



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

ODI RESUME

Investigation: PE 05-066
Date Opened: 12/05/2005 Date Closed: 03/24/2006
Principal Investigator: Cynthia Glass
Subject: Brake Lights Inoperative

Manufacturer: Ford Motor Company, Mazda Motor Corp
Products: 2003-2005 Ford Ranger & 2003-2005 Mazda B-Series Trucks
Population: 330,472

Problem Description: The center high mounted stop light wiring harness may be chafing. The chafing may cause a short circuit that blows the fuse supplying electrical current to all brake lights. When this happens, the brake lights fail to illuminate.

FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
Complaints:	0	27	27
Crashes/Fires:	0	0	0
Injury Incidents:	0	0	0
# Injuries:	0	0	0
Fatality Incidents:	0	0	0
# Fatalities:	0	0	0
Other*:	0	0	0

*Description of Other:

Action: This Preliminary Evaluation is closed.

Engineer: Cynthia Glass

Date: 03/24/2006

Div. Chief: Thomas Z. Cooper

Date: 03/24/2006

Office Dir.: Kathleen C. DeMeter

Date: 03/24/2006

Summary: This PE was opened based on Technical Service Bulletin (TSB) #05-6-19 issued by Ford Motor Company and Service Bulletin #09-008/5 issued by Mazda Motor Corporation to address concerns of the center high mounted stop light (CHMSL) wiring harness chafing. The TSB's affected the Ford Super Cab and Mazda Cab Plus vehicles only.

Service technicians contacted the Ford hotline because it was difficult for the technicians to diagnose and locate the cause of the inoperative brake lights. Ford and Mazda issued the TSB's to aid technicians in the identification and repair of the wire chafe condition. Of all warranty claims submitted to Ford for brake lamp failure, Ford identified only 120 that were related to wire chafe near the CHMSL, and most (115 of the 120) were reported for the Super Cab CHMSL.

ODI's review of Ford's warranty claims and complaint data reveals a declining trend for the Super Cab and that trend closely parallels the trend for the standard cab as well.

A safety-related defect has not been identified at this time and further use of agency resources does not appear to be warranted. Accordingly, this investigation is closed. The closing of this investigation does not constitute a finding by NHTSA that no safety-related defect exists. The agency reserves the right to take further action if warranted by the circumstances.

3-24-06
TSC