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3/8/07

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March 7, 2007

Ms. Kathleen C. DeMeter, Director
Office of Defects Investigation Safety Assurance
National Highway Traffic Safety Administration
400 Seventh Street, S.W., Room 5326
Washington, DC 20590

Dear Ms. DeMeter:

Subject: EA06-012: NVS-213dsy

This is in response to the agency's February 6, 2007, e-mail request to update warranty claim (AWS) and owner report (MORS) and field report (CQIS) information received since the Ford Motor Company (Ford) April 7, 2006, response to PE06-011. The requested information is provided in Appendix A (filename: 2007-03-07 Appendix A) on the enclosed CD. The search criteria and categorization criteria used to identify these data are the same as those used in Ford's response to PE06-011.

Consistent with the analysis provided in our earlier response relating to this subject, Ford continues to receive reports that allege engine stall due to the failure of the camshaft position sensor (CPS) in these vehicles; however, despite the numerous reports and claims that we have received, the number that claim any type of safety concern relating to this condition continues to be negligible.

Of the reports and claims received by Ford since our April 7, 2006, response to PE06-011, only two, apparently minor, accidents are alleged. In one owner report (VIN 1FTWW32F31E [REDACTED]), the customer alleges that they were hit from behind when their vehicle, which was pulling a horse trailer, stalled and was bumped from behind by another vehicle. A search of Ford files for related records found that Ford has received no further communications relating to this incident. Another owner report (VIN 1FTSX31F23E [REDACTED]), alleges that "the vehicle stalled and the brakes didn't work so he hit the car in front of him." A review of other reports relating to this complaint found that the vehicle had multiple repairs, including EGR sensor and CPS replacement.

Ford is also aware of a VOQ (VIN 1FTWW33F7XE [REDACTED]) in which the customer reports that CPS failure caused the engine to stall and allegedly caused an accident due to no brakes or steering. Ford reviewed its databases for related reports and was unable to find any contact that this customer made with Ford regarding this incident.

As the agency is aware, Ford conducted phone interviews with 47 customers of vehicles in which the CPS had been replaced due to a stall complaint within the last nine months. While 16 of 47 customers reported that there was a loss of power assist in the steering and brakes, they



reiterated that they were able to safely control the vehicle. Ford notes that vehicle evaluations (summarized in our April 7, 2006, response) found that engine back-drive down to speeds of approximately 30 mph results in full brake assist and full power steering assist. Further, even when the engine is no longer being back-driven, significant brake assist is available for a few brake applications and steering effort, while increased, is manageable. The remaining 31 drivers noted no issue with either their steering or brakes, consistent with the finding in our vehicle evaluations.

Several interviewees (31 of 47) also noted that they were able to restart their vehicle and proceeded to drive to a repair facility. One customer stated that, although he had experienced stalls, he attributed the characteristic as not unexpected with a diesel engine, i.e., "they do that." Another customer who alleged two incidences with stalling stated that they "love" the truck; "[E]veryone wants the old 7.3L's." A table summarizing the results of these interviews is attached in Appendix B (filename: 2007-03-07 Appendix B) on the enclosed CD.

Ford notes that the information being produced pursuant to this inquiry contains personal information, such as customer names, addresses, telephone numbers, and the complete VIN. Ford is producing such personal information in an unredacted form to facilitate the agency's investigation, and with the understanding that the agency will not make such personal information available to the public under FOIA Exemption 6, 5 U.S.C. 552(b)(6).

Despite the numerous reports and claims that Ford has received relating to this subject, the number of reports received by Ford that claim any type of safety concern relating to this condition continues to be extremely low. In addition, in feedback provided by customers both in the reports to Ford, and confirmed via the phone interviews, drivers consistently indicate they find that the vehicles remain controllable after an engine stall condition and that they have the ability to move the vehicle to the side of the road and bring it to a complete stop without difficulty.

If you have any questions concerning this response, please feel free to contact me.

Sincerely,



R. A. Nevi

Attachment