



U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**

ODI RESUME

Investigation: EA 06-002

Prompted By: PE05-054

Date Opened: 01/24/2006

Principal Investigator: Derek Rinehardt

Subject: Rear Coil Spring Fracture

Manufacturer: Ford Motor Company

Products: 2000 & 2001 Ford Taurus / Mercury Sable

Population: 411,779

Problem Description: The rear coil springs may fracture and puncture the adjacent rear tire 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 tire damage resulting in air loss.

Action: An engineering analysis has been opened.

Engineer: Derek Rinehardt

Div. Chief: Jeffrey L. Quandt

Office Dir.: Kathleen C. DeMeter

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Summary: The Office of Defect Investigation (ODI) opened a Preliminary Evaluation (PE05-054) based on 131 vehicle owner questionnaires 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 (VOQs) submitted to ODI reveals that 42% of the complainants allege that the adjacent tire was punctured as result of the 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. Thirty percent of the complaints allege that the rear coil spring fracture resulted in the adjacent tire being punctured.

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

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