

*Ford Motor Company*

04F.019

James P. Vondale, Director  
Automotive Safety Office  
Environmental & Safety Engineering

March 19, 2004

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

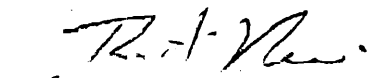
Dear Ms. DeMeter:

Subject: Submittal of TREAD report form per 49 CFR, Part 579.

This is to inform you that Ford Motor Company and/or its various subsidiaries and affiliates have decided to conduct one Safety field service action (138-37) in foreign countries. Details of these field actions are included in the attached Global Recall Process Field Action report forms.

If you have further questions, please call me.

Sincerely,

  
James P. Vondale

Attachment





**GLOBAL RECALL PROCESS  
REPORT OF FIELD ACTION**

**MANUFACTURER**

Mazda

**TYPE OF ACTION**

Safety

**FIELD ACTION NUMBER**

138-37

**SUBJECT**

Cracks in lower arm ball joint socket

**MAKE, MODEL AND MODEL YEAR AFFECTED**

Model	Model Year	
	Begin	End
Mazda / RX8	2003	2003

**ASSEMBLY PLANTS / DATES OF PRODUCTION**

Assembly Plants	OASIS Active	Production Dates		VIN	
		Begin	End	Begin	End
Japan - Hiroshima Plant - Mazda	No OASIS	14-FEB- 03	18-MAR- 03	SE3P- 100063	SE3P- 100206

**OTHER LIMITING FACTORS**

Only domestic Japanese vehicles in the early stage of mass-production are affected. Model year 2003 RX-8 vehicles not available in U.S.

"Substantially Similar" vehicles sold in the US are:  
Mazda RX-8 2004-2005 MY vehicles.

A characterization of the vehicle as "Substantially Similar" is made exclusively for purposes of complying with 49 CFR Part 579 and does not imply that the vehicles are "Substantially Similar" in any other context or for any other purpose, regulatory or otherwise. Also, characterization of a vehicle as "Substantially Similar" in this context specifically does not imply that the vehicle is available for import or sale in the United States.

This Japan only field action was classified as Safety by Mazda based on LMR (Local Market Requirements) under Japanese regulations Article 8, section 1, and "Judgment Guideline for

Corrective Action" established by JAMA (Japan Automobile Manufacturers Association) and MLIT (Ministry of Land, Infrastructure and Transport).

#### **ESTIMATE NUMBER OF VEHICLES AFFECTED BY MARKET**

<b>Market</b>	<b># Of Vehicles</b>
Japan	136

#### **ESTIMATED PERCENTAGE OF THE AFFECTED VEHICLES THAT CONTAIN THE SUBJECT CONDITION**

Unknown

#### **REASON FOR THIS FIELD ACTION**

Due to inappropriate forging process of the lower arm during early 2003 model year production, cracks may occur on the ball joint socket portion for this lower arm. In certain severe driving conditions such as racing conditions, i.e. tires striking apex curbing, the ball stud may separate from the ball joint socket and a loss of steering may occur. The condition was found on test vehicles in "race" type maneuvers, such as the aforementioned tires running on apex curbing.

#### **NUMBER OF REPORTS OF THE CONDITION**

REPORTS OF THE CONDITION: None

ALLEGED ACCIDENTS : None

ALLEGED INJURIES : None

ALLEGED FATALITIES : None

Mazda found it on two test vehicles.

#### **DESCRIPTION OF THE REMEDY**

Conduct a recall campaign to replace this lower arm with correct one on all affected vehicles.

FIELD ACTION REPORT FORM  
FORM LAST REVISED 11-Jul-2001

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