

**Thursday, September 3rd, 2009**  
**ASQ Section 1007 Presents:**

**Topic: Supplier Development**

**Speaker: Mickey White, Ford Motor Company North American Supplier  
Technical Assistance Senior Manager**

**Location: Five O'clock Sports Bar and Restaurant in Stevensville, MI.**

**Time: Get Acquainted: 6:00 pm**

**Dinner: 6:30 p.m.**

**Program: 7:30 pm**

**Meal: Pork Loin Roast, Mashed Potatoes & Pork Gravy, Peas & Carrots, Salad & Rolls, Key lime pie squares**

**Cost: \$15.00**

**E-mail:** Contact Penny Swank for reservations at [swankpenny@yahoo.com](mailto:swankpenny@yahoo.com) or call 269-325-0108.

**Deadline for reservations is Noon. Wednesday, Sept. 2<sup>nd</sup>, 2009.**

### **Mickey White Biography**

Mickey is responsible for verification and validation of the supplier manufacturing process compliance with AIAG and Ford Motor Company Customer Specific Requirements, 246 supplier chassis component and system manufacturing sites in the US, Canada, and Mexico fall within his scope.

Prior to this assignment, Mickey was part of the Ford Product Design and Development (PD) organization. As Manager of Steering Systems, Tires, and Wheels in the Truck organization his department engineered and launched the steering systems on the 2004 F150 and 2005 F250 – F550 on time, with high quality.

As the Experimental Analysis Supervisor in the Chassis Systems Integration department of the Advanced Vehicle Technology organization, Mickey led a team of engineers and technicians in a comprehensive investigation of the brake roughness phenomenon. This effort resulted in Mickey receiving two (2) patent awards for new design concepts to address this issue. He also a cross-functional team that designed and developed an electro-mechanical Four Wheel Steer (4WS) system, which at that time was unique in the industry. The team received a total of seven (7) patents for the designs, and, as a testament to the design robustness of this 4WS system, Nissan actually scrapped their Super HiCAS 4WS system that already in production on the Q45 and completely adopted the Ford design! Mickey also pioneered many Computer Aided Engineering (CAE) methodologies that helped significantly reduce vehicle development time and prototype vehicle cost.

Mickey has co-authored several SAE papers on brake roughness, and also participated as a speaker at a forum on the development of partial and full vehicle simulators for "Driver-in-the-loop" vehicle dynamic studies. Additionally, he has collaborated many times with the Highway Safety Research Institute at The University of Michigan.

Mickey received a B.S.E degree in Aeronautical and Mechanical Sciences from Princeton University, and a M.B.A degree from Michigan State University. After a brief stint at Boeing Vertol Company outside Philadelphia, he joined Ford Motor Company in 1976, where he has worked ever since.