



U.S. Department  
of Transportation

**National Highway  
Traffic Safety  
Administration**

NOV 19 2012

1200 New Jersey Avenue SE.  
Washington, DC 20590

**CERTIFIED MAIL**  
**RETURN RECEIPT REQUESTED**

Mr. Steve Kenner, Global Director  
Automotive Safety Office  
Environmental and Safety Compliance  
Ford Motor Company  
330 Town Center Drive, Suite 400  
Dearborn, MI 48126-2738

NVS-213 SMcH  
PE12-033

Dear Mr. Kenner:

This letter is to inform you that the Office of Defects Investigation (ODI) of the National Highway Traffic Safety Administration (NHTSA) has opened Preliminary Evaluation PE12-033 to investigate allegations of speed control cable failures resulting in a stuck throttle condition in certain model year (MY) 2000 through 2003 Ford Taurus and Mercury Sable vehicles manufactured by Ford Motor Company, and to request certain information.

This office has received 50 reports alleging stuck throttle symptoms that have been associated with failure of the speed control cable assembly attachment collar in MY 2000 through 2003 Ford Taurus and Mercury Sable vehicles equipped with 4-valve 3.0L Duratec engines and factory installed speed control. A copy of each of the reports is enclosed for your information.

Unless otherwise stated in the text, the following definitions apply to these information requests:

- **Subject vehicles:** all MY 2000 through 2003 Ford Taurus and Mercury Sable vehicles equipped with Duratec engines and factory installed speed control manufactured for sale or lease in the United States and federalized territories.
- **Subject component:** all speed control cables and cable attachment brackets manufactured on the subject vehicles.
- **Ford:** Ford Motor Company, all of its past and present officers and employees, whether assigned to its principal offices or any of its field or other locations, including all of its divisions, subsidiaries (whether or not incorporated) and affiliated enterprises and all of their headquarters, regional, zone and other offices and their employees, and all agents, contractors, consultants, attorneys and law firms and other persons engaged directly or indirectly (e.g., employee of a consultant) by or under the control of Ford (including all business units and persons previously referred to), who are or, in or after January 1998,

were involved in any way with any of the following related to the alleged defect in the subject vehicles:

- a. Design, engineering, analysis, modification or production (e.g. quality control);
  - b. Testing, assessment or evaluation;
  - c. Consideration, or recognition of potential or actual defects, reporting, record-keeping and information management, (e.g., complaints, field reports, warranty information, part sales), analysis, claims, or lawsuits; or
  - d. Communication to, from or intended for zone representatives, fleets, dealers, or other field locations, including but not limited to people who have the capacity to obtain information from dealers.
- **Alleged defect:** For purposes of this information request, the alleged defect includes all allegations involving one or more of the following symptoms or conditions:
    1. Failure of the speed control cable assembly collar at the cable mounting bracket;
    2. General allegations of speed control cable assembly failure resulting in allegations of stuck throttle symptoms, such as stuck accelerator pedal, high engine power, high idle speed or failure to reduce speed after releasing the accelerator pedal; or
    3. Other complaints of stuck throttle symptoms in which the problem was not diagnosed or identified, including:
      - a) Allegations of stuck accelerator pedal, high engine power, high idle speed or failure to reduce speed after releasing the accelerator pedal; or
      - b) Allegations of increased brake pedal effort and/or hard brake pedal feel.
  - **Document:** "Document(s)" is used in the broadest sense of the word and shall mean all original written, printed, typed, recorded, or graphic matter whatsoever, however produced or reproduced, of every kind, nature, and description, and all non-identical copies of both sides thereof, including, but not limited to, papers, letters, memoranda, correspondence, communications, electronic mail (e-mail) messages (existing in hard copy and/or in electronic storage), faxes, mailgrams, telegrams, cables, telex messages, notes, annotations, working papers, drafts, minutes, records, audio and video recordings, data, databases, other information bases, summaries, charts, tables, graphics, other visual displays, photographs, statements, interviews, opinions, reports, newspaper articles, studies, analyses, evaluations, interpretations, contracts, agreements, jottings, agendas, bulletins, notices, announcements, instructions, blueprints, drawings, as-builts, changes, manuals, publications, work schedules, journals, statistical data, desk, portable and computer calendars, appointment books, diaries, travel reports, lists, tabulations, computer printouts, data processing program libraries, data processing inputs and outputs, microfilms, microfiches, statements for services, resolutions, financial statements, governmental records, business records, personnel records, work orders, pleadings, discovery in any form, affidavits, motions, responses to discovery, all transcripts, administrative filings and all mechanical, magnetic, photographic and electronic records or recordings of any kind, including any storage media associated with computers, including, but not limited to, information on hard drives, floppy disks, backup tapes, and zip drives, electronic communications, including but not limited to, the Internet and shall include any drafts or revisions pertaining to any of the foregoing, all other things similar

to any of the foregoing, however denominated by Ford, any other data compilations from which information can be obtained, translated if necessary, into a usable form and any other documents. For purposes of this request, any document which contains any note, comment, addition, deletion, insertion, annotation, or otherwise comprises a non-identical copy of another document shall be treated as a separate document subject to production. In all cases where original and any non-identical copies are not available, "document(s)" also means any identical copies of the original and all non-identical copies thereof. Any document, record, graph, chart, film or photograph originally produced in color must be provided in color. Furnish all documents whether verified by Ford or not. If a document is not in the English language, provide both the original document and an English translation of the document.

- **Other Terms:** To the extent that they are used in these information requests, the terms "claim," "consumer complaint," "dealer field report," "field report," "fire," "fleet," "good will," "make," "model," "model year," "notice," "property damage," "property damage claim," "rollover," "type," "warranty," "warranty adjustment," and "warranty claim," whether used in singular or in plural form, have the same meaning as found in 49 CFR 579.4.

In order for my staff to evaluate the alleged defect, certain information is required. Pursuant to 49 U.S.C. § 30166, please provide numbered responses to the following information requests. Insofar as Ford has previously provided a document to ODI, please produce it again for this investigation. When documents are produced, the documents shall be produced in an identified, organized manner that corresponds with the organization of this information request letter (including all individual requests and subparts). When documents are produced and the documents would not, standing alone, be self-explanatory, the production of documents shall be supplemented and accompanied by explanation.

Please repeat the applicable request verbatim above each response. After Ford's response to each request, identify the source of the information and indicate the last date the information was gathered.

1. State, by model and model year, the number of subject vehicles Ford has manufactured for sale or lease in the United States. Separately, for each subject vehicle manufactured to date by Ford, state the following:
  - a) Vehicle identification number (VIN);
  - b) Make;
  - c) Model;
  - d) Cruise control (yes/no);
  - e) Date of manufacture;
  - f) Date warranty coverage commenced; and
  - g) The State in the United States where the vehicle was originally sold or leased (or delivered for sale or lease).

Provide the table in Microsoft Access 2007, or a compatible format, entitled "PRODUCTION DATA." See Enclosure 1, Data Collection Disc, for a pre-formatted table which provides further details regarding this submission.

2. State, by model and model year, the number of subject vehicles Ford has manufactured for sale or lease in the United States and federalized territories for which Ford sold an extended service plan. Separately, for each vehicle, state the following:
  - a) Vehicle identification number (VIN);
  - b) Make;
  - c) Model;
  - d) Model Year;
  - e) Name of the extended service plan;
  - f) The mileage at which the extended service plan expires; and
  - g) The number of months from the warranty start date at which the extended service plan expires.

Provide the table in Microsoft 2007, or a compatible format, entitled "Extended Service Plan Data." See Enclosure 1, Data Collection Disc, for a pre-formatted table which provides further details regarding this submission.

3. State the number of each of the following, received by Ford, or of which Ford is otherwise aware, which relate to, or may relate to, the alleged defect in the subject vehicles:
  - a) Consumer complaints, including those from fleet operators;
  - b) Field reports, including dealer field reports;
  - c) Reports involving a crash, injury, or fatality, based on claims against the manufacturer involving a death or injury, notices received by the manufacturer alleging or proving that a death or injury was caused by a possible defect in a subject vehicle, property damage claims, consumer complaints, or field reports;
  - d) Property damage claims;
  - e) Third-party arbitration proceedings where Ford is or was a party to the arbitration; and
  - f) Lawsuits, both pending and closed, in which Ford is or was a defendant or codefendant.

For subparts "a" through "d" state the total number of each item (e.g., consumer complaints, field reports, etc.) separately. Multiple incidents involving the same vehicle are to be counted separately. Multiple reports of the same incident are also to be counted separately (i.e., a consumer complaint and a field report involving the same incident in which a crash occurred are to be counted as a crash report, a field report and a consumer complaint).

In addition, for items "c" through "f" provide a summary description of the alleged problem and causal and contributing factors and Ford's assessment of the problem, with a summary of the significant underlying facts and evidence. For items "e" and "f" identify the parties to the action, as well as the caption, court, docket number, and date on which the complaint or other document initiating the action was filed.

4. Separately, for each item (complaint, report, claim, notice, or matter) within the scope of your response to Request No. 2, state the following information:

- a) Ford's file number or other identifier used;
- b) The category of the item, as identified in Request No. 2 (i.e., consumer complaint, field report, etc.);
- c) Vehicle owner or fleet name (and fleet contact person), address, and telephone number;
- d) Vehicle's VIN;
- e) Vehicle's make, model and model year;
- f) Vehicle's mileage at time of incident;
- g) Incident date;
- h) Report or claim date;
- i) Whether a crash is alleged;
- j) Whether property damage is alleged;
- k) Number of alleged injuries, if any; and
- l) Number of alleged fatalities, if any.

Provide this information in Microsoft Access 2007, or a compatible format, entitled "COMPLAINT & REPORT DATA." See Enclosure 1, Data Collection Disc, for a pre-formatted table which provides further details regarding this submission.

5. Produce copies of all documents related to each item within the scope of Request No. 2. Organize the documents separately by category (i.e., consumer complaints, field reports, etc.) and describe the method Ford used for organizing the documents.
6. State, by model and model year, a total count for all of the following categories of claims, collectively, that have been paid by Ford to date that relate to, or may relate to, the alleged defect in the subject vehicles: warranty claims; extended warranty claims; claims for good will services that were provided; field, zone, or similar adjustments and reimbursements; and warranty claims or repairs made in accordance with a procedure specified in a technical service bulletin or customer satisfaction campaign.

Separately, for each such claim, state the following information:

- a) Ford's claim number;
- b) Vehicle owner or fleet name (and fleet contact person) and telephone number;
- c) VIN;
- d) Repair date;
- e) Vehicle mileage at time of repair;
- f) Repairing dealer's or facility's name, telephone number, city and state or ZIP code;
- g) Labor operation number;
- h) Problem code;
- i) Replacement part number(s) and description(s);
- j) Concern stated by customer;
- k) Cause and Correction, as stated by dealer/technician; and
- l) Comment, if any, by dealer/technician relating to claim and/or repair.

Provide this information in Microsoft Access 2007, or a compatible format, entitled "WARRANTY DATA." See Enclosure 1, Data Collection Disc, for a pre-formatted table which provides further details regarding this submission.

7. Describe in detail the search criteria used by Ford to identify the claims identified in response to Request No. 5, including the labor operations, problem codes, part numbers and any other pertinent parameters used. Provide a list of all labor operations, labor operation descriptions, problem codes, and problem code descriptions applicable to the alleged defect in the subject vehicles. State, by make and model year, the terms of the new vehicle warranty coverage offered by Ford on the subject vehicles (i.e., the number of months and mileage for which coverage is provided and the vehicle systems that are covered). Describe any extended warranty coverage option(s) that Ford offered for the subject vehicles and state by option, model, and model year, the number of vehicles that are covered under each such extended warranty.
8. Produce copies of all service, warranty, and other documents that relate to, or may relate to, the alleged defect in the subject vehicles, that Ford has issued to any dealers, regional or zone offices, field offices, fleet purchasers, or other entities. This includes, but is not limited to, bulletins, advisories, informational documents, training documents, or other documents or communications, with the exception of standard shop manuals. Also include the latest draft copy of any communication that Ford is planning to issue within the next 120 days.
9. Describe all assessments, analyses, tests, test results, studies, surveys, simulations, investigations, inquiries and/or evaluations (collectively, "actions") that relate to, or may relate to, the alleged defect in the subject vehicles that have been conducted, are being conducted, are planned, or are being planned by, or for, Ford. For each such action, provide the following information:
  - a) Action title or identifier;
  - b) The actual or planned start date;
  - c) The actual or expected end date;
  - d) Brief summary of the subject and objective of the action;
  - e) Engineering group(s)/supplier(s) responsible for designing and for conducting the action; and
  - f) A brief summary of the findings and/or conclusions resulting from the action.

For each action identified, provide copies of all documents related to the action, regardless of whether the documents are in interim, draft, or final form. Organize the documents chronologically by action.

10. Describe all modifications or changes made by, or on behalf of, Ford in the design, material composition, manufacture, quality control, supply, or installation of the subject component, from the start of production to date, which relate to, or may relate to, the alleged defect in the subject vehicles. For each such modification or change, provide the following information:
  - a) The date or approximate date on which the modification or change was incorporated into vehicle production;
  - b) A detailed description of the modification or change;
  - c) The reason(s) for the modification or change;
  - d) The part number(s) (service and engineering) of the original component;
  - e) The part number(s) (service and engineering) of the modified component;

- f) Whether the original unmodified component was withdrawn from production and/or sale, and if so, when;
- g) When the modified component was made available as a service component; and
- h) Whether the modified component can be interchanged with earlier production components.

Also, provide the above information for any modification or change that Ford is aware of which may be incorporated into vehicle production within the next 120 days.

11. Produce one of each of the following:

- a) Exemplar samples of each design version of the speed control cable and attachment bracket; and
- b) Any kits that have been released, or developed, by Ford for use in service repairs to the subject component/assembly which relate, or may relate, to the alleged defect in the subject vehicles.

12. State the number of each of the following that Ford has sold that may be used in the subject vehicles by component name, part number (both service and engineering/production), model and model year of the vehicle in which it is used and month/year of sale (including the cut-off date for sales, if applicable):

- a) Subject component; and
- b) Any kits that have been released, or developed, by Ford for use in service repairs to the subject component/assembly.

For each component part number, provide the supplier's name, address, and appropriate point of contact (name, title, and telephone number). Also identify by make, model and model year, any other vehicles of which Ford is aware that contain the identical component, whether installed in production or in service, and state the applicable dates of production or service usage.

13. Provide the following information regarding the subject component and the alleged defect:

- a) Identify the collar material trade name and composition, the names of the resin suppliers, and the names of the injection molding suppliers;
- b) Copies of the process control procedures for the collar;
- c) Results of any testing or analysis to determine the source of hairline surface cracks and discoloration on collars;
- d) Results of any fatigue or overload tests conducted on new and used collars.
- e) Describe the vehicle assembly line process for installing the speed control cable and identify all factors that would affect relative position of the accelerator and speed control cables;
- f) Describe all factors that may affect the orientation of the tab windows in the speed control cable assembly collar and explain why the orientation may differ between the Duratec and Vulcan engine vehicles;
- g) Describe the difference in routing of the speed control cable between the Vulcan and Duratec engines;

- h) Describe all installation forces acting on the collar at the attachment bracket;
  - i) Describe any and all variations in the routing of the accelerator cable and speed control cables where they intersect (e.g., accelerator cable pressing from the inner side against the speed control cable routed to the outer side);
  - j) Describe any common service procedures that would require disconnecting the speed control cable from the distribution bracket or would require removal and reinstallation of a speed control cable or would require rerouting a speed control cable;
  - k) Describe all service procedures/labor operations that may result in damage to the subject component; and
  - l) Provide separate counts of regular and extended warranty claims performed on the subject vehicles, by model year and labor operation description and code, for each service procedure/labor operation identified in 13.h.
14. Provide the following information about the powertrain system in MY 2001 through 2007 Ford Taurus and Mercury Sable vehicles (for both Vulcan and Duratec engines):
- a) Engine power and torque curves;
  - b) Describe torque converter design and operation, including stall speed, stall torque ratio, lockup speed, and characteristic curves;
  - c) Identify and describe the design/operation of each automatic transmission, including gear ratios;
  - d) Drive axle description, code and gear ratio;
  - e) All powertrain efficiency ratings related to transmitting torque from the engine to the wheels;
  - f) Provide Ford's assessment of the driving conditions during which the alleged defect is most likely to occur (assuming maximum possible throttle opening), the associated engine and transmission operating ranges/conditions, and the approximate engine torque and the torque transmitted to the wheels; and
  - g) Provide Ford's assessment of the driving conditions during which the alleged defect would produce the maximum torque to the wheels either at the beginning of the event or as the operator is braking the vehicle to a stop. Include descriptions of the associated engine and transmission operating ranges/conditions, and the approximate engine torque and torque transmitted to the wheels.
15. Provide the following information for the brake systems in MY 2001 through 2007 Ford Taurus and Mercury Sable vehicles:
- a) Performance curves:
    - 1) Vehicle deceleration as a function of master cylinder pressure;
    - 2) Vehicle deceleration as a function of brake pedal force with full booster vacuum and no booster vacuum (two curves);
    - 3) Master cylinder pressure as a function of brake pedal force with full booster vacuum and no booster vacuum (two curves);
  - b) Copies of all FMVSS 105 and 135 test reports;
  - c) System design information:
    - 1) Basic description of the brake system (e.g., split system, front/rear brake description, front/rear proportioning);
    - 2) Brake pedal ratio;



- 3) Describe brake power assist system design and operation, including a detailed description of the vacuum delivery system, booster design, booster output as a function of input force and vacuum, and copies of all documents related to design specifications and performance requirements;
- 4) Provide performance data for the aspirator over a range of throttle positions. Describe what conditions determine when an aspirator is included in a brake booster system.
- 5) Master cylinder bore diameter;
- 6) For all disc brakes, provide a basic description of the design/operation, identify all design parameters affecting the theoretical braking torque at each wheel that would be produced by a given brake system hydraulic pressure (e.g., bore diameter, pad friction coefficient, effective rotor radius), and state the design values for each;
- 7) For all drum brakes, provide a basic description of the design/operation, identify all design parameters affecting the theoretical braking torque at each wheel that would be produced by a given brake system hydraulic pressure, and state the design values for each;
- 8) Describe how brake line pressures are proportioned from front to rear; and
- 9) Provide the tire size, recommended inflation pressure and design rolling radius.

16. Furnish Ford's assessment of the alleged defect in the subject vehicle, including:

- a) The causal or contributory factor(s);
- b) The failure mechanism(s);
- c) The failure mode(s);
- d) The maximum throttle position that could be produced by the alleged defect;
- e) The maximum engine torque that could result from the alleged defect;
- f) The maximum wheel torque that could result from the alleged defect (state the operating conditions for the vehicle speed, engine speed, transmission gear and torque converter);
- g) The effect on braking performance (deceleration rate) for the following brake pedal efforts (50, 100, 250 and 500 N) under the following conditions:
  - i) Initial brake application after the stuck throttle condition; and
  - ii) After multiple brake applications with the stuck throttle condition (include an assessment of the effects of application force, duration and rate – e.g., rapid/light applications vs slower/hard applications);
- h) The effect on braking efforts required to produce 0.2 g and 0.5 g vehicle decelerations under the same conditions stated in 16.g.i and 16.g.ii;
  - i) The risk to motor vehicle safety that it poses;
- j) What warnings, if any, the operator and the other persons both inside and outside the vehicle would have that the alleged defect was occurring or subject component was malfunctioning; and
- k) The reports included with this inquiry.

This letter is being sent to Ford pursuant to 49 U.S.C. § 30166, which authorizes NHTSA to conduct any investigation that may be necessary to enforce Chapter 301 of Title 49 and to request reports and the production of things. It constitutes a new request for information. Ford's failure to respond promptly and fully to this letter could subject Ford to civil penalties pursuant to 49 U.S.C. § 30165 or lead to an action for injunctive relief pursuant to 49 U.S.C. § 30163.

(Other remedies and sanctions are available as well.) Section 5(a) of the TREAD Act, codified at 49 U.S.C. § 30165(b), provides for civil penalties of up to \$6,000 per day, with a maximum of \$16,375,000 for a related series of violations, for failing or refusing to perform an act required under 49 U.S.C. § 30166. *See* 49 CFR 578.6 (as amended by 71 Fed. Reg. 28279 (May 16, 2006)). This includes failing to respond to ODI information requests.

If Ford cannot respond to any specific request or subpart(s) thereof, please state the reason why it is unable to do so. If on the basis of attorney-client, attorney work product, or other privilege, Ford does not submit one or more requested documents or items of information in response to this information request, Ford must provide a privilege log identifying each document or item withheld, and stating the date, subject or title, the name and position of the person(s) from, and the person(s) to whom it was sent, and the name and position of any other recipient (to include all carbon copies or blind carbon copies), the nature of that information or material, and the basis for the claim of privilege and why that privilege applies.

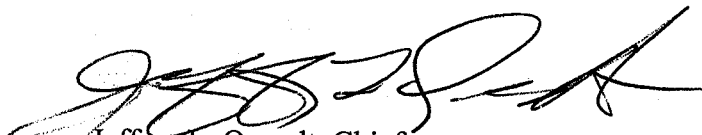
Ford's response to this letter, in duplicate, together with a copy of any confidentiality request, must be submitted to this office by January 21, 2013. **All business confidential information must be submitted directly to the Office of Chief Counsel as described in the following paragraph and should not be sent to this office.** In addition, do not submit any business confidential information in the body of the letter submitted to this office. Please refer to PE12-033 in Ford's response to this letter and in any confidentiality request submitted to the Office of Chief Counsel. If Ford finds that it is unable to provide all of the information requested within the time allotted, Ford must request an extension from me at (202) 366-5207 no later than five business days before the response due date. If Ford is unable to provide all of the information requested by the original deadline, it must submit a partial response by the original deadline with whatever information Ford then has available, even if an extension has been granted.

If Ford claims that any of the information or documents provided in response to this information request constitute confidential commercial material within the meaning of 5 U.S.C. § 552(b)(4), or are protected from disclosure pursuant to 18 U.S.C. § 1905, Ford must submit supporting information together with the materials that are the subject of the confidentiality request, in accordance with 49 CFR Part 512, as amended, to the Office of Chief Counsel (NCC-111), National Highway Traffic Safety Administration, Room W41-227, 1200 New Jersey Avenue, S.E., Washington, D.C. 20590. Ford is required to **submit two copies of the documents containing allegedly confidential information (except only one copy of blueprints) and one copy of the documents from which information claimed to be confidential has been deleted.** Please remember that the word "CONFIDENTIAL BUSINESS INFORMATION" must appear at the top of each page containing information claimed to be confidential, and the information must be clearly identified in accordance with 5 U.S.C. § 512.6. If you submit a request for confidentiality for all or part of your response to this IR, that is in an electronic format (e.g., CD-ROM), your request and associated submission must conform to the new requirements in NHTSA's Confidential Business Information Rule regarding submissions in electronic formats (49 CFR 512.6(c)). *See* Federal Register, volume 72, page 59434 (October 19, 2007).

Please send email notification to Stephen McHenry (stephen.mchenry@dot.gov) and to ODI\_IRresponse@dot.gov when Ford sends its response to this office and indicate whether there is confidential information as part of Ford response.

If you have any technical questions concerning this matter, please call Stephen McHenry of my staff at (202) 366-4883.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jeffrey L. Quandt', written over the typed name.

Jeffrey L. Quandt, Chief  
Vehicle Control Division  
Office of Defects Investigation

Enclosure 1, one CD ROM titled Data Collection Disc containing files