



Roush Performance Products, Inc.
39555 Schoolcraft Road
Plymouth Twp., Michigan 48170

VIA UPS OVERNIGHT and EMAIL (RMD.ODI@dot.gov)

August 26, 2011

Mr. Claude H. Harris
Acting Associate Administrator of Enforcement
National Highway Traffic Safety Administration
1200 New Jersey Ave. S.E., Room W45-231
Washington, D.C. 20590

Re: Roush Performance Products, Inc.
Defect Information Report, Vehicles

Dear Mr. Harris:

Roush Performance Products, Inc. (Roush), has decided to conduct a voluntary safety recall on certain MY 2009 - 2011 Ford E-Series 150, 250 and 350 5.4L Engine Van/Wagons/Cutaways, and MY 2010 -2011 Ford E-Series 450 6.8L Engine Cutaways that were altered by Roush to operate using the Roush Propane Autogas Fuel System. Roush has determined that some of these vehicles may contain a safety defect because of improperly seated injector retention clips found on the fuel rail of the installed System. These vehicles are advertised and sold in the market as "ROUSH CleanTech Propane Autogas Fuel Systems".

Enclosed please find Roush Performance Products' Defect Information Report with respect to these vehicles.

Should you need to speak with someone regarding this report, please do not hesitate to contact me directly. I may be reached as follows:

Phone: (734) 466-6255
Facsimile (734) 466-6940
email: joseph.thompson@roush.com

Thank you,

Joseph Thompson
President of Roush Clean Tech acting as the
Authorized Representative of Roush Performance Products, Inc.

Enclosure

cc: Jay Jolliffe/Roush – General Counsel
K. Weinstein/ Mayer, Brown LLP

DEFECT INFORMATION REPORT

1. Manufacturer's name/address:

Roush Performance Products, Inc. ("Roush")
39555 Schoolcraft Road
Plymouth Twp., Michigan 48170

2. Vehicles involved in this defect notification:

Certain MY 2009 - 2011 Ford E-Series 150, 250 and 350 5.4L Engine Van/Wagons/Cutaways, and MY 2010 -2011 Ford E-Series 450 6.8L Engine Cutaways (collectively "Vehicles"), altered by Roush to operate using the Roush branded "ROUSH CleanTech Propane Autogas Fuel System" ("System"). The defect arises from improperly seated injector retention clips installed on the fuel rail of the System. The following supplier ("Supplier") assembled the fuel rails:

ICOM North America, LLC
54790 Grand River Avenue
New Hudson, MI 48165-8526

The country of assembly is the United States of America.

3. Total number of vehicles: 101

4. Approximate percentage of vehicles estimated to actually contain the defect:

Roush has determined that approximately 20% of the Vehicles may contain the defect. However, because Roush cannot determine which batches of fuel rails delivered from the Supplier contain the defect, Roush will include all Vehicles identified in item 3, above, in the recall.

5. Description of the defect:

The injector retention clips may not have been properly seated in the fuel rails that comprise the System. This could result in possible leakage of propane autogas.

6. Chronological summary of events leading to this determination:

Roush first became aware of a potential issue at the end of July 2011. A Roush CleanTech Authorized Service Center ("Service Center") called in a warranty claim on a MY 2011 E450 Cutaway. It advised that the vehicle had a possible fuel leak and that an injector retention clip on the left fuel rail was not properly seated. Roush sent out a replacement fuel rail and asked the Service Center to return the replaced fuel rail to Roush. Thereafter, in the beginning of August, the Service Center received a warranty claim on another MY 2011 E450 Cutaway. That claim concerned fuel fumes in the cab. Roush decided to send a technician to investigate and inspect the Service Center's remaining inventory and promptly commenced an internal investigation. Roush's investigation determined that approximately 12% of the assembled fuel rails delivered from the Supplier that were in Roush's inventory at the time, had one or more improperly seated injector retention clips. Roush also determined that improperly seated injector retention clips could cause leakage of propane autogas.

Roush is not aware of any fires or other adverse safety consequence associated with this problem. Also, Roush believes that it is unlikely that the fuel leaks in question would have adverse safety consequences. Nevertheless, based on the information developed during its investigation, Roush has decided to undertake this recall, as a cautionary measure.

7. Description of proposed remedy:

Because the injector retention clips will deform upon attempted reinstallation, the remedy for this condition will consist of removing all the existing injector retention clips from the fuel rails and replacing each with a new, properly seated clip.

8. Program for remedy campaign (including program for reimbursement):

Roush will notify all customers with affected Vehicles to arrange for the free replacement of the injection retention clips. A draft of the owner notification letter will be provided for your review when it is available.

As all affected Vehicle(s) are still under warranty, the reimbursement requirement is inapplicable.

9. Schedule for Owner and Dealer Notification:

To be determined.