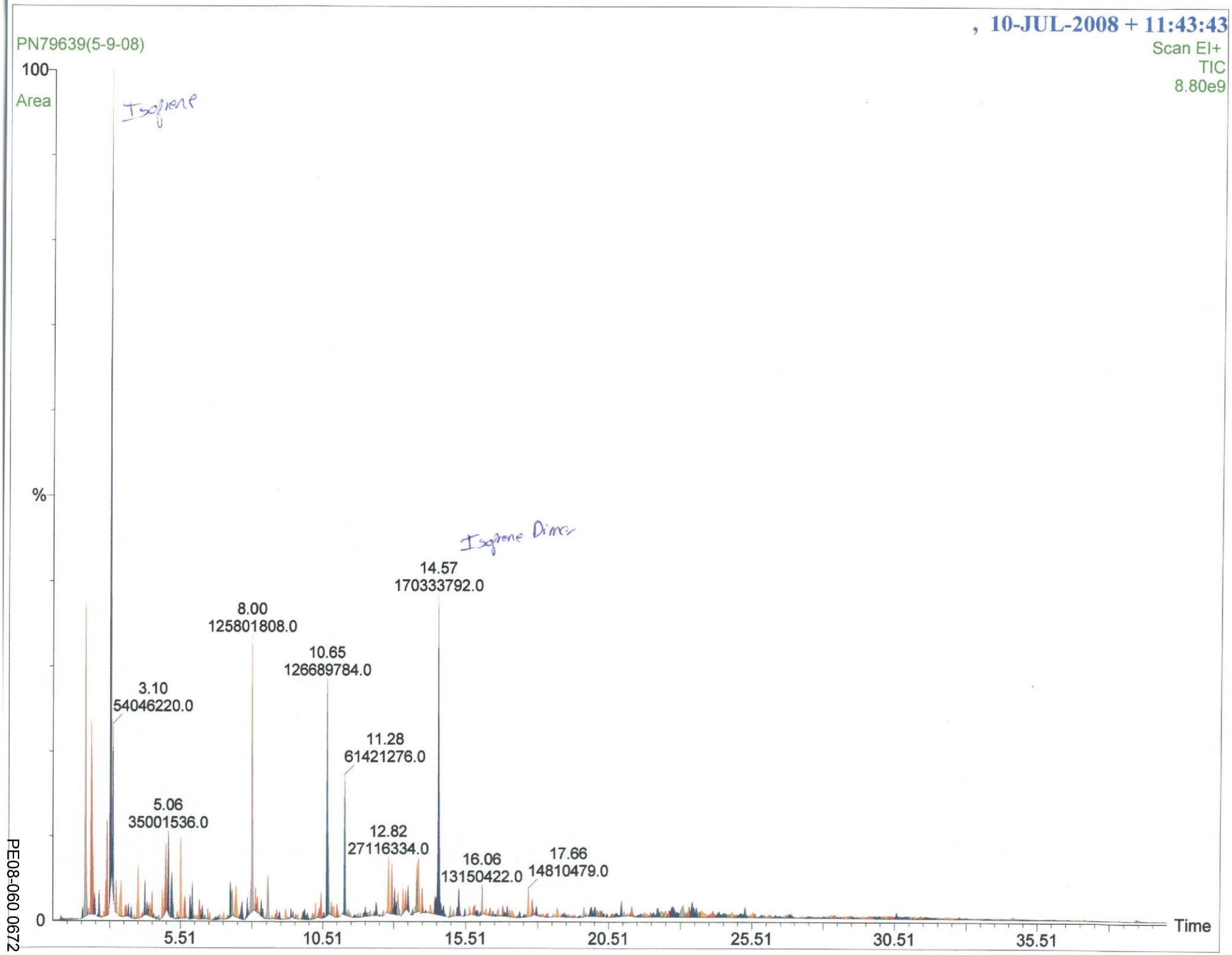
Inst() ACQUISITION PARAMETERS
Oven: Initial temp 40°C for 2 min, ramp 8°C/min to 300°C, hold 5.50 min, Inj=300°C, Volume=0 µL, Split=:1, Carrier Gas=PSIG, Solvent Delay=0.00 min, Transfer Temp=200°C, Source Temp=180°C, Scan: 30 to 550Da, Column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PN79639(5-9-08)
Scan EI+
TIC
8.80e9
100
Area
Isoprene
%
Isoprene Dimer
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8.00
125801808.0
10.65
126689784.0
3.10
54046220.0
11.28
61421276.0
5.06
35001536.0
12.82
27116334.0
16.06
13150422.0
17.66
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10.51
15.51
20.51
25.51
30.51
35.51
Time
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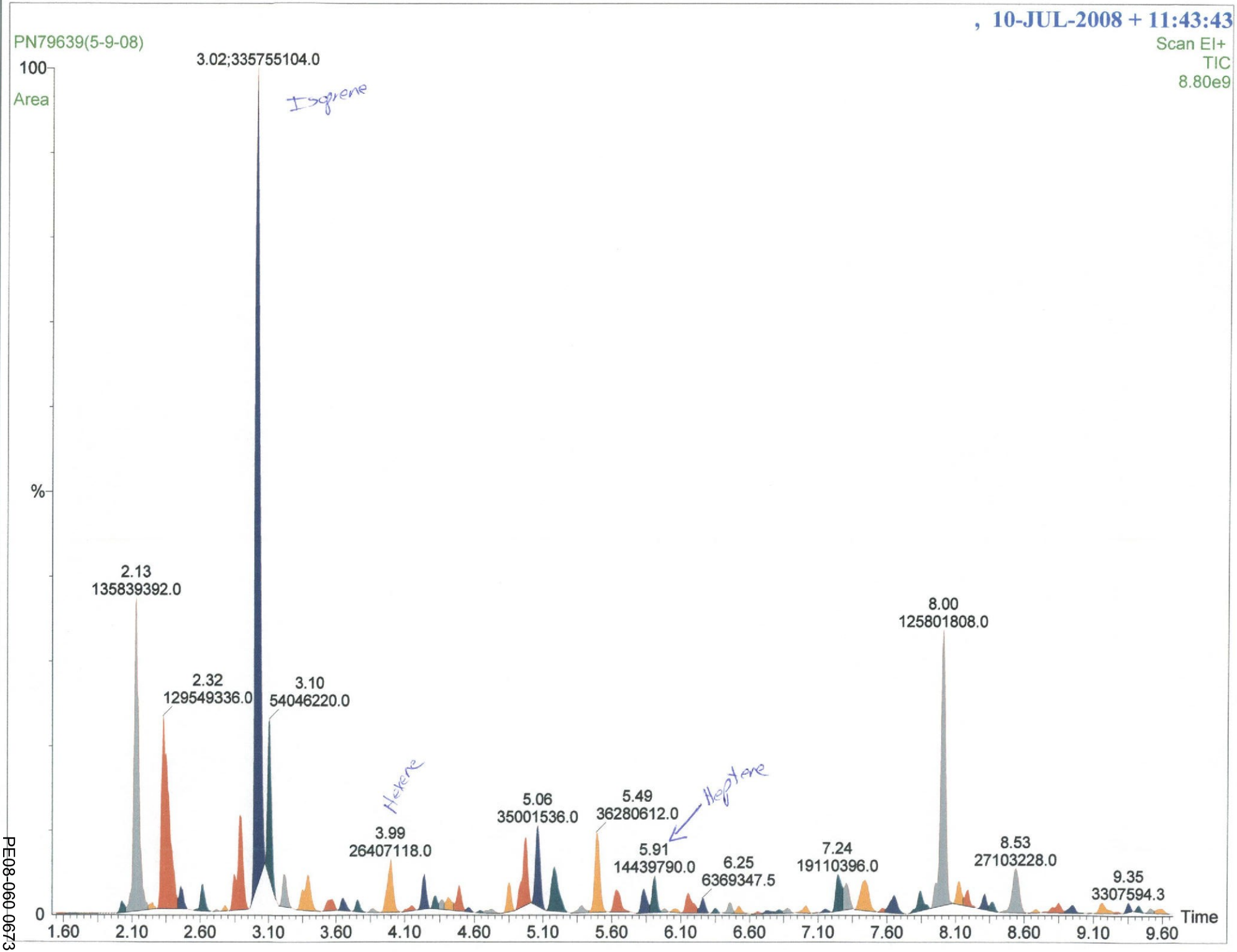
, 10-JUL-2008 + 11:43:43
PN79639(5-9-08)
Scan EI+
TIC
8.80e9
100
Area
%
0
3.02;335755104.0
Isoprene
2.13
135839392.0
2.32
129549336.0
3.10
54046220.0
Hexene
3.99
26407118.0
5.06
35001536.0
5.49
36280612.0
Heptene
5.91
14439790.0
6.25
6369347.5
7.24
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8.00
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8.53
27103228.0
9.35
3307594.3
Time
1.60
2.10
2.60
3.10
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4.60
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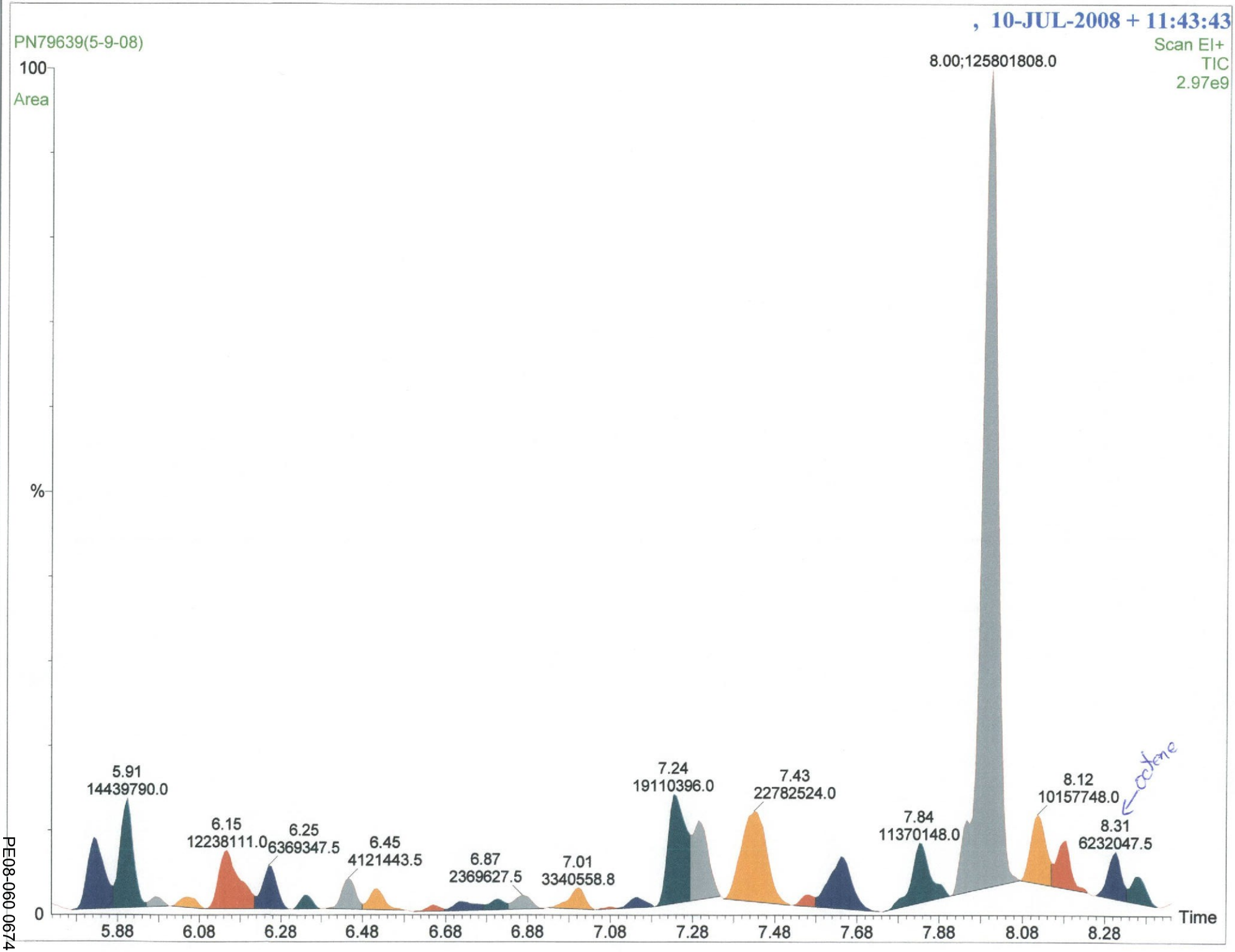
8.60
9.10
9.60
PE08-060-0673



PE08-060 0674

Qualitative Report

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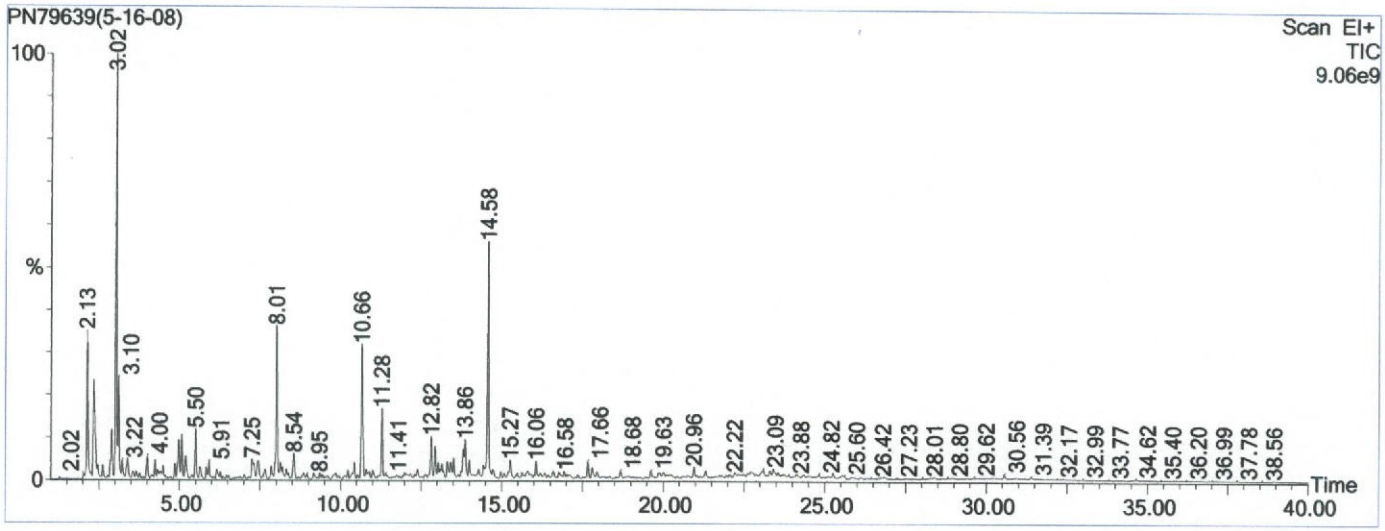
Description:
GC/MS Method: GC: New Pyro.mth MS: New Pyro.EXP
Sample ID: PN79639(5-16-08)

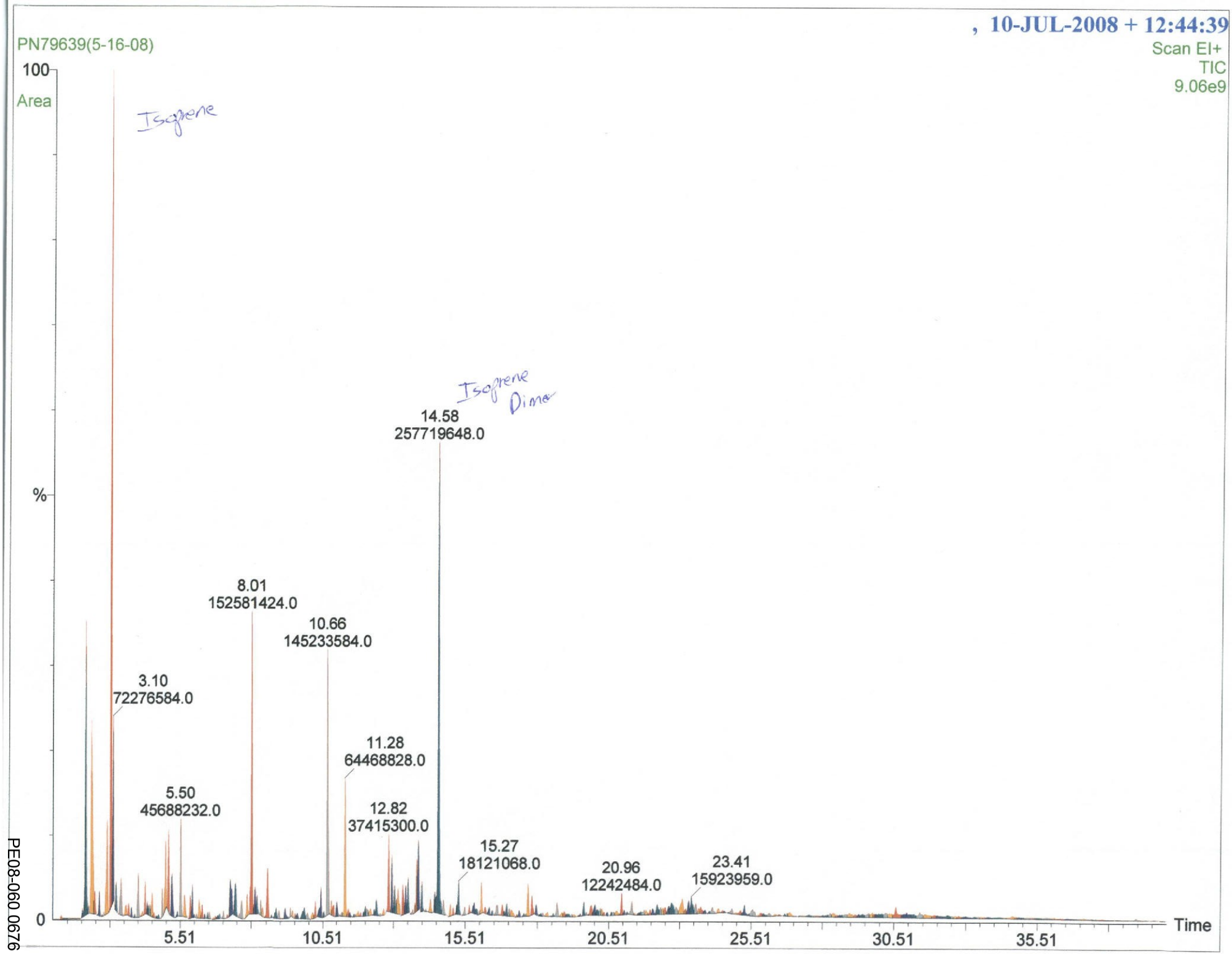
Printed: 10-Jul-08 01:34 PM

Vial Number: 222



#	RT	Scan	Height	Area	Area %	Norm %

Inst() ACQUISITION PARAMETERS
Oven: Initial temp 40°C for 2 min, ramp 8°C/min to 300°C, hold 5.50 min, Inj=300°C, Volume=0 µL, Split=:1, Carrier Gas=PSIG, Solvent Delay=0.00 min, Transfer Temp=200°C, Source Temp=180°C, Scan: 30 to 550Da, Column


, 10-JUL-2008 + 12:44:39
PN79639(5-16-08)
Scan EI+
TIC
9.06e9
100
Area
Isoprene
Isoprene Dimer
14.58
257719648.0
%
8.01
152581424.0
10.66
145233584.0
3.10
72276584.0
11.28
64468828.0
5.50
45688232.0
12.82
37415300.0
15.27
18121068.0
20.96
12242484.0
23.41
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25.51
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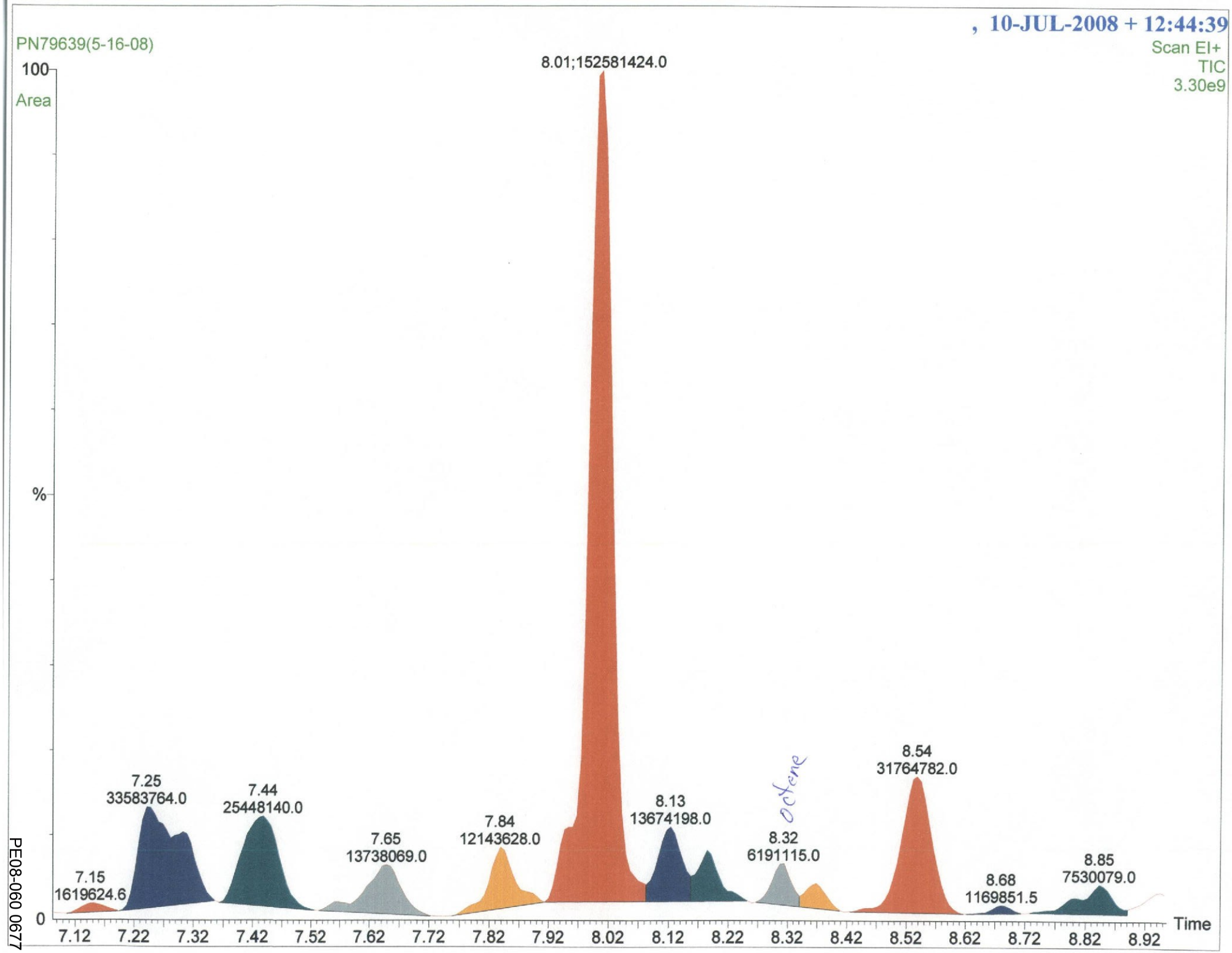
35.51
PE08-060.0676


, 10-JUL-2008 + 12:44:39
PN79639(5-16-08)
Scan EI+
TIC
3.30e9
100
Area
%
0
8.01;152581424.0
7.15
1619624.6
7.25
33583764.0
7.44
25448140.0
7.65
13738069.0
7.84
12143628.0
8.13
13674198.0
octene
8.32
6191115.0
8.54
31764782.0
8.68
1169851.5
8.85
7530079.0
7.12
7.22
7.32
7.42
7.52
7.62
7.72
7.82
7.92
8.02
8.12
8.22
8.32
8.42
8.52
8.62
8.72
8.82
8.92
Time
PE08-060 0677

Qualitative Report

File: C:\TurboMass\NHTSA.PRO\Data\PN79639Sample1.raw
Acquired: 10-Jul-08 02:00:56 PM
Description:
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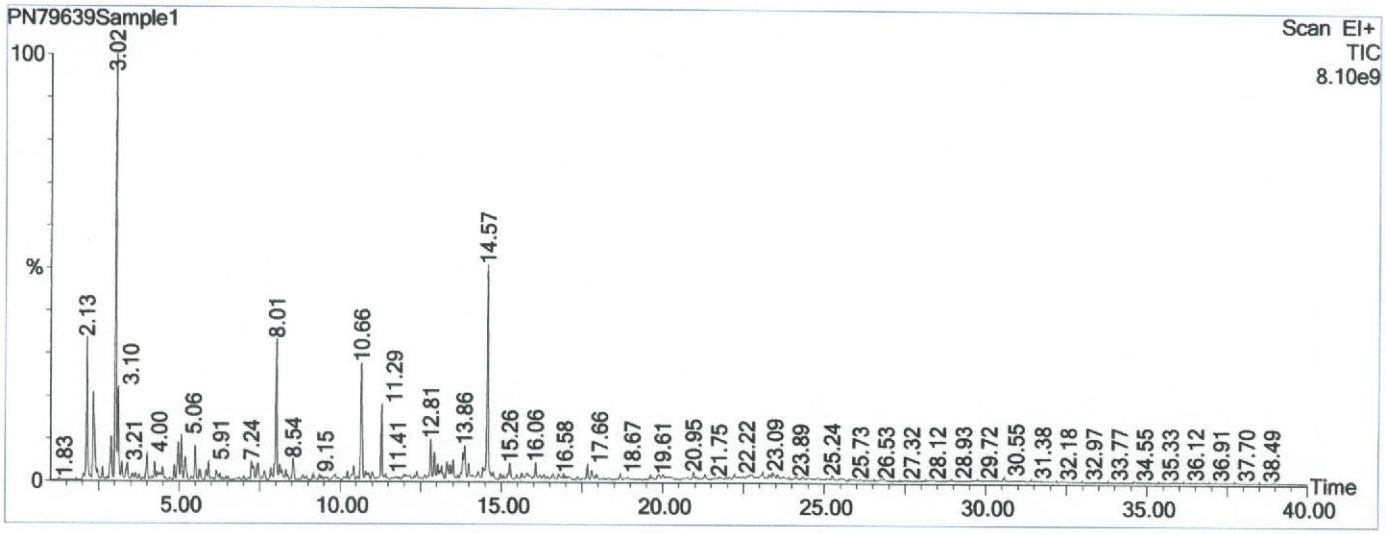
Sample ID: PN79639Sample1

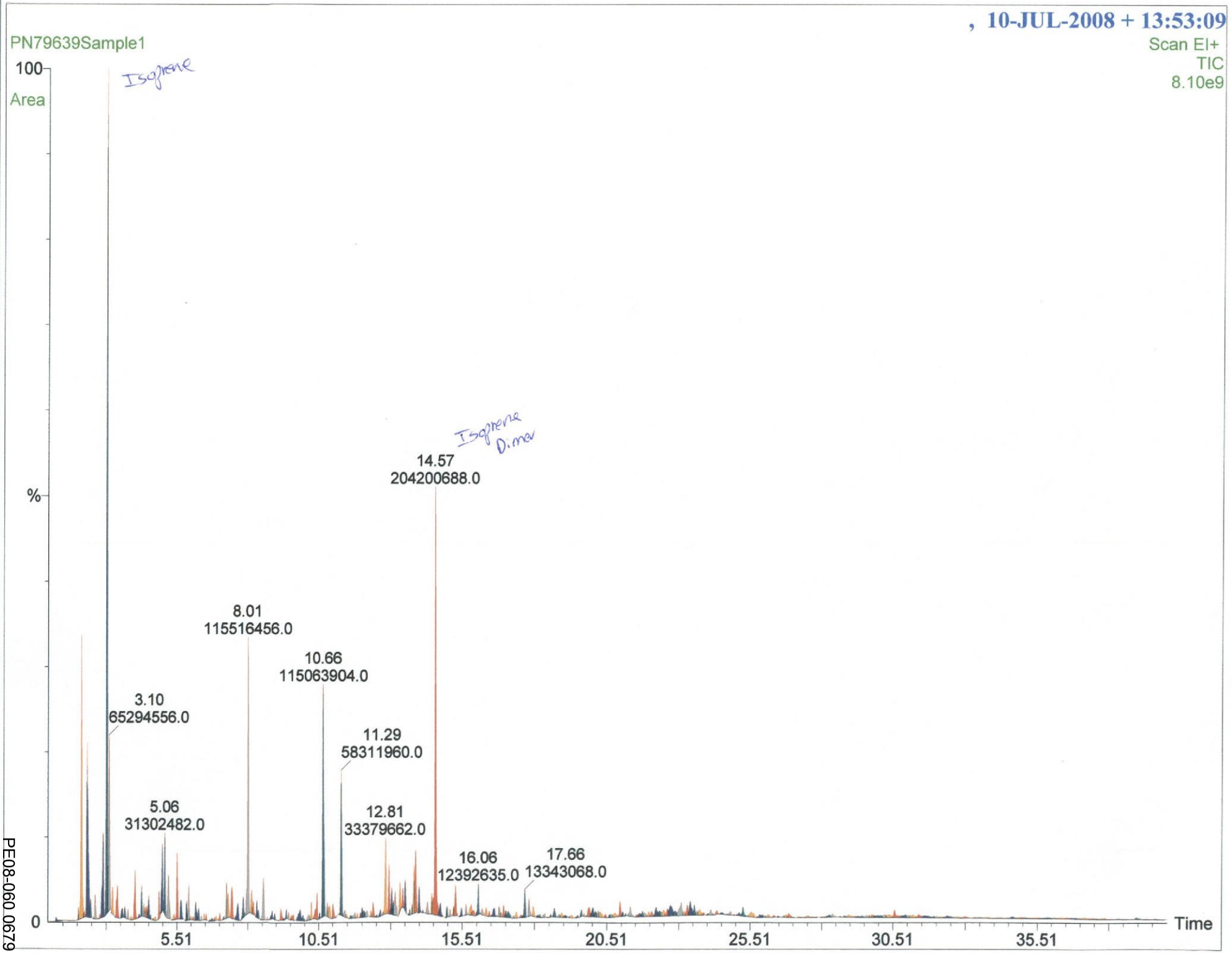
Printed: 10-Jul-08 02:41 PM

Vial Number: 223



#	RT	Scan	Height	Area	Area %	Norm %

Inst() ACQUISITION PARAMETERS
Oven: Initial temp 40°C for 2 min, ramp 8°C/min to 300°C, hold 5.50 min, Inj=300°C, Volume=0 µL, Split=:1, Carrier Gas=PSIG, Solvent Delay=0.00 min, Transfer Temp=200°C, Source Temp=180°C, Scan: 30 to 550Da, Column


, 10-JUL-2008 + 13:53:09
PN79639Sample1
Scan EI+
TIC
8.10e9
100
Area
Isoprene
Isoprene Dimer
%
14.57
204200688.0
8.01
115516456.0
10.66
115063904.0
3.10
65294556.0
11.29
58311960.0
5.06
31302482.0
12.81
33379662.0
16.06
12392635.0
17.66
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Time
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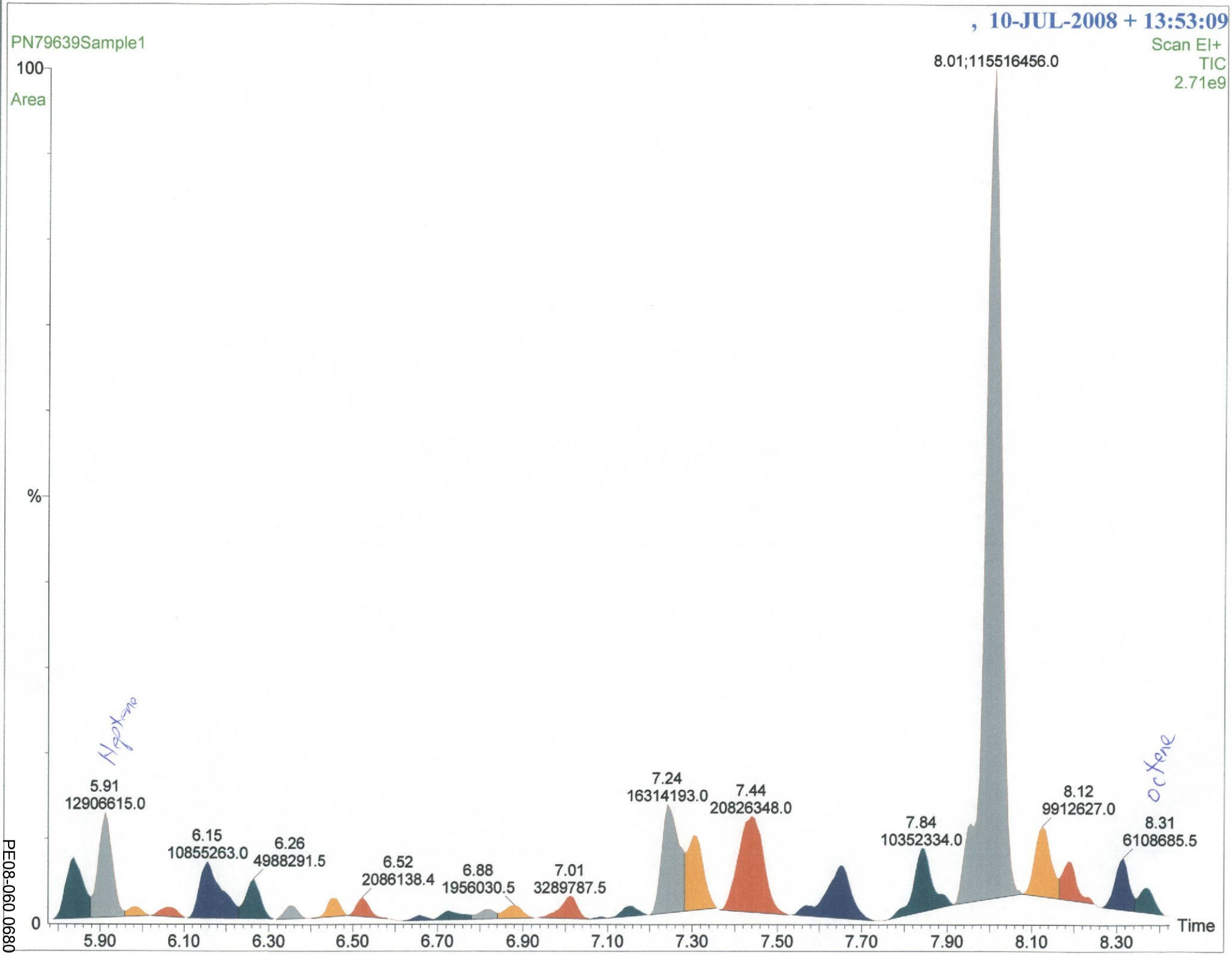
15.51
20.51
25.51
30.51
35.51
PE08-060 0679


, 10-JUL-2008 + 13:53:09
PN79639Sample1
Scan EI+
TIC
2.71e9
100
Area
%
0
8.01;115516456.0
Heptane
5.91
12906615.0
6.15
10855263.0
6.26
4988291.5
6.52
2086138.4
6.88
1956030.5
7.01
3289787.5
7.24
16314193.0
7.44
20826348.0
7.84
10352334.0
8.12
9912627.0
8.31
6108685.5
Octane
5.90
6.10
6.30
6.50
6.70
6.90
7.10
7.30
7.50
7.70
7.90
8.10
8.30
Time
PE08-060.0680

From: Christensen, Kris (K.S.)
Sent: Wednesday, May 21, 2008 9:56 AM
To: Campbell, Keith (K.A.)
Subject: FW: Please review

Attachments: FW: Crown Vic Police Car Valve Stems

Keith -

Please call and we can discuss.

Thanks!

Kris S. Christensen
SUV/Commercial Vehicle Critical Concern Manager
MD 327 GCD26 PDC
Bus.: (313) 323-8497 Fax: (313) 317-9257
CDSID: kchrist1 E-mail: kchrist1@ford.com

From: Stewart, Greg (J.)
Sent: Tuesday, May 20, 2008 8:46 AM
To: Christensen, Kris (K.S.)
Subject: Please review

Can you please check CQIS folder # 080033560000. I am tracking it and have just received another email that could be the same thing.

2FAFP71W77X146527

2FAFP71W07X140813

2FAFP71W87X130269

2FAFP71W97X130281

2FAFP71W87X130286

2FAFP71W27X130297

FW: Crown Vic
olice Car Valve.

Greg Stewart
FCSD Program Manager
Crown Victoria/Grand Marquis/Town Car/Ranger
St. Thomas Assembly Plant
☎Phone: (519) 637-5317

From: Hanson, Chris (C.)
Sent: Monday, May 19, 2008 6:05 PM
To: Kahn, Jason (J.); Stewart, Greg (J.)
Cc: Morrison, Bill (B.E.); Hange, Douglas (D.S.)
Subject: FW: Crown Vic Police Car Valve Stems

Greg & Jason,

This is mainly an FYI. Is there anything I need to have the dealership look for? My only recommendation will be to replace the valve stems.

Regards,

Chris Hanson

From: Charlie Waters [mailto:cwaters@bozardford.com]
Sent: Monday, May 19, 2008 2:54 PM
To: Hange, Douglas (D.S.); Hanson, Chris (C.)
Cc: rwright@bozardford.com
Subject: FW: Crown Vic Police Car Valve Stems

P.S. The vehicle that we have looked at is VIN 2FAFP71W77X139349; 8458 MILES

From: Charlie Waters [mailto:cwaters@bozardford.com]
Sent: Monday, May 19, 2008 2:53 PM
To: 'Hanson, Chris (C.)'; 'Hange, Douglas (D.S.)'
Cc: 'rwright@bozardford.com'
Subject: Crown Vic Police Car Valve Stems

Chris / Doug

We have been notified by the St. Johns County Sheriffs Office of a problem with valve stems failing on 2007 Crown Vic Police Cars.
I had them bring a car by to inspect and this car had three split around the stem, just above the wheel.
They indicated that six valve stems have failed on other units. I have asked them to bring the other cars by for inspection, but this obviously could turn into a dangerous situation if a valve stem blows while in pursuit.

Could you please investigate this matter?

Thanks

Charlie Waters
BOZARD FORD/LINCOLN/MERCURY
Direct Line: (904) 436-6339
E-mail: cwaters@bozardford.com

From: Wickenheiser, Francis (F.J.)
Sent: Wednesday, July 16, 2008 10:47 AM
To: Christensen, Kris (K.S.); Logel, Jay (J.D.)
Subject: FW: Important, please read.

From: Wickenheiser, Francis (F.J.)
Sent: Tuesday, July 15, 2008 4:09 PM
To: Veneziano, Frank (j.)
Cc: Sleva, Vincenza (Enza.); Arning, Ralph (R.); Palczynski, Kimberly (K.A.); Ricks, Kevin (K.J.); Sherwood, Wesley (W.)
Subject: FW: Important, please read.

Hi Frank,

I don't know exactly what the questions are, but the Ford position is provided as a link in the story (text below)... I don't think that any additional commentary is needed

"Ford uses tire valve stems from different suppliers, including Shanghai Baolong Automotive Corporation. We have received no communication from NHTSA or our valve stem suppliers that any valves stems used on Ford vehicles are part of any investigation. We cannot comment on your specific vehicle because we do not know its usage, maintenance or repair history. We continually monitor the performance of our vehicles on the road, and respond to customer questions quickly. Customers should contact their local dealers if they questions about their vehicles."

In case the dealers are asking, they should repair tires, valve-stems - and any other parts - according to standard repair procedures and cover under warranty if that is applicable.

By the way, Enza Sleva is the FCSD Boston regional manager, and has been working with public affairs on responding to this media inquiry... dealers should contact her if they would like further discussion.

If I can be of further help, please give me a call.
Joe Wickenheiser
313-84-54221

From: Jones, Rick (W.P.)
Sent: Tuesday, July 15, 2008 3:33 PM
To: Wickenheiser, Francis (F.J.); Christensen, Kris (K.S.)
Subject: FW: Important, please read.

Hi guys, FYI.

From: Arning, Ralph (R.)
Sent: Tuesday, July 15, 2008 3:25 PM
To: Jones, Rick (W.P.)
Subject: FW: Important, please read.

Here's the link.

Regards,

Ralph Arning

Ford Customer Service Div.
Mustang PVT/Launch Team

Phone: 734-782-7914
Cell Phone: 734-752-9639
e-mail: RARNING@Ford.com

From: Ricks, Kevin (K.J.)
Sent: Thursday, July 10, 2008 4:58 PM
To: Arning, Ralph (R.)
Subject: FW: Important, please read.

I hear you know something? Can you call me sometime.

Kevin Ricks
Manager - Ford Technical Service Hotline
FCSD Concern Reporting and FQEs
KRICKS@Ford.com
313-317-6333

From: Veneziano, Frank (j.)
Sent: Thursday, July 10, 2008 1:23 PM
To: Palczynski, Kimberly (K.A.); Ricks, Kevin (K.J.)
Subject: Important, please read.

Kevin and Kim,
We are starting to get questions on the report below. What should be our direction? I will stop by shortly.
Thank you

http://www.thebostonchannel.com/investigative/16731003/detail.html

TheBostonChannel.com

Ford Comments On Cracked Valve Stem Investigation

Team 5 Investigates: Up To 30 Million Potentially Defective Valves In Use

Team 5 Investigates has found cracked valve stems on three separate 2007 model year vehicles, each of which was manufactured by Ford.

“It was cracked all the way around," said David Kidd, who checked his 2007 Ford F-150 after seeing our Team 5 investigation into cracked valve stems.

What To Look For | **Photos: Spotting Defective Valves**

“One of them, I moved it, and I thought it was going to fall off,” said Kidd. “I was concerned about a blow out, having a rollover, or worse.”

Valve stems allow you to put air into a tire. Even a small crack can allow air to leak out, causing a flat or a crash.

Watch report

Related To Story

DEFECTIVE TIRE VALVES

- 2007 Fords Under Investigation
- Expert Shows What To Look For
- **Photos:** How To Spot Defective Valves
- **Statement:** Ford On Preliminary Investigation
- **pdf:** NHTSA Tire Stem Evaluation
- **pdf:** Safety Letter Sent to NHTSA
- **Statement:** Ford Company Position
- **mp3:**Direct Tire PSA
- **pdf:** Wrongful Death Action
- **pdf:** Procedure To Inspect Valves
- **pdf:** Snap In Valve Recall
- **pdf:** NHTSA Notification Letter
- **pdf:** NHTSA Investigation Summary
- **Web:** NHTSA Complaint Form
- **Contact** Team 5
- **Statement** From Ford

Two local Ford dealers confirmed that all four of Kidd's F-150’s valve stems were cracked and rotten.

A cracked valve stem is suspected of causing an accident in Florida last November in which a 31-year-old man was killed. His family has filed a lawsuit.

“I wouldn't have looked at those valve seals if you hadn't run that story,” he said.

Kidd isn't alone. Team 5 Investigates first reported Monday that there could be more than 30 million potentially defective valve stems on replacement tires as well as on cars and trucks bought new.

Additionally, NewsCenter 5 found three cracked valve stems on one of our 2007 Ford Explorers, and one cracked valve stem on another station vehicle.

The National Highway Transportation Safety Administration is investigating valve stems made in 2006 at a Chinese plant. Already, one distributor of those valve stems has issued a recall. Another distributor is under investigation.

In a statement to Team 5 Investigates, Ford acknowledged using valve stems from the factory in question but denied that “any valve stems used on Ford vehicles are part of any investigation.” So far, Ford has not explained the cracked valve stems found on our two SUVs and Kidd's F-150.

WCVB-TV has filed a formal complaint with NHTSA about the cracks found on our valve stems.

Previous Stories:

- June 26, 2008: Tire Dealer Sounds Alarm About Potential Driver Danger
- June 24, 2008: Potential Defect Threatens More Than 30 Million Tires

From: Chris Bruce [cbruce@thonassociates.com]
Sent: Wednesday, June 25, 2008 11:31 AM
To: Camilleri, Robert (R.H.); 'Bill Thon Jr'
Subject: FW: Ford Valve Testing
Attachments: Comparison testing.xls

FYI

From: Raul [mailto:Raul@baolong.biz]
Sent: Tuesday, June 24, 2008 11:40 PM
To: 'Bill Thon Jr'; wangxianyong@baolong.biz; caojianming@baolong.biz; 'winston'
Cc: cbruce@thonassociates.com
Subject: RE: Ford Valve Testing

Hi Bill,

Good day!

This morning, CSO PD told us to stop the testing at 300PPHM, but as per ES. Attached please find the timing plan.

Thanks

Raul
SBIC

From: Bill Thon Jr [mailto:billjr@thonassociates.com]
Sent: Tuesday, June 24, 2008 9:54 PM
To: 'Raul'; wangxianyong@baolong.biz; caojianming@baolong.biz; 'winston'
Cc: cbruce@thonassociates.com
Subject: Ford Valve Testing

Hi Guys,

We spoke to Ford several times to today with regard to testing the 28% and 37% EPDM parts. I was unaware of CSO telling Baolong to test to 300 pcs per Million. Per Ford's direction today, we should test to the current ES requirement which is 100 pcs per Million. We should of course test all parts to failure.

When you have time send us the test plan that we intend on following.

Thanks,

Bill

TESTING ITEMS	28% EPDM	37% EPDM
FORCE TO SEAT (5PCS)	FINISHED	FINISHED
ADHESION TESTING (5PCS)	26-Jun-08	26-Jun-08
BURSTING TESTING (3PCS)	26-Jun-08	26-Jun-08
AGING TESTING (20PCS)	June 26 to June 28	June 26 to June 28
OZONE TESTING AT 100PPHM (6PCS)	Begin on June 30, until failure	Begin on June 30, until failure
FLEXING TESTING AFTER AGING FOR 72 HOURS (6PCS)	Begin on June 30, until failure	Begin on June 30, until failure
HARDNESS, FORCE TO SEAT, FORCE TO UNSEAT AND ELONGATION TESTING AFTER AGING (5PCS)	30-Jun-08	30-Jun-08

From: Chris Bruce [cbruce@thonassociates.com]
Sent: Wednesday, October 15, 2008 7:05 AM
To: Camilleri, Robert (R.H.)
Subject: FW: FORD REVIEWED CP's and PFMEA's

Additionally what I sent Raul yesterday.

Chris

From: Chris Bruce [mailto:cbruce@thonassociates.com]
Sent: Tuesday, October 14, 2008 12:17 PM
To: 'Raul'; 'billjr@thonassociates.com'
Subject: FORD REVIEWED CP's and PFMEA's

Raul,

Regarding the CP's and PFMEA's attached to this original e-mail; we went over them in detail at Ford on Monday morning with Rob Camilleri and an STA from NA. From this 3 hour meeting many items were reviewed and changes will be required. Overall, with respect to the CP and PFMEA Ford is requiring we be much more specific. Specific to the point that by reading the CP and following the PFMEA the reader can visualize and understand totally what is being done in the facility by our personnel. The CP's and PFMEA's you have already supplied are much to vague. As a summary, for the both documents we need to understand how the raw materials, list them all, are actually received, where and by whom. Then how they are certified, for example, the supplier cert is reviewed etc. or whatever the certification process is and then what happens next, are they placed in inventory, is so, by whom. Where are the received components, carbon black, oils etc. stored in the facility, how and by whom. What happens if the incoming raw material is rejected? Is it red tagged and placed in a quarantine area for disposition and the supplier notified. This needs to be illustrated in the documents. Next we need to illustrate and show in our CP and PFMEA how the raw materials are pulled from the storage. How does the operator know what and how much materials to pull from the warehouse? How does he do it and when the operator brings it to the mixing room who and how is it received in that area such that we can be absolutely certain the correct materials and amounts are being delivered. If they are not the correct deliverables what happens. This is the kind of detail we need to see in these reports. Additionally, whenever we reference an internal specification, such as TP.CF-101, we must include it with the CP so it can be reviewed. Also, when we reference Gauge and Equipment we must also include for reference in the CP and PFMEA our internal PM (Preventive Maintenance) schedule and that the operator checks to verify calibration prior to utilization of said tools and equipment. That said lets look at the Control Plan (CP) for the Formulation of Material A and specifically look at each category that requires more detail, I will only provide Line Item #5 as an example but all items through #25 need to be thought of the same way. Similarly the PFMEA Items

Part Process No.
5
Process Name/Operation Description
Carbon Black, Oil and other materials, receiving.
This is too vague, list all items specifically.
Machine for Mfg.
Forklift truck, go cart
This again is to simple, we must identify more clearly who is doing what.

Product:

Appearance, Chemical Component

What exactly are we checking for, who is checking it, how and what happens after it is reviewed.

Product/Process Specification/Tolerance:

Refers TP .JY-101

We must supply a copy of this specification or provide more specific information as to what is being done to verify acceptance.

Gauge& Equipment:

Tools and equipment inspection

What tools and equipment are used for inspection? How do we no they are calibrated? Should probably cross reference the PM (Preventive Maintenance) schedule for whatever tools and equipment are being utilized.

Control Method:

Sampling:

Needs to be more specific, how many pieces per batch? How large is a batch? Is it different for each different raw material? If it passes what happens? How does it get moved to storage and logged as good raw material? If it is bad how does it get tagged for return to the supplier? Do all these actions occur on the dock as the material is received or is it taken to a separate holding area for certification prior to moving to inventory?

These are some of the questions being asked us by Ford and so hopefully you can see the amount of detail required in the CP and PFMEA docs. We realize it is going to take some time to revise all that must be done and there will be many revisions, that is ok. According to Ford NA this process must be done and we will review with CSO after for their acceptance. I will send a separate e-mail on the PFMEA. Sorry this is so long but I was unsure how to present to you what happened in our meeting.

Chris

From: Raul [mailto:Raul@baolong.biz]
Sent: Tuesday, October 07, 2008 10:29 PM
To: billjr@thonassociates.com; 'Chris Bruce'
Subject: FW: TR414 Print

FYI

From: Jim Cao [mailto:caojianming@baolong.biz]
Sent: Tuesday, October 07, 2008 8:05 PM
To: rcamille@ford.com; 'Yao, Michael (G.C.)'
Cc: 'raul'
Subject: TR414 Print

Hi Robert,

Here attached are the latest print of TR414, FMEA, PF& CPs for your information.
Any questions please feel free to let me know.

Thanks and regards,

Jim Cao
Shanghai Baolong

From: Chris Bruce [cbruce@thonassociates.com]
Sent: Wednesday, May 21, 2008 8:03 PM
To: Camilleri, Robert (R.H.)
Cc: billjr@thonassociates.com
Subject: FW: Ford
Attachments: FORD Ozone Test Summary 5-21-08.xls

Rob,

Attached are some test reports as requested in the meeting two days ago as well as some comments from Miller regarding EPDM. We will discuss in the morning.

Chris

From: Miller Feng [mailto:miller@baolong.biz]
Sent: Wednesday, May 21, 2008 1:00 PM
To: 'Bill Thon Jr'; 'Chris Bruce'
Cc: winston@chinabaolong.net; 'charles'; 'raul'
Subject: Ford

Hi Bill and Chris,

As we talk to Ford during conference call yesterday, EPDM is a key factor differentiating Ford products from Dill and the aftermarket.

1. EPDM is a key fact related to Ozone resistant performance. Ford rubber compound contains 28% EPMD, but others has only 25%. Yesterday Ford asked what is the tolerance of controlling the rubber composition. I asked our chemist and checked our control plan, the rubber weight tolerance is 0.2kg for each cart, each cart weights 52kgs.

Year 2006 **TR414**

Shipping Date from Shanghai	Shipping Lot No.	Ozone Test Report No.	Conclusion	Note
20060110	0527335	2006024	Pass	Test at same time
20060110	0527336			
20060113	0527339			
20060117	0527340			
20060126	0527338			
20060126	0527341			
20060308	0627303	2006042	Pass	Test at same time
20060322	0627304			
20060405	0627309	2006082	Pass	Test at same time
20060411	0627310			
20060421				
20060421	0627318			
20060511	0627319	W(X)2007-707-2	Pass	Test at same time
20060519	0627328			
20060613	0627322	2006116	Pass	Test at same time
20060613	0627324			
20060623	0627320			
	0627322			
	0627323			
	0627325			
20060713	0627320	2006178	Pass	Test at same time
20060713	0627332			
20060803	0627321	2006183	Pass	Test at same time
20060803	0627333			
20060906	0627334	2006194	Pass	Test at same time
20060906	0627344			
20061109	0627344/45	2006204-1	Pass	Test at same time
20061127	0627347			
	0627351			
20061207	0627345/48/52	0612-001	Pass	Test at same time
20061215	0627353			
20061221	0627353			
20061228	0627350/57			

From: Camilleri, Robert (R.H.)
Sent: Tuesday, August 19, 2008 7:54 AM
To: 'Raul'
Cc: 'Bill Thon Jr'
Subject: FW: Conference Call
Attachments: MOLD# HISTORY.xls

Raul, according to the DV plans we approved, the first molds used for the TR414 valve stems were 5,6,7 and 8. After the initial DV approvals, Baolong was allowed add molds as required. You reported the mold history of the TR414 valve stems as being 06, 09, 11, which does not align with the information that I have. Do you have an explanation for this? Thanks

---

From: Raul [mailto:Raul@baolong.biz]
Sent: Wednesday, August 13, 2008 3:00 AM
To: Camilleri, Robert (R.H.); 'Bill Thon Jr'
Subject: RE: Conference Call

Hi Rob,

Sorry for the delay. Attached please find the record related to the mold we've used for Ford and Tech since 2007.

Thanks

Raul
SBIC

From: Camilleri, Robert (R.H.) [mailto:rcamille@ford.com]
Sent: Tuesday, August 12, 2008 8:42 PM
To: Raul; Bill Thon Jr
Subject: RE: Conference Call

Raul, thank you for the prints. When can you provide the mold information for these Tech and Ford valve stems? Thanks

---

From: Raul [mailto:Raul@baolong.biz]
Sent: Tuesday, August 12, 2008 4:00 AM
To: Camilleri, Robert (R.H.); 'Bill Thon Jr'
Subject: RE: Conference Call

Hi Rob,

Good day!

Attached please find the comparison print for these 3 valves.

TR413 & TR414
The difference is the indicator ring. Ford valves have it while Tech valves have not.

TR600HP
The size is different.

Thanks

Raul
SBIC

From: Camilleri, Robert (R.H.) [mailto:rcamille@ford.com]
Sent: Tuesday, August 12, 2008 12:51 AM

To: Raul; Bill Thon Jr
Subject: RE: Conference Call

Raul, OK we can wait until tomorrow. Thanks

From: Raul [mailto:Raul@baolong.biz]
Sent: Monday, August 11, 2008 9:08 AM
To: Camilleri, Robert (R.H.); 'Bill Thon Jr'
Subject: RE: Conference Call

Hi Rob,

Good day!

I searched my laptop and I'm sorry that I have not found the prints of the valves for aftermarket, but the drawings of Ford valves. Can we submit the comparison prints to you tomorrow as well as the mold no. history? Very sorry for the delay.

Best Regards

Raul
SBIC

From: Camilleri, Robert (R.H.) [mailto:rcamille@ford.com]
Sent: Monday, August 11, 2008 8:08 PM
To: Bill Thon Jr; Raul; Yao, Michael (G.C.); Chris Bruce; Li, Bo (Jason.)
Subject: Conference Call

We need to have a quick conference call today. I have several questions that I need answered and confirmed. Can we talk at 8:30 Detroit time?

Robert H. Camilleri
North American Wheels, Tires, and Jacks
Ford Motor Company
313-805-3389
rcamille@ford.com

	FORD MOLD#	TECH MOLD#
TR413	05, 06, 07	G, K, 01, 05, 06, 07
TR414	06, 09, 11	C, H, 04, 06
TR600HP	06	01, 02, 03

From: Chris Bruce [cbruce@thonassociates.com]
Sent: Tuesday, April 29, 2008 8:59 AM
To: Camilleri, Robert (R.H.)
Cc: 'Bill Thon Jr'
Subject: FW: Baolong Chronology

Rob,

To the right in "RED" I have provided the additional data Bill had promised.

Thanks,

Chris

From: Bill Thon Jr [mailto:billjr@thonassociates.com]
Sent: Tuesday, April 29, 2008 8:20 AM
To: 'Camilleri, Robert (R.H.)'
Cc: cbruce@thonassociates.com
Subject: Baolong Chronology

Hi Rob,

Here is the chronology for Baolong/Topseal TR414: **6C34-1700-AB/BB**

July '05 Dill supplied approx 250,000 on behalf of Baolong/Topseal **January 24, 2006** Ohio
These parts were produced in North Carolina

Plants Dearborn **May 24, 2006** Goodyear (Arizona)
Kansas City **June 5, 2006** Kentucky
Michigan Truck **July 11, 2006** Goodyear (Texas)
Norfolk

August '05 Baolong/ Topseal began supplying parts manufactured in China. **5F93-1700-AB**
Dill no longer producing parts for the OE

Plants Dearborn **August 25, 2006** **Wixom**
Kansas City
Michigan Truck
Norfolk
Additional Plant Chicago

January '06

Additional Plants Twin Cities
Louisville

May '06

Additional Plants	Oakville
	St. Thomas
	Hermosillo

June '06

Additional Plants	Atlanta
	Wayne
	Auto Alliance

December '06

Additional Plant	Venezuela

I am working on the dates for the 600HP at Ohio, KTP and Cuatitlan. Also the TR413 at Wixom

Let me know if need any additional information.

Thanks,

Bill Thon, Jr.
BAOLONG
248-625-5426

From: Camilleri, Robert (R.H.)
Sent: Friday, July 25, 2008 10:32 AM
To: Mracna, Chris (C.J.)
Subject: FW: anti ozone agents

Chris, here are the anti-ozone agents used that we requested. Is this enough information to determine what it is that they are using? If not we can request more information from Raul. Thanks

---

From: Raul [mailto:Raul@baolong.biz]
Sent: Friday, July 25, 2008 10:27 AM
To: Camilleri, Robert (R.H.)
Cc: 'Bill Thon Jr'; 'Chris Bruce'; Yao, Michael (G.C.); 'MILLER FENG'
Subject: RE: anti ozone agents

Hi Rob,

Here are our anti-ozone agents details in the different compounding,

28% EPDM, RD x 0.5, 4020 x 1 and DTPD x 1

37% EPDM, RD X 0.5 and DTPD x 1

100% EPDM, RD x 1 and MB x 2

Thanks

Raul
SBIC

From: Mracna, Chris (C.J.)
Sent: Friday, July 25, 2008 1:13 PM
To: Camilleri, Robert (R.H.)
Subject: FW: Pyro GC/MS Results

Attachments: Ford PN 79639 A.pdf

Ford PN 79639 A.pdf (3 MB)

Rob,

Attached is the preliminary report from ARDL from a few days ago. It contains compositional information from the first three Baolong samples. The sample IDs are noted in the report. We are currently waiting for the report that contains the remaining information for the rest of the sample (namely the benchmark samples).

These preliminary results are expected to remain unchanged in the final report. Based on the reported ratios, the new test method (Pyrolysis-GC/MS) appears to be able to identify the composition of the rubber samples.

We should receive the results for the remaining samples by cob today. I will forward you that report when we receive it.

Also, we should have timing for the percent ozonate testing that is also being conducted by ARDL by cob today.

Please review and let me know if you have additional questions.

Regards,
Chris Mracna
Chassis Materials Engineering
Brakes, Exhaust, Suspension, and Wheels
Ford Motor Company
(313) 805-4483
cmracna@ford.com
Materials Engineering, Testing, and Standards (METS) TeamConnect Site

-----Original Message-----
From: Bliznick, Thomas (T.G.)
Sent: Friday, July 25, 2008 12:44 PM
To: Mracna, Chris (C.J.)
Subject: FW: Pyro GC/MS Results

Thomas Bliznick
>Laboratory Development Analyst
>Ford Motor Co., Central Laboratory
>Polymers, Coatings, and Corrosion Section
>(313) 33-78487
>
https://www.tc2.ford.com/ts/METS/default.aspx

-----Original Message-----
From: Tracy Keaton [mailto:tracyk@ardl.com]
Sent: Tuesday, July 15, 2008 2:22 PM
To: Bliznick, Thomas (T.G.)
Cc: Tom Knowles
Subject: Pyro GC/MS Results

Mr. Bliznick,

Attached are the results that Mr. Knowles discussed with you earlier today.

Thank you,

Tracy Keaton
ARDL, Inc.
330-794-6600 Tel
330-794-6610 Fax
<<Ford PN 79639 A.pdf>>

July 15, 2008

▪ TEST REPORT ▪

PN 79639A

PO #AAR P008 580955

Chemical Analysis Department

Prepared For:

Mr. Tom Bliznick
Ford Motor Company – SC #154
15000 Century Drive
Dearborn, MI 48120-1267

Prepared By: _____
Melinda Wagner
Chemist

Approved By: _____
Thomas M. Knowles
Vice President, Chemical Services

July 15, 2008

Mr. Tom Bliznick
Ford Motor Company

SUBJECT: Chemical analysis on samples submitted and requested by the above company.
Purchase Order Number: AAR P008 580955

RECEIVED: Nine Valve Stems identified as GC34-1700-AC New 5/16/08, 7L34-1700-AA New 5/9/08, 7L34-1700-AA Used (Sample 1), and Samples 3 through 7.

PYRO-GC/MS

Method: New Pryo
Instrument: Perkin Elmer Clarus 500 Gas Chromatograph with a Clarus 560D mass Spectrometer
Accessory: CDS Analytical Pryoprobe 5000 Series
Column: Forte BPX5 GC Capillary Column

A small portion of each sample was placed in an appropriately sized quartz tube that had been loaded with a small amount of quartz wool to retain the sample. The quartz tube was loaded into the Pyro-GC/MS and analyzed.

Sample weights are as follows:

Sample Identification	Mass/mg
7L34-1700-AA New 5/9/08	0.166
GC34-1700-AC New 5/16/08	0.192
Sample 1	0.158

RESULTS

Sample Identification	EPR/NR
7L34-1700-AA New 5/9/08	31/69
GC34-1700-AC New 5/16/08	24/76
Sample 1	27/73

Prepared By: Melinda Wagner
Chemist

Approved By: Thomas M. Knowles
Vice President, Chemical Services

Any samples submitted for this project will be retained at Akron Rubber Development Laboratory, Inc. for a period of three months following completion of work.

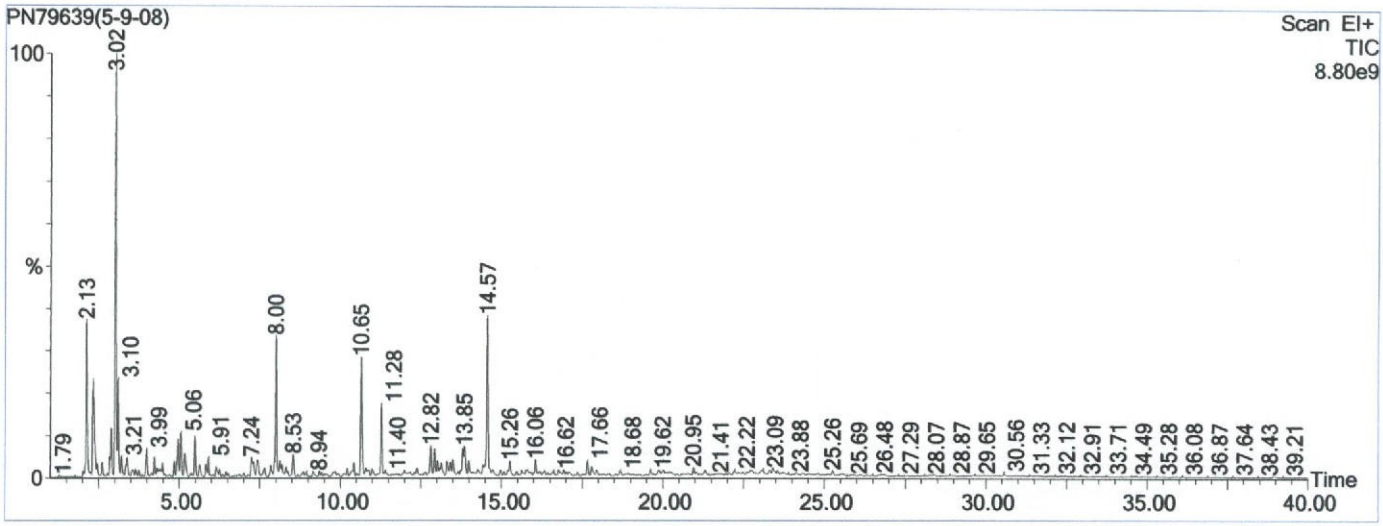
ARDL is accredited by A2LA for the test methods listed on the attached scope

Qualitative Report

File: C:\TurboMass\NHTSA.PRO\Data\PN79639(5-9-08).raw
Acquired: 10-Jul-08 11:48:38 AM
Description:
GC/MS Method: GC: New Pyro.mth MS: New Pyro.EXP
Sample ID: PN79639(5-9-08)

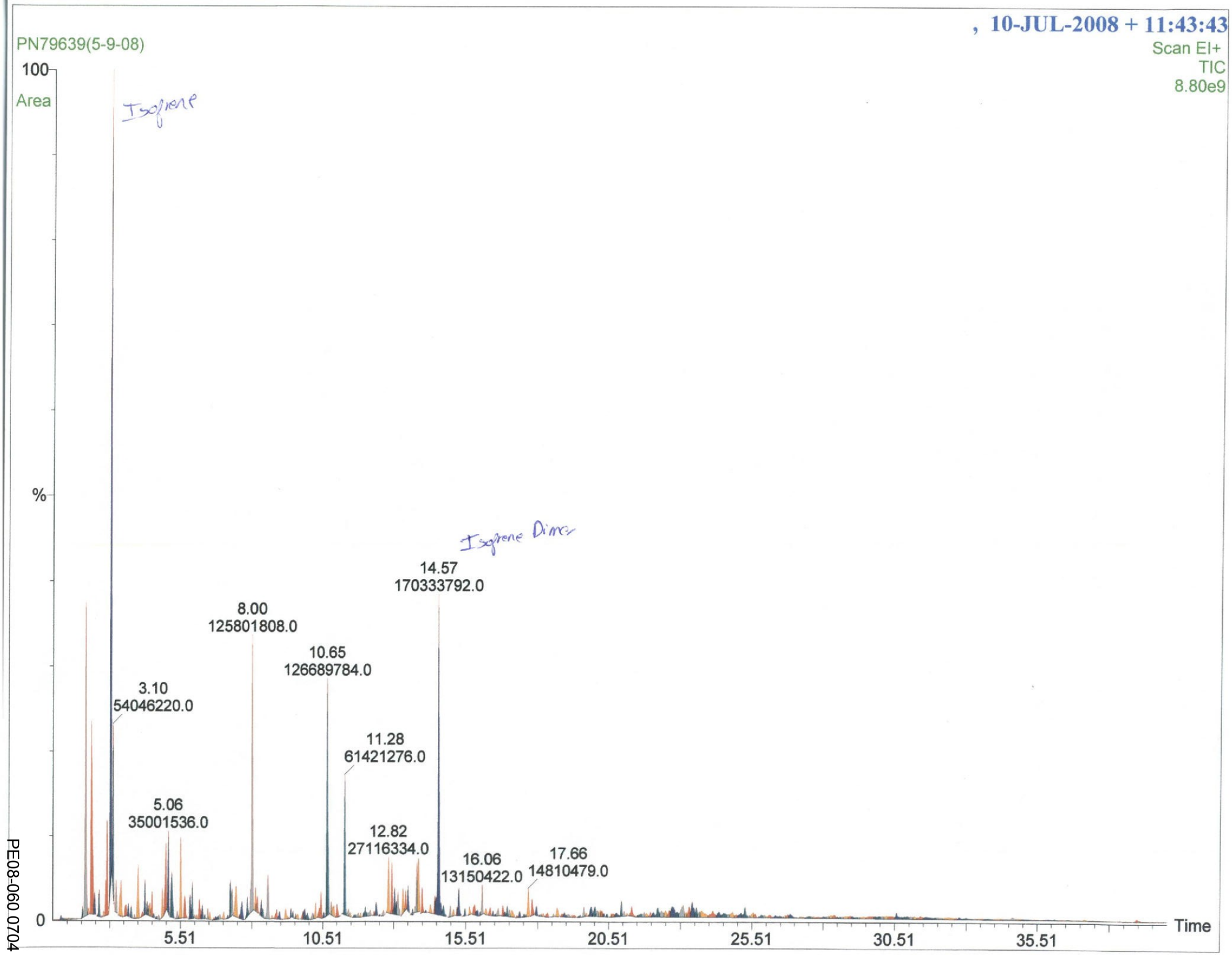
Printed: 10-Jul-08 12:29 PM

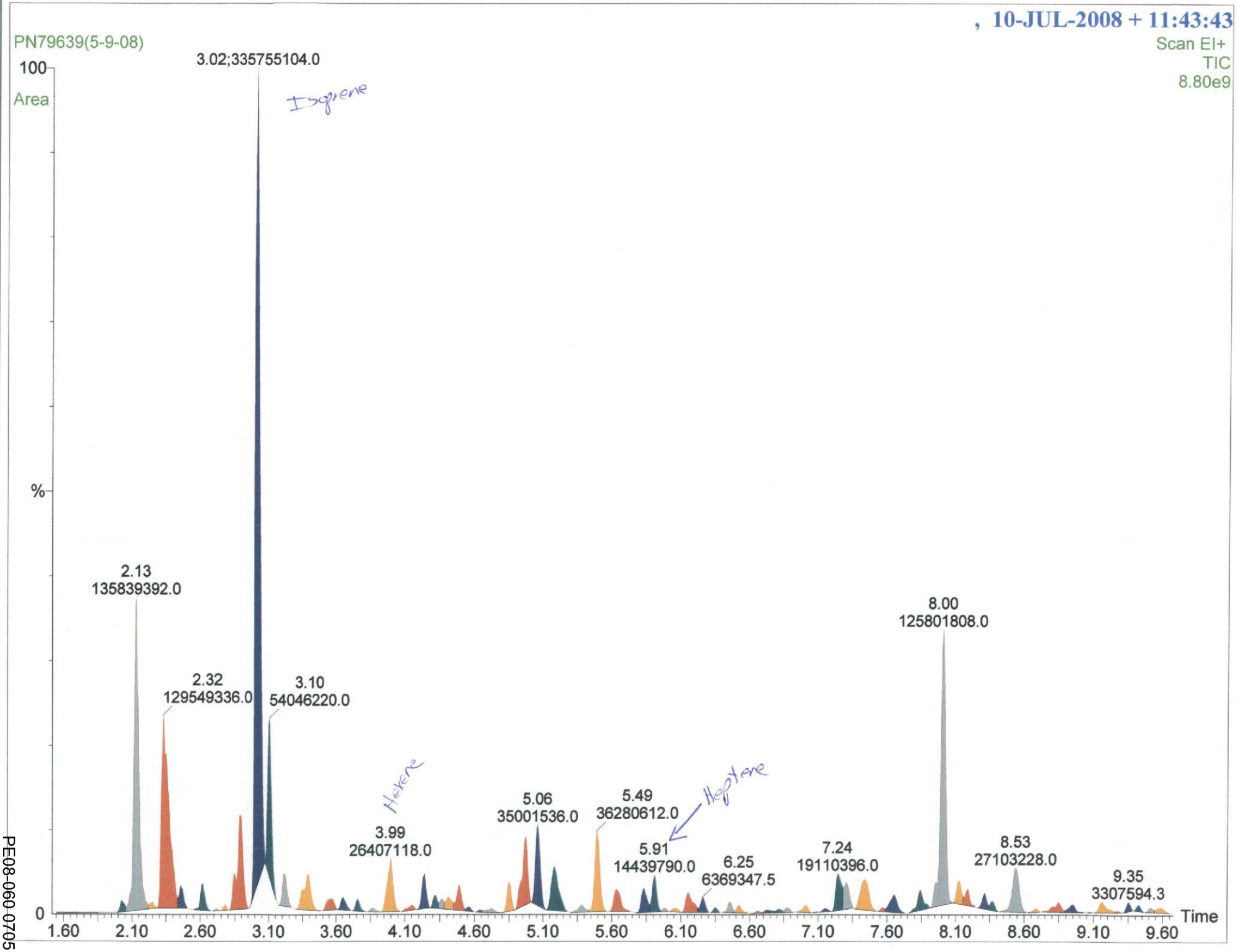
Vial Number: 221



#	RT	Scan	Height	Area	Area %	Norm %

Inst() ACQUISITION PARAMETERS
Oven: Initial temp 40°C for 2 min, ramp 8°C/min to 300°C, hold 5.50 min, Inj=300°C, Volume=0 µL, Split=:1, Carrier Gas=PSIG, Solvent Delay=0.00 min, Transfer Temp=200°C, Source Temp=180°C, Scan: 30 to 550Da, Column


, 10-JUL-2008 + 11:43:43
PN79639(5-9-08)
Scan EI+
TIC
8.80e9
100
Area
Isoprene
%
Isoprene Dimer
14.57
170333792.0
8.00
125801808.0
10.65
126689784.0
3.10
54046220.0
11.28
61421276.0
5.06
35001536.0
12.82
27116334.0
16.06
13150422.0
17.66
14810479.0
0
5.51
10.51
15.51
20.51
25.51
30.51
35.51
Time
PE08-060.0704


, 10-JUL-2008 + 11:43:43
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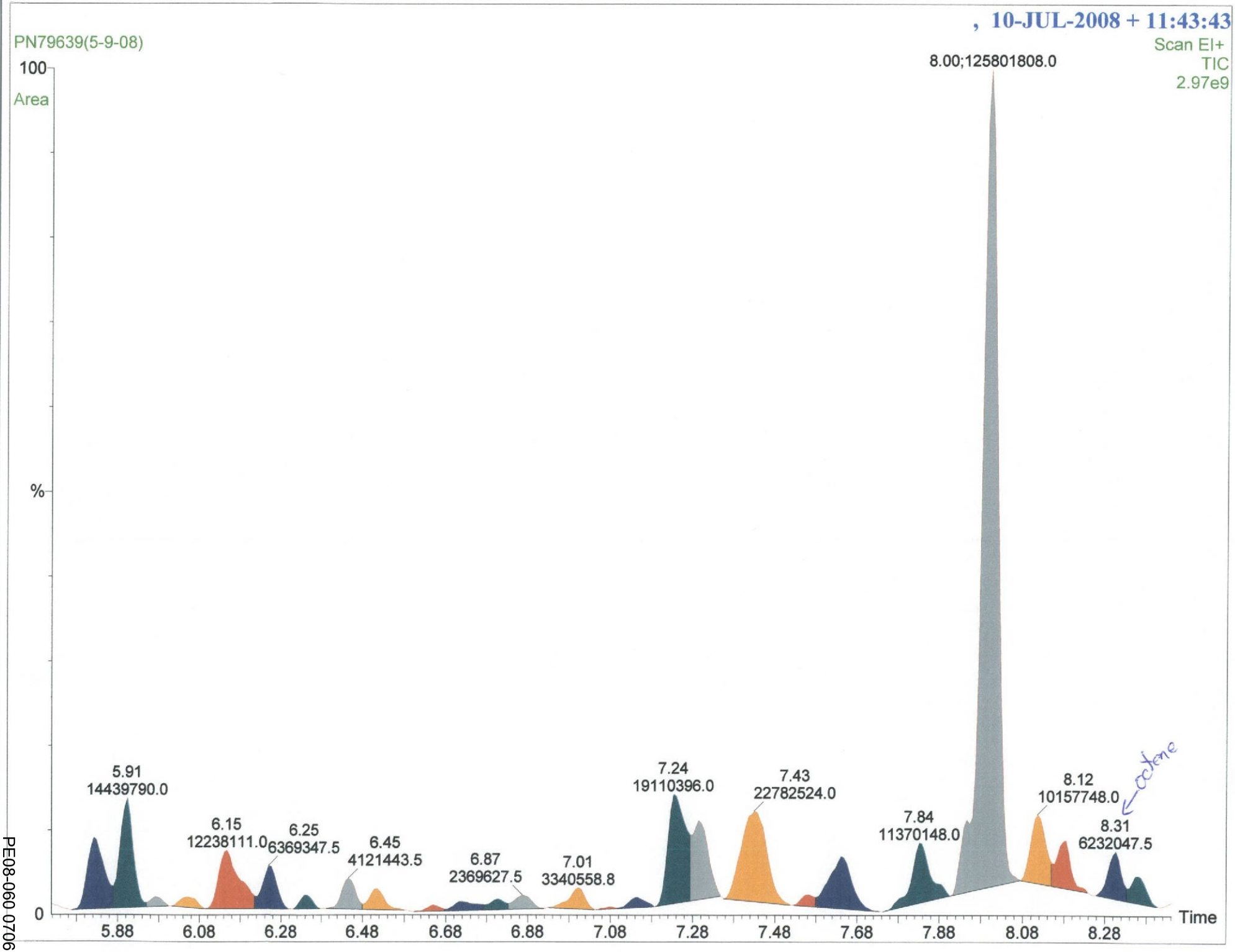
Scan EI+
TIC
8.80e9
100
Area
%
0
3.02;335755104.0
Isoprene
2.13
135839392.0
2.32
129549336.0
3.10
54046220.0
Hexene
3.99
26407118.0
5.06
35001536.0
5.49
36280612.0
Heptene
5.91
14439790.0
6.25
6369347.5
7.24
19110396.0
8.00
125801808.0
8.53
27103228.0
9.35
3307594.3
Time
1.60
2.10
2.60
3.10
3.60
4.10
4.60
5.10
5.60
6.10
6.60
7.10
7.60
8.10
8.60
9.10
9.60
PE08-060-0705

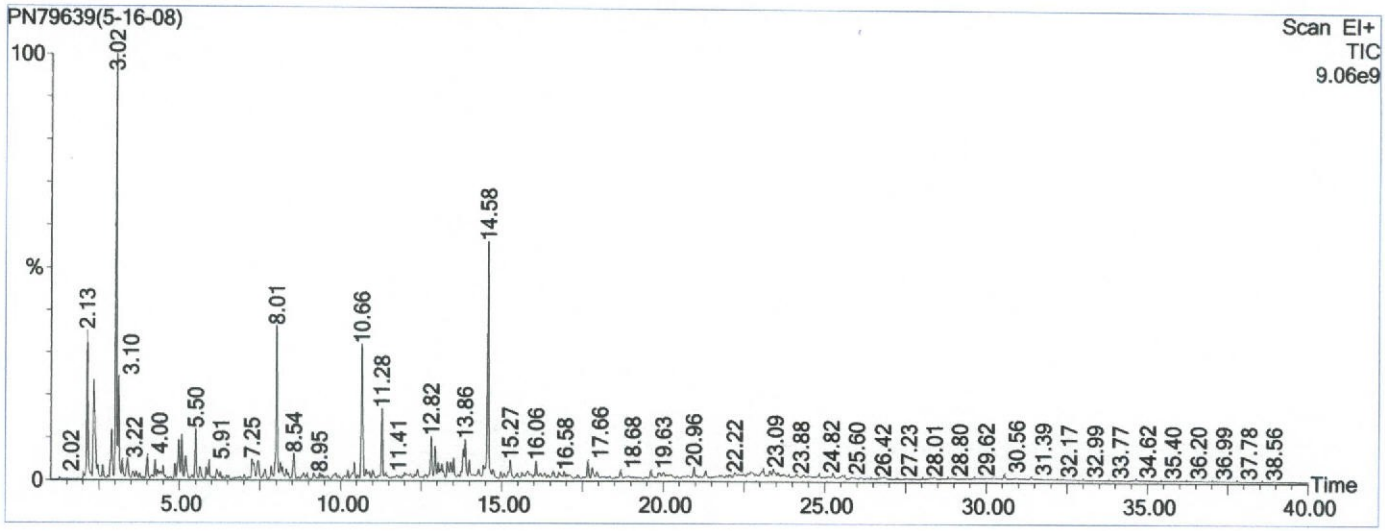

, 10-JUL-2008 + 11:43:43
PN79639(5-9-08)
Scan EI+
TIC
2.97e9
100
Area
%
0
8.00;125801808.0
5.91
14439790.0
6.15
12238111.0
6.25
6369347.5
6.45
4121443.5
6.87
2369627.5
7.01
3340558.8
7.24
19110396.0
7.43
22782524.0
7.84
11370148.0
8.12
10157748.0
8.31
6232047.5
octane
5.88
6.08
6.28
6.48
6.68
6.88
7.08
7.28
7.48
7.68
7.88
8.08
8.28
Time
PE08-060 0706

Qualitative Report

File: C:\TurboMass\NHTSA.PRO\Data\PN79639(5-16-08).raw
Acquired: 10-Jul-08 12:53:42 PM
Description:
GC/MS Method: GC: New Pyro.mth MS: New Pyro.EXP
Sample ID: PN79639(5-16-08)

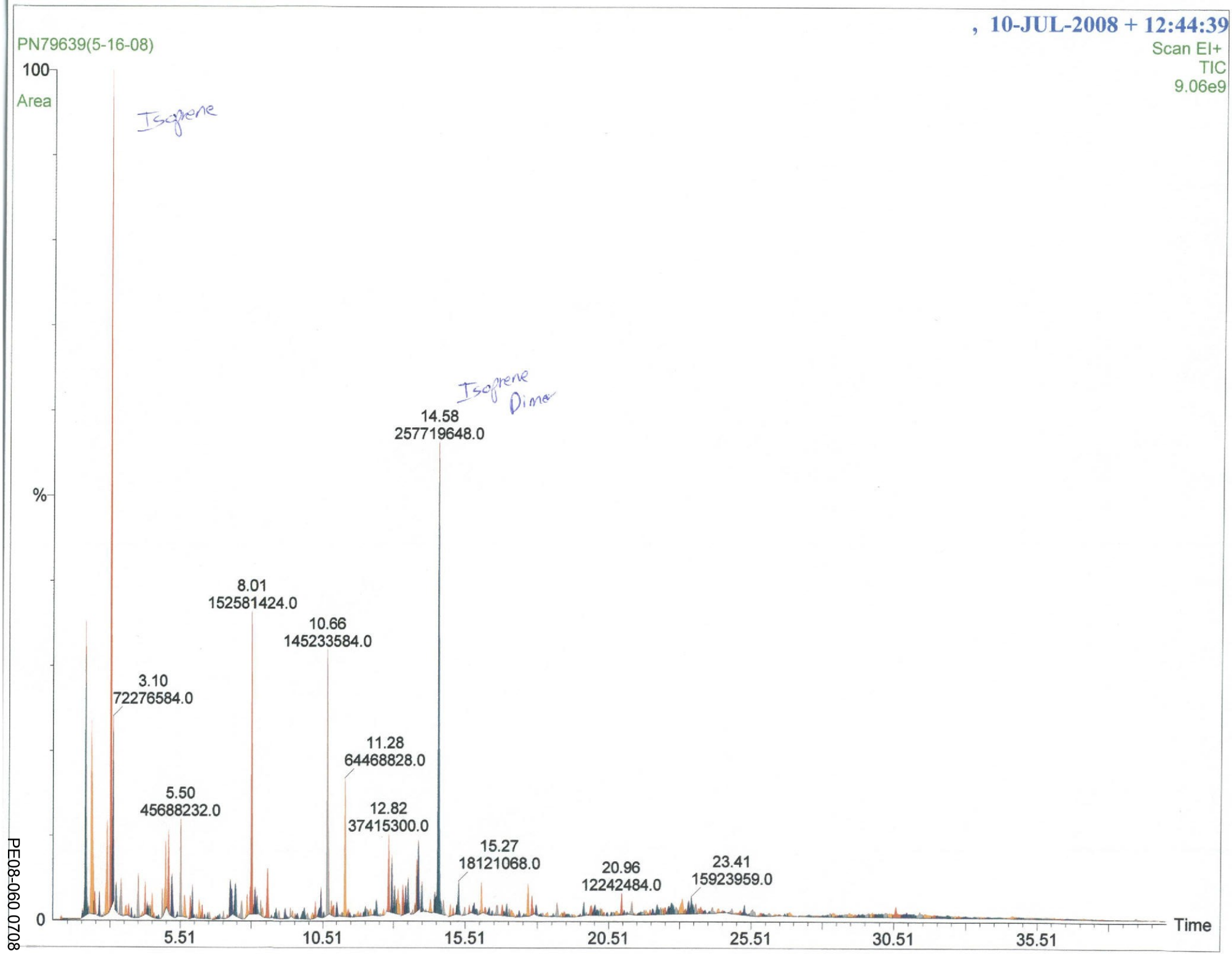
Printed: 10-Jul-08 01:34 PM

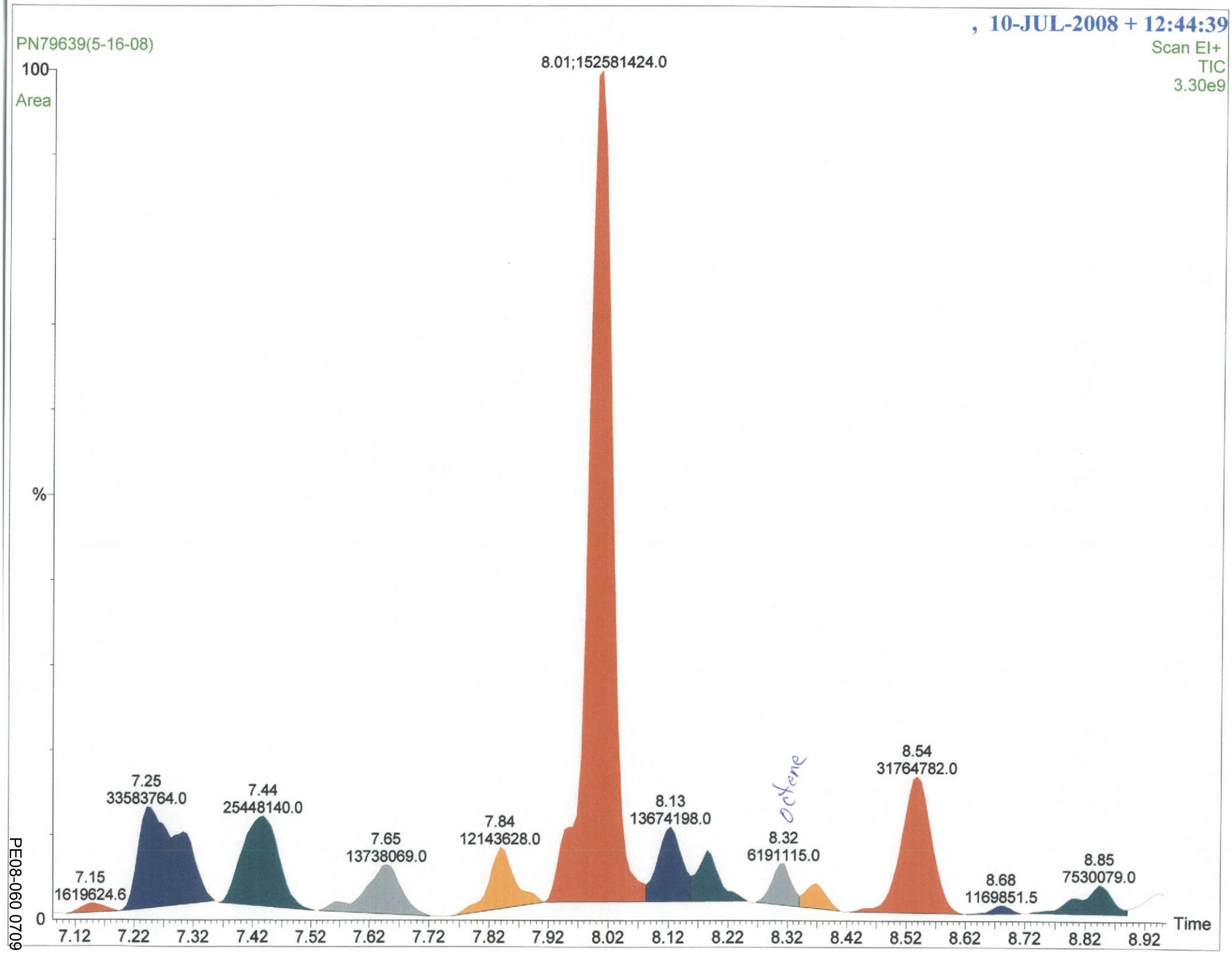
Vial Number: 222



#	RT	Scan	Height	Area	Area %	Norm %

Inst() ACQUISITION PARAMETERS
Oven: Initial temp 40°C for 2 min, ramp 8°C/min to 300°C, hold 5.50 min, Inj=300°C, Volume=0 µL, Split=:1, Carrier Gas=PSIG, Solvent Delay=0.00 min, Transfer Temp=200°C, Source Temp=180°C, Scan: 30 to 550Da, Column


, 10-JUL-2008 + 12:44:39
PN79639(5-16-08)
Scan EI+
TIC
9.06e9
100
Area
Isoprene
Isoprene Dimer
14.58
257719648.0
%
8.01
152581424.0
10.66
145233584.0
3.10
72276584.0
11.28
64468828.0
5.50
45688232.0
12.82
37415300.0
15.27
18121068.0
20.96
12242484.0
23.41
15923959.0
0
Time
5.51
10.51
15.51
20.51
25.51
30.51
35.51
PE08-060.0708

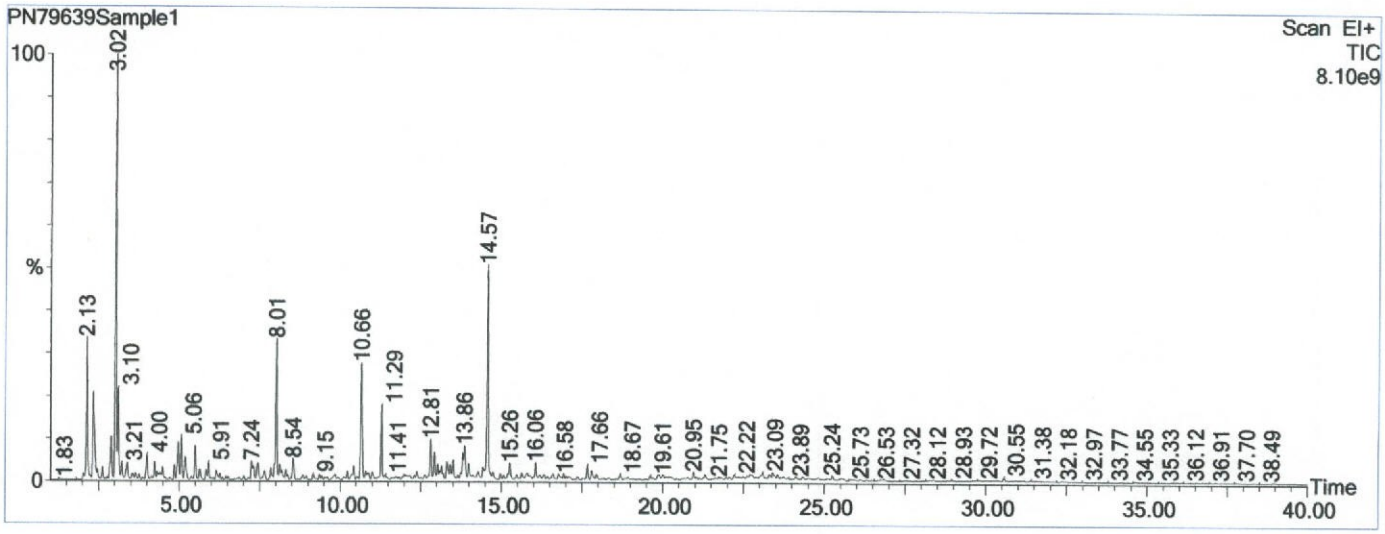

, 10-JUL-2008 + 12:44:39
PN79639(5-16-08)
Scan EI+
TIC
3.30e9
100
Area
%
0
8.01;152581424.0
7.15
1619624.6
7.25
33583764.0
7.44
25448140.0
7.65
13738069.0
7.84
12143628.0
8.13
13674198.0
octene
8.32
6191115.0
8.54
31764782.0
8.68
1169851.5
8.85
7530079.0
Time
7.12
7.22
7.32
7.42
7.52
7.62
7.72
7.82
7.92
8.02
8.12
8.22
8.32
8.42
8.52
8.62
8.72
8.82
8.92
PE08-060 0709

Qualitative Report

File: C:\TurboMass\NHTSA.PRO\Data\PN79639Sample1.raw
Acquired: 10-Jul-08 02:00:56 PM
Description:
GC/MS Method: GC: New Pyro.mth MS: New Pyro.EXP
Sample ID: PN79639Sample1

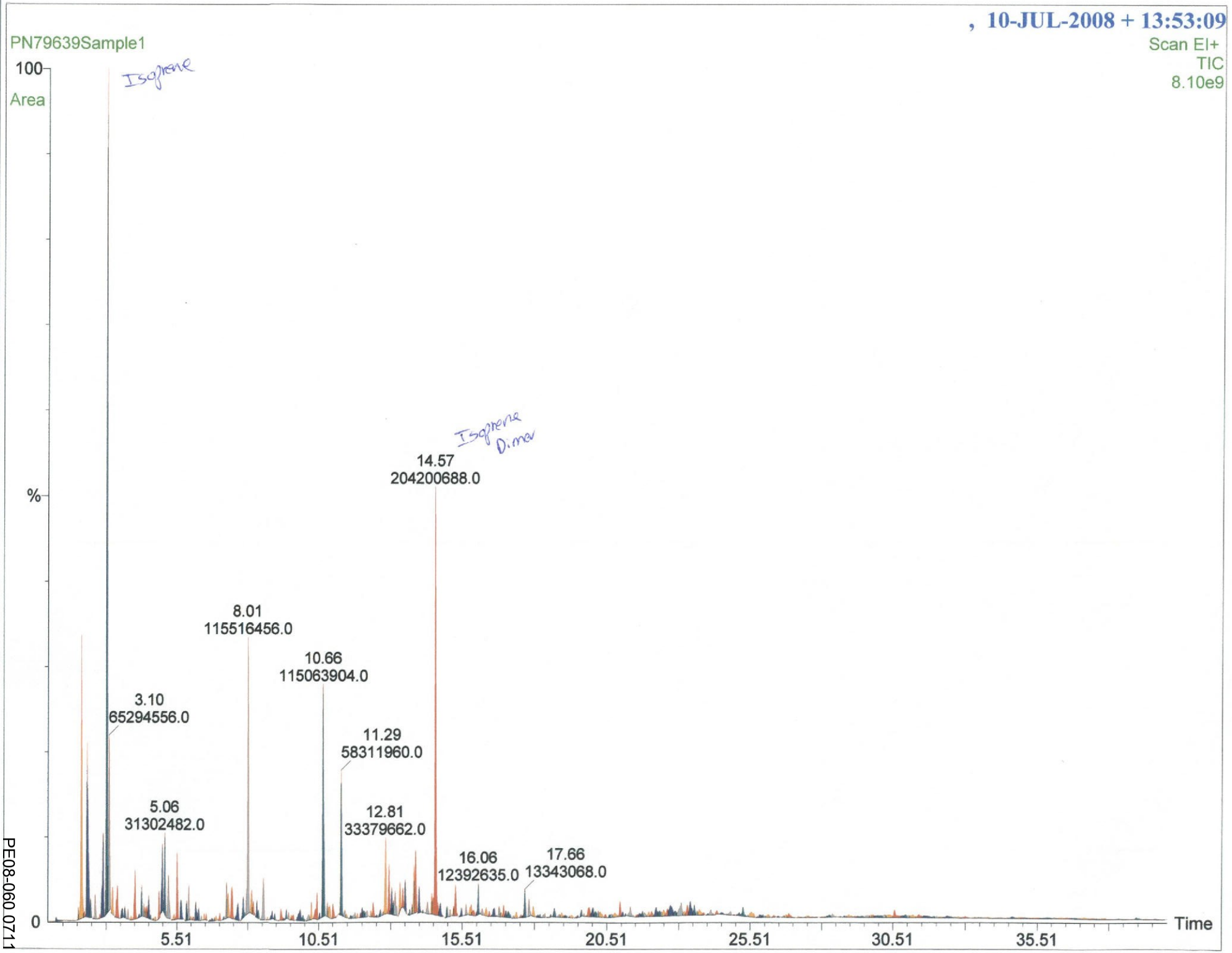
Printed: 10-Jul-08 02:41 PM

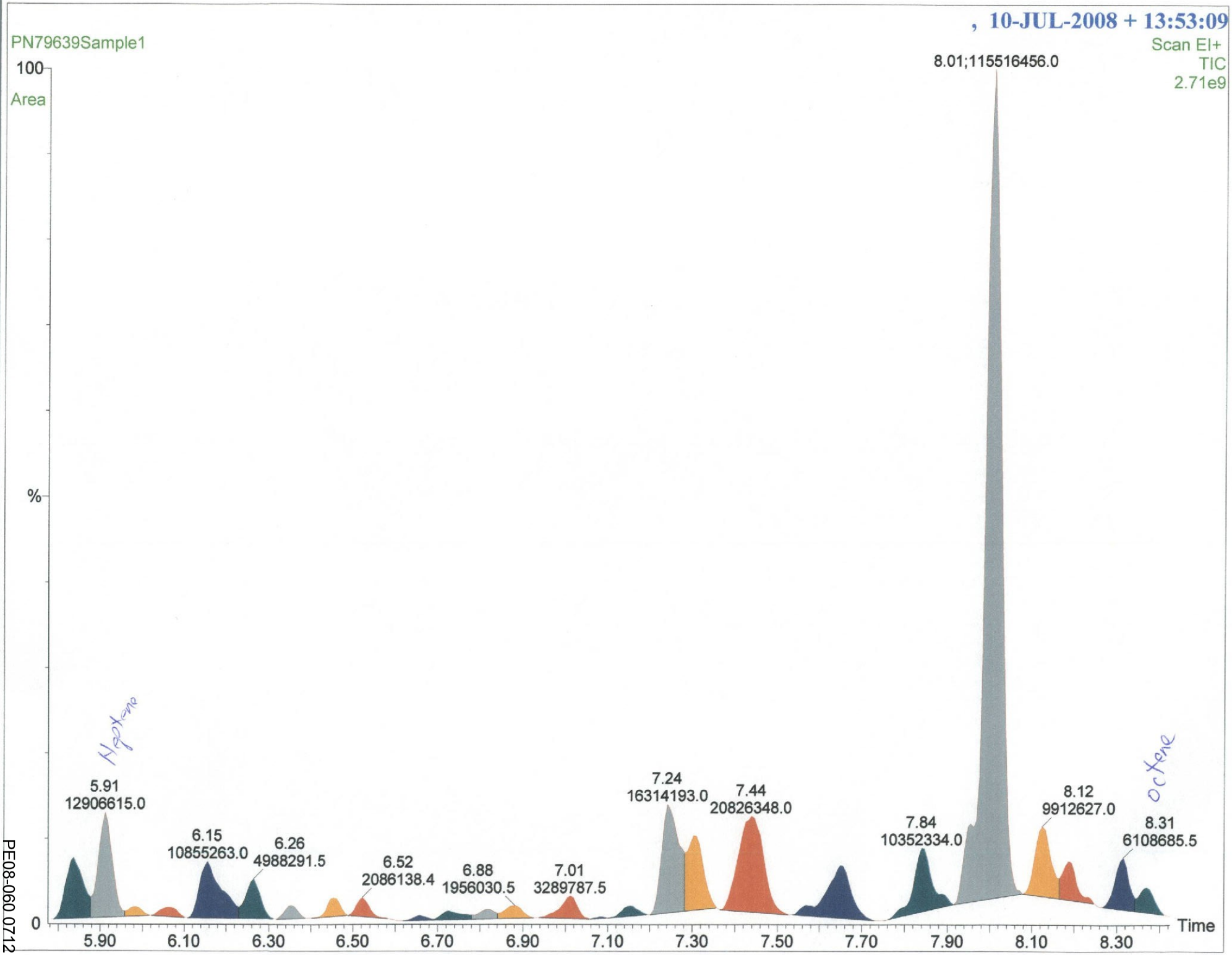
Vial Number: 223



#	RT	Scan	Height	Area	Area %	Norm %

Inst() ACQUISITION PARAMETERS
Oven: Initial temp 40°C for 2 min, ramp 8°C/min to 300°C, hold 5.50 min, Inj=300°C, Volume=0 µL, Split=:1, Carrier Gas=PSIG, Solvent Delay=0.00 min, Transfer Temp=200°C, Source Temp=180°C, Scan: 30 to 550Da, Column


, 10-JUL-2008 + 13:53:09
PN79639Sample1
Scan EI+
TIC
8.10e9
100
Area
Isoprene
Isoprene Dimer
%
14.57
204200688.0
8.01
115516456.0
10.66
115063904.0
3.10
65294556.0
11.29
58311960.0
5.06
31302482.0
12.81
33379662.0
16.06
12392635.0
17.66
13343068.0
0
Time
5.51
10.51
15.51
20.51
25.51
30.51
35.51
PE08-060.0711

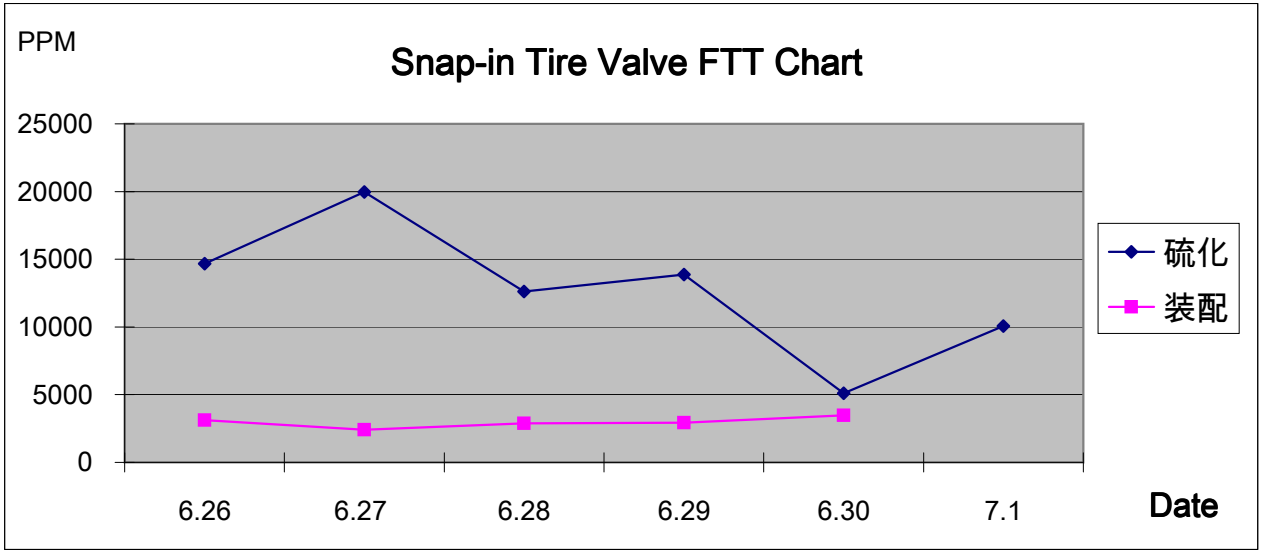

, 10-JUL-2008 + 13:53:09
PN79639Sample1
Scan EI+
TIC
2.71e9
100
Area
%
0
8.01;115516456.0
Heptane
5.91
12906615.0
6.15
10855263.0
6.26
4988291.5
6.52
2086138.4
6.88
1956030.5
7.01
3289787.5
7.24
16314193.0
7.44
20826348.0
7.84
10352334.0
8.12
9912627.0
8.31
6108685.5
Octane
Time
5.90
6.10
6.30
6.50
6.70
6.90
7.10
7.30
7.50
7.70
7.90
8.10
8.30
PE08-060.0712

硫化FTT

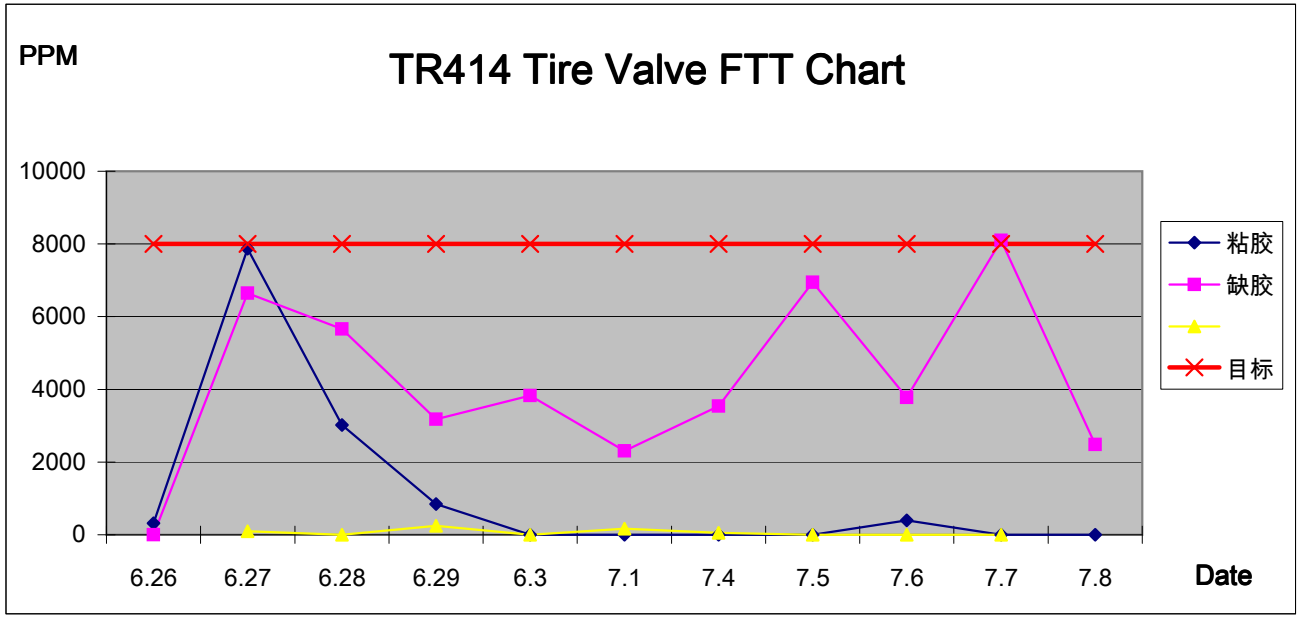
日期	不合格品数量	产品总数	PPM
6.26	870	59308	14669
6.27	1208	60497	19968
6.28	205	16251	12615
6.29	507	36547	13873
6.30	20	3915	5109
7.1	297	29498	10068
			89627

装配FTT

日期	产品数量	废品合计	PPM
6.27	28587	89	3113
6.28	34722	84	2419
6.29	32662	94	2878
6.30	36490	107	2932
7.1	27071	94	3472
7.2	28983		
			14815

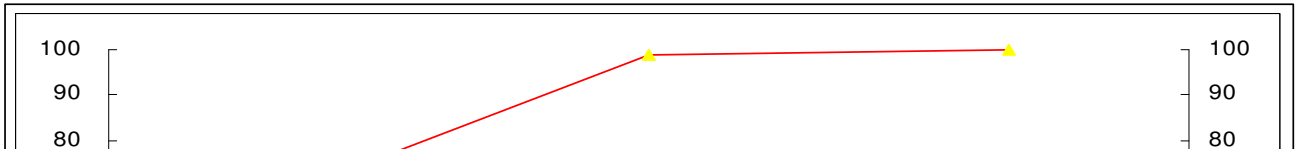


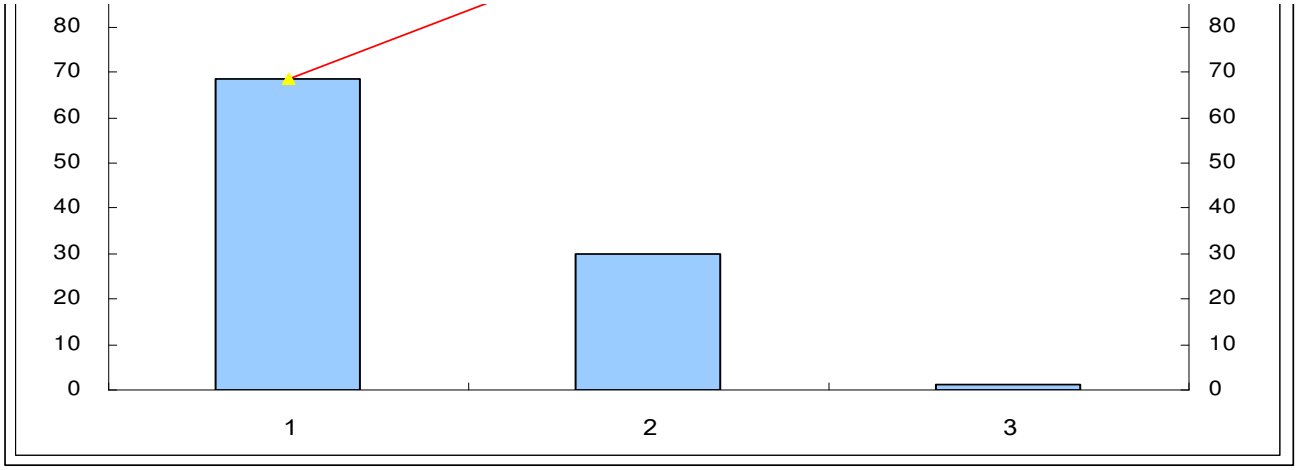
不良项目	不良内容	占比例	不良原因	改善对策	负责部门	完成日期
缺胶	TR414产品缺胶严重	22.30%	模具不水平	将模具和机台调节水平	机装车间	7/5/2006
粘模	TR414产品粘模严重	18.50%	工人没有按照规定洗模	加强工人培训和管理	卡扣车间	7/10/2006
堵孔	台检发现硫化堵孔比例偏高	26.80%	模具顶针松动	定期检查模具顶针，对顶	卡扣车间	7/10/2006



TR 414 Tire Valve Statistics

Failure / Date	粘胶		缺胶		堵孔		Targ PPM	Rema
	Quan	PPM	Quan	PPM	Quan	PPM		
6.26	19	320		0			8000	
6.27	476	7868	402	6645	6	99	8000	
6.28	49	3015	92	5661		0	8000	
6.29	31	848	116	3174	9	246	8000	
6.30		0	15	3831		0	8000	
7.1		0	68	2305	5	170	8000	
7.4		0	209	3543	3	51	8000	
7.5		0	217	6942		0	8000	
7.6	6	398	57	3777		0	8000	
7.7		0	95	8095		0	8000	
7.8		0	62	2482	2	80	8000	
Totall	581	12450	1333	46456	25	646		

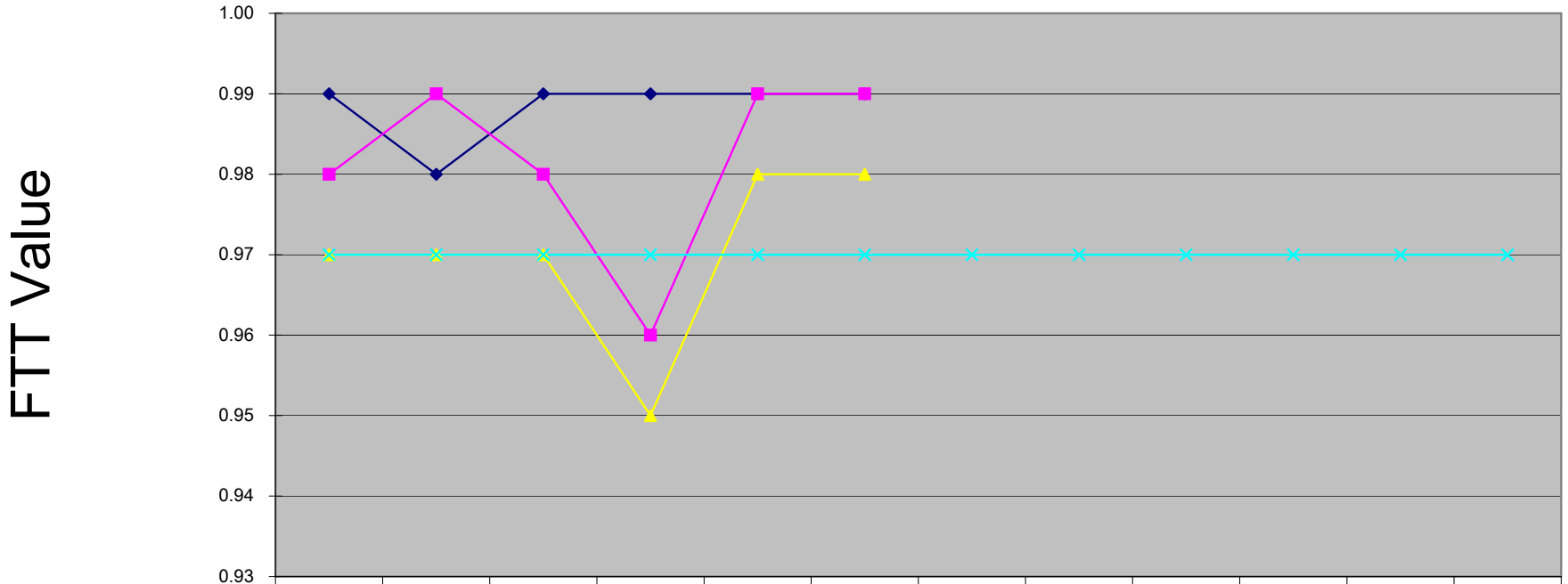




序号	1	2	3
项目	缺胶	粘胶	堵孔
数量	1333	581	25
累加数	1333	1914	1939
缺陷占比率%	68.7	30.0	1.3
累加百分率%	68.7	98.7	100.0

不良项目	不良内容	占比例	不良原因	改善对策	负责部门	完成日期
堵孔	台检发现硫化堵孔比例偏高	68.70%	模具顶针松动	定期检查模具顶针，对顶针定期更换	卡扣车间	7/10/2006
缺胶	TR414产品缺胶严重	30.00%	模具不水平	将模具和机台调节水平	机装车间	7/5/2006
粘模	TR414产品粘模严重	1.30%	工人没有按照规定要求洗模	加强工人培训和管理	卡扣车间	7/10/2006

FTT Trend for Ford F0C6-1700-AA

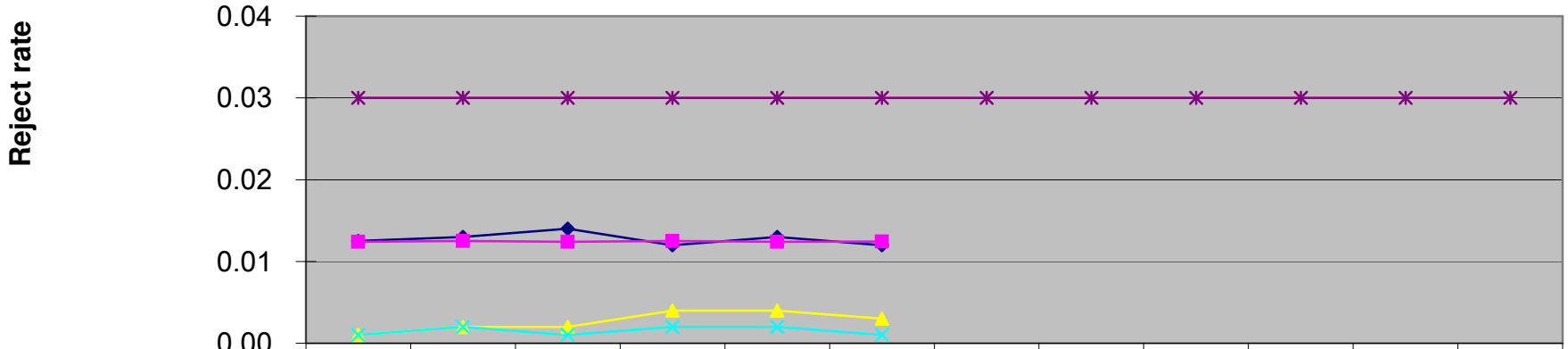


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Molding Process	0.99	0.98	0.99	0.99	0.99	0.99						
Assembly	0.98	0.99	0.98	0.96	0.99	0.99						
FTT	0.97	0.97	0.97	0.95	0.98	0.98						
Target	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97

Months

Molding Process Assembly FTT Target

FTT Trend (F0C6-1700-AA)



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Over Rubber	0.01	0.01	0.01	0.01	0.01	0.01						
Lack Rubber	0.01	0.01	0.01	0.01	0.01	0.01						
Rubber in Hole	0.00	0.00	0.00	0.00	0.00	0.00						
Other Defects	0.00	0.00	0.00	0.00	0.00	0.00						
Target	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03

Over Rubber Lack Rubber Rubber in Hole Other Defects Target

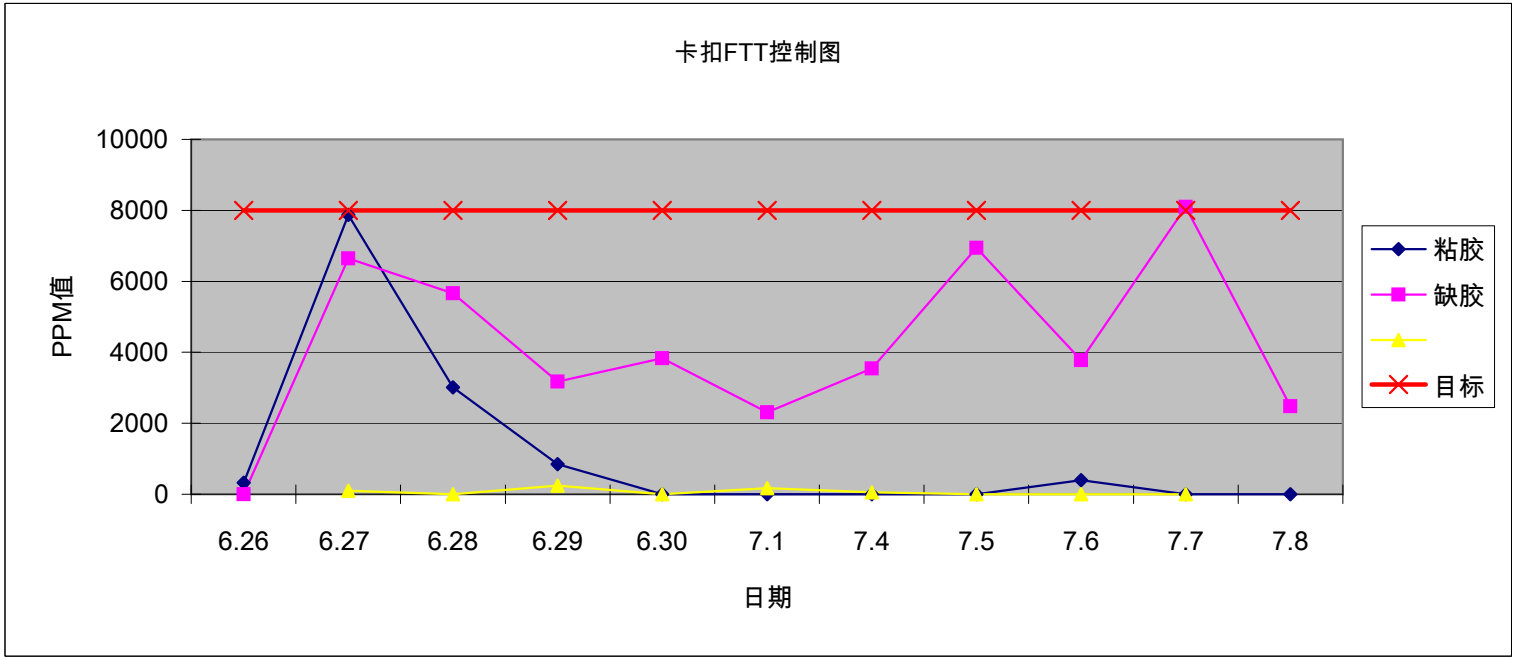
QOS Metrics

Metric	Target '07	Target '08	Resp.	Performance											
				Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Customer Plant PPM	50	45	Qual			56									
Delivery Rate	100%	100%	MP&L												
Warrenty PPM	120	110	Qual												
FTT	98%	99%	Manu			97									
Internal PPM	300	280	Manu												
OEE	75	78	Manu												
Cpk	>=1.33	>=1.33	Manu												
PM Completion	100%	100%	Manu				98								
DTD	23	20	Fina												
5S	90	95	All												
Safety Data	<3	<3	Manu												
Turnover Rate	<5%	<5%	HR												
Supplier PPM	30	28	Purch/Qual		40										
Supplier Delivery Rate	100%	100%	Purch/Qual												

Open Issue	Resp.	Root Cause	Corrective Action	Due Date	Status
PPM Higher/FTT lower	Manu				
PM Completion 98% only	Manu				
Higher supplier PPM	Qual				

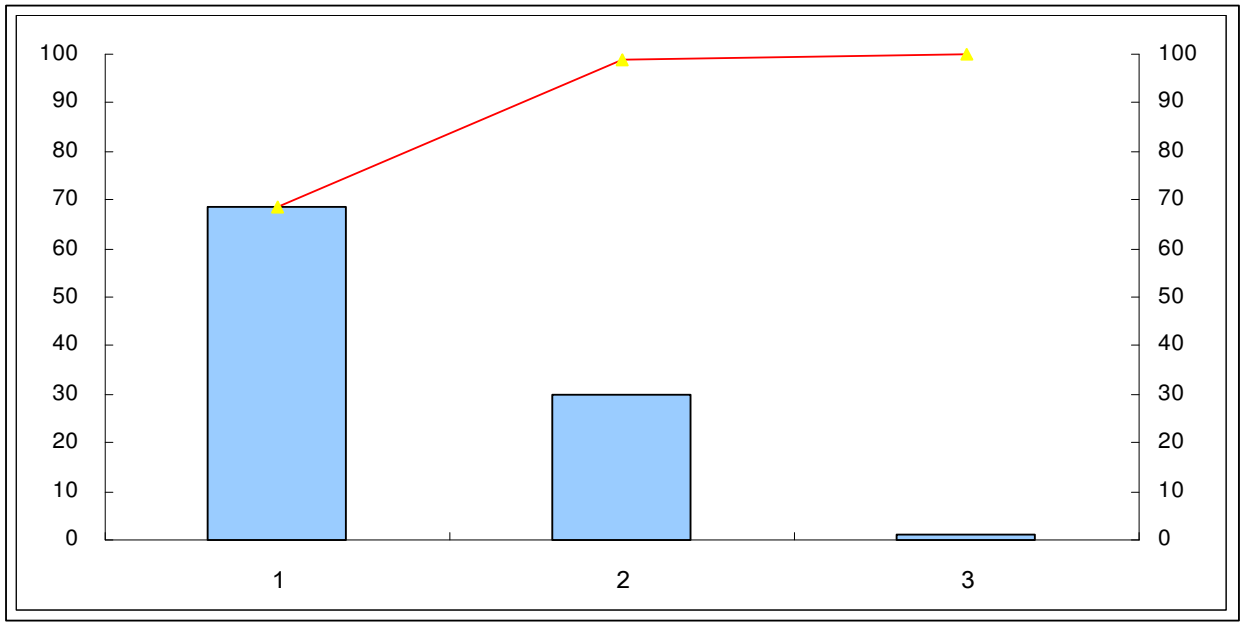
FD产品不合格项分析

日期	粘胶		缺胶		堵孔		目标	合计
	数量	PPM	数量	PPM	数量	PPM		
6.26	19	320		0			8000	14797
6.27	476	7868	402	6645	6	99	8000	21027
6.28	49	3015	92	5661		0	8000	12266
6.29	31	848	116	3174	9	246	8000	14297
6.30		0	15	3831		0	8000	3851
7.1		0	68	2305	5	170	8000	10365
7.4		0	209	3543	3	51	8000	9873
7.5		0	217	6942		0	8000	7423
7.6	6	398	57	3777		0	8000	17958
7.7		0	95	8095		0	8000	8190
7.8		0	62	2482	2	80	8000	12925
合计	581	12450	1333	46456	25	646		4559



日期

序号	1	2	3
项目	缺胶	粘胶	堵孔
数量	1333	581	25
累加数	1333	1914	1939
缺陷占比率%	68.7	30.0	1.3
累加百分率%	68.7	98.7	100.0



不良项目	不良内容	占比例	不良原因	改善对策	负责部门	完成日期	可否关闭
堵孔	台检发现硫化堵孔比例偏高	68.70%	模具顶针松动	定期检查模具顶针，对顶针定期更换	卡扣车间	7/10/2006	已关闭
缺胶	TR414产品缺胶严重	30.00%	模具不水平	将模具和机台调节水平	机装车间	7/5/2006	已关闭
粘模	TR414产品粘模严重	1.30%	工人没有按照规定要求洗模	加强工人培训和管理	卡扣车间	7/10/2006	已关闭

From: Bill Thon Jr [billjr@thonassociates.com]
Sent: Thursday, June 05, 2008 10:45 AM
To: Camilleri, Robert (R.H.)
Cc: 'Chris Bruce'
Subject: Ford TR414
Attachments: record.pdf

Hi Rob,

Please review the attached test report for one batch of rubber. My guys pulled a random report from past production. Also I cut and pasted an email Miller sent to me which further describes the report.

Hi Bill,

Since I am still online, I answer your question then you could get it today.

06111401-FD is exactly the rubber batch number, meaning Nov. 14th, 2006 No. 1 batch, FD means this rubber is especially for Ford. It indicates that on Nov. 14th, we mixed ten batches of rubber for Ford. If I understand correctly this is the small batch actually we called one cart. One cart is 46kgs, can produce about 8000 pcs of TR414.

As for T10 and T90, it indicates on the vulcanizing curve. A vulcanizing curve shows the time line of the rubber specimen begins curing to the end(time line as X axis, rubber curing as Y axis) under specific temperature and pressure. From the lowest point to the highest point of the curve, if we define this distance as 1, then we can find a time point of curing 10% and 90%, we define the 10% of the curve as the beginning of curing, while 90% as the finish point of the curing. So T10 like 2'31" in the report means that rubber begins curing at 2'31" and finish curing at 4'36" after timer begins.

With this vulcanizing curve, we can monitor if the rubber performance is good or not, if its performance is ok for our parameters set for molding process.

This is the production reports we kept then, each cart of mixed rubber, this is the necessary test we do.

I wish my explanation is clear for you. If you have any other questions, please feel free to ask.

Have a nice day!

Miller

From: raul [mailto:raul@baolong.biz]
Sent: Monday, June 02, 2008 4:49 AM
To: 'Bill Thon Jr'; winston@chinabaolong.net; 'Mander Wang'
Cc: miller@baolong.biz; 'Chris Bruce'
Subject: RE: Ford Rubber Issue

Hi Bill,

Good day!

Attached please find the testing record copies for your reference.

Thanks

Raul
SBIC

No viruses found in this incoming message
Scanned by **iolo AntiVirus 1.5.3.5**
http://www.iolo.com

Plasticity

Mooney

Durometer

Density

拓扑思(上海)汽车配件有限公司

FD-橡胶成品快检记录表

QR0807-E-20 A/1

项目 / 胶料批号 / 标准	一段可塑度	门尼	硬度	密度	T10	T50	T90	ML	MH	混炼均匀度 T10	混炼均匀度 T90	判定
	0.22-0.42	39-49	57-63	1.07-1.09	≥1'20"	2'-3'30"	≤5'00"	≤0.3N.m	≥1.0N.m	R<15S	R<25S	
0611140l - FD	0.39	40	61	1.071	2'32"	3'17"	4'42"	0.21	1.27	2'31"	4'36"	✓
0611140) - FD	0.39	40	61	1.079	2'20"	3'06"	4'33"	0.23	1.25			✓
0611140З - FD	0.39	40	61	1.080	2'27"	3'14"	4'37"	0.22	1.31			✓
0611140Ч - FD	0.40	40	61	1.078	2'20"	3'08"	4'34"	0.23	1.26			✓
0611140Ь - FD	0.39	40	61	1.078	2'28"	3'15"	4'41"	0.21	1.28			✓
0611140б - FD	0.39	40	61	1.076	2'24"	3'11"	4'37"	0.23	1.22			✓
0611140] - FD	0.41	39	61	1.080	2'29"	3'15"	4'39"	0.21	1.28			✓
0611140Ѕ - FD	0.40	40	61	1.078	2'19"	3'06"	4'32"	0.23	1.25			✓
0611140Ч - FD	0.39	40	61	1.078	2'28"	3'15"	4'39"	0.21	1.29			✓
0611140Ю - FD	0.39	39	61	1.078	2'28"	3'17"	4'42"	0.23	1.24			✓
0611150l - FD		39	61	1.079	2'21"	3'07"	4'33"	0.23	1.23	2'25"	4'37"	✓
0611150) - FD		41	61	1.081	2'27"	3'13"	4'36"	0.22	1.30			✓
0611150З - FD		41	61	1.080	2'25"	3'10"	4'39"	0.23	1.22			✓
0611150Ч - FD		40	61	1.078	2'27"	3'12"	4'40"	0.21	1.26			✓
0611150Ь - FD		39	61	1.078	2'21"	3'07"	4'32"	0.23	1.23			✓
0611150б - FD		40	61	1.079	2'27"	3'13"	4'31"	0.22	1.27			✓
0611150] - FD		40	61	1.079	2'25"	3'12"	4'36"	0.23	1.23			✓
0611150Ѕ - FD		40	61	1.081	2'30"	3'16"	4'38"	0.22	1.29			✓
0611150Ч - FD		41	61	1.078	2'22"	3'07"	4'35"	0.23	1.24			✓
0611150Ю - FD		40	61	1.080	2'32"	3'17"	4'41"	0.21	1.29			✓
0611160l - FD		40	61	1.079	2'17"	3'04"	4'33"	0.23	1.21	2'22"	4'27"	✓
0611160) - FD		40	61	1.079	2'21"	3'08"	4'34"	0.23	1.23			✓
0611160З - FD		41	61	1.079	2'24"	3'09"	4'33"	0.22	1.26			✓
0611160Ч - FD		41	61	1.078	2'20"	3'01"	4'32"	0.23	1.22			✓
0611160Ь - FD		42	61	1.076	2'23"	3'08"	4'36"	0.22	1.26			✓
0611160б - FD		41	62	1.081	2'20"	3'07"	4'35"	0.24	1.28			✓
0611160] - FD		40	61	1.079	2'24"	3'21"	4'42"	0.22	1.27			✓
0611160Ѕ - FD		41	61	1.079	2'21"	3'08"	4'35"	0.23	1.24			✓
0611160Ч - FD		40	61	1.077	2'27"	3'15"	4'37"	0.21	1.27			✓
0611160Ю - FD		41	61	1.079	2'22"	3'09"	4'36"	0.23	1.24			✓
0611161l - FD		41	61	1.078	2'26"	3'12"	4'38"	0.22	1.27			✓
0611161Z - FD		40	61	1.077	2'20"	3'08"	4'36"	0.23	1.23			✓
0611170l - FD		39	61	1.076	2'17"	3'05"	4'32"	0.22	1.24	2'26"	4'37"	✓
0611170) - FD		39	60	1.077	2'16"	3'03"	4'30"	0.23	1.21			✓
0611170З - FD		41	61	1.080	2'23"	3'10"	4'35"	0.22	1.31			✓
0611170Ч - FD		41	61	1.079	2'15"	3'01"	4'26"	0.24	1.25			✓
0611170Ь - FD		40	60	1.080	2'24"	3'10"	4'31"	0.21	1.27			✓
0611170б - FD		40	61	1.079	2'18"	3'04"	4'31"	0.23	1.25			✓
0611170] - FD		40	61	1.079	2'22"	3'09"	4'29"	0.21	1.29			✓
0611170Ѕ - FD		40	61	1.081	2'19"	3'05"	4'30"	0.23	1.25			✓
0611170Ч - FD		39	61	1.08	2'32"	3'20"	4'46"	0.21	1.29			✓
0611170Ю - FD		40	61	1.078	2'25"	3'13"	4'38"	0.23	1.25			✓

测试员：

日期：11/16 2006

拓扑思(上海)汽车配件有限公司

FD-橡胶成品快检记录表

QR0807-E-20 A/1

项目 / 胶料批号 / 标准	一段可塑度	门尼	硬度	密度	T10	T50	T90	ML	MH	混炼均匀度 T10	混炼均匀度 T90	判定
	0.22-0.42	39-49	57-63	1.07-1.09	≥1'20"	2'-3'30"	≤5'00"	≤0.3N.m	≥1.0N.m	R<15S	R<25S	
06110801 - FD	0.41	39	60	1.077	2'26"	3'11"	4'30"	0.20	1.25	2'21"	4'36"	✓
06110802 - FD	0.40	40	60	1.078	2'22"	3'10"	4'36"	0.21	1.28			✓
06110803 - FD	0.41	39	60	1.077	2'17"	3'05"	4'33"	0.22	1.19			✓
06110804 - FD	0.40	40	60	1.077	2'22"	3'09"	4'35"	0.21	1.28			✓
06110805 - FD	0.41	39	60	1.078	2'18"	3'05"	4'34"	0.22	1.24			✓
06110806 - FD	0.41	39	60	1.075	2'24"	3'11"	4'32"	0.20	1.24			✓
06110807 - FD	0.41	39	60	1.076	2'22"	3'08"	4'38"	0.23	1.24			✓
06110808 - FD	0.40	40	61	1.079	2'21"	3'12"	4'36"	0.22	1.32			✓
06110809 - FD	0.41	39	60	1.076	2'18"	3'07"	4'31"	0.22	1.23			✓
06110810 - FD	0.41	39	60	1.073	2'25"	3'15"	4'37"	0.20	1.26			✓
06110901 - FD	0.40	40	61	1.078	2'20"	3'09"	4'36"	0.23	1.21	2'33"	4'45"	✓
06110902 - FD	0.41	39	61	1.078	2'23"	3'11"	4'41"	0.22	1.21			✓
06110903 - FD	0.40	41	61	1.079	2'23"	3'09"	4'37"	0.24	1.24			✓
06110904 - FD	0.40	40	60	1.077	2'22"	3'10"	4'39"	0.23	1.24			✓
06110905 - FD	0.38	42	61	1.079	2'30"	3'17"	4'36"	0.22	1.31			✓
06110906 - FD	0.40	41	61	1.078	2'10"	2'58"	4'31"	0.23	1.24			✓
06110907 - FD	0.36	44	61	1.078	2'23"	3'10"	4'38"	0.23	1.31			✓
06110908 - FD	0.40	41	61	1.080	2'19"	3'07"	4'34"	0.23	1.25			✓
06110909 - FD	0.39	41	61	1.077	2'30"	3'16"	4'42"	0.22	1.28			✓
06110910 - FD	0.39	41	61	1.079	2'21"	3'09"	4'36"	0.23	1.25			✓

测试员：

日期：11/8 2006

拓扑思(上海)汽车配件有限公司

FD-橡胶成品快检记录表

QR0807-E-20 A/1

项目 / 胶料批号 / 标准	一段可塑度	门尼	硬度	密度	T10	T50	T90	ML	MH	混炼均匀度 T10	混炼均匀度 T90	判定
	0.22-0.42	39-49	57-63	1.07-1.09	≥1'20"	2'-3'30"	≤5'00"	≤0.3N.m	≥1.0N.m	R<15S	R<25S	
0611030l - FD	0.38	41	61	1.0[illegible]	2'10"	2'[illegible]"	4'[illegible]"	0.25	1.23	2'13"	4'25"	✓
06110302 - FD	0.36	44	61	1.0[illegible]	2'10"	2'56"	4'22"	0.25	1.23			✓
06110303 - FD	0.37	42	61	1.076	2'14"	2'58"	4'24"	0.22	1.32			✓
06110304 - FD	0.37	43	61	1.076	2'06"	2'42"	4'20"	0.24	1.25			✓
06110305 - FD	0.38	41	61	1.075	2'11"	2'58"	4'24"	0.22	1.29			✓
06110306 - FD	0.37	43	61	1.07[illegible]	2'09"	2'[illegible]"	4'[illegible]"	0.24	1.25			✓
06110307 - FD	0.37	42	61	1.07[illegible]	2'09"	2'[illegible]"	4'22"	0.22	1.34			✓
06110308 - FD	0.37	42	61	1.07[illegible]	2'08"	2'52"	4'22"	0.24	1.27			✓
06110309 - FD	0.38	41	61	1.078	2'14"	2'59"	4'29"	0.23	1.34			✓
06110310 - FD	0.38	41	61	1.07[illegible]	2'08"	2'52"	4'23"	0.23	1.25			
06110501 - FD	0.40	43	61	1.07[illegible]	2'03"	2'46"	4'13"	0.24	1.32	2'02"	4'11"	✓
06110502 - FD	0.41	43	60	1.07[illegible]	1'58"	2'43"	4'17"	0.26	1.28			✓
06110503 - FD	0.40	43	60	1.076	2'06"	2'50"	4'13"	0.24	1.30			✓
06110504 - FD	0.40	43	60	1.076	2'04"	2'50"	4'17"	0.25	1.27			✓
06110505 - FD	0.40	43	61	1.075	2'11"	2'56"	4'18"	0.22	1.32			✓
06110506 - FD	0.37	42	61	1.07[illegible]	2'08"	2'54"	4'22"	0.26	1.29			✓
06110507 - FD	0.36	44	60	1.078	2'11"	2'57"	4'24"	0.23	1.31			✓
06110508 - FD	0.36	44	60	1.076	2'04"	2'50"	4'19"	0.26	1.29			✓
06110509 - FD	0.37	43	60	1.075	2'08"	2'52"	4'19"	0.24	1.25			✓
06110510 - FD	0.37	43	61	1.073	2'07"	2'53"	4'18"	0.26	1.27			✓
06110511 - FD	0.37	43	60	1.075	2'09"	2'54"	4'14"	0.23	1.33			✓
06110512 - FD	0.37	43	60	1.075	1'59"	2'46"	4'14"	0.25	1.28			
06110601 - FD	0.38	41	61	1.07[illegible]	2'05"	2'50"	4'21"	0.23	1.27	2'11"	4'14"	✓
06110602 - FD	0.37	43	60	1.07[illegible]	2'10"	2'57"	4'26"	0.24	1.24			✓
06110603 - FD	0.38	41	61	1.078	2'11"	2'57"	4'24"	0.23	1.25			✓
06110604 - FD	0.37	42	60	1.07[illegible]	2'13"	2'59"	4'26"	0.22	1.27			✓
06110605 - FD	0.37	43	61	1.079	2'10"	2'56"	4'26"	0.23	1.28			✓
06110606 - FD	0.37	42	61	1.081	2'11"	2'55"	4'24"	0.22	1.35			✓
06110607 - FD	0.37	42	61	1.080	2'08"	2'53"	4'21"	0.23	1.28			✓
06110608 - FD	0.38	42	60	1.078	2'12"	2'56"	4'15"	0.22	1.32			✓
06110609 - FD	0.37	42	60	1.078	1'56"	2'43"	4'15"	0.23	1.26			✓
06110610 - FD	0.38	41	60	1.07[illegible]	2'12"	2'56"	4'21"	0.21	1.32			
06110701 - FD	0.39	41	61	1.078	2'22"	3'09"	4'36"	0.23	1.24	2'30"	4'40"	✓
06110702 - FD	0.40	40	61	1.080	2'27"	3'14"	4'36"	0.21	1.32			✓
06110703 - FD	0.39	41	61	1.07[illegible]	2'19"	3'06"	4'32"	0.22	1.25			✓
06110704 - FD	0.38	41	60	1.079	2'20"	3'06"	4'31"	0.23	1.26			✓
06110705 - FD	0.37	41	61	1.079	2'30"	3'17"	4'36"	0.21	1.3			✓
06110706 - FD	0.40	41	61	1.07[illegible]	2'22"	3'10"	4'35"	0.22	1.24			✓
06110707 - FD	0.38	41	60	1.076	2'28"	3'13"	4'38"	0.21	1.28			✓
06110708 - FD	0.38	41	60	1.076	2'19"	3'05"	4'30"	0.23	1.23			✓
06110709 - FD	0.39	41	60	1.076	2'26"	3'11"	4'35"	0.21	1.25			✓
06110710 - FD	0.40	42	60	1.07[illegible]	2'20"	3'06"	4'29"	0.23	1.25			✓

测试员：

日期：11/7 2008

拓扑思(上海)汽车配件有限公司

FD-橡胶成品快检记录表

QR0807-E-20 A/1

项目 / 胶料批号 / 标准	一段可塑度	门尼	硬度	密度	T10	T50	T90	ML	MH	混炼均匀度 T10	混炼均匀度 T90	判定
	0.22-0.42	39-49	57-63	1.07-1.09	≥1'20"	2'-3'30"	≤5'00"	≤0.3N.m	≥1.0N.m	R<15S	R<25S	
06121501-FD	0.40	39	61	1.074	1'57"	2'45"	4'09"	0.21	1.14	2'05"	4'17"	✓
06121502-FD	0.40	39	61	1.077	1'59"	2'46"	4'12"	0.22	1.16			✓
06121503-FD	0.42	39	60	1.076	2'02"	2'48"	4'16"	0.20	1.20			✓
06121504-FD	0.42	39	60	1.074	1'58"	2'47"	4'16"	0.20	1.14			✓
06121505-FD	0.42	39	61	1.076	2'01"	2'48"	4'16"	0.20	1.23			✓
06121506-FD	0.42	39	60	1.076	1'58"	2'46"	4'12"	0.21	1.14			✓
06121507-FD	0.42	39	60	1.074	2'01"	2'47"	4'16"	0.20	1.18			✓
06121508-FD	0.42	39	60	1.073	1'59"	2'46"	4'15"	0.21	1.14			✓
06121509-FD	0.42	39	60	1.074	1'59"	2'44"	4'12"	0.20	1.20			✓
06121510-FD	0.42	39	60	1.075	1'57"	2'45"	4'16"	0.21	1.15			✓
06121601-FD	0.39	42	61	1.076	1'57"	2'44"	4'15"	0.22	1.17	2'07"	4'10"	✓
06121602-FD	0.42	39	60	1.073	1'57"	2'45"	4'14"	0.24	1.19			✓
06121603-FD	0.39	42	60	1.073	1'56"	2'41"	4'08"	0.22	1.22			✓
06121604-FD	0.40	40	59	1.075	1'57"	2'44"	4'15"	0.23	1.18			✓
06121605-FD	0.41	41	59	1.074	2'02"	2'49"	4'19"	0.20	1.18			✓
06121606-FD	0.42	39	60	1.076	1'50"	2'38"	4'01"	0.23	1.18			✓
06121801-FD	0.42	39	61	1.079	2'01"	2'47"	4'17"	0.22	1.18	2'06"	4'15"	✓
06121802-FD	0.42	39	61	1.080	2'07"	2'55"	4'26"	0.22	1.15			✓
06121803-FD	0.42	39	61	1.079	2'07"	2'54"	4'25"	0.22	1.13			✓
06121804-FD	0.42	39	62	1.080	2'09"	2'55"	4'24"	0.20	1.21			✓
06121805-FD	0.42	39	61	1.080	2'05"	2'53"	4'25"	0.22	1.16			✓
06121806-FD	0.41	41	62	1.080	2'07"	2'52"	4'17"	0.21	1.23			✓
06121807-FD	0.41	41	62	1.083	2'05"	2'51"	4'22"	0.23	1.19			✓
06121808-FD	0.41	41	62	1.084	2'09"	2'56"	4'25"	0.20	1.21			✓
06121901-FD	0.40	41	61	1.079	1'59"	2'46"	4'23"	0.22	1.19	2'05"	4'19"	✓
06121902-FD	0.40	40	61	1.079	2'00"	2'47"	4'16"	0.22	1.17			✓
06121903-FD	0.40	40	61	1.078	2'05"	2'53"	4'23"	0.22	1.16			✓
06121904-FD	0.40	40	61	1.079	2'08"	2'55"	4'22"	0.20	1.19			✓
06121905-FD	0.40	40	61	1.078	2'06"	2'54"	4'26"	0.22	1.15			✓
06121906-FD	0.40	40	61	1.079	2'07"	2'53"	4'15"	0.20	1.22			✓
06121907-FD	0.41	39	61	1.079	2'05"	2'53"	4'24"	0.22	1.17			✓
06121908-FD	0.42	39	61	1.080	2'08"	2'56"	4'22"	0.20	1.21			✓

测试员：赵敏

日期：11/8 2016

拓扑思(上海)汽车配件有限公司

FD-橡胶成品快检记录表

QR0807-E-20 A/1

胶料批号 \ 项目 \ 标准	一段可塑度	门尼	硬度	密度	T10	T50	T90	ML	MH	混炼均匀度 T10	混炼均匀度 T90	判定
	0.22-0.42	39-49	57-63	1.07-1.09	≥1'20"	2'-3'30"	≤5'00"	≤0.3N.m	≥1.0N.m	R<15S	R<25S	
06121201 - FD	0.38	40	60	1.076	2'01"	2'54"	4'24"	0.23	1.14	2'10"	4'31"	✓
06121202 - FD	0.38	40	60	1.077	2'00"	2'46"	4'19"	0.23	1.16			✓
06121203 - FD	0.37	42	60	1.078	2'03"	2'48"	4'16"	0.22	1.21			✓
06121204 - FD	0.37	41	60	1.075	2'01"	2'50"	4'18"	0.23	1.15			✓
06121205 - FD	0.37	42	60	1.075	2'05"	2'52"	4'19"	0.22	1.17			✓
06121206 - FD	0.37	41	59	1.075	2'04"	2'52"	4'21"	0.23	1.15			✓
06121207 - FD	0.36	42	59	1.076	2'08"	2'55"	4'21"	0.21	1.18			✓
06121208 - FD	0.40	40	60	1.073	2'06"	2'55"	4'25"	0.23	1.14			✓
06121209 - FD	0.39	41	61	1.077	2'01"	2'54"	4'19"	0.21	1.18			✓
06121210 - FD	0.38	41	60	1.076	2'04"	2'52"	4'21"	0.23	1.16			✓
06121211 - FD	0.36	42	60	1.076	2'06"	2'52"	4'16"	0.22	1.17			✓
06121212 - FD	0.37	42	61	1.077	1'58"	2'46"	4'18"	0.24	1.16			
06121301 - FD	0.35	46	59	1.074	2'00"	2'47"	4'17"	0.24	1.22	1'58"	4'21"	✓
06121302 - FD	0.36	45	60	1.076	2'03"	2'52"	4'20"	0.23	1.19			✓
06121303 - FD	0.36	45	59	1.073	1'58"	2'47"	4'21"	0.25	1.14			✓
06121304 - FD	0.35	46	60	1.073	2'02"	2'49"	4'16"	0.24	1.21			✓
06121305 - FD	0.36	45	60	1.073	1'58"	2'47"	4'21"	0.25	1.18			✓
06121306 - FD	0.37	44	59	1.074	2'05"	2'51"	4'14"	0.22	1.21			✓
06121307 - FD	0.39	41	59	1.073	2'01"	2'49"	4'17"	0.23	1.17			✓
06121308 - FD	0.39	42	59	1.075	2'07"	2'53"	4'20"	0.22	1.21			✓
06121309 - FD	0.37	44	61	1.077	2'03"	2'52"	4'20"	0.25	1.17			✓
06121310 - FD	0.38	43	61	1.076	2'06"	2'52"	4'23"	0.23	1.23			✓
06121311 - FD	0.39	41	61	1.076	2'03"	2'51"	4'23"	0.23	1.17			✓
06121312 - FD	0.40	41	60	1.076	2'09"	2'56"	4'25"	0.21	1.19			
06121401 - FD	0.41	39	60	1.076	2'01"	2'47"	4'11"	0.2	1.19	1'56"	4'12"	✓
06121402 - FD	0.41	39	60	1.078	2'00"	2'46"	4'11"	0.21	1.21			✓
06121403 - FD	0.40	39	60	1.078	1'58"	2'45"	4'16"	0.22	1.17			✓
06121404 - FD	0.41	39	61	1.074	1'57"	2'42"	4'11"	0.20	1.22			✓
06121405 - FD	0.42	39	60	1.071	1'52"	2'38"	4'07"	0.23	1.18			✓
06121406 - FD	0.42	39	60	1.071	1'58"	2'44"	4'16"	0.20	1.22			✓
06121407 - FD	0.42	39	59	1.075	1'53"	2'40"	4'09"	0.22	1.19			✓
06121408 - FD	0.41	39	60	1.071	2'00"	2'47"	4'16"	0.22	1.16			✓
06121409 - FD	0.39	40	60	1.079	2'04"	2'50"	4'24"	0.21	1.23			✓
06121410 - FD	0.38	42	61	1.080	1'58"	2'44"	4'17"	0.24	1.23			✓
06121411 - FD	0.38	42	61	1.080	1'58"	2'42"	4'05"	0.22	1.25			✓
06121412 - FD	0.39	41	60	1.077	1'55"	2'45"	4'15"	0.23	1.18			

测试员：赵敏

日期：11/8 2006

拓扑思(上海)汽车配件有限公司

FD-橡胶成品快检记录表

QR0807-E-20 A/1

项目 / 胶料批号 / 标准	一段可塑度	门尼	硬度	密度	T10	T50	T90	ML	MH	混炼均匀度 T10	混炼均匀度 T90	判定
	0.22-0.42	39-49	57-63	1.07-1.09	≥1'20"	2'-3'30"	≤5'00"	≤0.3N.m	≥1.0N.m	R<15S	R<25S	
06120601 - FD	0.39	42	58	1.079	2'10"	2'56"	4'15"	0.25	1.26	2'07"	4'22"	✓
06120602 - FD	0.39	40	59	1.077	2'11"	2'57"	4'22"	0.21	1.25			✓
06120603 - FD	0.40	41	59	1.078	2'10"	2'58"	4'24"	0.22	1.25			✓
06120604 - FD	0.38	42	58	1.079	2'11"	2'58"	4'24"	0.23	1.27			✓
06120701 - FD	0.40	43	60	1.078	2'13"	3'00"	4'20"	0.22	1.19	2'07"	4'24"	✓
06120702 - FD	0.39	43	59	1.079	2'12"	2'59"	4'25"	0.22	1.22			✓
06120703 - FD	0.38	45	60	1.077	2'02"	2'52"	4'24"	0.25	1.18			✓
06120704 - FD	0.38	44	59	1.078	2'10"	2'57"	4'25"	0.23	1.22			✓
06120705 - FD	0.37	42	60	1.079	2'00"	2'46"	4'12"	0.25	1.21			✓
06120706 - FD	0.37	42	61	1.079	1'58"	2'46"	4'15"	0.24	1.21			✓
06120707 - FD	0.37	45	60	1.079	1'52"	2'35"	3'59"	0.23	1.26			✓
06120708 - FD	0.38	43	60	1.078	1'52"	2'37"	4'02"	0.25	1.22			✓
06120709 - FD	0.39	44	60	1.079	1'56"	2'40"	4'01"	0.23	1.24			✓
06120710 - FD	0.39	43	60	1.078	1'51"	2'34"	4'00"	0.25	1.25			✓
06120801 - FD	0.40	41	59	1.076	2'02"	2'45"	4'10"	0.22	1.21	1'58"	4'10"	✓
06120802 - FD	0.37	42	60	1.077	1'55"	2'38"	3'57"	0.22	1.23			✓
06120803 - FD	0.37	42	60	1.078	1'51"	2'35"	3'59"	0.24	1.20			✓
06120804 - FD	0.38	43	60	1.077	1'55"	2'37"	3'57"	0.23	1.25			✓
06120805 - FD	0.38	43	60	1.081	1'52"	2'38"	4'02"	0.24	1.23			✓
06120806 - FD	0.37	45	60	1.078	1'59"	2'42"	4'04"	0.23	1.25			✓
06120807 - FD	0.39	44	60	1.078	1'51"	2'35"	4'00"	0.25	1.22			✓
06120808 - FD	0.39	43	60	1.078	1'53"	2'36"	3'50"	0.22	1.26			✓
06120809 - FD	0.40	41	60	1.077	1'52"	2'35"	3'59"	0.24	1.21			✓
06120810 - FD	0.37	42	60	1.079	1'54"	2'37"	3'55"	0.22	1.27			✓
06121101 - FD	0.37	42	60	1.075	2'07"	2'56"	4'27"	0.24	1.16	2'09"	4'26"	✓
06121102 - FD	0.40	41	61	1.076	1'55"	2'45"	4'18"	0.23	1.15			✓
06121103 - FD	0.38	43	60	1.075	2'11"	2'58"	4'29"	0.22	1.15			✓
06121104 - FD	0.38	43	60	1.075	2'06"	2'56"	4'21"	0.24	1.14			✓
06121105 - FD	0.37	42	60	1.075	2'09"	2'57"	4'27"	0.22	1.19			✓
06121106 - FD	0.39	43	61	1.077	2'05"	2'54"	4'26"	0.24	1.16			✓
06121107 - FD	0.39	43	60	1.076	2'07"	2'54"	4'15"	0.22	1.19			✓
06121108 - FD	0.37	42	60	1.076	2'02"	2'49"	4'12"	0.24	1.15			✓
06121109 - FD	0.37	42	61	1.074	2'08"	2'54"	4'25"	0.22	1.18			✓
06121110 - FD	0.37	45	60	1.078	2'06"	2'54"	4'23"	0.25	1.18			✓
06121111 - FD	0.39	44	60	1.075	1'55"	2'43"	4'15"	0.25	1.19			✓
06121112 - FD	0.38	43	60	1.078	2'01"	2'47"	4'18"	0.22	1.23			✓

测试员：

日期：12/11 2006

From: Yao, Michael (G.C.)
Sent: Wednesday, July 23, 2008 9:02 PM
To: Camilleri, Robert (R.H.)
Subject: ??: Flex Test Fixture Valve Holes
Attachments: Ozone fixture.pdf

After confirming with him,it has the chamfer.Maybe you can see it in the attachment. thanks

---

From: Camilleri, Robert (R.H.)
Sent: 2008-7-23 (星期三) 20:40
To: Raul
Cc: Yao, Michael (G.C.); billjr@thonassociates.com; 'Chris Bruce'
Subject: Flex Test Fixture Valve Holes

Raul, in looking at some of the test photos, it appears that the test fixture valve holes appear to have sharp edges. It is hard to see in the photo exactly if the edges are rounded/chamfer, but don't look like it to me. When you are working on the fixture, please have someone ensure that they are chamfered. Thanks

Robert H. Camilleri

North American Wheels, Tires, and Jacks

Ford Motor Company

313-805-3389

rcamille@ford.com

PE08-060 0730

From: 曹建明 [caojianming@baolong.com]
Sent: Monday, July 24, 2006 1:06 AM
To: Kong, Qingguo (Q.)
Subject: 转发: (瑞星提示-此邮件可能是垃圾邮件)RE: EMNND Quality Concern F020861 From Mich Truck (Shanghai Baolong Industries Corp)

FYI

-----邮件原件-----

发件人: Bill Thon Jr [mailto:billjr@thonassociates.com]

发送时间: 2006年6月10日 2:40

收件人: mtpiq@ford.com; jmink4@ford.com; zwang11@ford.com; zhoufang@chinabaolong.net; caojianming@baolong.biz; dalbrig1@ford.com; zwang11@ford.com; wangxianyong@topseal.com; caolianming@topseal.com; dlee48@ford.com; miller@baolong.biz; 'raul'; caojianming@baolong.biz

主题: (瑞星提示-此邮件可能是垃圾邮件)RE: EMNND Quality Concern F020861 From Mich Truck (Shanghai Baolong Industries Corp)

Please review attached form.

Regards,

Bill Thon, Jr.
BAOLONG
248-625-5426

-----Original Message-----
From: mtpiq@ford.com [mailto:mtpiq@ford.com]
Sent: Sunday, January 08, 2006 8:54 PM
To: jmink4@ford.com; mtpiq@ford.com; billjr@thonassociates.com; zwang11@ford.com; zhoufang@chinabaolong.net; caojianming@baolong.biz; dalbrig1@ford.com; zwang11@ford.com; wangxianyong@topseal.com; caolianming@topseal.com; dlee48@ford.com
Subject: EMNND Quality Concern F020861 From Mich Truck (Shanghai Baolong Industries Corp)

To: Shanghai Baolong Industries Corp Supplier Code: EMNND
6850 Middlebelt Rd
Romulus, MI 48174

1st Supplier Email:billjr@thonassociates.com
QC Mgr( ) Plant Mgr( ) QR2(P)

1st Supplier Contact: BILL THON, MFG REP EMNNA Contact Phone: 248-625-5426
QC Mgr( ) Plant Mgr( ) QR2(P) Contact Fax: 248-625-5614

From: Ford Motor Company, Mich Truck Jun 8, 2006 09:54 PM EDT

Subject: Quality Concern Notification Ford Concern Number: F020861

Part Number: F0C6 1700 AA Part Name: VALVE AIR
Vehicle: EXPEDITION (TB7)

Concern Description Originator: JOHN MINK 734-467-0568

Shanghai Baolong Industries Co - We Recieved Some Valve Stems That Are Old Parts Diffrent Part Numbers On The Box. Not Enough Grease Or Lubricate On Them Causing Then To Split And Break Apart Parts Are In Iq Awaiting Supplier Review.

_____
__

Please Take The Following Actions:

* Return this form and requested information (all blank/underlined spaces) to:
Email:mtpiq@ford.com Fax: (734) 467-0567 Tel: (734) 467-0568

Response Prepared By: _____ Phone: _____ Date: _____

Supplier Concern Number/Remarks: _____

* Respond within 24 hours of receipt, with completed information:
Is this concern supplier responsible? If no, please provide appropriate supporting documentation. If undetermined, contact IQ for further clarification.
(Y/N/Undetermined) _____
Describe planned interim actions:

_____

_____

Production date(s) of suspect part: _____
Is FCSD service stock affected? (Yes/No) ___
The last shipment of FCSD service stock was made on: _____ (date).
If service stock is affected, please notify your FCSD STA representative:
Brincat, K. R. (Kristi) @ 1-734-5233964 Email: kbrincat@ford.com

* Sort suspect material at the Ford facility, within 24 hours.
Person Performing Sort: _____ Arrival Time At Plant:_____
Pieces Sorted at Ford: _____ # Defective Pieces Found At Ford:_____
Describe how the sorted and certified material will be identified/marked

_____

* Purge your facility and supply chain of suspect material.
Ship certified material, suitably identified, as soon as possible within 24 hours.
Do this for the next 30 days for non-delta parts, and 90 days for delta parts.

Pieces In-transit (from supplier ship location to Ford Plant): _____
Pieces In-transit Sorted: _____ # Defective Pieces In-transit: _____
(not to be recorded in QR2)

Date/Time materials 'certified' at supplier: _____
Date/Time 'certified' materials due at affected Assy plant (and FCSD, if applicable): _____
Transportation mode for 'certified' materials: _____
Identification markings for certified materials: _____

* Initiate and return 8D corrective action reports, within the times specified with a copy sent to your Ford Site STA Engineer, zwang11@ford.com

Within 3 calendar days	Within 15 calendar days
1. Identify your Team	4. Determine Root Cause or

Potential Root Cause(s)

2. Describe the problem
3. Contain the problem

Note: Item #3 'Containment' MUST address production stock and service stock (if affected.)

5. Interim Corrective Actions
6. Permanent Corrective Actions
7. Prevention
8. Congratulate your team

Supplier 8D Champion: _____ Phone: _____

* Include the concern number, F020861 , on all related correspondence

Before coming to Mich Truck , supplier representatives should contact the Incoming Quality Department and provide all requested information to:

IQ Admin. Asst: Joy Reynolds (734) 467-0568
IQ Manager: Donna Albright (734) 467-0600

Requested Actions

Respond In 24 Hours
Initiate 8D Analysis
Ship Certified Stock
Sort Suspect Stock At Plant

Plant Use Only

Concern Open Date: 06/08/06 Responsiveness Rating: _____

Supplier Response Received:
Req. Supplier Sort/Rework Performed:
Certified Stock Received:
8D Received:

Bin Code: _____
Symptom Code: _____
Root Cause Code: _____

Note: These counts are for production stock only

Total Parts Sorted :	0
Total Parts Reworked:	0
Total Parts Returned:	0
Total Parts Scrapped:	0

This Concern Has Not Been Elevated To a QR

The attached file word document,F020861.doc contains the same information as in the email note. You may disregard the other attached file 'ATT123...ATT'

Baolong DVPR Index

Ford Part Number	TRA Number	Manufacturing Site	DV Approval Date	DV Purpose
F81D-1700-AB	TR416MA	Roxboro, North Carolina	6/1/2005	Baolong acquisition of DILL
F81D-1700-AB	TR416MA	Shanghai, China	12/12/2005	Manufacturing site transfer
F81D-1700-BB	TR416MB	Roxboro, North Carolina	6/1/2005	Baolong acquisition of DILL
F81D-1700-BB	TR416MB	Shanghai, China	12/12/2005	Manufacturing site transfer
D70A-1705-AA	3/4" Extension	Roxboro, North Carolina	5/1/2005	Baolong acquisition of DILL
D70A-1705-AA	3/4" Extension	Shanghai, China	12/13/2005	Manufacturing site transfer
F0C6-1700-AA	TR414	Roxboro, North Carolina	4/28/2005	Baolong acquisition of DILL
F0C6-1700-AA	TR414	Shanghai, China	6/15/2005	Manufacturing site transfer
F0C6-1700-AA	TR414	Shanghai, China	11/16/2005	Manufacturing site transfer
F0C6-1700-AA	TR414	Shanghai, China	12/1/2005	Manufacturing site transfer
F0C6-1700-AA	TR414	Shanghai, China	2/13/2006	Manufacturing site transfer
F0C6-1700-AA	TR414	Shanghai, China	2/13/2006	Manufacturing site transfer
7L34-1700-AA	TR414	Shanghai, China	2/27/2007	Valve cap retention tulip added
E2TA-1700-AA	TR413 + 1/2" Ext	Shanghai, China	8/11/2005	Schrader resourcing to Baolong
5F93-1700-AB	TR413HP	Shanghai, China	4/30/2006	Schrader resourcing to Baolong
6L34-1A163-AA	Valve Cap BLVC50	Shanghai, China	11/17/2006	Manufacturing site transfer
6C34-1700-AB	TR600HP	Shanghai, China	4/3/2006	Schrader resourcing to Baolong
6C34-1700-AC	TR600HP	Shanghai, China	9/11/2006	NOM revisions
6C34-1700-BB	TR600HP + 3/4" Ext	Shanghai, China	5/16/2006	Schrader resourcing to Baolong
6C34-1700-BC	TR600HP + 3/4" Ext	Shanghai, China	9/11/2006	NOM revisions
BLE13P	3/4" Extension	Shanghai, China	6/22/2006	Sourcing to Baolong

ARDL TEST SAMPLES

Vehicle	TRA No	Valve MFG	Country of Origin	Visual Inspection	Vehicle Position
2007 Toyota CMAX	413	TBD	TBD	Cracked	TBD
2007 Acura MDS	413	Pacific	USA	No Cracks	Spare Tire
2008 Honda Accord	413	Pacific	Japan	No Cracks	Spare Tire
2008 Honda CRV	413	Pacific	Japan	No Cracks	Spare Tire
2007 Camry XLE	413	Pacific	USA	No Cracks	Spare Tire
2008 Chevy Malibu	414	Schrader	China	No Cracks	Spare Tire
2007 GMC Acadia SLT	414	Schrader	China	No Cracks	Spare Tire
2007 Ford Mondeo	414	EHA Alligator	Germany	No Cracks	Spare Tire
2008 Ford Kuga	414	EHA Alligator	Germany	No Cracks	RH Rear

From: Yao, Michael (G.C.)
Sent: Wednesday, July 23, 2008 10:27 AM
To: Camilleri, Robert (R.H.)
Subject: ??: Baolong Wheel Valve Stem Testing

H1&H2 should be the same and it should be a key point for the result. But after they measured, they found that H1-H2≈2 mm.

As for L1&L2, they found that L1-L2≈1mm.I don't think it's also a cause.

Actually after having this result, it should have given us a general idea. We can't make sure 37% is more robust than 28%.Because there is a big variability for the result.

28% 26,795 --73,356; 37% 35,076--163,080 .

I'm still talking with them if we can verify it more robust by other means for increasing EPDM's parts.

From: Camilleri, Robert (R.H.)
Sent: 2008-7-23 (星期三) 20:33
To: Yao, Michael (G.C.)
Subject: RE: Baolong Wheel Valve Stem Testing

Michael, I am not quite sure that I understand what you are trying to tell me by pointing out that H1&H2 and L1&L2 have a little difference. I didn't think there would be any difference. Please explain, thanks.

From: Yao, Michael (G.C.)
Sent: Wednesday, July 23, 2008 8:01 AM
To: Camilleri, Robert (R.H.)
Subject: RE: Baolong Wheel Valve Stem Testing

Sorry. I didn't note this. After confirming with them,they will modify this fixture and redo the test. Please find the attachment and H1&H2 and L1&L2 have a little difference.

If you have any request,please let me know. Thanks

<< File: Fixture1.JPG >>

Best Regards

Yao GuoCheng (Michael)

From: Camilleri, Robert (R.H.)

Sent: 2008年7月22日 22:06

To: Yao, Michael (G.C.)

Subject: RE: Baolong Wheel Valve Stem Testing

Michael, I did not ask for Baolong to modify the fixture to run 6 of the 28 and 6 of the 37% EPDM valve stems simultaneously. I asked that they to verify that the test fixture is in working condition and meets the requirements of the ISO test procedure. Because the 37% valve stems in test 7047 showed abrasions at 20717 cycles and no abrasions on the 28% valve stem. The 37% valves where in test holes 1-3, which where the same test holes for the 28% valve stems that should abrasions at 20717 cycles in test 7044. I found this to be suspicious for the 37% EPDM valve stems. Please call me, if you have questions. Thanks

---

From: Yao, Michael (G.C.)

Sent: Tuesday, July 22, 2008 7:47 AM

To: Camilleri, Robert (R.H.)

Subject: RE: Baolong Wheel Valve Stem Testing

Robert,

Just to clarify, BaoLong needs to modify the fixture to run another 6 pcs for 28% & 37%.

The reason is that variability is too big. Is that correct ? Please see the form below.

28%	31,429	59,399	59,399	26,795	40,124	73,356
37%	35,076	108,167	163,080	86,395	40,124	40,124

Best Regards

Yao GuoCheng (Michael)

From: Camilleri, Robert (R.H.)

Sent: 2008年7月22日 0:19

To: Yao, Michael (G.C.); billjr@thonassociates.com; 'Chris Bruce'; Raul

Subject: Baolong Wheel Valve Stem Testing

When: 2008年7月22日星期二 18:30-19:30 (GMT+08:00) Beijing, Chongqing, Hong Kong, Urumqi.

Where: Teleconference

Please be prepared to discuss the Ozone test results for the 28 and 37% EPDM valve stems. Thanks

Toll (International): +1.313.621.3673
Toll-free: 1.888.621.3673

Pass code: 87595684

From: Chris Bruce [cbruce@thonassociates.com]

Sent: Wednesday, July 16, 2008 10:03 AM

To: Camilleri, Robert (R.H.)

Cc: billjr@thonassociates.com; 'Julie Troiani'; 'Raul'; 'zoe'; miller@baolong.biz

Subject: BAOLONG VALVE SHIPMENTS TO FORD

Attachments: FORD MEDU1344913 CB 7-16-08.xls; FORD MSCU1048962 CB 7-16-08.xls; FORD YMLU8364450 CB 7-16-08.xls

Rob,

Attached please find three spreadsheets that trace the TR414 valve production from Baolong to the Ford Assembly plants. We were able to trace this by using the lot number and manufacture dates of material produced at Baolong during the suspect time frame. From there we traced these lots to the proper sea container and to our distribution center in Romulus, Michigan. From there we were able to tell you exactly when and to which Ford plants these parts were shipped. Hope this helps.

Regards,

Chris Bruce
Baolong

248-625-5426

CONTAINER MEDU1344913 RECEIVED 10/16/06 LOT NUMBERS: 0627344 MFG DATE; 9-7-06

PART NUMBER: FOC6-1700-AA

LOAD_NUMBER	ID	SHIP DATE	PLANT_LOCATION	CUSTOMER_NAME	SHIP_FROM_NAME	SUM(IH.(
14937	1190203	11/29/2006	FORD MICHIGAN TRUCK- AP02A-	AP02A - FORD MICHIGAN TRUCK	BAOLONG INDUSTRIES (FORD)	8000
14938	1190204	11/29/2006	FORD CHICAGO ASSY- AP03A-	AP03A - FORD CHICAGO	BAOLONG INDUSTRIES (FORD)	7000
14943	1190209	11/29/2006	FORD NORFOLK ASSY- AP12A-	AP12A - FORD NORFOLK	BAOLONG INDUSTRIES (FORD)	6000
14948	1190214	11/29/2006	FORD OAKVILLE ASSY- AP20A-	AP20A - FORD OAKVILLE	BAOLONG INDUSTRIES (FORD)	4000
15031	1194826	12/1/2006	FORD MICHIGAN TRUCK- AP02A-	AP02A - FORD MICHIGAN TRUCK	BAOLONG INDUSTRIES (FORD)	4000
15032	1194827	12/1/2006	FORD CHICAGO ASSY- AP03A-	AP03A - FORD CHICAGO	BAOLONG INDUSTRIES (FORD)	4000
15034	1194829	12/1/2006	FORD KANSAS CITY ASSY- AP06A-	AP06A - FORD KANSAS CITY	BAOLONG INDUSTRIES (FORD)	9000
15036	1194831	12/1/2006	FORD WAYNE ASSY- AP16A-	AP16A - FORD WAYNE	BAOLONG INDUSTRIES (FORD)	5000
15068	1194861	12/1/2006	AUTO ALLIANCE INTERNATIONAL	AUTOALLIANCE INTERNATIONAL INC	BAOLONG INDUSTRIES (FORD)	24000
15073	1198076	12/1/2006	FORD ST. THOMAS ASSY- AP22A-	AP22A - FORD ST. THOMAS	BAOLONG INDUSTRIES (FORD)	1000
15149	1217066	12/4/2006	FORD MICHIGAN TRUCK- AP02A-	AP02A - FORD MICHIGAN TRUCK	BAOLONG INDUSTRIES (FORD)	8000
15150	1217067	12/4/2006	FORD CHICAGO ASSY- AP03A-	AP03A - FORD CHICAGO	BAOLONG INDUSTRIES (FORD)	8000
15152	1217069	12/4/2006	FORD KANSAS CITY ASSY- AP06A-	AP06A - FORD KANSAS CITY	BAOLONG INDUSTRIES (FORD)	18000
15153	1217070	12/4/2006	FORD LOUISVILLE ASSY- AP09A-	AP09A - FORD LOUISVILLE	BAOLONG INDUSTRIES (FORD)	17000
15155	1217072	12/4/2006	FORD NORFOLK ASSY- AP12A-	AP12A - FORD NORFOLK	BAOLONG INDUSTRIES (FORD)	6000
15157	1217074	12/4/2006	FORD TWIN CITIES ASSY- AP15A-	AP15A - FORD TWIN CITIES	BAOLONG INDUSTRIES (FORD)	3000
15158	1217075	12/4/2006	FORD WAYNE ASSY- AP16A-	AP16A - FORD WAYNE	BAOLONG INDUSTRIES (FORD)	10000
15160	1217077	12/4/2006	FORD OAKVILLE ASSY- AP20A-	AP20A - FORD OAKVILLE	BAOLONG INDUSTRIES (FORD)	2000
15161	1217078	12/4/2006	FORD ST. THOMAS ASSY- AP22A-	AP22A - FORD ST. THOMAS	BAOLONG INDUSTRIES (FORD)	8000
15291	1223948	12/7/2006	SERVICIOS Y MONTAJES EAGLE	BAOLONG	BAOLONG INDUSTRIES (FORD)	19000
15309	1223892	12/6/2006	FORD CHICAGO ASSY- AP03A-	AP03A - FORD CHICAGO	BAOLONG INDUSTRIES (FORD)	3000
15311	1223894	12/6/2006	FORD KANSAS CITY ASSY- AP06A-	AP06A - FORD KANSAS CITY	BAOLONG INDUSTRIES (FORD)	19000
15313	1223896	12/6/2006	FORD TWIN CITIES ASSY- AP15A-	AP15A - FORD TWIN CITIES	BAOLONG INDUSTRIES (FORD)	9000
15361	1227731	12/7/2006	FORD DEARBORN STAMPING - MS05A	MS05A - FORD DEARBORN STAMPIN	BAOLONG INDUSTRIES (FORD)	5000
15422	1232671	12/8/2006	FORD MICHIGAN TRUCK- AP02A-	AP02A - FORD MICHIGAN TRUCK	BAOLONG INDUSTRIES (FORD)	3000
15423	1232672	12/8/2006	FORD CHICAGO ASSY- AP03A-	AP03A - FORD CHICAGO	BAOLONG INDUSTRIES (FORD)	4000
15426	1232674	12/8/2006	FORD KANSAS CITY ASSY- AP06A-	AP06A - FORD KANSAS CITY	BAOLONG INDUSTRIES (FORD)	9000
15427	1232675	12/8/2006	FORD NORFOLK ASSY- AP12A-	AP12A - FORD NORFOLK	BAOLONG INDUSTRIES (FORD)	6000
15428	1232676	12/8/2006	FORD WAYNE ASSY- AP16A-	AP16A - FORD WAYNE	BAOLONG INDUSTRIES (FORD)	5000
15430	1232678	12/8/2006	FORD OAKVILLE ASSY- AP20A-	AP20A - FORD OAKVILLE	BAOLONG INDUSTRIES (FORD)	2000
15497	1258651	12/11/2006	FORD NORFOLK ASSY- AP12A-	AP12A - FORD NORFOLK	BAOLONG INDUSTRIES (FORD)	4000
15498	1258653	12/11/2006	FORD TWIN CITIES ASSY- AP15A-	AP15A - FORD TWIN CITIES	BAOLONG INDUSTRIES (FORD)	3000
15499	1258654	12/11/2006	FORD WAYNE ASSY- AP16A-	AP16A - FORD WAYNE	BAOLONG INDUSTRIES (FORD)	9000
15640	1265630	12/13/2006	FORD MICHIGAN TRUCK- AP02A-	AP02A - FORD MICHIGAN TRUCK	BAOLONG INDUSTRIES (FORD)	7000
15641	1265631	12/13/2006	FORD CHICAGO ASSY- AP03A-	AP03A - FORD CHICAGO	BAOLONG INDUSTRIES (FORD)	9000
15643	1265633	12/13/2006	FORD KANSAS CITY ASSY- AP06A-	AP06A - FORD KANSAS CITY	BAOLONG INDUSTRIES (FORD)	4000
15644	1265634	12/13/2006	FORD TWIN CITIES ASSY- AP15A-	AP15A - FORD TWIN CITIES	BAOLONG INDUSTRIES (FORD)	6000
15646	1265636	12/13/2006	FORD OAKVILLE ASSY- AP20A-	AP20A - FORD OAKVILLE	BAOLONG INDUSTRIES (FORD)	7000
15647	1265637	12/13/2006	FORD ST. THOMAS ASSY- AP22A-	AP22A - FORD ST. THOMAS	BAOLONG INDUSTRIES (FORD)	10000
15648	1265638	12/13/2006	RENAISSANCE GLOBAL C/O PC07A	VENEZUELA IE0CA	BAOLONG INDUSTRIES (FORD)	1000
15649	1265639	12/13/2006	FORD WAYNE ASSY- AP16A-	AP16A - FORD WAYNE	BAOLONG INDUSTRIES (FORD)	9000
15761	1273128	12/15/2006	FORD MICHIGAN TRUCK- AP02A-	AP02A - FORD MICHIGAN TRUCK	BAOLONG INDUSTRIES (FORD)	4000
15762	1273129	12/15/2006	FORD CHICAGO ASSY- AP03A-	AP03A - FORD CHICAGO	BAOLONG INDUSTRIES (FORD)	4000
15763	1273130	12/15/2006	FORD KANSAS CITY ASSY- AP06A-	AP06A - FORD KANSAS CITY	BAOLONG INDUSTRIES (FORD)	10000
15765	1273131	12/15/2006	FORD WAYNE ASSY- AP16A-	AP16A - FORD WAYNE	BAOLONG INDUSTRIES (FORD)	5000
15768	1273127	12/15/2006	FORD OAKVILLE ASSY- AP20A-	AP20A - FORD OAKVILLE	BAOLONG INDUSTRIES (FORD)	5000
15769	1273513	12/15/2006	AUTO ALLIANCE INTERNATIONAL	AUTOALLIANCE INTERNATIONAL INC	BAOLONG INDUSTRIES (FORD)	29000
15804	1287734	12/18/2006	FORD MICHIGAN TRUCK- AP02A-	AP02A - FORD MICHIGAN TRUCK	BAOLONG INDUSTRIES (FORD)	8000
15805	1287735	12/18/2006	FORD CHICAGO ASSY- AP03A-	AP03A - FORD CHICAGO	BAOLONG INDUSTRIES (FORD)	7000
15807	1287737	12/18/2006	FORD KANSAS CITY ASSY- AP06A-	AP06A - FORD KANSAS CITY	BAOLONG INDUSTRIES (FORD)	12000
15808	1287738	12/18/2006	FORD LOUISVILLE ASSY- AP09A-	AP09A - FORD LOUISVILLE	BAOLONG INDUSTRIES (FORD)	18000
15811	1287740	12/18/2006	FORD WAYNE ASSY- AP16A-	AP16A - FORD WAYNE	BAOLONG INDUSTRIES (FORD)	9000

15813	1287742	12/18/2006	FORD OAKVILLE ASSY- AP20A-	AP20A - FORD OAKVILLE	BAOLONG INDUSTRIES (FORD)	8000
15814	1287743	12/18/2006	FORD ST. THOMAS ASSY- AP22A-	AP22A - FORD ST. THOMAS	BAOLONG INDUSTRIES (FORD)	9000
15815	1287754	12/18/2006	FORD DEARBORN STAMPING - MS05A	MS05A - FORD DEARBORN STAMPIN	BAOLONG INDUSTRIES (FORD)	18000
15958	1301666	12/20/2006	FORD CHICAGO ASSY- AP03A-	AP03A - FORD CHICAGO	BAOLONG INDUSTRIES (FORD)	1000
16215	1370826	1/3/2007	FORD DEARBORN STAMPING - MS05A	MS05A - FORD DEARBORN STAMPIN	BAOLONG INDUSTRIES (FORD)	8000
16325	1378391	1/5/2007	FORD KANSAS CITY ASSY- AP06A-	AP06A - FORD KANSAS CITY	BAOLONG INDUSTRIES (FORD)	7000
16327	1378393	1/5/2007	FORD OAKVILLE ASSY- AP20A-	AP20A - FORD OAKVILLE	BAOLONG INDUSTRIES (FORD)	4000
16328	1378394	1/5/2007	FORD DEARBORN STAMPING - MS05A	MS05A - FORD DEARBORN STAMPIN	BAOLONG INDUSTRIES (FORD)	4000
16329	1378395	1/5/2007	AUTO ALLIANCE INTERNATIONAL	AUTOALLIANCE INTERNATIONAL INC	BAOLONG INDUSTRIES (FORD)	26000
16356	1396535	1/8/2007	FORD KANSAS CITY ASSY- AP06A-	AP06A - FORD KANSAS CITY	BAOLONG INDUSTRIES (FORD)	33000
16361	1396564	1/8/2007	FORD OAKVILLE ASSY- AP20A-	AP20A - FORD OAKVILLE	BAOLONG INDUSTRIES (FORD)	1000
16508	1406773	1/10/2007	FORD MICHIGAN TRUCK- AP02A-	AP02A - FORD MICHIGAN TRUCK	BAOLONG INDUSTRIES (FORD)	5000
16511	1406776	1/10/2007	FORD TWIN CITIES ASSY- AP15A-	AP15A - FORD TWIN CITIES	BAOLONG INDUSTRIES (FORD)	6000
16514	1406779	1/10/2007	FORD ST. THOMAS ASSY- AP22A-	AP22A - FORD ST. THOMAS	BAOLONG INDUSTRIES (FORD)	4000
16515	1406780	1/10/2007	FORD DEARBORN STAMPING - MS05A	MS05A - FORD DEARBORN STAMPIN	BAOLONG INDUSTRIES (FORD)	2000
16747	1433234	1/16/2007	SERVICIOS Y MONTAJES EAGLE	BAOLONG	BAOLONG INDUSTRIES (FORD)	32000
16778	1436998	1/17/2007	FORD MICHIGAN TRUCK- AP02A-	AP02A - FORD MICHIGAN TRUCK	BAOLONG INDUSTRIES (FORD)	9000
16781	1437000	1/17/2007	FORD KANSAS CITY ASSY- AP06A-	AP06A - FORD KANSAS CITY	BAOLONG INDUSTRIES (FORD)	18000
16783	1437002	1/17/2007	FORD NORFOLK ASSY- AP12A-	AP12A - FORD NORFOLK	BAOLONG INDUSTRIES (FORD)	6000
16784	1437003	1/17/2007	FORD TWIN CITIES ASSY- AP15A-	AP15A - FORD TWIN CITIES	BAOLONG INDUSTRIES (FORD)	6000
16785	1437004	1/17/2007	FORD WAYNE ASSY- AP16A-	AP16A - FORD WAYNE	BAOLONG INDUSTRIES (FORD)	5000
16927	1444046	1/19/2007	FORD WAYNE ASSY- AP16A-	AP16A - FORD WAYNE	BAOLONG INDUSTRIES (FORD)	6000
16933	1444077	1/19/2007	FORD MICHIGAN TRUCK- AP02A-	AP02A - FORD MICHIGAN TRUCK	BAOLONG INDUSTRIES (FORD)	3000
16936	1444102	1/19/2007	FORD LOUISVILLE ASSY- AP09A-	AP09A - FORD LOUISVILLE	BAOLONG INDUSTRIES (FORD)	5000
16937	1444080	1/19/2007	FORD WAYNE ASSY- AP16A-	AP16A - FORD WAYNE	BAOLONG INDUSTRIES (FORD)	4000
16939	1444082	1/19/2007	FORD OAKVILLE ASSY- AP20A-	AP20A - FORD OAKVILLE	BAOLONG INDUSTRIES (FORD)	4000
16941	1444085	1/19/2007	FORD DEARBORN STAMPING - MS05A	MS05A - FORD DEARBORN STAMPIN	BAOLONG INDUSTRIES (FORD)	2000
17136	1463614	1/24/2007	FORD LOUISVILLE ASSY- AP09A-	AP09A - FORD LOUISVILLE	BAOLONG INDUSTRIES (FORD)	14000
17139	1463617	1/24/2007	FORD KANSAS CITY ASSY- AP06A-	AP06A - FORD KANSAS CITY	BAOLONG INDUSTRIES (FORD)	20000
17151	1463688	1/24/2007	FORD DEARBORN STAMPING - MS05A	MS05A - FORD DEARBORN STAMPIN	BAOLONG INDUSTRIES (FORD)	16000
17263	1472156	1/26/2007	AUTO ALLIANCE INTERNATIONAL	AUTOALLIANCE INTERNATIONAL INC	BAOLONG INDUSTRIES (FORD)	15000
17264	1472157	1/26/2007	FORD DEARBORN STAMPING - MS05A	MS05A - FORD DEARBORN STAMPIN	BAOLONG INDUSTRIES (FORD)	12000
17330	1487948	1/29/2007	FORD KANSAS CITY ASSY- AP06A-	AP06A - FORD KANSAS CITY	BAOLONG INDUSTRIES (FORD)	20000
17331	1487949	1/29/2007	FORD LOUISVILLE ASSY- AP09A-	AP09A - FORD LOUISVILLE	BAOLONG INDUSTRIES (FORD)	3000
18849	1654776	2/28/2007	FORD MICHIGAN TRUCK- AP02A-	AP02A - FORD MICHIGAN TRUCK	BAOLONG INDUSTRIES (FORD)	3000
18851	1654778	2/28/2007	FORD KANSAS CITY ASSY- AP06A-	AP06A - FORD KANSAS CITY	BAOLONG INDUSTRIES (FORD)	21000
18856	1654783	2/28/2007	FORD ST. THOMAS ASSY- AP22A-	AP22A - FORD ST. THOMAS	BAOLONG INDUSTRIES (FORD)	6000
18967	1663904	3/2/2007	AUTO ALLIANCE INTERNATIONAL	AUTOALLIANCE INTERNATIONAL INC	BAOLONG INDUSTRIES (FORD)	20000
19029	1684656	3/5/2007	FORD MICHIGAN TRUCK- AP02A-	AP02A - FORD MICHIGAN TRUCK	BAOLONG INDUSTRIES (FORD)	8000
19031	1684658	3/5/2007	FORD KANSAS CITY ASSY- AP06A-	AP06A - FORD KANSAS CITY	BAOLONG INDUSTRIES (FORD)	24000
19034	1684661	3/5/2007	FORD TWIN CITIES ASSY- AP15A-	AP15A - FORD TWIN CITIES	BAOLONG INDUSTRIES (FORD)	4000
19039	1684666	3/5/2007	FORD DEARBORN STAMPING - MS05A	MS05A - FORD DEARBORN STAMPIN	BAOLONG INDUSTRIES (FORD)	1000
19175	1694381	3/7/2007	FORD OAKVILLE ASSY- AP20A-	AP20A - FORD OAKVILLE	BAOLONG INDUSTRIES (FORD)	7000
19176	1694382	3/7/2007	FORD ST. THOMAS ASSY- AP22A-	AP22A - FORD ST. THOMAS	BAOLONG INDUSTRIES (FORD)	6000

CONTAINER MSCU1048962 RECEIVED 12/20/06 LOT NUMBER: 0627344 & 0627345 MFG DATES: 11-9-06

PART NUMBER: FOC6-1700-AA

LOAD_NUMBER	ID	SHIP DATE	PLANT_LOCATION	CUSTOMER_NAME	SHIP_FROM_NAME	SUM(IH.QUANTITY)
19900	1772952	3/21/2007	FORD TWIN CITIES ASSY- AP15A-	AP15A - FORD TWIN CITIES	BAOLONG INDUSTRIES (FORD)	2000
16787	1437006	1/17/2007	FORD OAKVILLE ASSY- AP20A-	AP20A - FORD OAKVILLE	BAOLONG INDUSTRIES (FORD)	7000
16788	1437007	1/17/2007	FORD ST. THOMAS ASSY- AP22A-	AP22A - FORD ST. THOMAS	BAOLONG INDUSTRIES (FORD)	9000
16790	1437008	1/17/2007	RENAISSANCE GLOBAL C/O PC07A	VENEZUELA IE0CA	BAOLONG INDUSTRIES (FORD)	1000
16791	1437077	1/17/2007	FORD DEARBORN STAMPING - MS05A	MS05A - FORD DEARBORN STAMPING	BAOLONG INDUSTRIES (FORD)	16000
16934	1444078	1/19/2007	FORD CHICAGO ASSY- AP03A-	AP03A - FORD CHICAGO	BAOLONG INDUSTRIES (FORD)	4000
16935	1444079	1/19/2007	FORD KANSAS CITY ASSY- AP06A-	AP06A - FORD KANSAS CITY	BAOLONG INDUSTRIES (FORD)	10000
16936	1444102	1/19/2007	FORD LOUISVILLE ASSY- AP09A-	AP09A - FORD LOUISVILLE	BAOLONG INDUSTRIES (FORD)	13000
16940	1444104	1/19/2007	AUTO ALLIANCE INTERNATIONAL	AUTOALLIANCE INTERNATIONAL INC	BAOLONG INDUSTRIES (FORD)	23000
16941	1444085	1/19/2007	FORD DEARBORN STAMPING - MS05A	MS05A - FORD DEARBORN STAMPING	BAOLONG INDUSTRIES (FORD)	3000
17011	1456679	1/22/2007	FORD CHICAGO ASSY- AP03A-	AP03A - FORD CHICAGO	BAOLONG INDUSTRIES (FORD)	7000
17014	1456703	1/22/2007	FORD KANSAS CITY ASSY- AP06A-	AP06A - FORD KANSAS CITY	BAOLONG INDUSTRIES (FORD)	18000
17015	1456681	1/22/2007	FORD NORFOLK ASSY- AP12A-	AP12A - FORD NORFOLK	BAOLONG INDUSTRIES (FORD)	6000
17016	1456682	1/22/2007	FORD MICHIGAN TRUCK- AP02A-	AP02A - FORD MICHIGAN TRUCK	BAOLONG INDUSTRIES (FORD)	8000
17019	1456683	1/22/2007	FORD ST. THOMAS ASSY- AP22A-	AP22A - FORD ST. THOMAS	BAOLONG INDUSTRIES (FORD)	9000
17020	1456684	1/22/2007	FORD TWIN CITIES ASSY- AP15A-	AP15A - FORD TWIN CITIES	BAOLONG INDUSTRIES (FORD)	2000
17021	1456685	1/22/2007	FORD WAYNE ASSY- AP16A-	AP16A - FORD WAYNE	BAOLONG INDUSTRIES (FORD)	9000
17022	1456691	1/22/2007	FORD OAKVILLE ASSY- AP20A-	AP20A - FORD OAKVILLE	BAOLONG INDUSTRIES (FORD)	7000
17108	1460386	1/23/2007	FORD KANSAS CITY ASSY- AP06A-	AP06A - FORD KANSAS CITY	BAOLONG INDUSTRIES (FORD)	6000
17136	1463614	1/24/2007	FORD LOUISVILLE ASSY- AP09A-	AP09A - FORD LOUISVILLE	BAOLONG INDUSTRIES (FORD)	4000
17137	1463615	1/24/2007	FORD MICHIGAN TRUCK- AP02A-	AP02A - FORD MICHIGAN TRUCK	BAOLONG INDUSTRIES (FORD)	8000
17138	1463616	1/24/2007	FORD CHICAGO ASSY- AP03A-	AP03A - FORD CHICAGO	BAOLONG INDUSTRIES (FORD)	8000
17140	1463618	1/24/2007	FORD WAYNE ASSY- AP16A-	AP16A - FORD WAYNE	BAOLONG INDUSTRIES (FORD)	8000
17141	1463619	1/24/2007	FORD OAKVILLE ASSY- AP20A-	AP20A - FORD OAKVILLE	BAOLONG INDUSTRIES (FORD)	9000
17142	1463620	1/24/2007	FORD ST. THOMAS ASSY- AP22A-	AP22A - FORD ST. THOMAS	BAOLONG INDUSTRIES (FORD)	4000
17152	1463624	1/24/2007	FORD TWIN CITIES ASSY- AP15A-	AP15A - FORD TWIN CITIES	BAOLONG INDUSTRIES (FORD)	1000
17514	1495932	1/31/2007	FORD MICHIGAN TRUCK- AP02A-	AP02A - FORD MICHIGAN TRUCK	BAOLONG INDUSTRIES (FORD)	8000
17515	1495933	1/31/2007	FORD CHICAGO ASSY- AP03A-	AP03A - FORD CHICAGO	BAOLONG INDUSTRIES (FORD)	8000
17517	1495934	1/31/2007	FORD KANSAS CITY ASSY- AP06A-	AP06A - FORD KANSAS CITY	BAOLONG INDUSTRIES (FORD)	2000
17521	1495938	1/31/2007	FORD TWIN CITIES ASSY- AP15A-	AP15A - FORD TWIN CITIES	BAOLONG INDUSTRIES (FORD)	1000
17602	1503051	2/2/2007	FORD MICHIGAN TRUCK- AP02A-	AP02A - FORD MICHIGAN TRUCK	BAOLONG INDUSTRIES (FORD)	3000
17603	1503052	2/2/2007	FORD CHICAGO ASSY- AP03A-	AP03A - FORD CHICAGO	BAOLONG INDUSTRIES (FORD)	4000
17604	1503053	2/2/2007	FORD KANSAS CITY ASSY- AP06A-	AP06A - FORD KANSAS CITY	BAOLONG INDUSTRIES (FORD)	8000
17607	1503056	2/2/2007	FORD TWIN CITIES ASSY- AP15A-	AP15A - FORD TWIN CITIES	BAOLONG INDUSTRIES (FORD)	4000
17608	1503057	2/2/2007	FORD WAYNE ASSY- AP16A-	AP16A - FORD WAYNE	BAOLONG INDUSTRIES (FORD)	4000
17610	1503059	2/2/2007	FORD OAKVILLE ASSY- AP20A-	AP20A - FORD OAKVILLE	BAOLONG INDUSTRIES (FORD)	5000
17611	1503060	2/2/2007	AUTO ALLIANCE INTERNATIONAL	AUTOALLIANCE INTERNATIONAL INC	BAOLONG INDUSTRIES (FORD)	3000
17664	1520620	2/5/2007	FORD MICHIGAN TRUCK- AP02A-	AP02A - FORD MICHIGAN TRUCK	BAOLONG INDUSTRIES (FORD)	3000
17665	1520621	2/5/2007	FORD CHICAGO ASSY- AP03A-	AP03A - FORD CHICAGO	BAOLONG INDUSTRIES (FORD)	8000
17667	1520623	2/5/2007	FORD KANSAS CITY ASSY- AP06A-	AP06A - FORD KANSAS CITY	BAOLONG INDUSTRIES (FORD)	20000
17672	1520627	2/5/2007	FORD OAKVILLE ASSY- AP20A-	AP20A - FORD OAKVILLE	BAOLONG INDUSTRIES (FORD)	8000
17673	1520628	2/5/2007	FORD DEARBORN STAMPING - MS05A	MS05A - FORD DEARBORN STAMPING	BAOLONG INDUSTRIES (FORD)	9000
17845	1528437	2/7/2007	FORD MICHIGAN TRUCK- AP02A-	AP02A - FORD MICHIGAN TRUCK	BAOLONG INDUSTRIES (FORD)	8000
17846	1528438	2/7/2007	FORD CHICAGO ASSY- AP03A-	AP03A - FORD CHICAGO	BAOLONG INDUSTRIES (FORD)	8000
17848	1528440	2/7/2007	FORD KANSAS CITY ASSY- AP06A-	AP06A - FORD KANSAS CITY	BAOLONG INDUSTRIES (FORD)	21000
17849	1528441	2/7/2007	FORD LOUISVILLE ASSY- AP09A-	AP09A - FORD LOUISVILLE	BAOLONG INDUSTRIES (FORD)	18000
17852	1528444	2/7/2007	FORD TWIN CITIES ASSY- AP15A-	AP15A - FORD TWIN CITIES	BAOLONG INDUSTRIES (FORD)	4000
17854	1528446	2/7/2007	FORD OAKVILLE ASSY- AP20A-	AP20A - FORD OAKVILLE	BAOLONG INDUSTRIES (FORD)	8000
17855	1528447	2/7/2007	FORD ST. THOMAS ASSY- AP22A-	AP22A - FORD ST. THOMAS	BAOLONG INDUSTRIES (FORD)	3000
17856	1528448	2/7/2007	FORD DEARBORN STAMPING - MS05A	MS05A - FORD DEARBORN STAMPING	BAOLONG INDUSTRIES (FORD)	7000
17947	1535527	2/9/2007	FORD MICHIGAN TRUCK- AP02A-	AP02A - FORD MICHIGAN TRUCK	BAOLONG INDUSTRIES (FORD)	4000
17948	1535528	2/9/2007	FORD KANSAS CITY ASSY- AP06A-	AP06A - FORD KANSAS CITY	BAOLONG INDUSTRIES (FORD)	6000
17952	1535532	2/9/2007	FORD OAKVILLE ASSY- AP20A-	AP20A - FORD OAKVILLE	BAOLONG INDUSTRIES (FORD)	5000
17954	1535533	2/9/2007	FORD DEARBORN STAMPING - MS05A	MS05A - FORD DEARBORN STAMPING	BAOLONG INDUSTRIES (FORD)	4000
17955	1535534	2/9/2007	AUTO ALLIANCE INTERNATIONAL	AUTOALLIANCE INTERNATIONAL INC	BAOLONG INDUSTRIES (FORD)	6000

18852	1654779	2/28/2007	FORD TWIN CITIES ASSY- AP15A-	AP15A - FORD TWIN CITIES	BAOLONG INDUSTRIES (FORD)	4000
18853	1654780	2/28/2007	FORD WAYNE ASSY- AP16A-	AP16A - FORD WAYNE	BAOLONG INDUSTRIES (FORD)	8000
18855	1654782	2/28/2007	FORD OAKVILLE ASSY- AP20A-	AP20A - FORD OAKVILLE	BAOLONG INDUSTRIES (FORD)	8000
18856	1654783	2/28/2007	FORD ST. THOMAS ASSY- AP22A-	AP22A - FORD ST. THOMAS	BAOLONG INDUSTRIES (FORD)	3000
18857	1654784	2/28/2007	FORD DEARBORN STAMPING - MS05A	MS05A - FORD DEARBORN STAMPING	BAOLONG INDUSTRIES (FORD)	7000
18895	1654829	3/1/2007	BAOLONG	BAOLONG	BAOLONG INDUSTRIES (FORD)	1000
18956	1663895	3/2/2007	FORD MICHIGAN TRUCK- AP02A-	AP02A - FORD MICHIGAN TRUCK	BAOLONG INDUSTRIES (FORD)	3000
18959	1663897	3/2/2007	FORD KANSAS CITY ASSY- AP06A-	AP06A - FORD KANSAS CITY	BAOLONG INDUSTRIES (FORD)	10000
18960	1663898	3/2/2007	FORD TWIN CITIES ASSY- AP15A-	AP15A - FORD TWIN CITIES	BAOLONG INDUSTRIES (FORD)	3000
18961	1663899	3/2/2007	FORD WAYNE ASSY- AP16A-	AP16A - FORD WAYNE	BAOLONG INDUSTRIES (FORD)	5000
18963	1663901	3/2/2007	FORD OAKVILLE ASSY- AP20A-	AP20A - FORD OAKVILLE	BAOLONG INDUSTRIES (FORD)	3000
18964	1663902	3/2/2007	FORD ST. THOMAS ASSY- AP22A-	AP22A - FORD ST. THOMAS	BAOLONG INDUSTRIES (FORD)	5000
18966	1663903	3/2/2007	FORD DEARBORN STAMPING - MS05A	MS05A - FORD DEARBORN STAMPING	BAOLONG INDUSTRIES (FORD)	5000
18967	1663904	3/2/2007	AUTO ALLIANCE INTERNATIONAL	AUTOALLIANCE INTERNATIONAL INC	BAOLONG INDUSTRIES (FORD)	5000
19035	1684662	3/5/2007	FORD WAYNE ASSY- AP16A-	AP16A - FORD WAYNE	BAOLONG INDUSTRIES (FORD)	7000
19037	1684664	3/5/2007	FORD OAKVILLE ASSY- AP20A-	AP20A - FORD OAKVILLE	BAOLONG INDUSTRIES (FORD)	7000
19038	1684665	3/5/2007	FORD ST. THOMAS ASSY- AP22A-	AP22A - FORD ST. THOMAS	BAOLONG INDUSTRIES (FORD)	8000
19039	1684666	3/5/2007	FORD DEARBORN STAMPING - MS05A	MS05A - FORD DEARBORN STAMPING	BAOLONG INDUSTRIES (FORD)	8000
19431	1726721	3/14/2007	SERVICIOS Y MONTAJES EAGLE TX	BAOLONG	BAOLONG INDUSTRIES (FORD)	7000
19504	1730615	3/14/2007	FORD MICHIGAN TRUCK- AP02A-	AP02A - FORD MICHIGAN TRUCK	BAOLONG INDUSTRIES (FORD)	8000
19507	1730624	3/14/2007	FORD KANSAS CITY ASSY- AP06A-	AP06A - FORD KANSAS CITY	BAOLONG INDUSTRIES (FORD)	21000
19509	1730616	3/14/2007	FORD NORFOLK ASSY- AP12A-	AP12A - FORD NORFOLK	BAOLONG INDUSTRIES (FORD)	6000
19511	1730617	3/14/2007	FORD TWIN CITIES ASSY- AP15A-	AP15A - FORD TWIN CITIES	BAOLONG INDUSTRIES (FORD)	5000
19512	1730618	3/14/2007	FORD WAYNE ASSY- AP16A-	AP16A - FORD WAYNE	BAOLONG INDUSTRIES (FORD)	8000
19514	1730619	3/14/2007	FORD OAKVILLE ASSY- AP20A-	AP20A - FORD OAKVILLE	BAOLONG INDUSTRIES (FORD)	9000
19515	1730620	3/14/2007	FORD ST. THOMAS ASSY- AP22A-	AP22A - FORD ST. THOMAS	BAOLONG INDUSTRIES (FORD)	8000
19516	1730621	3/14/2007	FORD DEARBORN STAMPING - MS05A	MS05A - FORD DEARBORN STAMPING	BAOLONG INDUSTRIES (FORD)	8000
19638	1739027	3/16/2007	AUTO ALLIANCE INTERNATIONAL	AUTOALLIANCE INTERNATIONAL INC	BAOLONG INDUSTRIES (FORD)	20000
19641	1739030	3/16/2007	FORD ST. THOMAS ASSY- AP22A-	AP22A - FORD ST. THOMAS	BAOLONG INDUSTRIES (FORD)	4000
19643	1739032	3/16/2007	FORD WAYNE ASSY- AP16A-	AP16A - FORD WAYNE	BAOLONG INDUSTRIES (FORD)	5000
19644	1739033	3/16/2007	FORD TWIN CITIES ASSY- AP15A-	AP15A - FORD TWIN CITIES	BAOLONG INDUSTRIES (FORD)	2000
19645	1739034	3/16/2007	FORD NORFOLK ASSY- AP12A-	AP12A - FORD NORFOLK	BAOLONG INDUSTRIES (FORD)	6000
19646	1739035	3/16/2007	FORD LOUISVILLE ASSY- AP09A-	AP09A - FORD LOUISVILLE	BAOLONG INDUSTRIES (FORD)	15000
19647	1739036	3/16/2007	FORD KANSAS CITY ASSY- AP06A-	AP06A - FORD KANSAS CITY	BAOLONG INDUSTRIES (FORD)	10000
19648	1739037	3/16/2007	FORD CHICAGO ASSY- AP03A-	AP03A - FORD CHICAGO	BAOLONG INDUSTRIES (FORD)	4000
19649	1739038	3/16/2007	FORD MICHIGAN TRUCK- AP02A-	AP02A - FORD MICHIGAN TRUCK	BAOLONG INDUSTRIES (FORD)	3000
19677	1763341	3/19/2007	FORD MICHIGAN TRUCK- AP02A-	AP02A - FORD MICHIGAN TRUCK	BAOLONG INDUSTRIES (FORD)	2000
19678	1763342	3/19/2007	FORD CHICAGO ASSY- AP03A-	AP03A - FORD CHICAGO	BAOLONG INDUSTRIES (FORD)	1000
19680	1763344	3/19/2007	FORD KANSAS CITY ASSY- AP06A-	AP06A - FORD KANSAS CITY	BAOLONG INDUSTRIES (FORD)	22000
19684	1763348	3/19/2007	FORD WAYNE ASSY- AP16A-	AP16A - FORD WAYNE	BAOLONG INDUSTRIES (FORD)	9000
19825	1772956	3/21/2007	FORD LOUISVILLE ASSY- AP09A-	AP09A - FORD LOUISVILLE	BAOLONG INDUSTRIES (FORD)	14000
19832	1772960	3/21/2007	FORD OAKVILLE ASSY- AP20A-	AP20A - FORD OAKVILLE	BAOLONG INDUSTRIES (FORD)	1000

CONTAINER YMLU8364450 RECEIVED ON 8/15/06 LOT NUMBERS: 0627320 MFG DATE: 7-13-08

PART NUMBER: FOC6-1700-AA

LOAD_NU	ID	SHIP DATE	PLANT_LOCATION	CUSTOMER_NAME	SHIP_FROM_NAME	SUM(IH.QUA
13372	986313	10/30/2006	SERVICIOS Y MONTAJES EAGLE	BAOLONG	BAOLONG INDUSTRIES (FORD)	12000
13503	986314	10/26/2006	T & WA OF LANSING	T & WA LANSING	BAOLONG INDUSTRIES (FORD)	12000
13592	990384	10/27/2006	FORD KANSAS CITY ASSY- AP06A-	AP06A - FORD KANSAS CITY	BAOLONG INDUSTRIES (FORD)	10000
13593	990385	10/27/2006	FORD MICHIGAN TRUCK- AP02A-	AP02A - FORD MICHIGAN TRUCK	BAOLONG INDUSTRIES (FORD)	4000
13594	990386	10/27/2006	FORD NORFOLK ASSY- AP12A-	AP12A - FORD NORFOLK	BAOLONG INDUSTRIES (FORD)	6000
13650	1007202	10/30/2006	FORD MICHIGAN TRUCK- AP02A-	AP02A - FORD MICHIGAN TRUCK	BAOLONG INDUSTRIES (FORD)	3000
13656	1007207	10/30/2006	FORD WAYNE ASSY- AP16A-	AP16A - FORD WAYNE	BAOLONG INDUSTRIES (FORD)	4000
13763	1015377	11/1/2006	FORD KANSAS CITY ASSY- AP06A-	AP06A - FORD KANSAS CITY	BAOLONG INDUSTRIES (FORD)	10000
13765	1015379	11/1/2006	FORD WAYNE ASSY- AP16A-	AP16A - FORD WAYNE	BAOLONG INDUSTRIES (FORD)	10000
13892	1022002	11/3/2006	AUTO ALLIANCE INTERNATIONAL	AUTOALLIANCE INTERNATIONAL INC	BAOLONG INDUSTRIES (FORD)	19000
13950	1049979	11/6/2006	FORD KANSAS CITY ASSY- AP06A-	AP06A - FORD KANSAS CITY	BAOLONG INDUSTRIES (FORD)	10000
13996	1063921	11/7/2006	T & WA OF LANSING	T & WA LANSING	BAOLONG INDUSTRIES (FORD)	1000
14369	1115622	11/15/2006	FORD CHICAGO ASSY- AP03A-	AP03A - FORD CHICAGO	BAOLONG INDUSTRIES (FORD)	3000
14377	1115628	11/15/2006	FORD WAYNE ASSY- AP16A-	AP16A - FORD WAYNE	BAOLONG INDUSTRIES (FORD)	10000
14428	1119586	11/16/2006	SERVICIOS Y MONTAJES EAGLE	BAOLONG	BAOLONG INDUSTRIES (FORD)	37000
14691	1152152	11/22/2006	FORD TWIN CITIES ASSY- AP15A-	AP15A - FORD TWIN CITIES	BAOLONG INDUSTRIES (FORD)	11000
15153	1217070	12/4/2006	FORD LOUISVILLE ASSY- AP09A-	AP09A - FORD LOUISVILLE	BAOLONG INDUSTRIES (FORD)	1000
15157	1217074	12/4/2006	FORD TWIN CITIES ASSY- AP15A-	AP15A - FORD TWIN CITIES	BAOLONG INDUSTRIES (FORD)	5000
15166	1217175	12/5/2006	NIPPON EXPRESS USA INC	BAOLONG	BAOLONG INDUSTRIES (FORD)	1
15167	1217176	12/5/2006	NIPPON EXPRESS USA INC	BAOLONG	BAOLONG INDUSTRIES (FORD)	64
15168	1217174	12/5/2006	NIPPON EXPRESS USA INC	BAOLONG	BAOLONG INDUSTRIES (FORD)	14
15291	1223948	12/7/2006	SERVICIOS Y MONTAJES EAGLE	BAOLONG	BAOLONG INDUSTRIES (FORD)	1000
15308	1223891	12/6/2006	FORD MICHIGAN TRUCK- AP02A-	AP02A - FORD MICHIGAN TRUCK	BAOLONG INDUSTRIES (FORD)	7000
15309	1223892	12/6/2006	FORD CHICAGO ASSY- AP03A-	AP03A - FORD CHICAGO	BAOLONG INDUSTRIES (FORD)	5000
15314	1223900	12/6/2006	FORD WAYNE ASSY- AP16A-	AP16A - FORD WAYNE	BAOLONG INDUSTRIES (FORD)	9000
15316	1223902	12/6/2006	FORD OAKVILLE ASSY- AP20A-	AP20A - FORD OAKVILLE	BAOLONG INDUSTRIES (FORD)	8000
15317	1223903	12/6/2006	FORD ST. THOMAS ASSY- AP22A-	AP22A - FORD ST. THOMAS	BAOLONG INDUSTRIES (FORD)	9000
15318	1223924	12/6/2006	RENAISSANCE GLOBAL C/O PC07A	VENEZUELA IE0CA	BAOLONG INDUSTRIES (FORD)	1000
15361	1227731	12/7/2006	FORD DEARBORN STAMPING - MS05A	MS05A - FORD DEARBORN STAMPING	BAOLONG INDUSTRIES (FORD)	5000
15556	1262073	12/13/2006	BAOLONG	BAOLONG	BAOLONG INDUSTRIES (FORD)	500
15958	1301666	12/20/2006	FORD CHICAGO ASSY- AP03A-	AP03A - FORD CHICAGO	BAOLONG INDUSTRIES (FORD)	6000
15960	1301656	12/20/2006	FORD KANSAS CITY ASSY- AP06A-	AP06A - FORD KANSAS CITY	BAOLONG INDUSTRIES (FORD)	8000
15961	1301659	12/20/2006	FORD LOUISVILLE ASSY- AP09A-	AP09A - FORD LOUISVILLE	BAOLONG INDUSTRIES (FORD)	13000
15963	1301663	12/20/2006	FORD NORFOLK ASSY- AP12A-	AP12A - FORD NORFOLK	BAOLONG INDUSTRIES (FORD)	6000
15965	1301660	12/20/2006	FORD WAYNE ASSY- AP16A-	AP16A - FORD WAYNE	BAOLONG INDUSTRIES (FORD)	9000
15967	1301662	12/20/2006	FORD OAKVILLE ASSY- AP20A-	AP20A - FORD OAKVILLE	BAOLONG INDUSTRIES (FORD)	8000
15968	1301667	12/20/2006	FORD ST. THOMAS ASSY- AP22A-	AP22A - FORD ST. THOMAS	BAOLONG INDUSTRIES (FORD)	13000
16072	1316519	12/22/2006	FORD MICHIGAN TRUCK- AP02A-	AP02A - FORD MICHIGAN TRUCK	BAOLONG INDUSTRIES (FORD)	7000
16073	1316520	12/22/2006	FORD CHICAGO ASSY- AP03A-	AP03A - FORD CHICAGO	BAOLONG INDUSTRIES (FORD)	8000
16075	1316522	12/22/2006	FORD KANSAS CITY ASSY- AP06A-	AP06A - FORD KANSAS CITY	BAOLONG INDUSTRIES (FORD)	11000
16077	1316524	12/22/2006	FORD WAYNE ASSY- AP16A-	AP16A - FORD WAYNE	BAOLONG INDUSTRIES (FORD)	8000
16079	1316526	12/22/2006	FORD OAKVILLE ASSY- AP20A-	AP20A - FORD OAKVILLE	BAOLONG INDUSTRIES (FORD)	5000
16080	1316518	12/22/2006	AUTO ALLIANCE INTERNATIONAL	AUTOALLIANCE INTERNATIONAL INC	BAOLONG INDUSTRIES (FORD)	18000
16081	1316495	12/22/2006	FORD DEARBORN STAMPING - MS05A	MS05A - FORD DEARBORN STAMPING	BAOLONG INDUSTRIES (FORD)	3000
16207	1370823	1/3/2007	FORD LOUISVILLE ASSY- AP09A-	AP09A - FORD LOUISVILLE	BAOLONG INDUSTRIES (FORD)	18000
16211	1370832	1/3/2007	FORD TWIN CITIES ASSY- AP15A-	AP15A - FORD TWIN CITIES	BAOLONG INDUSTRIES (FORD)	2000
16213	1370831	1/3/2007	FORD OAKVILLE ASSY- AP20A-	AP20A - FORD OAKVILLE	BAOLONG INDUSTRIES (FORD)	7000
16508	1406773	1/10/2007	FORD MICHIGAN TRUCK- AP02A-	AP02A - FORD MICHIGAN TRUCK	BAOLONG INDUSTRIES (FORD)	2000
16601	1413843	1/12/2007	FORD MICHIGAN TRUCK- AP02A-	AP02A - FORD MICHIGAN TRUCK	BAOLONG INDUSTRIES (FORD)	8000
16603	1413845	1/12/2007	FORD KANSAS CITY ASSY- AP06A-	AP06A - FORD KANSAS CITY	BAOLONG INDUSTRIES (FORD)	3000
16606	1413848	1/12/2007	FORD NORFOLK ASSY- AP12A-	AP12A - FORD NORFOLK	BAOLONG INDUSTRIES (FORD)	6000
16607	1413849	1/12/2007	FORD TWIN CITIES ASSY- AP15A-	AP15A - FORD TWIN CITIES	BAOLONG INDUSTRIES (FORD)	1000
16609	1413851	1/12/2007	FORD OAKVILLE ASSY- AP20A-	AP20A - FORD OAKVILLE	BAOLONG INDUSTRIES (FORD)	9000
16610	1413852	1/12/2007	AUTO ALLIANCE INTERNATIONAL	AUTOALLIANCE INTERNATIONAL INC	BAOLONG INDUSTRIES (FORD)	21000
19180	1694417	3/7/2007	SCHENKERS LOGISTICS	SCHENKERS GCC EXPORT	BAOLONG INDUSTRIES (FORD)	164
19362	1721945	3/12/2007	FORD NEW PROGRAM WHSE	FORD NEW MODEL PRG WHSE	BAOLONG INDUSTRIES (FORD)	50
19363	1721946	3/12/2007	FORD NEW PROGRAM WHSE	FORD NEW MODEL PRG WHSE	BAOLONG INDUSTRIES (FORD)	100
19411	1730434	3/15/2007	FORD NMPDC MARKETPLACE	BAOLONG	BAOLONG INDUSTRIES (FORD)	50
19412	1726555	3/14/2007	BAOLONG	BAOLONG	BAOLONG INDUSTRIES (FORD)	250
21618	2040867	4/30/2007	FORD NMPDC MARKETPLACE	BAOLONG	BAOLONG INDUSTRIES (FORD)	10
21619	2040868	5/2/2007	NIPPON EXPRESS USA INC	BAOLONG	BAOLONG INDUSTRIES (FORD)	5

From: Raul [Raul@baolong.biz]
Sent: Tuesday, July 29, 2008 5:58 AM
To: Camilleri, Robert (R.H.); 'Bill Thon Jr'; Yao, Michael (G.C.); Li, Bo (Jason.); Mracna, Chris (C.J.)
Cc: miller@baolong.biz; wangxianyong@baolong.biz; 'caojianming'; 'winston'
Subject: RE: Baolong 7/25/2008 Mtg Minutes
Attachments: 100% EPDM PRODUCTION TIMING PLAN.xls

Hi Rob,

Good day!

Attached please find the production timing plan for 100% EPDM. Please be kindly advised that it is based on the new internal mixer. And 37% EPDM production schedule will be same, if we use the new machine.

Thanks

Raul
SBIC

From: Camilleri, Robert (R.H.) [mailto:rcamille@ford.com]
Sent: Saturday, July 26, 2008 2:43 AM
To: Bill Thon Jr; Yao, Michael (G.C.); Raul; Li, Bo (Jason.); Mracna, Chris (C.J.)
Subject: Baolong 7/25/2008 Mtg Minutes

The following are open items that I captured during today's meeting. I will schedule a follow up meeting on Tuesday (7/29) to review these items. I do not believe that I have everyone's email address that attended the meeting. Please forward as required and contact me, if you have any questions. Thanks

- Timing to support Ford's current production needs with 100% EPDM TR414 valve stems
- Timing to support Ford's current production needs with 37% EPDM TR414 valve stems
- Timing to receive 50 pcs of 37% and 100% EPDM valve stems for testing at Ford Central Lab
- Supporting data that indicates that the 37% EPDM valve stem low cycle life was due to improper mixing
- Chemical additives identified for the 28,37 and 100% EPDM valve stems
- Baolong request warranty field sample to be returned for review

Robert H. Camilleri
North American Wheels, Tires, and Jacks
Ford Motor Company
313-805-3389
rcamille@ford.com

ITEMS	
PROJECT PLAN AND DETERMINATION	100% EPDM COMPOUNDING PROJECT OPEN AND APPROVAL
	CROSS FUNCTIONAL TEAM SET UP
NEW INTERNAL MIXER DEVELOPMENT	NEW INTERNAL MIXER INVESTMENT ANALYSIS
	NEW INTERNAL MIXER PURCHASE APPLICATION
	NEW INTERNAL MIXER PROCUREMENT AND INSTALLATION
100% EPDM COMPOUDING DEVELOPMENT	100% EPDM COMPOUNDING ADJUSTING AND DETERMINATION
	TR414 OF 100% EPDM SAMPLES PRODUCTION
	DESIGN VERIFICATION
	CUSTOMERS APPROVAL FOR THE SAMPLES
	FEASIBILITY COMMITMENT
PROCESS DESIGN AND DEVELOPMENT	PRODUCTS AND PROCESS CHECK LIST
	WORKSHOP LAYOUT CHECK
	PROCESS FLOW CHART
	SC MATRIX ANALYSIS
	PFMEA CHECK
	CONTROL PLAN CHECK
	PROCESS INSTRUCTION
	MSA PLAN
	PPK PLAN
PRODUCTS AND PROCESS VERIFICATION	TRIAL PRODUCTION
	PPAP

TIMING	ASSIGNED BY
FROM JUNE 20 TO AUG 4	RAUL
FROM JULY 26 TO AUG 4	WINSTON
FROM JULY 1 TO JULY 7	CHENJUN LI
FROM JULY 21 TO JULY 25	FEI CHEN
FROM JULY 21 TO DEC 30	JIM
FROM JULY 29 TO SEP 4	FEI CHEN
FROM SEP 5 TO SEP 10	FEI CHEN
FROM SEP 11 TO SEP 24	FEI CHEN
FROM SEP 25 TO OCT 8	RAUL
FROM OCT 9 TO OCT 10	FEICHEN
FROM OCT 15 TO OCT 16	RUI ZONG
FROM OCT 15 TO OCT 16	FEI CHEN
FROM OCT 15 TO OCT 16	FEI CHEN
FROM OCT 20 TO OCT 21	FEI CHEN
FROM OCT 20 TO OCT 21	FEI CHEN
FROM OCT 20 TO OCT 21	FEI CHEN
FROM OCT 27 TO OCT 28	FEI CHEN
FROM OCT 27 TO OCT 28	RUI ZONG
FROM OCT 15 TO OCT 16	RUI ZONG
FROM NOV 25 TO JAN 6	XIUZHU XU
FROM JAN 7 TO JAN 26	RUI ZONG

2008/06/12

Christensen, Kris (K.S.)

Subject:	2007 MY Multiple Vehicle Lines - Valve Stems
Location:	PDC GC-D26 (Kris & Dave's Office)
Start:	Thu 6/12/2008 10:00 AM
End:	Thu 6/12/2008 11:00 AM
Recurrence:	(none)
Meeting Status:	Accepted
Required Attendees:	McClenaghan, Dave (D.); Christensen, Kris (K.S.); Rohweder, David (D.S.); Wickenheiser, Francis (F.J.); Johnston, Dennis (D.T.); Oswalt, Greg (G.G.); Patel, Bharat (B.J.)

Dave McClenaghan
SUV/Commercial Vehicle Critical Concern Analyst
MD 327 GC-D26C PDC
Bus.: (313) 805-7724 Fax: (313) 317-9257
CDSID: dmcclen1 E-mail: dmcclen1@ford.com

* Advisory / Recall
* Both by Baolong (marketed as Dill) EPDM
* EPDM used - vs Natural rubber for Ozone resistance
* Baolong indicates - did not meet ozone aging test
* Ford part sales very low (< 2500 pc)
* TR 414 or 600HP
* Dealers purchasing valve stems from other sources
* Aftermarket hearsay — they see Ford vehicles with bad valves
* First Dill recall - overlayed claims - high ozone areas
* Error state - some occurring in only 1 year
* Error state - assy plant bad seat.
* Material analysis - Ford NA, Ford Europe, competitors, return parts

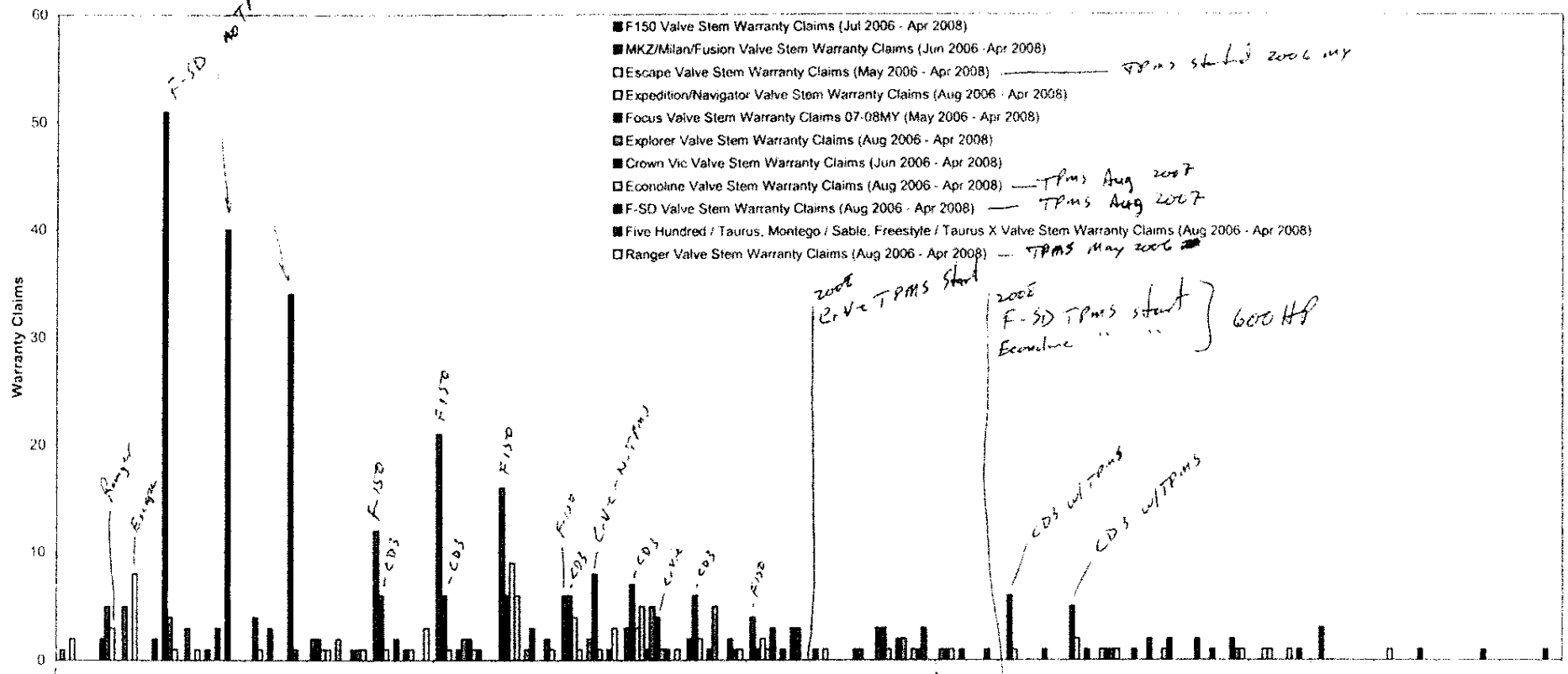
Meeting Attendees

June 12, 2008

2007 MY Multiple Vehicle Lines - Valve Stems

Name	Title	Plant/Building	Phone	CDS
Kris Christensen	CCM	PDC	313-323-8497	KCHRIST1
Dave McClenaghan	CCA	PDC	313-805-7724	DMCCLEN1
Dennis Johnston				
[redacted] Wickenheiser				
Greg Oswalt				
Bharat Patel				
Will				
Mike Ray				
Rick Jones				
Dennis Johnston				
Ken Gawenek				
Dave Rebuntar				

Valve Stem Warranty Claims by Vehicle Build Date -July 2006 Thru April 2008
Ford North American Vehicle Lines (Except MKX/Edge)



Valve Stem Warranty.xls

6/11/2008

PE08-060 0751

From: Camilleri, Robert (R.H.)
Sent: Thursday, June 26, 2008 10:36 AM
To: 'Chris Bruce'
Cc: 'Bill Thon Jr'
Subject: 37% EPDM Samples

Chris, I would like to get a head start on evaluating the 37% EPDM valve stems. Assuming we decide to use these, we will do confirmation testing at our lab here in Dearborn. Could you get a dozen samples of both the 25% and 27% from Baolong to support this confirmation testing for us? I also need the 25%, since the manufacturing date will be recent. Perhaps Baolong can send them to you while we are on shutdown and I'll get them from you when I return. Thanks

From: zhoufang [zhoufang@chinabaolong.net]
Sent: Tuesday, October 31, 2006 3:44 AM
To: Kong, Qingguo (Q.); 'Jim Cao'
Subject: 8d报告
Attachments: 标识 - 8D.doc; 供方质量-8D.doc; 硫化仪试验数据.pdf

附件内是所需的8D报告和扫描的硫化仪试验数据。关于技术开发方面的几个问题，我和Mander讨论后认为不需要专门做8D。具体请孔工和Mander再交流一下。
谢谢！

zhoufang
2006-10-31

8D 报 告

编号：QR 0811-E-01 版本：A/0

项目: 返工零件未作标识，流转卡上未写返工数量。		开始日期：2006.9.22
报告日期：2006.10.13	零件名称： 气门嘴	零件号：TR414

1 参加讨论小组人员：

组员	部门	电话
钱维军	卡扣车间	57677822
张永凯	卡扣车间	57677822
梁洁	品保部	57677817
王贤勇	技术部	57690038
周方	品保部	57690051

2 问题描述（主要）

1．返工零件未作何标识.

2. 流转卡上数量不准确.

3 临时性措施：

1.对返工零件填写返工返修单.车间技术员现场指导返工.

2.返工零件临时划定区域作好标识.

3.培训操作人员按照规定要求操作.

负责人：梁洁、张永凯、钱维军 完成时间：11 月 10 日

效果：

4 根本原因分析：

1.目前还没有正式的返工作业指导书,返工中存在随意性.

2.返工产品未作明显标识,有在误用风险.

负责人：王贤勇、周方、钱维军、梁洁、张永凯

5 选择永久性的纠正措施： 1.制定返工作业指导书. 2.所有返工产品均要按程序文件要求贴上“返工”标记。(“返工”标签重新设计)。 负责人：王贤勇、周方、钱维军、梁洁、张永凯	验证及效果：
6 实施永久性的纠正措施： 1.制定返工作业指导书. 11 月 15 日前 2.所有返工产品均按程序文件要求贴上“返工”标识. 10 月 30 日前 3.返工标签重新设计制作。11 月 30 日前。 负责人：王贤勇、周方、钱维军、梁洁、张永凯	实际完成日期：
7 实施预防措施： 负责人： 实施日期：	
8 有效性验证结果： 验证人： 实施日期：	

8D 报 告

编号：QR 0811-E-01 版本：A/0

<table>
<tr><td colspan="2">项目: 返工零件未作标识，流转卡上未写返工数量。</td><td colspan="2">开始日期：2006.9.22</td></tr>
<tr><td>报告日期：2006.10.13</td><td colspan="2">零件名称： 气门嘴</td><td>零件号：TR414</td></tr>
<tr><td colspan="2">1 参加讨论小组人员：
组员 部门 电话
钱维军 卡扣车间 57677822
张永凯 卡扣车间 57677822
梁洁 品保部 57677817
王贤勇 技术部 57690038
周方 品保部 57690051</td><td colspan="2">2 问题描述（主要）
1．返工零件未作何标识.
2. 流转卡上数量不准确.</td></tr>
<tr><td colspan="3">3 临时性措施：
1.对返工零件填写返工返修单.车间技术员现场指导返工.
2.返工零件临时划定区域作好标识.
3.培训操作人员按照规定要求操作.
负责人：梁洁、张永凯、钱维军 完成时间：11 月 10 日</td><td>效果：</td></tr>
<tr><td colspan="3">4 根本原因分析：
1.目前还没有正式的返工作业指导书,返工中存在随意性.
2.返工产品未作明显标识,有在误用风险.
负责人：王贤勇、周方、钱维军、梁洁、张永凯</td><td></td></tr>
</table>

5 选择永久性的纠正措施： 1.制定返工作业指导书. 2.所有返工产品均要按程序文件要求贴上“返工”标记。(“返工”标签重新设计)。 负责人：王贤勇、周方、钱维军、梁洁、张永凯	验证及效果：
6 实施永久性的纠正措施： 1.制定返工作业指导书. 11 月 15 日前 2.所有返工产品均按程序文件要求贴上“返工”标识. 10 月 30 日前 3.返工标签重新设计制作。11 月 30 日前。 负责人：王贤勇、周方、钱维军、梁洁、张永凯	实际完成日期：
7 实施预防措施： 负责人： 实施日期：	
8 有效性验证结果： 验证人： 实施日期：	

新老硫化仪数据对比

	老机器					新机器				
胶料批号	T10	T50	T90	ML	MH	T10	T50	T90	ML	MH
06081601-FD	2'12	3'01	4'25	0.780	2.160	2' 33	3' 23	4' 48	0.24	1.22
06081602-FD	2' 14	3' 00	4' 27	0.870	2.290	2' 36	3' 28	4' 54	0.22	1.25
06081603-FD	2' 13	3' 02	4' 30	0.770	2.100	2' 28	3' 17	4' 42	0.24	1.22
06081604-FD	2' 14	2' 59	4' 23	0.790	2.080	2' 23	3' 25	4' 50	0.22	1.24
06081605-FD	2' 11	3' 00	4' 26	0.860	2.230	2' 20	3' 09	4' 42	0.21	1.28
06081606-FD	2' 09	2' 55	4' 21	0.800	2.070	2' 24	3' 14	4' 46	0.21	1.27
06081701-FD	2' 13	3' 04	4' 28	0.750	2.369	2' 27	3' 19	4' 44	0.23	1.27
06081702-FD	2' 15	3' 09	4' 36	0.860	2.250	2' 26	3' 17	4' 49	0.23	1.27
06081703-FD	2' 03	2' 50	4' 12	0.850	2.340	2' 21	3' 11	4' 40	0.21	1.28
06081704-FD	1' 58	2' 46	4' 17	0.830	2.320	2' 26	3' 14	4' 40	0.23	1.25
06081705-FD	1' 53	2' 37	3' 51	0.880	2.180	2' 27	3' 18	4' 45	0.23	1.27
06081706-FD	2' 17	3' 08	4' 35	0.870	2.100	2' 25	3' 11	4' 37	0.24	1.26
06081801-FD	2' 15	3' 04	4' 28	0.850	2.160	2' 24	3' 13	4' 14	0.25	1.41
06081802-FD	2' 18	3' 08	4' 33	0.800	2.090	2' 26	3' 17	4' 42	0.25	1.23
06081803-FD	2' 12	2' 59	4' 20	0.840	2.130	2' 36	3' 28	4' 54	0.22	1.25
06081804-FD	2' 22	3' 13	4' 38	0.800	2.210	2' 28	3' 17	4' 42	0.24	1.22
06081805-FD	2' 08	2' 56	4' 17	0.790	2.130	2' 23	3' 25	4' 50	0.22	1.24
06081806-FD	2' 16	3' 05	4' 29	0.760	2.369	2' 20	3' 09	4' 42	0.21	1.28
06081807-FD	2' 15	3' 01	4' 22	0.810	2.250	2' 24	3' 14	4' 46	0.21	1.27
06081808-FD	2' 20	3' 10	4' 33	0.750	2.340	2' 45	3' 34	4' 59	0.24	1.22

注：对比硫化仪改型前后的测试数据，以便于数据追溯

测试 [signature] 8.20

审核 [signature] 2006 8.20

PE08-060760

PE08-060
FORD
2/11/2009
APPENDIX J PART 1 OF 2
FIELD COMMUNICATION
PAGE 215

From: Camilleri, Robert (R.H.)
Sent: Thursday, September 04, 2008 7:15 AM
To: Janiunas, Vince (V.J.)
Subject: FCSD - Valve Stems

Attachments: Some vehicles may encounter issues with wheel valve stems.doc; FORDvsTECH PARTS.pdf

Vince, please call me with any questions that you might have. Thanks


Some vehicles ay encounter is

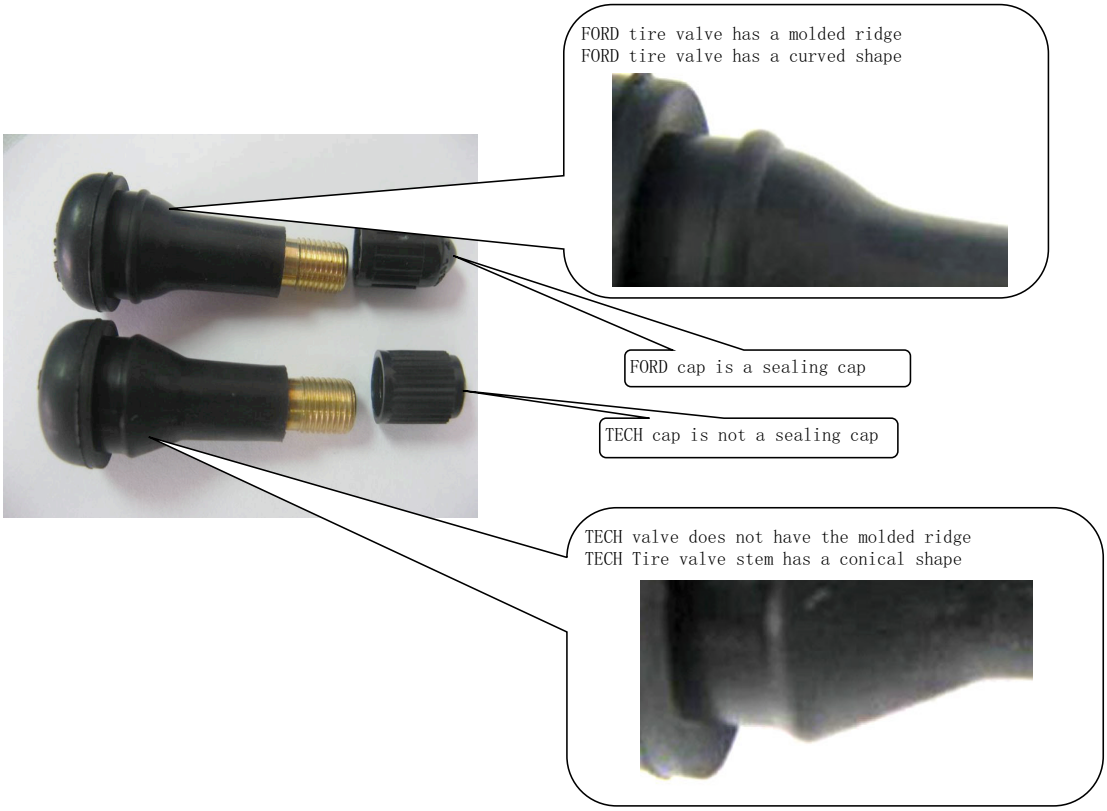
FORDvsTECH RTS.pdf (186 K

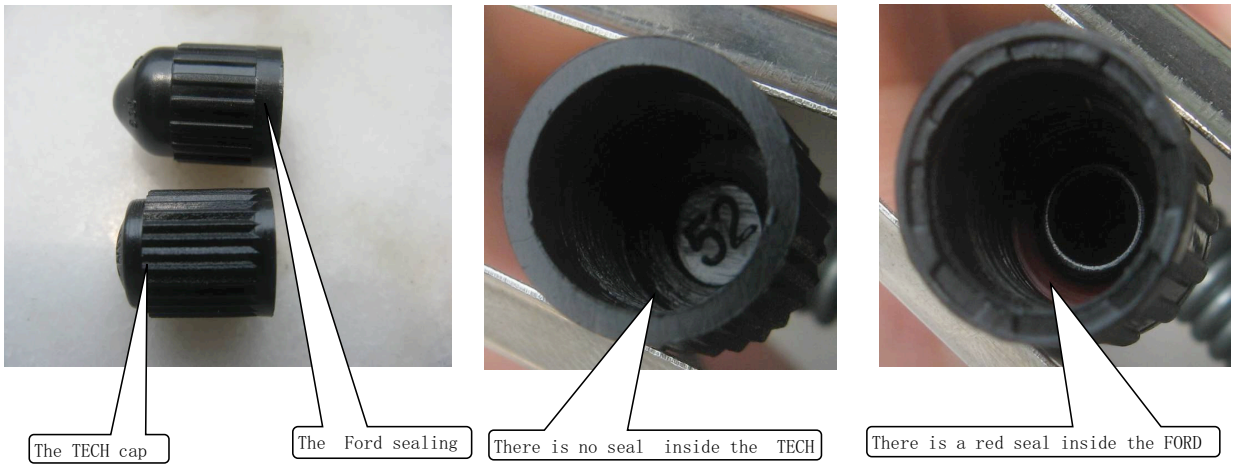
Robert H. Camilleri
North American Wheels, Tires, and Jacks
Ford Motor Company
313-805-3389
rcamille@ford.com

There is no change in our warranty policy or service procedures. If a crack in a valve stem is identified, the valve stem should be replaced and the valve stems on the other wheels also should be inspected for cracks.

The graphic identifies the visible differences between a TECH TR414 and a FORD TR414 tire valve stem

The materials used are different between the TECH TR414 and the Ford TR414 tire valve stem.
The TECH TR414 tire valve stem was made in a different facility on different equipment than the FORD TR414 tire valve stem.





From: Goebel, Ken (K.M.)
Sent: Thursday, June 12, 2008 7:53 AM
To: Green, Jeffrey (J.T.)
Cc: Christensen, Kris (K.S.); Frommann, Mike (M.W.)
Subject: FW: Population Extraction Request

Attachments: Multiple Veh Lines - valve stem population extract request.xls

Jeff,
Please process the attached request. Please see me for background.

Ken Goebel
Program Manager
Recall & Service Programs, FCSD
313-33-72791
kgoebel@ford.com

From: Christensen, Kris (K.S.)
Sent: Wednesday, June 11, 2008 3:51 PM
To: Frommann, Mike (M.W.); Goebel, Ken (K.M.)
Subject: Population Extraction Request

Mike & Ken -

This is the population extraction request that I discussed with you, Ken. Tire & Wheel Engineering would like the population counts broken down by model year, vehicle line, and month of production.

Multiple Veh
ines - valve ste.

If you have questions or need more information, please call.

Thanks!

Kris S. Christensen
SUV/Commercial Vehicle Critical Concern Manager
MD 327 GCD26 PDC
Bus.: (313) 323-8497 Fax: (313) 317-9257
CDSID: kchrist1 E-mail: kchrist1@ford.com

Required sections=

THIS NEW VEHICLE EXTRACT/DATA REQUEST FORM PROVIDES:

1) Standardization of data request
2) Data accuracy
3) Quicker Turnaround
4) Consumption Management - Reduction of IT Cost
5) Less email transactions requesting clarification

Requestor Name:	Kris Christensen
Requestor CDSID:	kchrist1
Requestor Organization:	CCM - SUV/Commercial Vehicle
Request Date:	11-Jun-08
Concern Description:	2006-2007 Multiple Vehicle Lines - valve stem
EPRC #, if applicable:	
Special Request:	Requesting volumes categorized by model year, vehicle line, and month of production

FSA Coordinator Area

Form Creation Date: 9/28/2005
Form Revised Date: blank
Request #
Revision request(a,b,etc.):
GCamp Global #:
X-number:
FSA Coordinator Name:

Application Used to gather data (X):
Business Objects:_____ **GCampVAQ:** _____
GCamp Targeting:_____ **GCamp1:** _____

Variants

e.g., F-250/350/450/550 Taurus/Sable Escape **Vehicle(s)**	**Model Year(s)**	e.g., XL, XLT Police Livery, Limousine 3Dr, 4Dr, 5Dr SuperCab, CrewCab **BodyStyle**	"Job 1" returns Pre-Prod units dd-mmm-yyyy **Prod Date Begin**	"Current MY Prod Counts are delayed one week" dd-mmm-yyyy **Prod Date End**	All or specific **Plant(s)**	All or Specific **Engine(s)**	All, Auto, Man, or Specific **Transmission(s)**	e.g., Emission Codes, Sold Dates, Speed Control, Tire Size, GVW, Wheelbase, Hydraulic or Air Brake, etc **Other**	e.g., USA and Safety Act or North America, etc. **Assigned Responsible Country(s) (if necessary)**
All vehicle lines manufactured in	2006-2007	All	1-Jul-05	31-May-08	All	All	All	All	

Insert Additional Rows if needed.

From: Janiunas, Vince (V.J.)

Sent: Tuesday, September 09, 2008 9:31 AM

To: Kaltz, Gordie (G.); Hayduk, Mark (M.S.); Echhot, T (T.); Humphries, Glenn (G.L.); Ricks, Kevin (K.J.); Montini, Matthew (M.J.); Camilleri, Robert (R.H.)

Subject: ISM Courtesy Copy: 094-2008-1945: valve stems

ISM Courtesy Copy
***** NOTE: The system generated the email. Do not reply to this email *****
***** To be removed from this distribution list, please email Robert Klump at rklump@ford.com *****

This message is being sent on behalf of VJANIUNA.

This is a courtesy copy of the following article to advise you this article is currently being processed for publication.

General Information

Last action taken (as of 9/9/2008 1:31:16 PM GMT): Submit for approval

Comment:

Author: VJANIUNA

Tracking Number: 094-2008-1945

Title: valve stems

Vehicle Applications:

Vehicle Lines	Model Year Start	Model Year End	Assembly Plants	Body Styles	Engine	Trans Axles	Build From	Build To
F-150	2007	2007						
Expedition	2007	2007						
Navigator	2007	2007						
E-Series (E-150 to 550)	2007	2007						
F-Super Duty (F-250 to 550)	2007	2007						
Explorer 4dr	2007	2007						
Explorer Sport Trac	2007	2007						
Escape	2007	2007						
Mariner	2007	2007						
Taurus	2007	2007						
Taurus X	2007	2007						
MKS	2007	2007						
Sable	2007	2007						
Mustang	2007	2007						
Ranger	2007	2007						
Focus	2007	2007						
Edge	2007	2007						
MKX	2007	2007						
Flex	2007	2007						
Crown Victoria	2007	2007						
Grand Marquis	2007	2007						
Town Car	2007	2007						
Fusion	2007	2007						
Milan	2007	2007						
MKZ	2007	2007						

Internal Text:

There is no change in our warranty policy or service procedures. If a crack in a valve stem is identified, the valve stem should be replaced and the valve stems

on the other wheels also should be inspected for cracks.

External Text:
ISMs to Supersede:
If SPECS Case, Select all Other Affected Publications:
Changes Needed in Other Pubs:
Message Category: Body/Chassis/Electrical
CQIS Codes:
Supervisor CDSID: mmontini
Consultant CDSID: RCAMILLE
ISM Number:
Author Work Group: PVT Member

(End automated email)

From: Drewicz, Sue (S.T.)
Sent: Wednesday, April 30, 2008 12:27 PM
To: Kircheis, Bryce (A.)
Cc: Drewicz, Sue (S.T.)
Subject: FW: Tire Edits DI4

Attachments: Effective May 15, 2008, Tires will be included in the Digital Imaging (DI) Prior Approval Pilot Program.html

Bryce,

I actually did this some time ago (my memory . . .). The panel name is TDI.

Sue Drewicz
sdrewicz@ford.com
Global Warranty Analysis & Administration
sdrewicz@ford.com
(313) 84-54363
(313) 84-54408 fax

From: Kircheis, Bryce (A.)
Sent: Thursday, April 10, 2008 4:18 PM
To: Drewicz, Sue (S.T.)
Subject: Tire Edits DI4

Here is our proposed edits for tires. We will call it DI4 as it seems to follow our theme.

We intend to go live with these on May 15 with 50 dealers. Notification was sent today.

Effective May 5, 2008, Tires ..

Include prefx	Include Reported Base Part	Include Suff	Include Parts Total Amt	Include Country Code	Exclude Dealer Panel	Exclude Program code
9oo1	*	*	<0	USA	ESC	PAWACVO
9oo2	*	*			ESP	PAWADLR
9oo3	*	*			LSG	PAWAFLD
9oo4	*	*			L26	PAWAFLT
9oo5	*	*			OTC	PAWAGO
9oo6	*	*			QCL	PCSP
9oo7	*	*			QCM	PCSPB
9oo8	*	*			QFC	PCSPM
9oo9	*	*			RAV	PEFSA
	TIRE				R9L	RERECALL
	TWC01				SPW	PINTRAN
	TYRE					PMVC
						PONP
						PONPB
						PRAV
						PSFSA

PSFSAM
PSRECALL
WSPARTAC
WSPARTF
WSPARTLF
WSPARTOC

Bryce Kircheis
Group Leader
Ford Digital Imaging
6 Sigma Center
15080 Commerce Dr. N
Dearborn MI, 48120
313-206-2017

Ford Motor Company

Electronic Field Communications

Information

EFC Number: EFC0200504

Date: 04/09/2008

Subject: ***Effective May 15, 2008, Tires will be included in the Digital Imaging (DI) Prior Approval Pilot Program***

Summary: The following communication notifies 50 selected Digital Imaging Prior Approval Dealerships that effective May 15, 2008, tire repairs will be added to the covered components for a pilot program which require prior approval before beginning the repair.

Target Division(s) and Addressees:

FCSD: Field Ops

Originator Name: Debbie Mayberry **Phone:** 313-248-5057 **E-Mail:** dmayberr@ford.com

Division: FCSD **Department:** Quality

Dealer Communication: Yes

Dealer eStore Materials: Tire Condition Guide (FTCG1) and Tire Warranty Job Aid (TIREWARRANTY-1105)

Related Communication(s):

Additional Contacts:

Concurring Manager: **Todd Zucker; Operations & Communications Mgr, FCSD**

Communication:

A file showing the status of dealers participating in the Digital Imaging Pilot Tire Project program is posted to Get It / Warranty / Level 1 – DI & RTDA / 2008 / Digital Imaging Tire Pilot Selected Dealerships. The pilot will run May 15 – December 31, 2008.

The following Dealer communication will be published to FMCDealer.com on Monday, April 14, 2008.

This Field Communication also contains the following Dealer Communication:

Dealer Summary: Effective May 15, 2008, tire repairs will be added to the covered components which require prior approval before beginning the repair as a pilot project.

To: Selected DI Dealers

Addressees: Dealer Principal
Service Manager
Service Department

Communication:

April 14, 2008

To: Selected Digital Imaging Dealer Principals and Service Managers

Subject: Effective May 15, 2008, Tires will be included in the Digital Imaging (DI) Prior Approval Pilot Program

BACKGROUND

After a review of tire warranty claims and returned tires, it was determined that Tires will be added to the Digital Imaging Prior Approval program as a pilot project effective May 15, 2008 that will run through the

December 31, 2008.

TIRES NOW INCLUDED IN DIGITAL IMAGING AS A PILOT PROJECT

- ***Effective May 15, 2008***: Your dealership is required to obtain approval for any tire replacements for vehicles within their base warranty period for repairs dated May 15, 2008 and later.

- ***Notify the Service Department***: Inform your service and warranty personnel of this new DI requirement well in advance of the May 15th effective date.
  - Employee turnover, personnel problems, and poor administrative procedures from the Dealership are within the control of the Dealer.
  - Dealership controlled factors do not justify an exception.

- ***Awareness of Tire Issues***: Dealership personnel should familiarize themselves with the Tire Condition Guide and Tire Job Aid that is available on FMCDealer.com / "Parts & Service" tab / "Warranty" tab / Job Aids. Hard copies of the Job Aids can be ordered through the Dealer eStore:
  - Tire Condition Guide (FTCG1)
  - Tire Warranty Job Aid (TIREWARRANTY-1105)

- ***Pilot Length***: Your dealership must conform to Digital Imaging Requirements on Tires until:
  - Successful graduation from the Digital Imaging Program; or
  - The pilot program ends on December 31, 2008

DIGITAL IMAGING PROCESS

Photographing and submitting tire claims will follow the same process (detail below) as submitting current Digital Imaging concerns.

- Document the customers concern on a Repair Order

- Examine the tire for signs of damage.

- Clean the tire, if necessary, to see concern

- Take the odometer and ¾ view images of the vehicle.

- Each tire concern will require 2 images, a close up and an overall.
  - The overall image should provide a full view of the entire circumference of the tire.
  - The close up will be a detailed image of the concern.

- If you are submitting a claim for multiple tires each tire must:
  - Have a close-up and overall image for review.
  - ***Identified with a grease pencil or a sticky note to facilitate the review of your claim.***

- For tires with vibration concerns, overall images of the wheels will be used to determine the tire's condition. ***Teardown of the tire is not required for Digital Imaging review.***

- Digital Imaging will not be able to determine a warrantable condition in every circumstance, therefore, an approval code signifies:
  - Agreement to proceed to the technician area for further evaluation of warrantable conditions (vibration, bulges, etc.)
  - Service Management is responsible to make a determination if the tire is warrantable based on factors not visible to the camera
  - The presence of damage that has caused the need for the repair, whether visible in the image sent to Digital Imaging or not, will make the tire unwarrantable

- Digital Imaging denial means the tire is not warrantable.
  - It does not mean the tire is suitable for safe service
  - The customer should be cautioned, especially in circumstances when the unwarrantable condition appears to have made the tire unsafe
  - Ultimately, the customer is responsible for the continued safe operation of their vehicle, and the condition of the tires is a very important factor.

QUESTIONS

For questions, please contact Debbie Mayberry at (313) 248-5057 or via e-mail: dmayberr@ford.com.

From: Ott, David (D.J.)
Sent: Wednesday, September 24, 2008 8:34 AM
To: Tuneff, Mark (M.S.)
Subject: FW: ISM Courtesy Copy: 094-2008-1945: valve stems

From: Rohweder, David (D.S.)
Sent: Monday, September 22, 2008 10:42 AM
To: Ott, David (D.J.)
Subject: FW: ISM Courtesy Copy: 094-2008-1945: valve stems

David Rohweder
Mgr. Tires & Wheels Engineering
drohwede@ford.com
phone; 313-337-3122 Cell/Text 313-805-5622

From: Camilleri, Robert (R.H.)
Sent: Tuesday, September 09, 2008 8:09 PM
To: Rohweder, David (D.S.)
Subject: FW: ISM Courtesy Copy: 094-2008-1945: valve stems

FYI, copy of FCSD direction to techs.

From: Janiunas, Vince (V.J.)
Sent: Tue 9/9/2008 9:31 AM
To: Kaltz, Gordie (G.); Hayduk, Mark (M.S.); Echhot, T (T.); Humphries, Glenn (G.L.); Ricks, Kevin (K.J.); Montini, Matthew (M.J.); Camilleri, Robert (R.H.)
Subject: ISM Courtesy Copy: 094-2008-1945: valve stems

ISM Courtesy Copy
***** NOTE: The system generated the email. Do not reply to this email *****
***** To be removed from this distribution list, please email Robert Klump at rklump@ford.com *****

This message is being sent on behalf of VJANIUNA.
This is a courtesy copy of the following article to advise you this article is currently being processed for publication.

General Information

Last action taken (as of 9/9/2008 1:31:16 PM GMT):	Submit for approval
Comment:	
Author:	VJANIUNA
Tracking Number:	094-2008-1945

Title: valve stems

Vehicle Applications:

Vehicle Lines	Model Year Start	Model Year End	Assembly Plants	Body Styles	Engine	Trans Axles	Build From	Build To
F-150	2007	2007						
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E-Series (E-150 to 550)	2007	2007						
F-Super Duty (F-250 to 550)	2007	2007						
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Explorer Sport Trac	2007	2007						
Escape	2007	2007						
Mariner	2007	2007						
Taurus	2007	2007						
Taurus X	2007	2007						
MKS	2007	2007						
Sable	2007	2007						
Mustang	2007	2007						
Ranger	2007	2007						
Focus	2007	2007						
Edge	2007	2007						
MKX	2007	2007						
Flex	2007	2007						
Crown Victoria	2007	2007						
Grand Marquis	2007	2007						
Town Car	2007	2007						
Fusion	2007	2007						
Milan	2007	2007						
MKZ	2007	2007						

Internal Text: There is no change in our warranty policy or service procedures. If a crack in a valve stem is identified, the valve stem should be replaced and the valve stems on the other wheels also should be inspected for cracks.

External Text:

ISMs to Supersede:

If SPECS Case, Select all Other Affected Publications:

Changes Needed in Other Pubs:

Message Category: Body/Chassis/Electrical

CQIS Codes:

Supervisor CDSID: mmontini

Consultant CDSID:	RCAMILLE
ISM Number:	
Author Work Group:	PVT Member

(End automated email)

From: Kong, Qingguo (Q.)
Sent: Saturday, July 29, 2006 3:41 AM
To: 'miller@baolong.biz'; 'jim'
Subject: 转发: Baolong QR

Importance: High

Miller/Jim
Pls read below email and claim the defective parts from your representative in NA and analyze .

Best Regards

Richard Kong (Kong Qingguo)
Supplier Technical Assistance
China Sourcing Office
Tel +86 025-86557000-7161
Fax +86 025-86795810
E-mail QKONG1@FORD.COM

发件人: Haight, Denton (D.R.)
发送时间: 2006年7月28日 21:11
收件人: Tong, Steve (K.J.)
抄送: Kong, Qingguo (Q.)
主题: RE: Baolong QR

I spoke with the IQ manager, Donna Albright. She said the issue is there is not enough lubrication on the valve stem so they crack and break apart.

The supplier should have the parts by now as their plant representative (Tom) pick them up to send back.

The other line in the QR about old level does not apply to them and should be removed from the description.

Nice to hear from you,

Take care and let me know if the supplier needs more clarification.

Thank you,

Denton R. Haight
STA Resident Manager
Michigan Truck Plant
dhaight@ford.com
734-467-0717
cell: 734-732-1335

From: Tong, Steve (K.J.)
Sent: Thursday, July 20, 2006 7:53 AM

To: Haight, Denton (D.R.)
Cc: Kong, Qingguo (Q.)
Subject: Baolong QR

Hi, Denton,

Greeting from Nanjing.

I need your help for resolving the QR (F020861) for Baolong (site code EMNNA). Site STA engineer is Richard (Qingguo).
We try to understand plant feedback. We did not get clear feedback from supplier's NA contact yet. If you can help would be great.

Now Peter Gijsen is CSO STA Chassis manager. He is having vacation now starting from this week, I am taking care chassis for this period. Thanks.

Steve Tong
CSO STA

From: Eggleston, Chauncy (C.R.)
Sent: Wednesday, September 24, 2008 4:32 PM
To: Camilleri, Robert (R.H.)
Cc: Wroblewski, Mike (M.J.); Bogenhagen, Michael (M.A.); Capers, Douglas (D.)
Subject: RE: WERS Alert - Valve Stem Trial

A12169905

CHAUNCY R. EGGLESTON
NAE Tire & Wheel Engineering - Mustang Program
Phone: (313) 39-04456 Fax: (313) 32-20744
E-mail: cegglest@ford.com
"For God so loved the world, that He gave His only begotten Son" (To learn more)

From: Camilleri, Robert (R.H.)
Sent: Wednesday, September 24, 2008 4:25 PM
To: Eggleston, Chauncy (C.R.)
Cc: Wroblewski, Mike (M.J.)
Subject: WERS Alert - Valve Stem Trial

Chauncy, could please issue a WERS Alert to support the SREA wheel valve stem trial at AAI? Trial must be completed in time to kick off the supplier no later then September 30th for them to make their October 20th shipping date. We anticipate have valves manufactured with the revised process delivered to AAI the week of December 15th. Thanks

Robert H. Camilleri
North American Wheels, Tires, and Jacks
Ford Motor Company
313-805-3389
rcamille@ford.com

PE08-060
FORD
2/11/2009
APPENDIX J PART 1
OF 2
ILLUSTRATIONS
PAGE 233

From: Camilleri, Robert (R.H.)
Sent: Wednesday, July 23, 2008 8:31 AM
To: Mracna, Chris (C.J.)
Subject: Flex Test Fixture Picture

Attachments: Fixture1.JPG

Chris, this is a very good picture of the flex testing assembly used by Baolong. My come in handy when trying to build a test fixture.

Fixture1.JPG
(406 KB)

Robert H. Camilleri
North American Wheels, Tires, and Jacks
Ford Motor Company
313-805-3389
rcamille@ford.com

PE08-060 0779

From: Bill Thon Jr [billjr@thonassociates.com]
Sent: Friday, August 15, 2008 2:01 PM
To: Rohweder, David (D.S.)
Cc: Camilleri, Robert (R.H.); Bill Thon
Subject: Valve Pictures

Attachments: P1030855_2.jpg; P1030857_2.jpg; P1030858_2.jpg; P1030859_2.jpg


P1030855_2.jpg (18 KB)


P1030857_2.jpg (19 KB)


P1030858_2.jpg (19 KB)


P1030859_2.jpg (19 KB)

Dave,

I seem to be having trouble emailing the photos through my PC so I am trying on my laptop. Incase you did not receive the earlier email here again is a brief description of the photos. Since I could not get my hands on actual Tech Valves I simply put the Tech/Aftermarket caps on the Ford valves to show the biggest visual difference between the valves. I have asked my guys to also send photos of actual Tech valves.

Regards,

Bill

Ford TR414

PE08-060 0781

Tech TR413

PE08-060 0782

Ford TR413

PE08-060 0783

Ford TR414

PE08-060 0784

From: Bill Thon Jr [billjr@thonassociates.com]
Sent: Friday, August 15, 2008 1:41 PM
To: 'Bill Thon Jr'; Rohweder, David (D.S.)
Cc: Camilleri, Robert (R.H.)
Subject: RE: Valves
Attachments: Valve Pictures 006.jpg

More pix…sorry the files are big

From: Bill Thon Jr [mailto:billjr@thonassociates.com]
Sent: Friday, August 15, 2008 1:30 PM
To: Rohweder, David (D.S.)
Cc: 'Camilleri, Robert (R.H.)'; 'Bill Thon Jr'
Subject: Valves

Dave,

Please review the pictures you requested. We could not get our hands on actual Tech valves. To demonstrate the biggest difference between the Tech valves and Ford valves I placed Tech/Aftermarket caps on Ford valves. I will have to get some additional photos from my Baolong guys.

Have a great weekend,

Bill

Ford TR413

PE08-060 0786

From: Raul [Raul@baolong.biz]
Sent: Wednesday, July 23, 2008 5:16 AM
To: Camilleri, Robert (R.H.); billjr@thonassociates.com; 'Chris Bruce'
Cc: Yao, Michael (G.C.); Mracna, Chris (C.J.)
Subject: RE: Valve Stem Flex Test Fixture
Attachments: FLEXING FIXTURE.zip

Hi Rob,

Attached please find the prints of the flexing tooling. Sorry for all the words in Chinese…

Thanks

Raul
SBIC

From: Camilleri, Robert (R.H.) [mailto:rcamille@ford.com]
Sent: Tuesday, July 22, 2008 9:13 PM
To: Raul; billjr@thonassociates.com; Chris Bruce
Cc: Yao, Michael (G.C.); Mracna, Chris (C.J.)
Subject: Valve Stem Flex Test Fixture

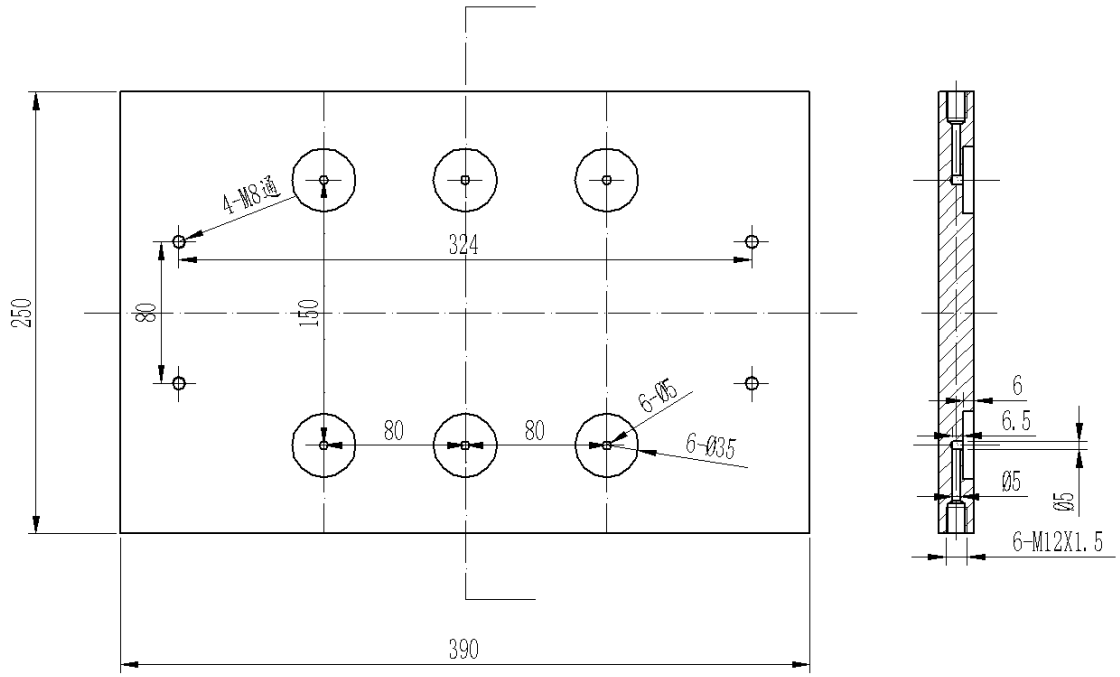
I asked the Ford Lab to acquire the capability of conducting the flex test. They will need to build or acquire a fixture to do this. Since I can see a need for future testing by both Ford and Baolong, ideally we should have the same test fixtures. Does Baolong have a tool print of their fixture, that we can use to build a copy of the Baolong fixture? Or, if the fixture was purchased, who did they buy it from? Thanks

Robert H. Camilleri
North American Wheels, Tires, and Jacks
Ford Motor Company
313-805-3389
rcamille@ford.com

TP.BLPLSY2.01

18～30	10～18	6～10	3～6	0～3	尺寸范围
±0.165	±0.135	±0.11	±0.09	±0.07	未注公差

全部 3.2



技术要求

1. 未标注的所有锐角到R2.
2. 未注尺寸公差IT13级，未注形位公差按B级。

标记	处数	主要更改内容	更改文件号	版本更改	签名	日期

设计	陈志东	2006.5.11	标准化		
校对					
工艺					
审核			批准		

标识：关键特性:◉，重要特性:◎

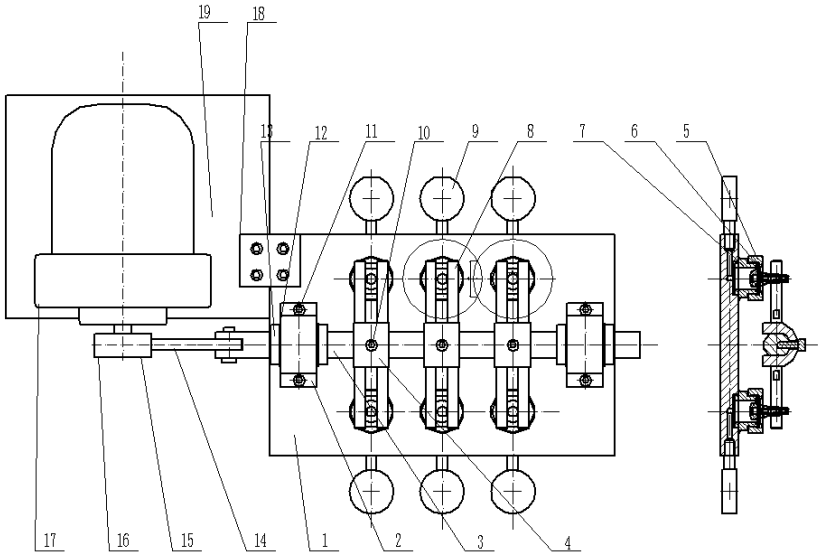
材料	拓扑思汽车配件有限公司
45	图名 底板

版本号	件数	重量	比例	图号
A	1		1:4	TP.BLPLSY2.01

保隆货号

保隆件号

TP.BLPLSY2.00



序号	代号	名称	数量	材料	单重	总重	备注
19		电机底板	1				无图（根据电机配做）
18		连接板	1				无图（根据需要配做）
17		调速电机	1				标准件
16	TP.BLPLSY2.10	偏心轴	1				
15		滚针轴承	1				标准件
14	TP.BLPLSY2.09	连杆	1				
13		Ø30直线轴承	2				标准件
12		Ø30轴用弹簧挡圈	4				标准件
11		M8X30内六角螺丝	4				标准件
10		M8X20内六角螺丝	3				标准件
9		Y-50压力表	6				标准件
8	TP.BLPLSY2.08	靠杆	12	45			
7	TP.BLPLSY2.07	嘴座	6	45			
6	TP.BLPLSY2.06	系列卡板	6	45			
5	TP.BLPLSY2.05	帽	6	45			
4	TP.BLPLSY2.04	U型套	3	45			
3	TP.BLPLSY2.03	轴	1	45			
2	TP.BLPLSY2.02	轴承座	2	45			
1	TP.BLPLSY2.01	底板	1	45			

标记	处数	主要更改内容	更改文件号	版本更改	签名	日期

材料
装配件

拓扑思汽车配件有限公司

图名 气门嘴疲劳试验工装

设计	陈志东	2006.5.11	标准化		
校对					
工艺					
审核			批准		

版本号	件数	重量	比例
A			1:4

图号 TP.BLPLSY2.00

保隆货号

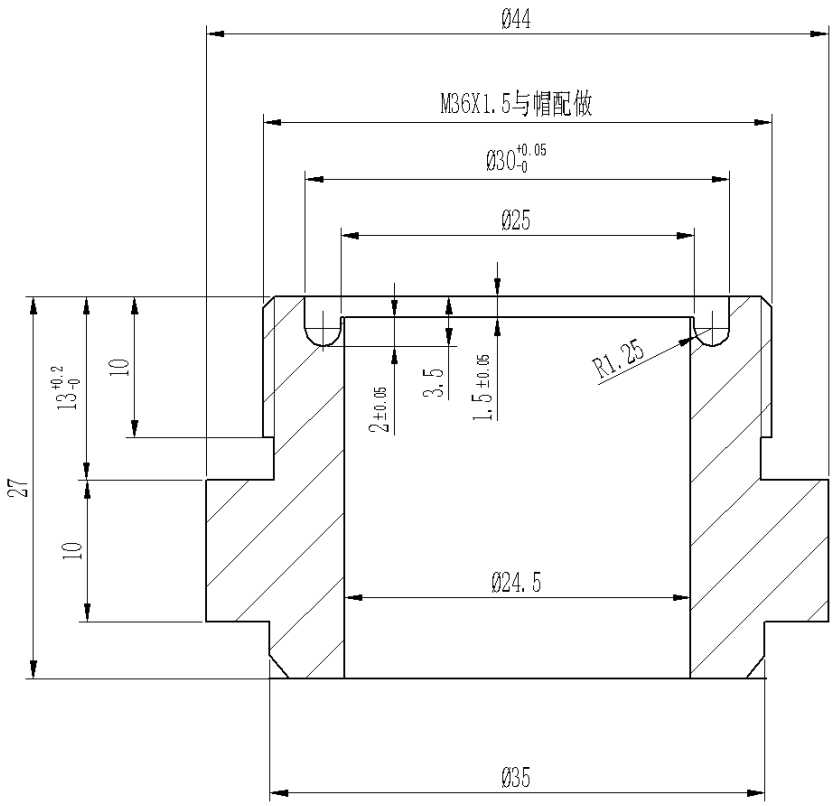
保隆件号

标识：关键特性:◉，重要特性:◎

TP.BLPLSY2.07

18~30	10~18	6~10	3~6	0~3	尺寸范围
±0.165	±0.135	±0.11	±0.09	±0.07	未注公差

全部 3.2



技术要求

1. 未标注的所有锐角到R2.
2. 未注尺寸公差IT13级，未注形位公差按B级。

标记	处数	主要更改内容	更改文件号	版本更改	签名	日期

设计	陈志东	2006.5.16	标准化		
校对					
工艺					
审核			批准		

标识：关键特性:◉，重要特性:◎

材料	拓扑思汽车配件有限公司
45	图名 嘴座

版本号	件数	重量	比例	图号
A	6		2:1	TP.BLPLSY2.07

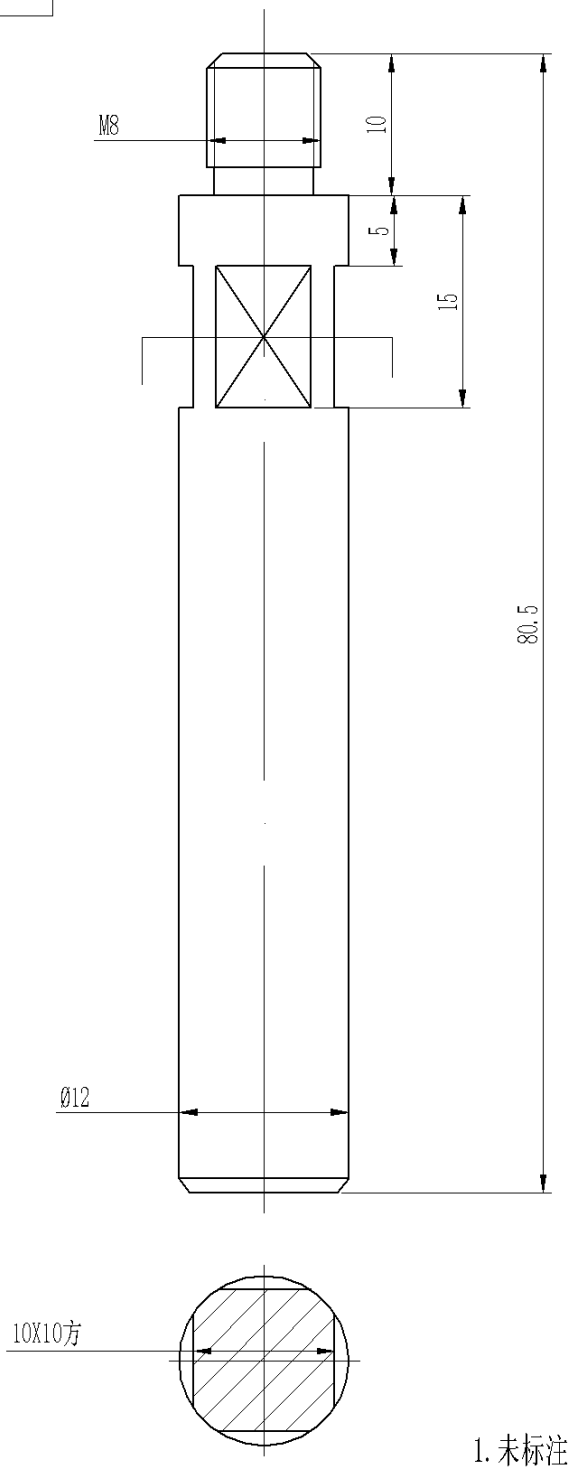
保隆货号

保隆件号

TP.BLPLSY2.08

18~30	10~18	6~10	3~6	0~3	尺寸范围
±0.165	±0.135	±0.11	±0.09	±0.07	未注公差

全部 3.2



技术要求

1. 未标注的所有锐角到R2.
2. 未注尺寸公差IT13级，未注形位公差按B级。

标记	处数	主要更改内容	更改文件号	版本更改	签名	日期

设计	陈志东	2006.5.16	标准化		
校对					
工艺					
审核			批准		

标识：关键特性:◉，重要特性:◎

材料	拓扑思汽车配件有限公司
45	图名 靠杆

版本号	件数	重量	比例	图号
A	12		2:1	TP.BLPLSY2.08

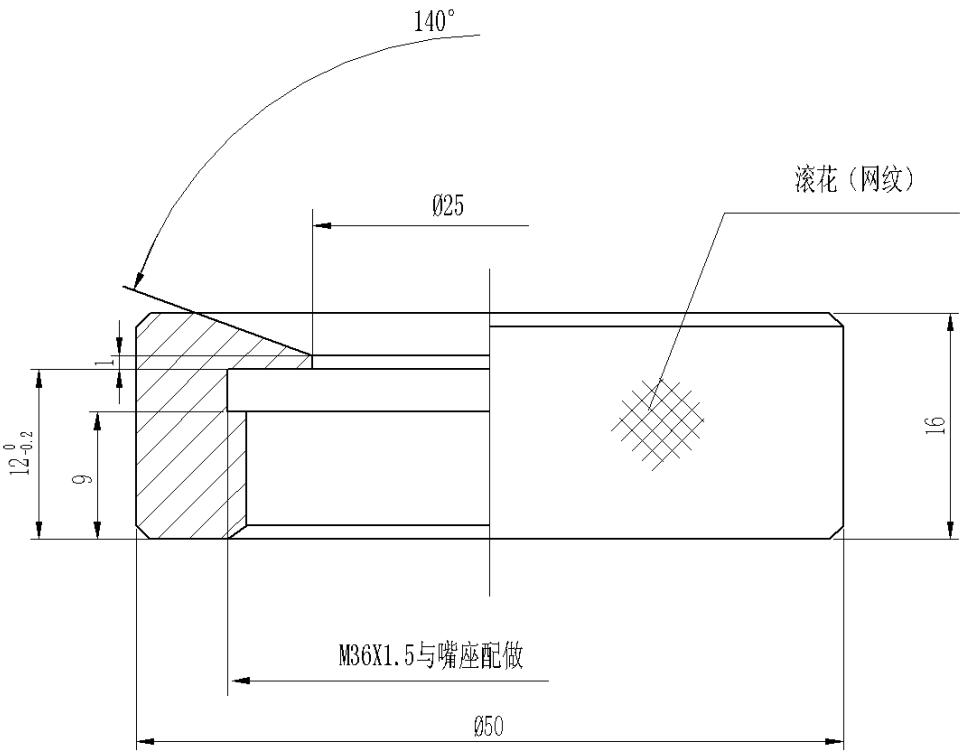
保隆货号

保隆件号

TP.BLPLSY2.05

18~30	10~18	6~10	3~6	0~3	尺寸范围
±0.165	±0.135	±0.11	±0.09	±0.07	未注公差

全部 3.2



技术要求

1. 未标注的所有锐角到R2.
2. 未注尺寸公差IT13级，未注形位公差按B级。

标记	处数	主要更改内容	更改文件号	版本更改	签名	日期

材料：45

拓扑思汽车配件有限公司

设计	陈志东	2006.5.16	标准化		
校对					
工艺					
审核			批准		

版本号	件数	重量	比例
A	6		2:1

图名：帽

图号：TP.BLPLSY2.05

保隆货号

保隆件号

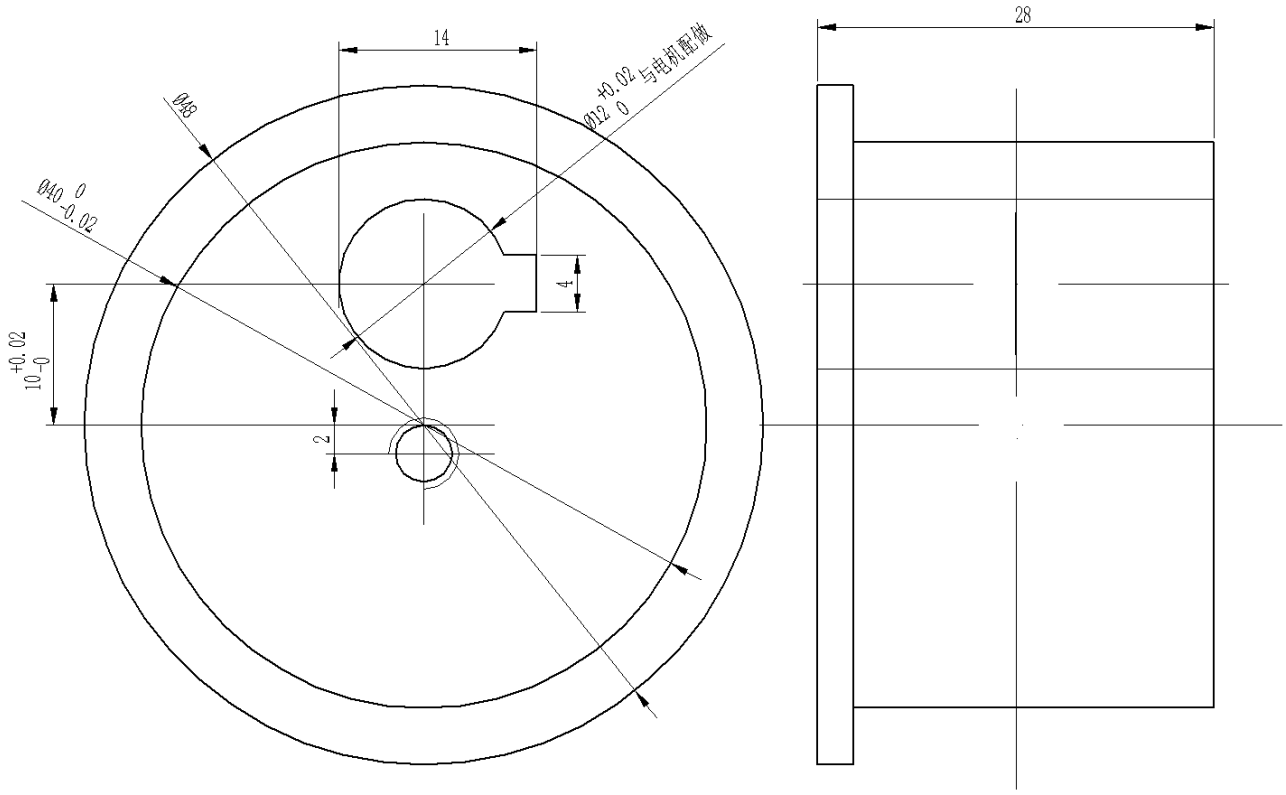
标识：关键特性:◉，重要特性:◎

PE08-060 0792

TP.BLPLSY2.07

18~30	10~18	6~10	3~6	0~3	尺寸范围
±0.165	±0.135	±0.11	±0.09	±0.07	未注公差

全部 3.2



技术要求

1. 未标注的所有锐角到R2.
2. 未注尺寸公差IT13级，未注形位公差按B级。

标记	处数	主要更改内容	更改文件号	版本更改	签名	日期

设计	陈志东	2006.6.16	标准化		
校对					
工艺					
审核			批准		

标识：关键特性:◉，重要特性:◎

材料	45			
版本号	件数	重量	比例	
A	1		2:1	
保隆货号				

拓扑思汽车配件有限公司

图名 偏心轴

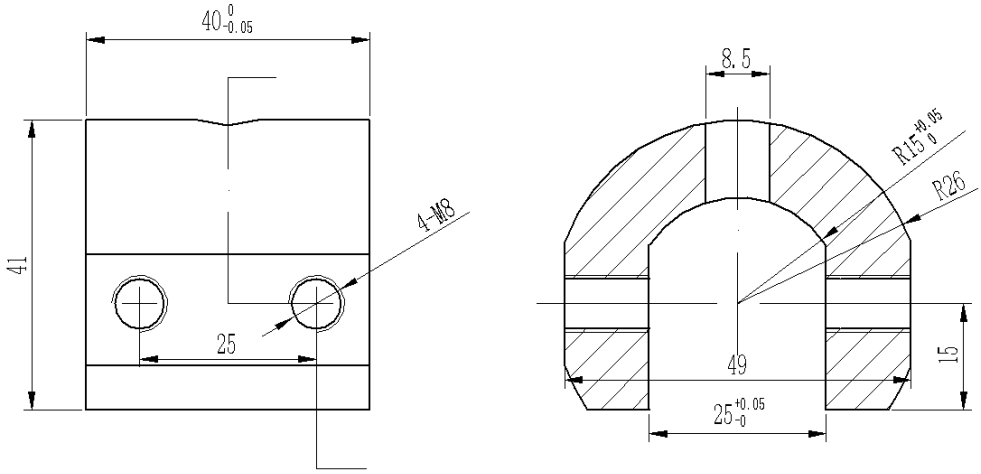
图号 TP.BLPLSY2.10

保隆件号

TP.BLPLSY2.04

18～30	10～18	6～10	3～6	0～3	尺寸范围
±0.165	±0.135	±0.11	±0.09	±0.07	未注公差

全部 3.2



技术要求

1. 未标注的所有锐角到R2.
2. 未注尺寸公差IT13级，未注形位公差按B级。

标记	处数	主要更改内容	更改文件号	版本更改	签名	日期

设计	陈志东	2006.5.16	标准化		
校对					
工艺					
审核			批准		

标识：关键特性:◉，重要特性:◎

材料	45

版本号		件数	重量	比例
A		3		1:1

保隆货号

拓扑思汽车配件有限公司

图名 U型套

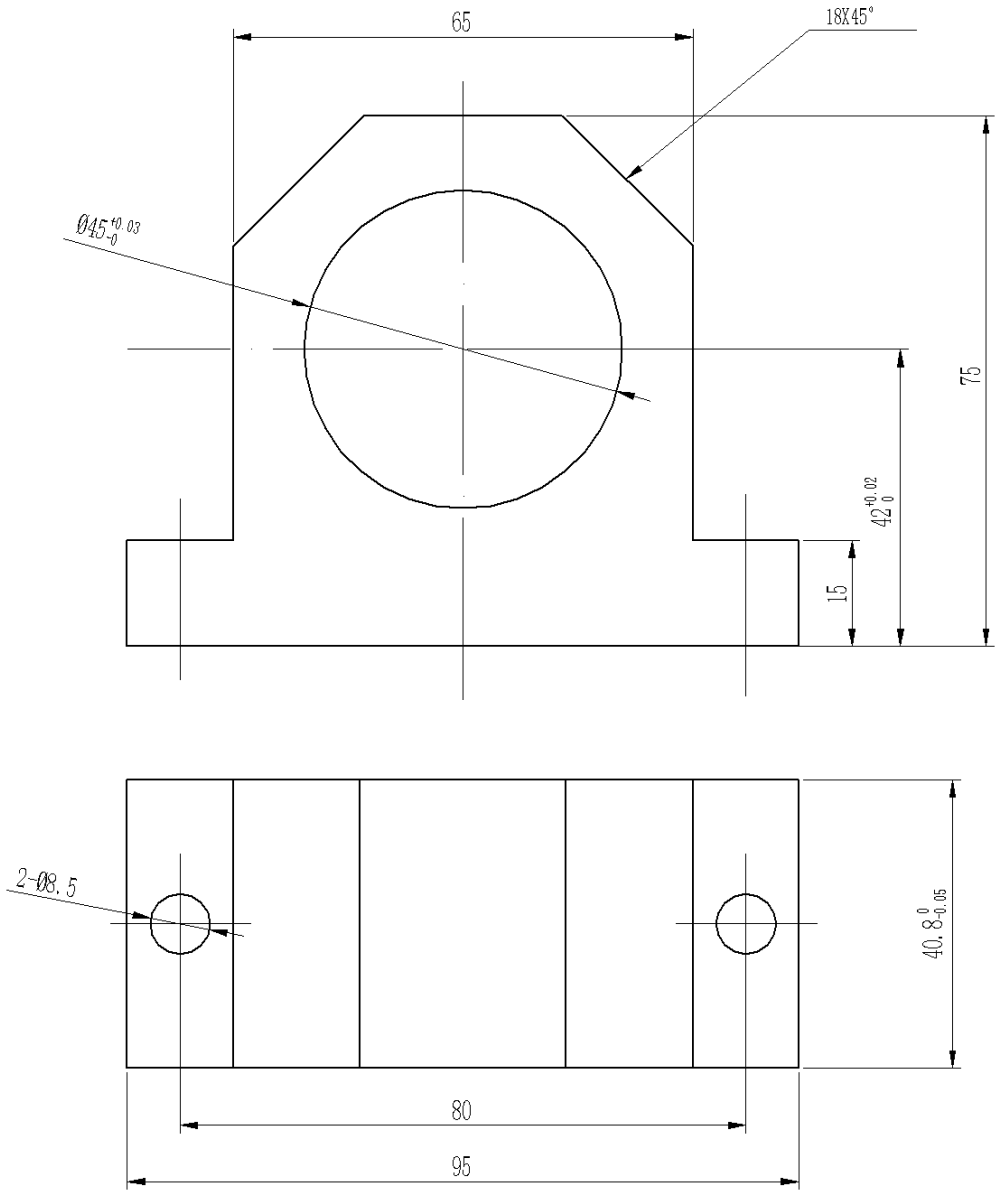
图号 TP.BLPLSY2.04

保隆件号

TP.BLPLSY2.02

尺寸范围	0~3	3~6	6~10	10~18	18~30
未注公差	±0.07	±0.09	±0.11	±0.135	±0.165

全部 3.2



技术要求

1. 未标注的所有锐角到R2.
2. 未注尺寸公差IT13级，未注形位公差按B级。

标记	处数	主要更改内容	更改文件号	版本更改	签名	日期

设计	陈志东	2006.5.16	标准化		
校对					
工艺					
审核			批准		

标识：关键特性:◉，重要特性:◎

材料	45

版本号		件数	重量	比例
A		2		1:1

保隆货号

拓扑思汽车配件有限公司

图名 轴承座

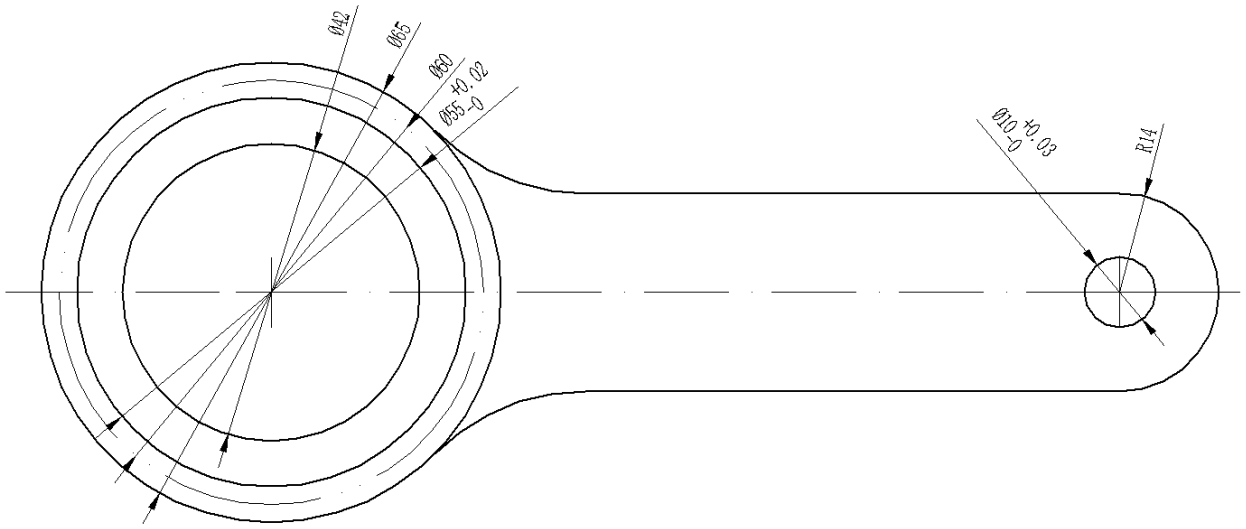
图号 TP.BLPLSY2.02

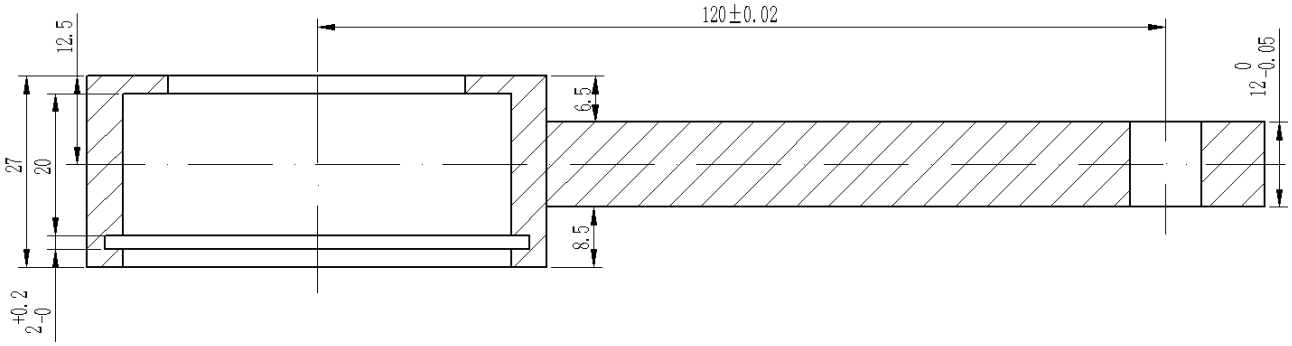
保隆件号

TP.BLPLSY2.07

18～30	10～18	6～10	3～6	0～3	尺寸范围
±0.165	±0.135	±0.11	±0.09	±0.07	未注公差

全部 3.2





技术要求

1. 未标注的所有锐角到R2.
2. 未注尺寸公差IT13级，未注形位公差按B级。

标记	处数	主要更改内容	更改文件号	版本更改	签名	日期

设计	陈志东	2006.6.16	标准化		
校对					
工艺					
审核			批准		

标识：关键特性:◉，重要特性:◎

材料	45

版本号	件数	重量	比例
A	1		1:1

保隆货号

拓扑思汽车配件有限公司

图名 连杆

图号 TP.BLPLSY2.09

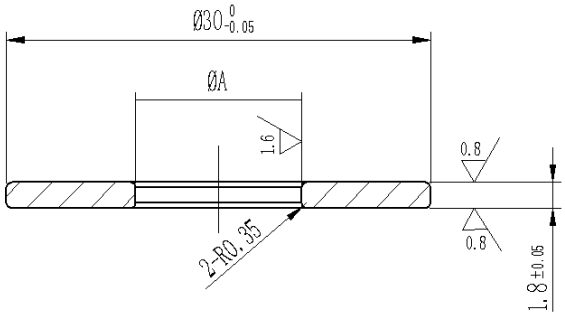
保隆件号

PE08-060 0796

TP.BLPLSY2.06

18~30	10~18	6~10	3~6	0~3	尺寸范围
±0.165	±0.135	±0.11	±0.09	±0.07	未注公差

全部 3.2



序号	ØA	件数
1	9.1 0 -0.05	各6件
2	11.7 0 -0.05	
3	16.1 0 -0.05	

技术要求

1. 未标注的所有锐角到R2.
2. 未注尺寸公差IT13级，未注形位公差按B级。

标记	处数	主要更改内容	更改文件号	版本更改	签名	日期

设计	陈志东	2006.5.16	标准化		
校对					
工艺					
审核			批准		

标识：关键特性:◉，重要特性:◎

材料	45

版本号	件数	重量	比例
A	各6件		2:1

保隆货号

拓扑思汽车配件有限公司

图名 系列卡板

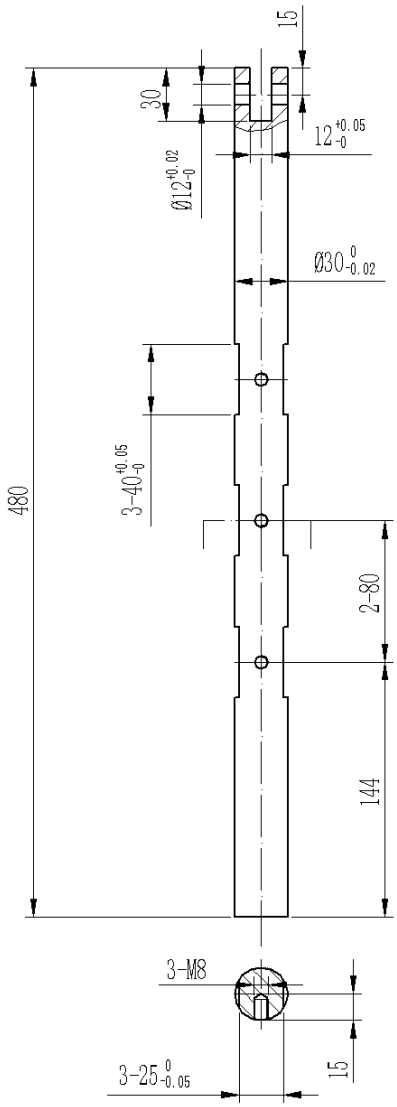
图号 TP.BLPLSY2.06

保隆件号

TP.BLPLSY2.03

18～30	10～18	6～10	3～6	0～3	尺寸范围
±0.165	±0.135	±0.11	±0.09	±0.07	未注公差

全部 3.2



技术要求

1. 未标注的所有锐角到R2.
2. 未注尺寸公差IT13级，未注形位公差按B级。

标记	处数	主要更改内容	更改文件号	版本更改	签名	日期

设计	陈志东	2006.5.11	标准化		
校对					
工艺					
审核			批准		

标识：关键特性:◉，重要特性:◎

材料	45

版本号	件数	重量	比例
A	1		1:4

保隆货号

拓扑思汽车配件有限公司

图名 轴

图号 TP.BLPLSY2.03

保隆件号

PE08-060 0798

From: Camilleri, Robert (R.H.)
Sent: Friday, September 12, 2008 1:00 PM
To: Ott, David (D.J.)
Subject: RE: Decoder

Attachments: FORDvsTECH PARTS.pdf

Sorry, thanks for reminding me. I believe this one pager was sent out to Consumer Reports. Call me if you have questions. Thanks

FORDvsTECH
\RTS.pdf (187 K

From: Ott, David (D.J.)
Sent: Friday, September 12, 2008 12:53 PM
To: Camilleri, Robert (R.H.)
Subject: Decoder

Howdy Bob, might you be able to send to me the valve stem supplier/distrtibuter "decoder" cheat sheet that we spoke about earlier this week? You're right, it gets confusing real quick.

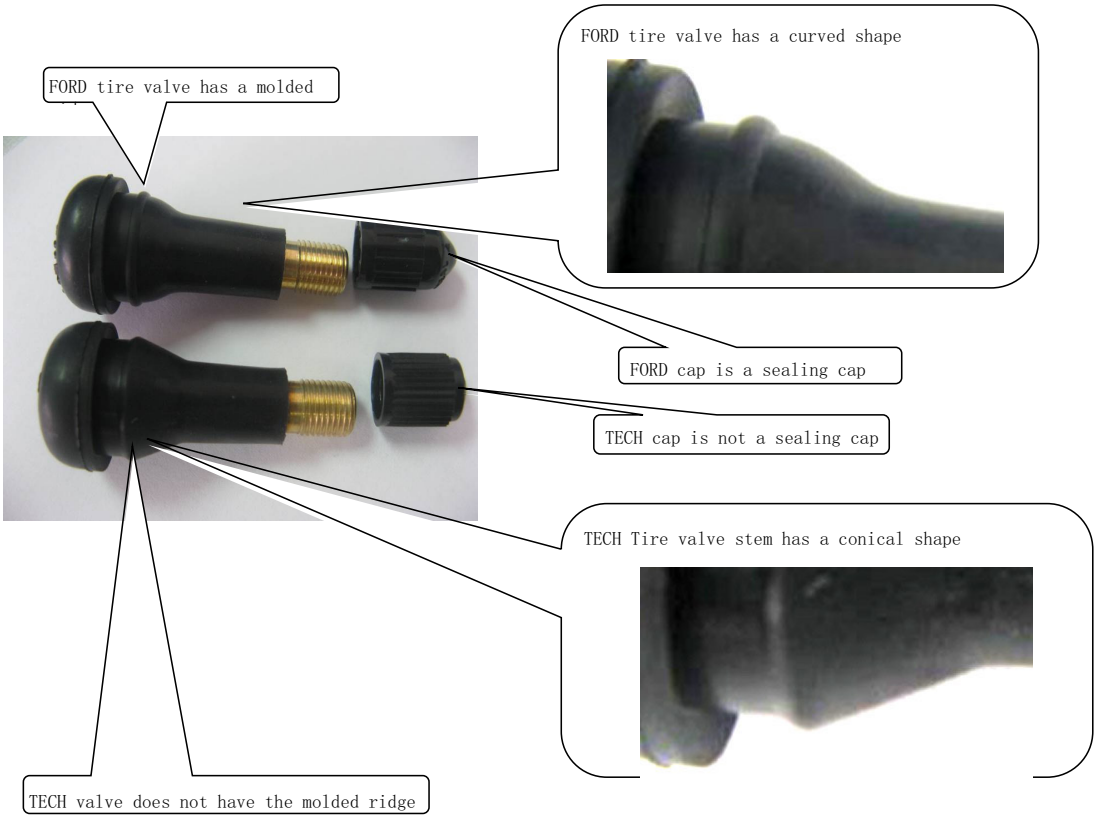
Thanks,

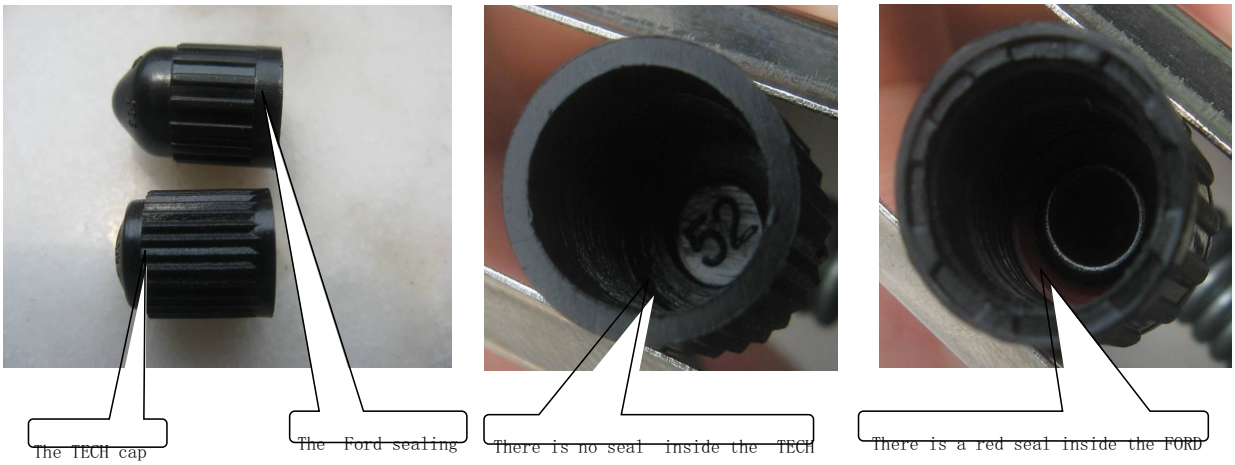
David J. Ott
Government Investigations Manager - Automotive Safety Office
Ford Motor Company
Fairlane Plaza South, Suite 500
330 Town Center Drive
Dearborn, MI 48126

Phone: 313-33-76645
Fax: 313-59-42268

The graphic identifies the visible differences between a TECH TR414 and a FORD TR414 tire valve stem

The material used are different between the TECH TR414 and the Ford TR414 tire valve stem.
The TECH TR414 tire valve stem was made in a different facility on different equipment than the FORD TR414 tire valve stem.





From: Rohweder, David (D.S.)
Sent: Monday, August 18, 2008 9:01 AM
To: Camilleri, Robert (R.H.)
Subject: FW: Valve Pictures

Attachments: FORD & TECH PARTS.XLS


FORD & TECH
RTS.XLS (180 KE

David Rohweder
Mgr. Tires & Wheels Engineering
drohwede@ford.com
phone; 313-337-3122 Cell/Text 313-805-5622

-----Original Message-----
From: Bill Thon Jr [mailto:billjr@thonassociates.com]
Sent: Monday, August 18, 2008 8:18 AM
To: Rohweder, David (D.S.)
Subject: RE: Valve Pictures

Try these.....

-----Original Message-----
From: Rohweder, David (D.S.) [mailto:drohwede@ford.com]
Sent: Friday, August 15, 2008 3:32 PM
To: Bill Thon Jr
Subject: RE: Valve Pictures

Can you get it in focus, or can I get a tech part Monday

David Rohweder
Mgr. Tires & Wheels Engineering
drohwede@ford.com
phone; 313-337-3122 Cell/Text 313-805-5622

-----Original Message-----
From: Bill Thon Jr [mailto:billjr@thonassociates.com]
Sent: Friday, August 15, 2008 3:27 PM
To: Rohweder, David (D.S.)
Subject: RE: Valve Pictures

Here is a pic of the caps....Ford cap on the right.

Trying to get a better photo for you.

-----Original Message-----

From: Rohweder, David (D.S.) [mailto:drohwede@ford.com]
Sent: Friday, August 15, 2008 3:03 PM
To: Bill Thon Jr
Subject: RE: Valve Pictures

Bill can you try to show the valve cap better?

David Rohweder
Mgr. Tires & Wheels Engineering
drohwede@ford.com
phone; 313-337-3122 Cell/Text 313-805-5622

-----Original Message-----
From: Bill Thon Jr [mailto:billjr@thonassociates.com]
Sent: Friday, August 15, 2008 2:01 PM
To: Rohweder, David (D.S.)
Cc: Camilleri, Robert (R.H.); Bill Thon
Subject: Valve Pictures

Dave,

I seem to be having trouble emailing the photos through my PC so I am trying on my laptop. Incase you did not receive the earlier email here again is a brief description of the photos. Since I could not get my hands on actual Tech Valves I simply put the Tech/Aftermarket caps on the Ford valves to show the biggest visual difference between the valves. I have asked my guys to also send photos of actual Tech valves.

Regards,

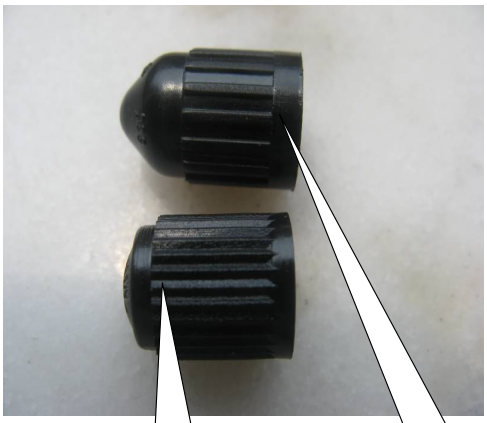
Bill

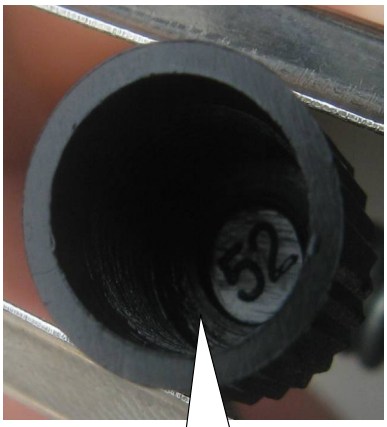
TECH & FORD products comparison

The difference of TR413 between FORD & TECH

The difference of TR414 between FORD & TECH

The indicator ring is different.





From: Rohweder, David (D.S.)
Sent: Tuesday, September 02, 2008 4:38 PM
To: Camilleri, Robert (R.H.)
Subject: FW: Final art?

Attachments: FORDvsTECH PARTS.pdf

David Rohweder
Mgr. Tires & Wheels Engineering
drohwede@ford.com
phone; 313-337-3122 Cell/Text 313-805-5622

From: Sherwood, Wesley (W.)
Sent: Wednesday, August 27, 2008 11:13 AM
To: Rohweder, David (D.S.)
Subject: RE: Final art?

FORDvsTECH
\RTS.pdf (190 K

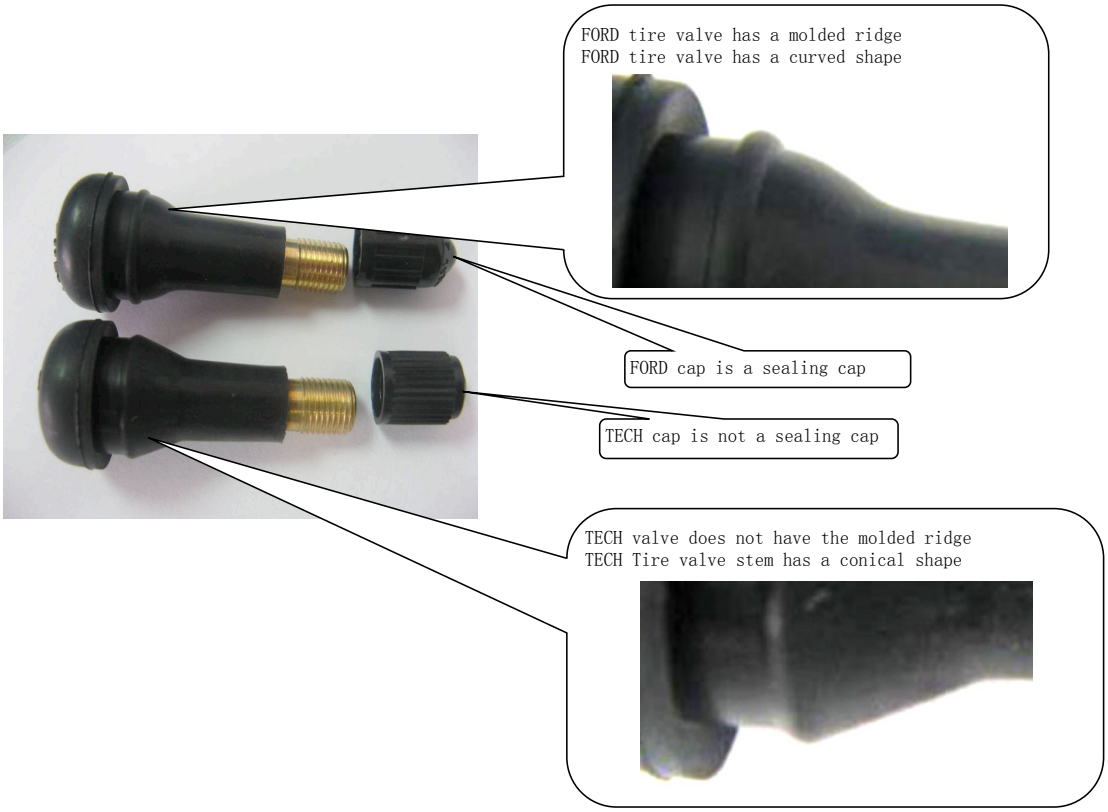
From: Rohweder, David (D.S.)
Sent: Wednesday, August 27, 2008 11:10 AM
To: Sherwood, Wesley (W.)
Subject: Final art?

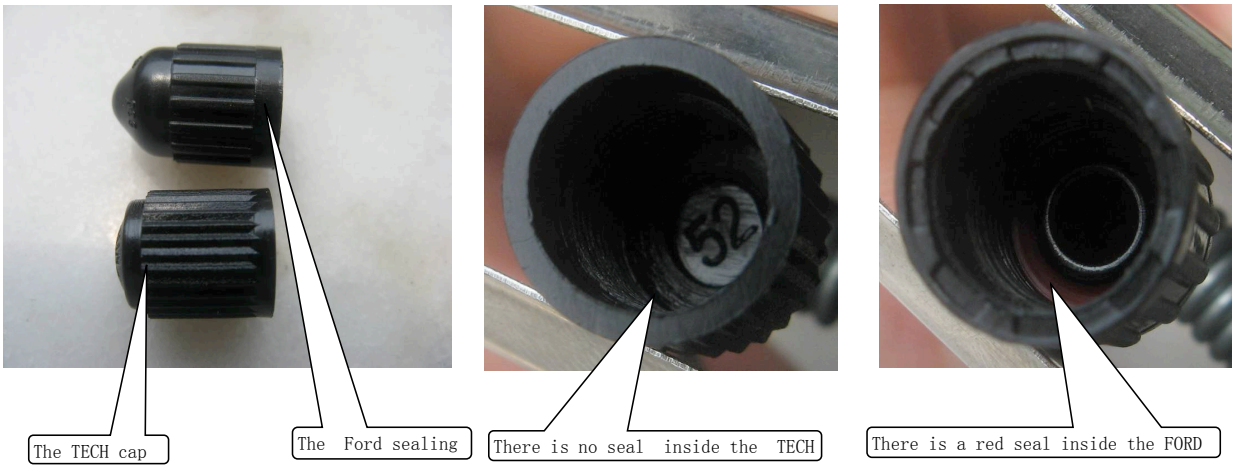
Did the final art get sent to CU? If so please send me a copy...

David Rohweder
Mgr. Tires & Wheels Engineering
drohwede@ford.com
phone; 313-337-3122 Cell/Text 313-805-5622

The graphic identifies the visible differences between a TECH TR414 and a FORD TR414 tire valve stem

The materials used are different between the TECH TR414 and the Ford TR414 tire valve stem.
The TECH TR414 tire valve stem was made in a different facility on different equipment than the FORD TR414 tire valve stem.





From: Julie Troiani [Jtroiani@WFWhelan.com]
Sent: Thursday, July 17, 2008 1:00 PM
To: Camilleri, Robert (R.H.)
Cc: Chris Bruce; billjr@thonassociates.com
Subject: FW: Emailing: DSC00240, DSC00241, DSC00246

Attachments: DSC00240.jpg; DSC00241.jpg; DSC00246.jpg


DSC00240.jpg (136 KB)

DSC00241.jpg (119 KB)

DSC00246.jpg (129 KB)

<<DSC00240.jpg>> He <<DSC00241.jpg>> re <<DSC00246.jpg>> are the photos of the mfg date and the lot number.

Julie Troiani

W.F. Whelan Co
Distribution Supervisior
Phone: (734) 721-6410 x251
Cell: (734) 732-6361
Fax: (734) 721-2880
Email: jtroiani@wfwhelan.com
Website: wfwhelan.com

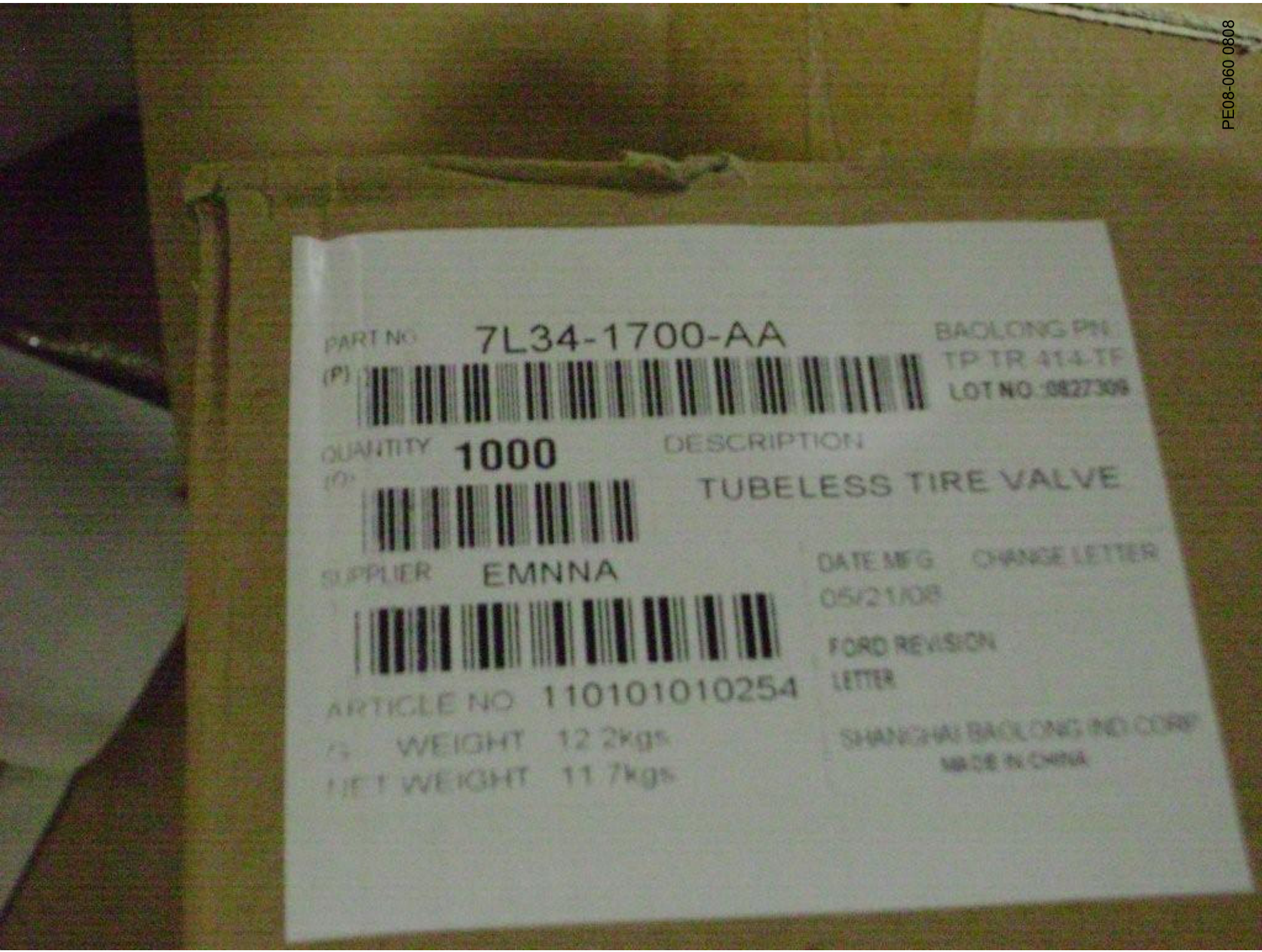
-----Original Message-----
From: Micheal Swan
Sent: Thursday, July 17, 2008 12:57 PM
To: Julie Troiani
Subject: Emailing: DSC00240, DSC00241, DSC00246

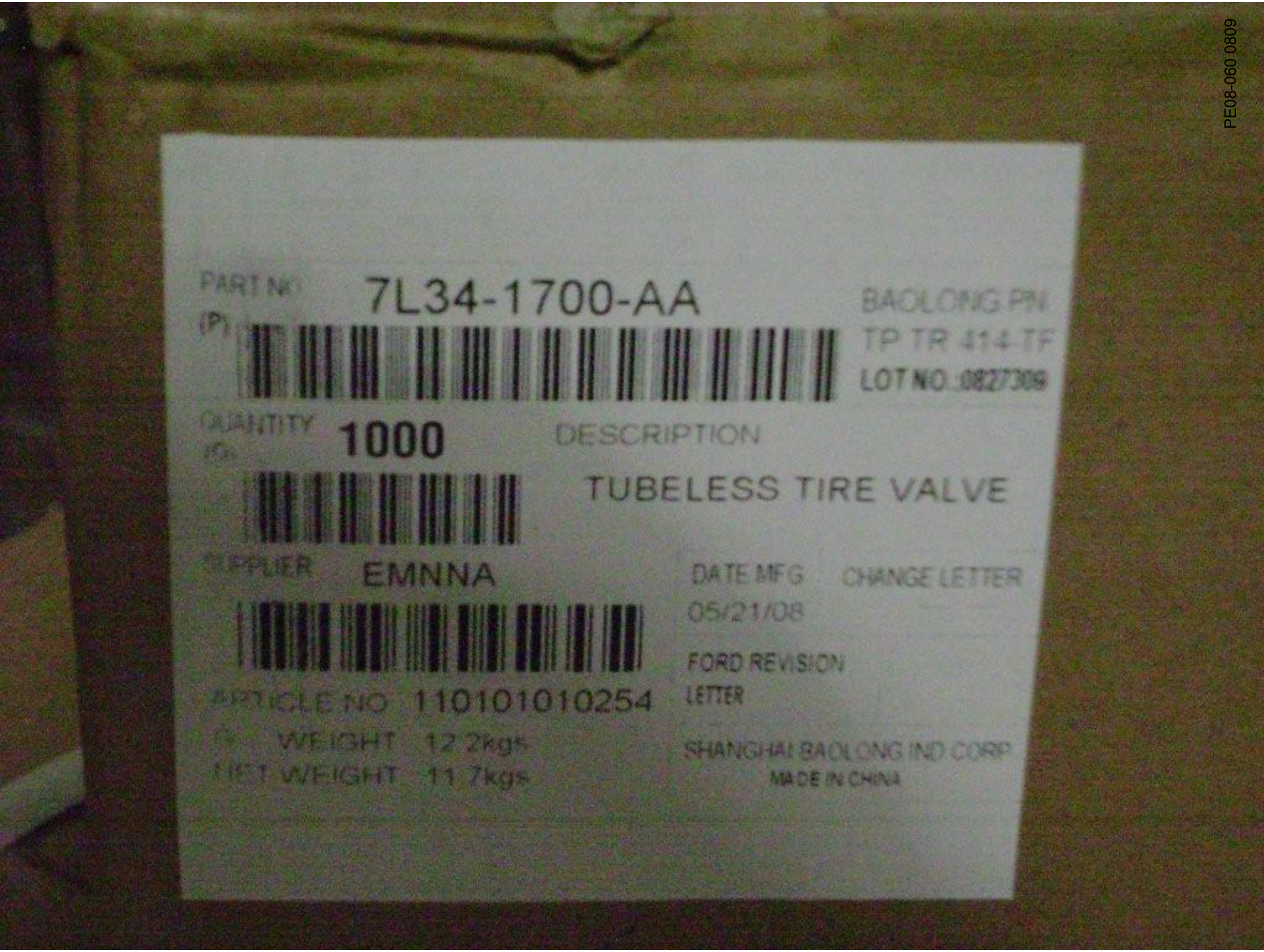
Your message is ready to be sent with the following file or link attachments:

DSC00240
DSC00241
DSC00246

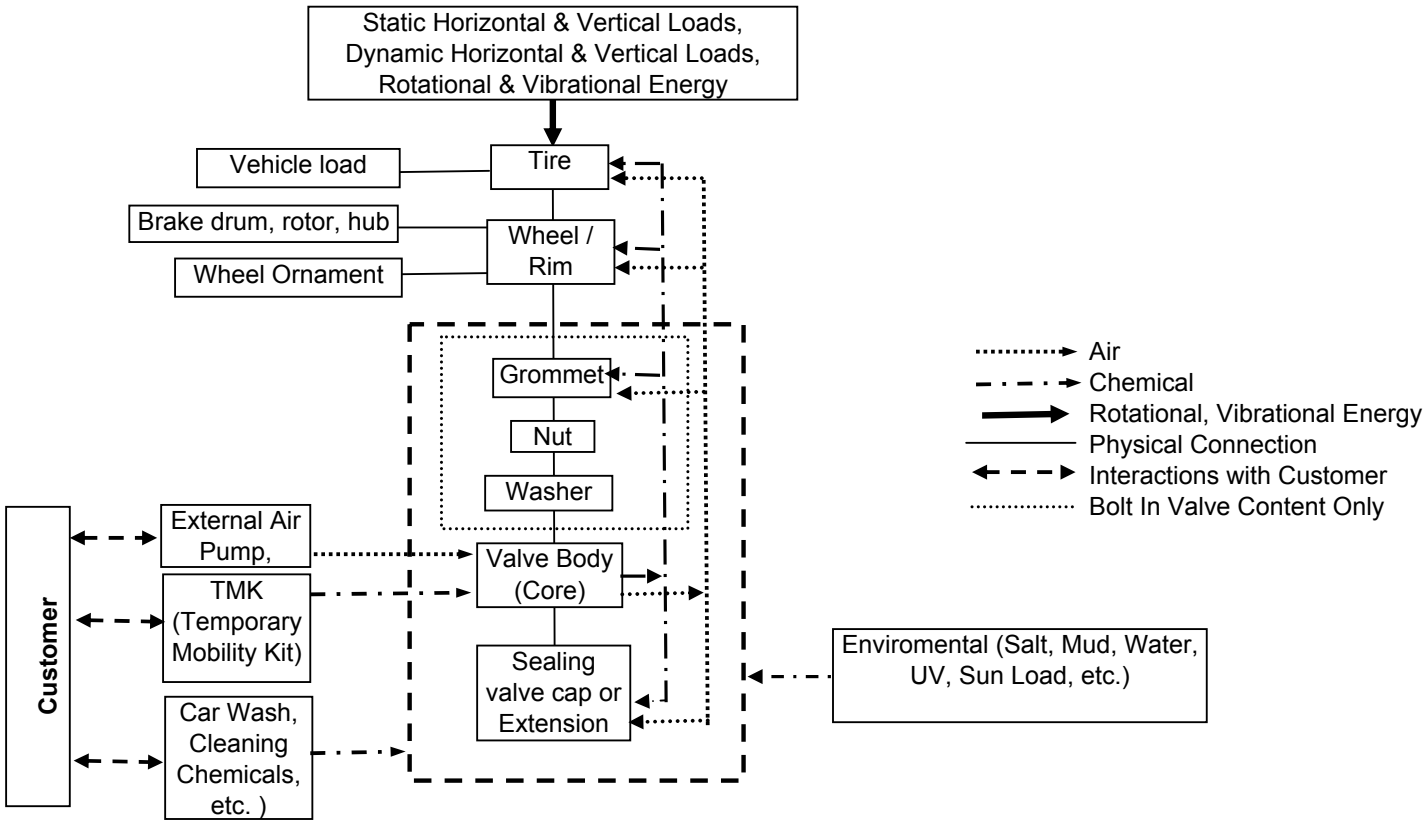
Note: To protect against computer viruses, e-mail programs may prevent sending or receiving certain types of file attachments. Check your e-mail security settings to determine how attachments are handled.


PART NO 7L34-1700-AA
(P)
BAOLONG PN
TP TR 414-TF
LOT NO.:0827309
QUANTITY (Q) 1000
DESCRIPTION
TUBELESS TIRE VALVE
SUPPLIER EMNNA
DATE MFG
05/21/08
CHANGE LETTER
FORD REVISION LETTER
ARTICLE NO 110101010254
G WEIGHT 12 2kgs
NET WEIGHT 11 7kgs
SHANGHAI BAOLONG IND CORP
MADE IN CHINA
PE08-060 0807





Generic Wheel Valve Stem Functional Boundary Diagram



Created by: Rob Camilleri, Terry Eifert, Sergey Maryanovsky
Created on: 03/14/06
Updated on:

PE08-060
FORD
2/11/2009
APPENDIX J PART 1
OF 2
OTHER
PAGE 268

From: Hohage, Caspar Dirk (C.D.)
Sent: Thursday, August 14, 2008 12:25 PM
To: Bilen, Tuygun (T.)
Cc: Rohweder, David (D.S.)
Subject: AW: Consumer Reports on Tire Valve Stems

Would you please schedule a 15min audio between David and me to discuss the tire valve situation ? Thx.

Regards,

Caspar Dirk Hohage

chohage@ford.com
Tel: 8-70-34567 (int), +49-(0)221-90-34567 (ext)

Ford-Werke GmbH
Henry-Ford-Straße 1, 50735 Köln
Sitz der Gesellschaft: Köln
Registergericht Köln, HRB 54183
Vorsitzender des Aufsichtsrats: Albert Caspers
Geschäftsführung: Bernhard Mattes (Vorsitzender), Doris Adam, Werner Harbers, Dr. Hermann H. Hollmann, Dr. Franz-Josef Laermann, Rainer Ludwig, Dr. Wolfgang Schneider, Jürgen Stackmann

---

Von: Rohweder, David (D.S.)
Gesendet: Donnerstag, 14. August 2008 18:24
An: Hohage, Caspar Dirk (C.D.)
Betreff: RE: Consumer Reports on Tire Valve Stems

I need to update you on a call when we get a chance

David Rohweder
Mgr. Tires & Wheels Engineering
drohwede@ford.com
phone; 313-337-3122 Cell/Text 313-805-5622

From: Hohage, Caspar Dirk (C.D.)
Sent: Thursday, August 14, 2008 11:59 AM
To: Rohweder, David (D.S.)
Subject: AW: Consumer Reports on Tire Valve Stems

How did it go ?

Regards,

Caspar Dirk Hohage

chohage@ford.com
Tel: 8-70-34567 (int), +49-(0)221-90-34567 (ext)

Ford-Werke GmbH
Henry-Ford-Straße 1, 50735 Köln
Sitz der Gesellschaft: Köln
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Geschäftsführung: Bernhard Mattes (Vorsitzender), Doris Adam, Werner Harbers, Dr. Hermann H. Hollmann, Dr. Franz-Josef Laermann, Rainer

---

Von: Rohweder, David (D.S.)
Gesendet: Mittwoch, 13. August 2008 11:42
An: Hohage, Caspar Dirk (C.D.)
Betreff: FW: Consumer Reports on Tire Valve Stems

FYI

David Rohweder
Mgr. Tires & Wheels Engineering
drohwede@ford.com
phone; 313-337-3122 Cell/Text 313-805-5622

From: Sherwood, Wesley (W.)
Sent: Tuesday, August 12, 2008 2:06 PM
To: Rohweder, David (D.S.)
Cc: Jammoul, Ali (A.); Collins, Bill (W.E.)
Subject: FW: Consumer Reports on Tire Valve Stems

Dave,

I just spoke to Paul and he agreed to have you talk with Consumer Reports this afternoon with the understanding that Bill Collins will moderate the call. He was very clear that only you were approved to talk on this subject. He also asked for an update so I would appreciate if the two of you can put together a few notes from the call.

I recommend Bill and you call the reporter at 4:15pm after we have a chance to discuss open questions and issues. Thank you.

From: Sherwood, Wesley (W.)
Sent: Tuesday, August 12, 2008 9:38 AM
To: Mascarenas, Paul (P.A.)
Cc: Collins, Bill (W.E.)
Subject: Consumer Reports on Tire Valve Stems

Hi Paul,

We are in the process of responding to questions from on tire valve stems from David Champion at Consumer Reports and would like to request your approval for Dave Rohweder to talk to the reporter to provide background information (not for attribution in a story.) The magazine is confused why alleged cracked stems on an employee's 2007 Focus are not involved in an importer's recall of six million aftermarket stems.

Bill Collins is managing the issue and will be on the phone with David and Dave.

Time is of the essence as we've been going back-and-forth with CR for more than a week now so we want to bring this issue to closure. Please let me know if you have questions. Thank you.

Regards,

Wes Sherwood
Safety Communications Mgr.
o: (313) 390-5660 c: (313) 467-5957 ** New **

From: Camilleri, Robert (R.H.)
Sent: Tuesday, July 22, 2008 10:06 AM
To: Yao, Michael (G.C.)
Subject: RE: Baolong Wheel Valve Stem Testing

Michael, I did not ask for Baolong to modify the fixture to run 6 of the 28 and 6 of the 37% EPDM valve stems simultaneously. I asked that they to verify that the test fixture is in working condition and meets the requirements of the ISO test procedure. Because the 37% valve stems in test 7047 showed abrasions at 20717 cycles and no abrasions on the 28% valve stem. The 37% valves where in test holes 1-3, which where the same test holes for the 28% valve stems that should abrasions at 20717 cycles in test 7044. I found this to be suspicious for the 37% EPDM valve stems. Please call me, if you have questions. Thanks

---

From: Yao, Michael (G.C.)
Sent: Tuesday, July 22, 2008 7:47 AM
To: Camilleri, Robert (R.H.)
Subject: RE: Baolong Wheel Valve Stem Testing

Robert,

Just to clarify, BaoLong needs to modify the fixture to run another 6 pcs for 28% & 37%.

The reason is that variability is too big. Is that correct ? Please see the form below.

28%	31,429	59,399	59,399	26,795	40,124	73,356
37%	35,076	108,167	163,080	86,395	40,124	40,124

Best Regards

Yao GuoCheng (Michael)

From: Camilleri, Robert (R.H.)
Sent: 2008年7月22日 0:19
To: Yao, Michael (G.C.); billjr@thonassociates.com; 'Chris Bruce'; Raul
Subject: Baolong Wheel Valve Stem Testing
When: 2008年7月22日星期二 18:30-19:30 (GMT+08:00) Beijing, Chongqing, Hong Kong, Urumqi.
Where: Teleconference

Please be prepared to discuss the Ozone test results for the 28 and 37% EPDM valve stems. Thanks

Toll (International): +1.313.621.3673
Toll-free: 1.888.621.3673
Pass code: 87595684

From: Julie Troiani [Jtroiani@WFWhelan.com]
Sent: Wednesday, July 16, 2008 3:26 PM
To: Camilleri, Robert (R.H.); Chris Bruce
Cc: billjr@thonassociates.com; Raul; zoe; miller@baolong.biz
Subject: RE: BAOLONG VALVE SHIPMENTS TO FORD

Rob,

That is the bar code that our warehouse puts on each box that enables Ford to scan that parts into their system.

Julie Troiani

W.F. Whelan Co
Distribution Supervisior
Phone: (734) 721-6410 x251
Cell: (734) 732-6361
Fax: (734) 721-2880
Email: jtroiani@wfwhelan.com
Website: wfwhelan.com

From: Camilleri, Robert (R.H.) [mailto:rcamille@ford.com]
Sent: Wednesday, July 16, 2008 3:22 PM
To: Chris Bruce
Cc: billjr@thonassociates.com; Julie Troiani; Raul; zoe; miller@baolong.biz
Subject: RE: BAOLONG VALVE SHIPMENTS TO FORD

The attached label is from a box of valve stems that I have at my desk.

From: Chris Bruce [mailto:cbruce@thonassociates.com]
Sent: Wednesday, July 16, 2008 3:16 PM
To: Camilleri, Robert (R.H.)
Cc: billjr@thonassociates.com; 'Julie Troiani'; 'Raul'; 'zoe'; miller@baolong.biz
Subject: RE: BAOLONG VALVE SHIPMENTS TO FORD

Rob,

On the small label, the Baolong label, found on every box, the lot number and manufacturing date can be found. Regarding what you are seeing, I am not sure, please send a picture and we will be able to determine what you are looking at.

Thanks,

Chris

From: Camilleri, Robert (R.H.) [mailto:rcamille@ford.com]
Sent: Wednesday, July 16, 2008 10:21 AM
To: Chris Bruce
Cc: billjr@thonassociates.com; Julie Troiani; Raul; zoe; miller@baolong.biz
Subject: RE: BAOLONG VALVE SHIPMENTS TO FORD

Chris, what is number was used to mark the boxes delivered to our facilities? The Load, ID or Lot number? The boxes that I have at my desk are marked with a Serial number. Thanks

---

From: Chris Bruce [mailto:cbruce@thonassociates.com]
Sent: Wednesday, July 16, 2008 10:03 AM

To: Camilleri, Robert (R.H.)
Cc: billjr@thonassociates.com; 'Julie Troiani'; 'Raul'; 'zoe'; miller@baolong.biz
Subject: BAOLONG VALVE SHIPMENTS TO FORD

Rob,

Attached please find three spreadsheets that trace the TR414 valve production from Baolong to the Ford Assembly plants. We were able to trace this by using the lot number and manufacture dates of material produced at Baolong during the suspect time frame. From there we traced these lots to the proper sea container and to our distribution center in Romulus, Michigan. From there we were able to tell you exactly when and to which Ford plants these parts were shipped. Hope this helps.

Regards,

Chris Bruce
Baolong

248-625-5426

From: Rohweder, David (D.S.)
Sent: Thursday, August 14, 2008 5:59 AM
To: Mascarenas, Paul (P.A.)
Cc: Jammoul, Ali (A.); Hohage, Caspar Dirk (C.D.)
Subject: FW: Consumer Reports on Tire Valve Stems

FYI, we are briefing Sue C. this afternoon on the status. Let me know if you want to discuss before the meeting Wes set up for next week.

David Rohweder
Mgr. Tires & Wheels Engineering
drohwede@ford.com
phone; 313-337-3122 Cell/Text 313-805-5622

From: Sherwood, Wesley (W.)
Sent: Wednesday, August 13, 2008 3:33 PM
To: Mascarenas, Paul (P.A.)
Cc: Rohweder, David (D.S.); Collins, Bill (W.E.)
Subject: RE: Consumer Reports on Tire Valve Stems

We would like to update you over the phone or in person. I'll set up time.

From: Mascarenas, Paul (P.A.)
Sent: Wednesday, August 13, 2008 3:23 PM
To: Sherwood, Wesley (W.)
Cc: Collins, Bill (W.E.)
Subject: RE: Consumer Reports on Tire Valve Stems

Wes:

As discussed - please let me have a summary of what is covered w/ CR.

Thx.

Paul Mascarenas

From: Sherwood, Wesley (W.)
Sent: Tuesday, August 12, 2008 9:38 AM
To: Mascarenas, Paul (P.A.)
Cc: Collins, Bill (W.E.)
Subject: Consumer Reports on Tire Valve Stems

Hi Paul,

We are in the process of responding to questions from on tire valve stems from David Champion at Consumer Reports and would like to request your approval for Dave Rohweder to talk to the reporter to provide background information (not for attribution in a story.) The magazine is confused why alleged cracked stems on an employee's 2007 Focus are not involved in an importer's recall of six million aftermarket stems.

Bill Collins is managing the issue and will be on the phone with David and Dave.

Time is of the essence as we've been going back-and-forth with CR for more than a week now so we want to bring this issue to closure. Please let me know if you have questions. Thank you.

Regards,

Wes Sherwood
Safety Communications Mgr.

o: (313) 390-5660 c: (313) 467-5957 ** New **

From: Sherwood, Wesley (W.)
Sent: Tuesday, August 12, 2008 2:06 PM
To: Rohweder, David (D.S.)
Cc: Jammoul, Ali (A.); Collins, Bill (W.E.)
Subject: FW: Consumer Reports on Tire Valve Stems

Dave,

I just spoke to Paul and he agreed to have you talk with Consumer Reports this afternoon with the understanding that Bill Collins will moderate the call. He was very clear that only you were approved to talk on this subject. He also asked for an update so I would appreciate if the two of you can put together a few notes from the call.

I recommend Bill and you call the reporter at 4:15pm after we have a chance to discuss open questions and issues. Thank you.

From: Sherwood, Wesley (W.)
Sent: Tuesday, August 12, 2008 9:38 AM
To: Mascarenas, Paul (P.A.)
Cc: Collins, Bill (W.E.)
Subject: Consumer Reports on Tire Valve Stems

Hi Paul,

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Time is of the essence as we've been going back-and-forth with CR for more than a week now so we want to bring this issue to closure. Please let me know if you have questions. Thank you.

Regards,

Wes Sherwood
Safety Communications Mgr.
o: (313) 390-5660 c: (313) 467-5957 ** New **

ITEM		TOPSEAL CAPACITY PER WEEK	STOCK IN TOPSEAL CHINA ON JAN 9, 2006	REMARK	STOCK IN WHELAN USA ON JAN 9, 2006	REMARK	QUANTITY ON THE WAY FROM TOPSEAL	Cover Ford demand to	**Dates**	**Output Baolong**	**Shipped out from Baolong**	**Date Arrival US**	**Receival US warehouse**	**Ford Usage**	**Inventory level US warehouse**	
SBIC NO. FORD NO.	TR416MA F81D-1700-AB	2,000PCS	2,000PCS	THEY ARE ALL UNASSEMBLED	1,000PCS	ALL ARE FROM DILL	0PC	Wk 13/03/06	Wk 30/01/06	2000				100	700	Wk 30/01/06
SBIC NO. FORD NO.	TR416MB F81D-1700-BB	3,000PCS	6,000PCS	THEY ARE ALL UNASSEMBLED	7,000PCS	1,000PCS FROM DILL; 6,000PCS FROM TOPSEAL	0PC	DILL part to Wk 16/01/06 Baolong part to Wk 27/02/06	Wk 16/01/06	3000	6,000 (SEA)	Wk 20/02/06	6000	1000	7000	Wk 16/01/06
SBIC NO. FORD NO.	BLE19P D7OA-1705-AA	10,000PCS	0PC		17,000PCS	ALL ARE FROM DILL	0PC	Wk 30/01/06						5000		

NOTE: THERE SHOULD BE SOME STOCK IN FORD PLANT FOR THE ABOVE 3 TYPES

From: Parrish, Will (W.F.)
Sent: Thursday, June 05, 2008 10:22 AM
To: Christensen, Kris (K.S.)
Cc: Patel, Bharat (B.J.)
Subject: Cross Vehicle Line Valve Stem Issue

Kris,

I understand that you may be scheduling a meeting to review a valve stem issues that may impact a number of vehicle lines. Bharat is out today, so if you would include me on any meeting notice so that I could attend, it would be appreciated. Thanks.

Will Parrish

Critical Concerns Engineer - Unibody Cluster
Mobile: 313-805-4343
1AT03, PDC, MD#327
E-Mail: wparris1@ford.com

From: Fritschen, Steve (S.E.)
Sent: Thursday, July 24, 2008 2:25 PM
To: Camilleri, Robert (R.H.)
Cc: Fritschen, Steve (S.E.)
Subject: Valve Stem Sales

Mr. Camilleri,

Per your request, the following information provides the Service Part Number / Engineering Part Number crossreference (first set of data) and the sales per year (second set of data). Actually I thought our sales on this part would be higher, only 2900 in 2007 and 1647 in 2008, but I suspect our dealer friends probably purchase these along with wheel weights and other 'supplies' from a local vendor.

I hope this information helps!

==> _____
SERVICE PART: F42Z- 1700-A____ VALVE ASY
ENGINEERING PART: 7L34 1700 AA_____ ORIGIN: WERS
SUPPLIER LOC: FINIS: 4868407
Vendor Part: Fam Buy:
Motorcraft Part: Prime Suplr: Q29AA
Comparable Part: FOVY- 1700-A Packager Cd: F747A
Replaced Part: 5L3Z- 1700-A Mat Content:
Replacing Part: Ship Mlt: 0
Buyer: 01S JESSE SINGH NBA Phone: 313-390-1935
Dmnd Anlyst: 1DA DONNA GRIFFIN Q29AA NDA Phone: 313-531-5867
Prod Anlyst: 202 MIKE PAULSEN NPA Phone: 313-390-5607
Price Anlyst: I88 WANDA STAPLES Profs ID: WSTAPLE9

SERVICE PART: F42Z- 1700-A____ VALVE ASY
BACKCAST: Y DEMAND GROUP: __

A C	YEAR	Quantity	Replaced Part Number	Message
	2008	1647		
	2007	2941		
	2006	1103	5L3Z- 1700-A	REPLACED
	2005	1113		
	2004	694		
	2003	479		
	2002	204		
	2001	220		
	2000	155		

Thanks!

Steve Fritschen
Program Manager
Warranty Improvement Team
FCSD - Service Engineering Operations
Phone: 313-845-3805
E-mail: sfritsch@ford.com