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OFFICE OF DEFECTS &
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April 22, 2010

Ms. Kathleen C. DeMeter, Director
Office of Defects Investigation
National Highway Traffic Safety Administration
1200 New Jersey Avenue SE, Room W45-302
Washington, DC 20590

Dear Ms. DeMeter:

Subject: EA10-001:NVS-212pco

In an April 19, 2010, telephone call, Ford Motor Company representatives and Scott Yon and Peter Ong of the agency discussed the agency's definition of the "alleged defect or the alleged problem condition" and the vehicles that are to be included in the subject and subject peer vehicle populations for EA10-001. Ford also reviewed the driver frontal air bag designs for the subject and peer vehicle populations as specified in the agency's letter dated March 23, 2010.

In the March 23, 2010, information request for EA10-001, the agency defined the "alleged defect or problem condition" as:

The illumination of the air bag light² or the inadvertent deployment of the driver side frontal air bag³.

²Ford identifies this as category A2 in the IR response to NHTSA letter of 09/19/09.

³Ford identifies this as categories A1 and B1 in the IR response to NHTSA letter of 9/19/09.

The agency indicated that the footnotes are intended to clarify that the alleged defect or problem condition relates to *air bag wiring chafing/shorting* resulting in the inadvertent deployment of the driver side frontal air bag or the illumination of the air bag light.

In addition, the agency's information request defined the subject and peer vehicle populations as Light Truck (LT) and Multi-Purpose Vehicles (MPV) equipped with 2-stage driver frontal air bags. During the April 19, 2010, telephone call, Ford reviewed the driver side frontal air bag designs in the agency's list of subject and peer vehicles and informed the agency that the following vehicles do not meet the agency's definitions for the reasons identified in the following table.



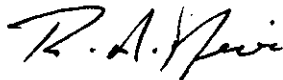
Vehicles Outside of Scope			
Subject/Peer Population	Vehicle	Affected MY's	Reason
Subject	F-150 Heritage	2004	Equipped with a Single Stage Air Bag
Subject	Explorer Mountaineer	2002 - 2002.5	Equipped with a Single Stage Air Bag
Subject	Explorer Sport Trac	2002 - 2005	Equipped with a Single Stage Air Bag
Subject	Explorer Sport	2002 - 2003	Equipped with a Single Stage Air Bag
Peer	Montego	2005 - 2006	Defined as a Passenger Car
Peer	E-150, E-250, E-350	2004 - 2006	Equipped with a Single Stage Air Bag
Peer	Escape Escape HEV	2004	Equipped with a Single Stage Air Bag
		2005 - 2006	2-Stage Air Bag no Horn Plates
Peer	Mariner Mariner HEV	2005 - 2006	2-Stage Air Bag no Horn Plates
Peer	Excursion	2004 - 2005	Equipped with a Single Stage Air Bag
Peer	Expedition	2004 - 2006	2-Stage Air Bag no Horn Plates
Peer	F-250, F-350	2004 - 2006	Equipped with a Single Stage Air Bag
Peer	Freestar Monterey	2004 - 2006	2-Stage Air Bag no Horn Plates
Peer	Freestyle	2005 - 2006	2-Stage Air Bag no Horn Plates
Peer	Ranger	2004 - 2006	Equipped with a Single Stage Air Bag

Additionally, Ford and the agency reviewed photographs and the driver air bag designs for the remaining subject and peer vehicle populations equipped with 2-Stage driver frontal air bags. In particular, Ford informed the agency that the 2004 through 2007 model year F-150 is equipped with a driver frontal air bag module that incorporates the supplemental inflatable restraint and horn switch functions in a single assembly. After the review, the agency indicated that our response should include the following vehicles, model years, and driver side frontal air bag designs.

Subject & Peer Vehicles			
Population	Vehicle	Affected MY's	Rationale
Subject	F-150	2004 - 2006	• 2-Stage Air Bag with Horn Plates
	Mark LT		
	Explorer	2002.5 - 2005	• 2-Stage Air Bag no Horn Plates
	Mountaineer		
Aviator	2003 - 2004	• Similar Clockspring	
Peer	F-150	2007	• Revised 2-Stage Air Bag • Revised Clockspring
	Mark LT		
	Navigator	2004 - 2006	• 2-Stage Air Bag with Horn Plates

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

Sincerely,



James P. Vondale