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May 6, 2010

Mr. Daniel C. Smith  
Associate Administrator for Safety Assurance  
National Highway Traffic Safety Administration  
1200 New Jersey Avenue SE, Room W45-231  
Washington, DC 20590

Dear Mr. Smith:

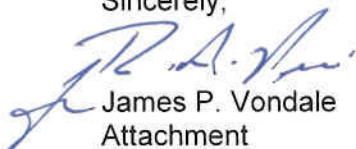
**Subject:** Ford Motor Company (Ford) Recall No. 10S12 - Certain 2010 Model Year Ford Ranger Manual Transmission Equipped Vehicles, Right Hand Parking Brake Cable Retention at the Actuator

Summary

- Ford Action - Ford is conducting a voluntary safety recall involving certain 2010 model year Ford Ranger manual transmission equipped vehicles to replace the right hand parking brake cable actuator.
- Number of Vehicles Involved - Approximately 2,934 vehicles in the United States and federalized territories.
- Effect on Vehicle Operation - The right rear parking brake cable may disconnect from the parking brake actuating lever when the parking brake pedal is released if the parking brake shoes are frozen to the drum. The cable may lift off the lever as it moves when the parking brake is released if the brakes are sufficiently frozen so that the lever does not move, because the lever pivot is located at the bottom of the actuator. If the right rear parking brake cable becomes disconnected, the parking brake pedal will exhibit extended travel and may not be able to fully apply the parking brake in subsequent use. A manual transmission vehicle that is parked in neutral without a fully applied parking brake may move unintentionally. Ford has identified nine warranty reports that appear to be the same or similar issue all occurring during the winter months and on manual transmission equipped vehicles with no reports of accidents or injuries. Orientation of the actuator on the left hand side parking brake has the lever pivot located at the top of the actuator, and is not susceptible to disconnection even if the parking brake shoes are frozen to the drum.
- Service Procedure - Owners will be notified and instructed to take their vehicles to a Ford or Lincoln/Mercury dealer to have a revised right hand side actuator with the lever pivot located at the top of the actuator installed on their vehicle.

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 - DEFECT INFORMATION REPORT  
10S12 - 2010 MODEL YEAR FORD RANGER MANUAL TRANSMISSION EQUIPPED VEHICLES  
RIGHT HAND PARKING BRAKE CABLE RETENTION AT THE ACTUATOR

Pursuant to Part 573 of Title 49 of the Code of Federal Regulations, Defect and Non-Compliance 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 2010 model year Ford Ranger manual transmission equipped vehicles built at the Twin Cities Assembly Plant (TCAP) from June 8, 2009 to February 2, 2010.

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 (1-866-436-7332) 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 2,934 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 right rear parking brake cable may disconnect from the parking brake actuating lever when the parking brake pedal is released if the parking brake shoes are frozen to the drum. The cable may lift off the lever as it moves when the parking brake is released if the brakes are sufficiently frozen so that the lever does not move, because the lever pivot is located at the bottom of the actuator. If the right rear parking brake cable becomes disconnected, the parking brake pedal will exhibit extended travel and may not be able to fully apply the parking brake in subsequent use. A manual transmission vehicle that is parked in neutral without a fully applied parking brake may move unintentionally. Ford has identified nine warranty reports that appear to be the same or similar issue all occurring during the winter months and on manual transmission equipped vehicles with no reports of accidents or injuries.

Orientation of the actuator on the left hand side parking brake has the lever pivot located at the top of the actuator, and is not susceptible to disconnection even if the parking brake shoes are frozen to the drum.

573.6 (c) (6) - Chronology of Events

On February 3, 2010, an evaluation vehicle from the Twin Cities Assembly Plant was found to have the right hand side parking brake cable disconnected from the parking brake actuator. A stop ship was issued. Engineering and the plant team conducted part and system reviews and monitored warranty. Concurrently, tests were conducted from February 10, 2010 through February 25, 2010. Testing determined that the parking brake shoes can freeze to the housing and when the parking brake is released the cable may disconnect from the actuator. On April 1, 2010, the concern was reviewed by Ford's Critical Concern Group (CCRG).

On April 15, 2010, a Technical Review Committee (TRC) was held to review engineering and production data.

On April 29, 2010, the Field Review Committee (FRC) reviewed the issue and approved a field action.

573.6 (c) (8) - Service Program

Owners will be notified and instructed to take their vehicles to a Ford or Lincoln/Mercury dealer to have a revised right hand side actuator with the lever pivot located at the top of the actuator installed on their vehicle. There will be no charge to owners for this service.

Mailing of owner notification letters will occur on May 19, 2010. Notification to Dealers will occur on May 7, 2010.

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) (10) - Press Statement and Dealer/Owner Letters

As with most of its recalls, Ford expects national news coverage of this action and will provide public comments when requested. A news release will not be issued. A copy of the notification letters to dealers and owners from Ford will be forwarded to the agency when available.

573.6 (c) (11) - Recall Number

Ford has assigned recall number 10S12 to this action.