U.S. Department of Transportation
National Highway Traffic Safety Administration

ODI RESUME

Investigation: PE 05-054
Date Opened: 09/27/2005 Date Closed: 01/24/2006
Principal Investigator: Derek Rinehardt
Subject: Rear Coil Spring Fracture

Manufacturer: Ford Motor Company
Products: 2000 & 2001 Ford Taurus / Mercury Sable Sedans
Population: 411779

Problem Description: Consumers allege that rear coil springs are fracturing and in some instances puncturing the adjacent rear tires while driving.

FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
Complaints:	194	553	747
Crashes/Fires:	0	0	0
Injury Incidents:	0	0	0
# Injuries:	0	0	0
Fatality Incidents:	0	0	0
# Fatalities:	0	0	0
Other*:	81	166	247

*Description of Other: Complaints alleging the tire damage resulted in air loss.

Action: Preliminary Evaluation is being closed. An Engineering Analysis has been opened (EA06-002).

Engineer: *Derek Rinehardt* DR Date: *02/01/2006*
Div. Chief: *Jeffrey L. Quandt* Date: *02/01/2006*
Office Dir.: *Kathleen C. DeMeter* Date: *02/01/2006*

Summary: The Office of Defect Investigation (ODI) opened Preliminary Evaluation, PE05-054, based on 131 vehicle owner questionnaires (VOQs) related to alleged rear coil spring fractures. Since opening the investigation there have been an additional sixty-three (63) complaints alleging rear coil spring fracture.

An analysis of the vehicle owner questionnaires submitted to ODI reveals that 42% of the complainants allege that the adjacent tire was punctured as result of a rear coil spring fracture.

Additionally, an analysis of the complaint data received by ODI from Ford reveals the following: there were a total of 553 unique vehicle complaints of coil spring fracture. 30% of the complaints allege that the rear coil spring fracture resulted in the adjacent tire being punctured.

An Engineering Analysis (EA06-002) is being opened to further examine the potential safety implications of the rear coil spring fractures as related to tire punctures.

DR 2/1/06