



U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**

ODI RESUME

Investigation: DP 10-005
Prompted by: Consumer Petition
Date Opened: 12/15/2010
Investigator: Kerrin Bressant
Approver: Richard Boyd
Subject: Rear Axle Fracture Recall Scope
Date Closed: 12/21/2010
Reviewer: Jeff Quandt

MANUFACTURER & PRODUCT INFORMATION

Manufacturer: FORD MOTOR COMPANY
Products: 2003 Ford Windstar vehicles in Salt Belt built after 2/28/03
Population: 30,300 (Estimated)
Problem Description: The rear axle may experience corrosion related fracture, which may result in loss of vehicle control.

FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
Complaints:	5	0	5
Crashes/Fires:	0	0	0
Injury Incidents:	0	0	0
Fatality Incidents:	0	0	0
Other*:	0	0	0

*Description of Other:

ACTION / SUMMARY INFORMATION

Action: This petition has been denied.

Summary:

On November 5, 2010, NHTSA received a Defect Petition from the owner of a MY 2003 Ford Windstar vehicle registered in the state of New York requesting that the scope of Recall 10V-385 be expanded to include additional MY 2003 vehicles experiencing the defect condition. The petitioner initially filed a complaint (VOQ 10345125) with ODI on July 25, 2010, two days after the axle failure. The complaint was subsequently amended and the petition filed after the consumer was denied compensation and repair under the recall. ODI has identified a total of five complaints from owners of MY 2003 Ford Windstar vehicles in Salt Belt states that were built after February 28, 2003, Ford's original cutoff date for 10V-385.

On November 30, 2010, Ford submitted a letter supplementing recall 10V-385 (Ford 10S13) to add certain vehicles to the program. Ford's analysis of parts and information from the field showed: 1) that the revised heat treated axle introduced in production on February 28, 2003, may still have the potential for cracks due to corrosion related stress; and 2) that vehicles operated in Utah may be exposed to the same combination of environmental factors that can make them susceptible to cracks from stress related corrosion. Based on this analysis, Ford expanded the scope of 10V-385 to include MY 2003 vehicles built after February 28, 2003 and sold or currently registered in Salt Belt states and MY 1998 through 2003 vehicles sold or currently registered in Utah. Ford estimated that approximately 29,900 vehicles in the expanded scope may currently remain in service.

Based on the above amended defect report submission, the petition has become moot and is therefore denied.