

From: Joseph Joshua
To: Doug L. Parks; David M. Trush
CC: Chris M Ritter; David M. Trush; Gary F. Altman; Joseph R. MansonII; Mike R. McGarry; Raymond DeGiorgio; Ron Asmar; Scott Sherman; Ron Asmar
BCC:
Sent Date: 2005-05-04 19:55:51:000
Received Date: 2005-05-04 19:55:52:000
Subject: Re: GMX 001: Inadvertent Ign turn-off
Attachments:

Hi Doug:

Yes.
I believe the production quote came in at +\$0.50 and \$49,000.

Dave: Could you please use Doug's message to proceed with a WO for a service fix.

Thank you
Joe

Doug L. Parks

Doug L. Parks

05/04/2005 03:29 PM

To: Joseph Joshua/US/GM/GMC [REDACTED]
cc: Chris M Ritter/US/GM/GMC [REDACTED]; David M. Trush/US/GM/GMC [REDACTED]; Gary F. Altman/US/GM/GMC [REDACTED]; Joseph R. MansonII/US/GM/GMC [REDACTED]; Raymon Sherman/US/GM/GMC [REDACTED]; Mike R. McGarry/US/GM/GMC [REDACTED]
Subject: Re: GMX 001: Inadvertent Ign turn-off [REDACTED]

For service, can we come up with a "plug" to go into the key that centers the ring through the middle of the key and not the edge/slot? This appears to me to be the only real, quick solution.

Joseph Joshua

Joseph Joshua

05/04/2005 03:17 PM

To: Joseph R. MansonII/US/GM/GMC [REDACTED]
cc: Scott Sherman/US/GM/GMC [REDACTED]; David M. Trush/US/GM/GMC [REDACTED]; Raymond DeGiorgio/US/GM/GMC [REDACTED]; Gary F. Altman/US/GM/GMC [REDACTED]; Ron As
Ritter/US/GM/GMC [REDACTED]
Subject: GMX 001: Inadvertent Ign turn-off [REDACTED]

Hi Joe:

The service group is hesitating with the bulletin to eliminate the 25mm split ring on the ignition key - they are concerned with the verbiage. I will continue to press them to issue the bulletin. However, per the first and the last messages in the string, this issue might need to be re-visited.

Thank you
Joe

Steven Oakley

Steven Oakley

05/04/2005 01:36 PM

To: Joseph Joshua/US/GM/GMC [REDACTED]
cc:
Subject: Re: Urgent Request

Joe:

The field rep will swap the parts if we want them to. He is concerned that this will not correct the condition, as he feels several stock cars at the dealership have about the same level of effort for the switch. They would like to have a column sent to them that we have some kind of confidence is better than what they are taking out.

Again, if you just want a swap out we can do this, but without the ability to measure the effort, I have a hard time persuading them this will actually fix the car.

Thanks

Steve

----- Forwarded by Steven Oakley/US/GM/GMC on 05/04/2005 01:28 PM -----

Steven Oakley

05/04/2005 12:47 PM

To: Joseph Joshua/US/GM/GMC [REDACTED]
cc:
Subject: Re: Urgent Request [REDACTED]

Joe:

The dealer contact is Mr. Weldon Wells, and he is the service manager.

His cell is [REDACTED]

Office [REDACTED]

Thanks again for your involvement.

Steve

Joseph Joshua

Joseph Joshua

05/04/2005 10:59 AM

To: Steven Oakley/US/GM/GMC [REDACTED]
cc: Anaud Dessireib/US/GM/GMC [REDACTED]; Bill Skelton/US/GM/GMC [REDACTED]
Subject: Urgent Request

Hi Steven:

DELTA EPS PDT – 05MAY05

Meeting Minutes

Attendance: Angelo, Cronkright, Hama, Johns, Joshua, Morales, Sibley, Yamamoto

GMX001

Top Engineering Issues

New Hankook tire for 16" usage

Assuming 01DEC05 production implementation of Hankook Tires
08SEP05 is freeze date for calibration that will be flashed into 17,000
banked flashable columns

At usage of 600/wk the 17,000 columns will be used up in 28weeks

MASK ROM will be needed starting 23JUN06

Therefore, MASK ROM tuning freeze is 28OCT05

Warranty

5 columns with I-shaft and 5 stand alone I-shafts reviewed at WPC on
03MAY05 – Parts shipped to Koyo for root cause

MPG column with rattle being analyzed at Koyo, VA per Greg's direction

Inadvertent ignition turn-off issue

25mm split ring elimination bulletin not issued as yet – concerns over
verbiage

Ray DeGiorgio performing cold weather testing

One customer complaint of engine shut-off due to normal driving
maneuvers

VCE direction to release service-only key slot plug to reduce lever arm

2008 ESC

Study PDD issued. Koyo/Teves finalizing design

Parts order to be placed for 2008 X001Mules (MRD: 18AUG05) if
vehicles need ESC

2 sensors being ordered for 2008 T001 Mules (MRD: 08AUG05)

Koyo design of support bracket will dictate if 2 new columns with bracket
or brackets only will be ordered for 2008 T001 Mule

2008 Turbo gear

Proof of Concept

Tie-rods being acquired from Delphi, adapters from MPG, gears
from W-17

Koyo to perform plug adjustment, rack travel (+/- 57.5mm) and basic gear parameter check on gear for Adam Dean
Koyo to receive two samples for wear and impact testing

Production

Preliminary PDT plan created
Preliminary LADV plan to follow
Production design possibilities to be discussed with Koyo, JP on 17MAY05
Forward Ron Younkin Overview file to Greg

Work Orders and Math Data

Lock Module cost reduction – EPL pin elimination in draft waiting GM cost estimate
Gear pinion secondary retention feature in EDIT
TWO forthcoming to implement pinion secondary retention before cheaper BBT tie rod
YMG will submit math data as soon as possible – very busy with T900 PHT

GMT001

Launch Status

I/P rattle complaint from Mexico
Noise reported to be coming from I/P not steering column

Column rake effort complaint
High efforts reported from GM and Lear Ramos
ADX instructed Lear-Ramos to follow PAD and rake column while securing column-to-I/P bolts

No PRTS or further mention of two aforementioned issues

Top Engineering Issues

Stab bar driven EPS re-cal
New software received ahead of schedule
Successful test run performed by Tang/Inoue at MPG
Software delivered to Service Garage on 09MAY05 for MVS1 and MVS2 re-flash
Awaiting VSE direction on person performing re-flash of MVS3 at Ramos

Rack Rattle Evaluation

Mike Meloeny assigned GMUTS 7 and GMUTS 7.5 to brand new production and Mexican Proposal gear respectively
Wear test to be performed on Mexican Proposal
Second set of aforementioned gears plus Mexican Proposal with 7000 N/mm bushings to be shipped to Mexico

PRTS 179826 – Cross bearing cost reduction
WO already approved
PRTS to be closed as soon as S. Sherman assigns it to DRE

Work Orders and Math Data

EPL cost reduction in Draft
24mm stab bar PWO and TWO in Edit – to CAB the week of 09MAY05

Transition to GMM

SSD: 31MAY05
SCD: 30JUN05

GMX357

Top Engineering Issues

2006 Hankook tires
Existing MY2005 calibration to be used with Hankook tire
Tire to be introduced as a running change

Round Table

David Johns is the new Koyo resident for all Delta and Theta steering gears

No supplier logos on GM math data or GM drawings per GM Purchasing
That would make hardware non-compliant with math data and drawing
Business to continue as previously

Bar Codes

No change to bar codes without notifying assembly plants

2005 GMX 357 ECUs to be possibly used for Service rather than obsolescing

Column hex-chrome sub-component obsolescence avoidance via TWOs