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RECALL MANAGEMENT DIVISION



06V-471
(3 pages)

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

December 5, 2006

Fairlane Plaza South
330 Town Center Drive
Dearborn, MI 48126-2738 USA

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

Dear Mr. Smith:

Subject: Ford Recall No. 06S47 - Certain 2006 Model Year Low Cab Forward chassis cab vehicles.

Summary

- Ford Action – Ford is conducting a voluntary safety recall involving certain 2006 model year Low Cab Forward chassis cab vehicles to replace the Injection Pressure Regulator (IPR) connector heat shield and inspect the IPR connector for corrosion and, if required, replace it.
- Number of Vehicles Involved - Approximately 5,028 vehicles in the United States and Federalized Territories .
- Affect on Vehicle Operation - The unsealed IPR connector is exposed to the outside environment due to its location on the back of the engine, and the engine's location in the vehicle. The connector has a heat insulation sleeve that may retain water around the connector. Over time, the collected water may potentially corrode the connector leads resulting in various engine performance concerns including; running rough, difficult or unable to be started, and/or an engine stall. There are no reports alleging accidents or injuries. As is typical with stalling issues, Ford has seen no evidence to cause us to conclude that this potential for stalling presents an unreasonable risk of accident or injury. Nonetheless, we are conducting this action as a safety recall to avoid a protracted discussion with the agency.
- Service Procedure - Owners will be instructed to take their vehicles to a Ford dealer to have the Injection Pressure Regulator (IPR) connector inspected for corrosion and replacement of the heat shield. If corrosion is present, the connector will be replaced. If corrosion is not present, a dielectric grease will be applied.

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

Sincerely,

A handwritten signature in black ink, appearing to read "R. A. Vondale".

James P. Vondale

Attachment



49 CFR Part 573 - DEFECT INFORMATION REPORT
Ford Recall No. 06S47 - Certain 2006 Model Year Low Cab Forward
Chassis Cab Vehicles

Pursuant to Part 573 of Title 49 of the Code of Federal Regulations, Defect and Noncompliance Reports, Ford Motor Company submits the following information concerning a safety recall action that it is voluntarily initiating.

573.6 (c) (2) - Potentially Affected Vehicles

Vehicles potentially affected are certain 2006 model year front Low Cab Forward chassis cab vehicles built from August 4, 2004, through March 30, 2006.

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 or Lincoln-Mercury 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 5,028 vehicles in the United States and Federalized Territories.

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

Unknown.

573.6 (c) (5) - Description of the Defect

The unsealed IPR connector is exposed to the outside environment due to its location on the back of the engine, and the engine's location in the vehicle. The connector has a heat insulation sleeve that may retain water around the connector. Over time, the collected water may potentially corrode the connector leads resulting in various engine performance concerns including; running rough, difficult or unable to be started, and/or an engine stall. There are no reports alleging accidents or injuries.

573.6 (c) (6) - Chronology of Events

On September 7, 2006, engineering personnel reported to the Ford Critical Concern Review Group (CCRG) that they were observing an increasing number of warranty reports for water intrusion in the IPR connector resulting in engine performance issues, including allegations of engine stalling. An investigation into the allegations of stalling was conducted by engineering. During the investigation International, Ford's Blue Diamond joint venture partner for LCF medium duty chassis cabs, notified Ford that they had issued a safety field action on October 2, 2006. Ford determined that there were 58 allegations of engine stall, half of which were restarted.

On November 10, 2006, a Technical Review Committee (TRC) was held to review the field reports and engineering data.

On November 28, 2006, the Field Review Committee (FRC) reviewed the issue and approved a field action.

573.6 (c) (8) - Service Program

Owners will be instructed to take their vehicles to a Ford dealer to have the Injection Pressure Regulator (IPR) connector inspected for corrosion and replacement of the heat insulation. If corrosion is present, the connector will be replaced. If corrosion is not present, a dielectric grease will be applied. There will be no charge to owners for this service.

Mailing of owner notification letters will begin January 28, 2007, and be completed on January 28, 2007. A copy of the notification letters to dealers and owners from Ford will be forwarded to the agency when available.

In accordance with Part 573.13 (d)(1), Ford is excluding reimbursement for costs incurred by owners for repair of this problem because Ford's original warranty program would provide for a free repair for this concern for customers.

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

Ford does not plan to make a statement to the media concerning the subject matter of this action.

573.6 (c) (11) - Recall Number

Ford has assigned recall number 06S47 to this action.