



U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**

ODI RESUME

Investigation: EA 10-007
Prompted by: PE10-026
Date Opened: 12/20/2010
Investigator: Kerrin Bressant
Approver: Frank Borris
Subject: Front Subframe Corrosion Failures

Date Closed: 03/17/2011
Reviewer: Jeff Quandt

MANUFACTURER & PRODUCT INFORMATION

Manufacturer: FORD MOTOR COMPANY
Products: 1999-2003 Ford Windstar in Salt Belt states
Population: 425,288 (Estimated)

Problem Description: Excessive corrosion of the front subframe may result in failure of the rear attachment bracket for the right-front lower control arm or failure of the right-side rear body mount for the front subframe. Either failure may affect vehicle steering control.

FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
Complaints:	296	184	431**
Crashes/Fires:	1	7	8
Injury Incidents:	1	4	5
Number of Injuries:	1	4	5
Fatality Incidents:	0	0	0
Other*:	55	42	80**

*Description of Other: Lower control arm rear attachment separations.

** Count indicates duplicate reports received by ODI and manufacturer.

ACTION / SUMMARY INFORMATION

Action: This Engineering Analysis has been closed. Recall 11V-030.

Summary:

In a January 26, 2011 Defect Information Report, Ford Motor Company (Ford) notified the National Highway Traffic Safety Administration (NHTSA) that it will conduct a safety recall to address corrosion related fractures in the front lower control arm rear attaching brackets and body mount attachments at the rear of the front subframe in approximately 425,288 model year (MY) 1999 through 2003 Ford Windstar vehicles manufactured from April 1998 to July 2003 and either sold or currently registered in the following high corrosion (Salt-Belt) states: Connecticut, Delaware, District of Columbia, Illinois, Indiana, Iowa, Kentucky, Maine, Maryland, Massachusetts, Michigan, Minnesota, Missouri, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Utah, Vermont, West Virginia and Wisconsin (NHTSA Recall No. 11V-030, Ford Recall No. 11S16).

According to Ford, separation of a front lower control arm rear attaching bracket may result in a lower control arm separation and separations of both front subframe rear body mounts may result in separation of the steering intermediate shaft. Either condition could result in diminished vehicle directional control, increasing the risk of a crash.

Dealers will inspect the lower control arm rear attachment flanges and the rear body mount sections of the subframe on the right (passenger) and left (driver) sides of the vehicle. Owners of vehicles that pass the inspection will be notified when to return for installation of reinforcement brackets to extend the durability of the front subframe assembly in affected areas in the presence of corrosion. Owners of vehicles that do not pass inspection, but can be repaired, will be offered transportation until parts become available. Repurchase offers will be extended to owners of vehicles that cannot be repaired with the reinforcement brackets. This investigation is closed.