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OFFICE OF DEFECTS
INVESTIGATION

Ford Motor Company

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

November 14, 2006

Daniel C. Smith
Associate Administrator for Safety Assurance
National Highway Traffic Safety Administration
400 Seventh Street, S.W., Room 5321
Washington, DC 20590

06V-440
(3 pages)

Dear Mr. Smith:

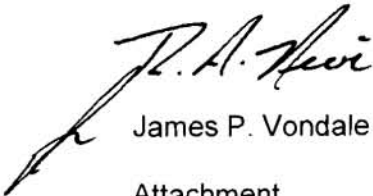
Subject: Ford Motor Company (Ford) Recall 06C15 - Certain 2007 Model Year Ford Crown Victoria and Mercury Grand Marquis Vehicles for Windshield Retention

Summary

- Ford Action - Ford is conducting a voluntary compliance recall involving certain 2007 model year Ford Crown Victoria and Mercury Grand Marquis vehicles to replace the windshield.
- Number of Vehicles Involved - Approximately 422 vehicles in the United States.
- Description of Non-Compliance - On August 28 and 29, 2006, the Ford St. Thomas Assembly Plant produced 422 Ford Crown Victoria and Mercury Grand Marquis vehicles that may have reduced windshield adhesive bonding due to the use of over-exposed red primer. The reduced adhesive bond can result in wind noise and/or water leaks and also has the potential to cause the vehicle not to conform to the windshield retention requirements of S5.1 of FMVSS 212.
- Service Program - The service repair for all affected vehicles is replacement of the windshield using Ford recommended procedures and materials.

Attached is the detailed information required by the applicable portions of 49 CFR Part 573 - Defect and Non-Compliance Information Report.

Sincerely,


James P. Vondale
Attachment



49 CFR Part 573 - NON-COMPLIANCE INFORMATION REPORT
06C15 - 2007 Model Year Ford Crown Victoria and Mercury Grand Marquis Vehicles

Pursuant to Part 573 of Title 49 of the Code of Federal Regulations, Defect and Noncompliance Reports, Ford Motor Company (Ford) submits the following information concerning a potential noncompliance to the requirements of Section S5.1 of FMVSS 212 for certain 2007 model year Ford Crown Victoria and Mercury Grand Marquis vehicles.

573.6 (c) (2) - Potentially Affected Vehicles

Certain 2007 model year Ford Crown Victoria and Mercury Grand Marquis vehicles produced on August 28 and 29, 2006, at the St. Thomas Assembly Plant (STAP) are potentially affected.

Because these vehicles are not produced in VIN order, information as to the applicability of this action to specific vehicles can best be obtained by either calling Ford's toll-free line (1-800-392-3673) or by contacting a local Ford dealer who can obtain specific information regarding the vehicles from the Ford On-line Automotive Service Information System (OASIS) database.

573.6 (c) (3) -- Estimated Population of Vehicles Potentially Affected

Approximately 422 vehicles in the United States.

573.6 (c) (4) - Estimated Percentage of Affected Vehicles with the Condition

Unknown

573.6 (c) (5) -- Description of Non-Compliance

On August 28 and 29, 2006, Ford's STAP produced vehicles that may have reduced windshield adhesive bonding due to the use of over-exposed red primer.

As of November 14, 2006, there are no known reports of accidents or injuries attributed to this condition.

573.6 (c) (7) -- Basis of Non-Compliance Determination

On August 28, 2006, production was resumed at the STAP after a three week shut-down. Operators inadvertently used red primer from a container that had been opened prior to the shut-down. The primer may lose its effectiveness after 48 hours of exposure to the atmosphere and should have been discarded. During routine testing, which involves applying tape to the primed surfaces of the windshield opening and then pulling the tape off to evaluate the adhesion of the primer inspectors identified several vehicles that had sections of the primer stuck to the tape. Subsequently, certain vehicles from the first shift were quarantined and new

primer was introduced into the production process. During the second shift another vehicle was identified that did not pass the tape test. STAP personnel determined that certain windshields used during that shift were taken from a "build ahead" rack stocked during the first shift. As a result, additional vehicles in the assembly process on the second shift and the remaining windshields in the "build ahead" rack were quarantined.

During September 2006, STAP personnel used an ultrasonic bond line test to evaluate the windshield bond on quarantined vehicles. Those vehicles that passed the test were judged to have properly bonded windshields and were shipped. However, over time it was noted that the two operators conducting the ultrasonic tests had noticeably different reject rates. Subsequent analysis of windshields using a Quick-knife test (procedure involves cutting the windshield off of the vehicle to inspect the bonding characteristics of the urethane) determined that the ultrasonic bond line test may not have consistently identified the bonding properties of red primer.

On September 27, 2006, personnel from STAP contacted Materials Engineering in Dearborn for assistance in analyzing the tape, ultrasonic, and quick-knife testing conducted to-date. On September 28 and 29, additional quick-knife tests were performed on 15 vehicles (nine vehicles from the first shift and six vehicles from the second shift) produced on August 28, 2006. Subsequent analysis by engineering concluded that the windshield retention on certain vehicles produced on that day may not meet specifications and could result in wind noise and/or water leaks. This condition also has the potential to cause the vehicle to not conform to the retention requirements of S5.1 of FMVSS 212.

On October 27, 2006, a Compliance Review Committee determined that certain vehicles in the suspect population may have been produced with windshields that do not meet the retention requirements of S5.1 of FMVSS 212 and recommended that these vehicles have their windshields replaced. On November 3, 2006, Ford approved a field action to correct his condition.

573.6 (c) (8) Service Program

The service repair for all affected vehicles is replacement of the windshield using Ford recommended procedures and materials.

There will be no charge to owners for this service. Owner notification letters will be mailed on November 22, 2006.

573.6 (c) (9) -- Press statement and Dealer/Owner Letters

Ford does not plan to make a public statement concerning the subject matter of this action. A copy of the Notification letters to dealers and owners from Ford will be forwarded when available.

573.6 (c) (11) -- Recall Number

Ford has assigned recall number 06C15 to this action.