



Steve M. Kenner, Global Director
Automotive Safety Office
Sustainability, Environment & Safety Engineering

Fairlane Plaza South, Suite 400
330 Town Center Drive
Dearborn, MI 48126-2738

January 30, 2013

David L. Strickland
Administrator
National Highway Traffic Safety Administration
1200 New Jersey Avenue, SE/W42-308
Washington, DC 20590

Dear Mr. Strickland:

Subject: Quarterly Completion Report – Fourth Quarter 2012 – Pursuant to
49 CFR Part 573.7

Pursuant to requirements set forth in Part 573 of Title 49 of the Code of Federal Regulations - Defect and Noncompliance Reports, Ford Motor Company (Ford) is submitting the attached Quarterly Report for the period ending December 31, 2012, for recalls initiated by Ford.

For this report Ford has included completion rate information for three campaigns that have past the required six quarters of reporting:

- 11V030: To provide an estimate of currently registered units consistent with Ford's Part 573 letter.
- 10V385: To provide an estimate of currently registered units consistent with Ford's Part 573 letter.
- 10V030: This "label only" program is 100% complete based on Ford's 2/11/2010 mailing of labels to affected customers.

As stated in NHTSA's e-mail correspondence with Ford on December 6, 2012, Ford is no longer required to report completion rates for campaigns 08V051, 07V336, 07V078, 06V286, 05V388, and 05V017.

Detailed information is attached.

Sincerely,

A handwritten signature in blue ink that reads "S. M. Kenner".

Handwritten initials "SK" in blue ink.

Steven M. Kenner
Attachment

FORD QUARTERLY RECALL COMPLETION REPORT -- 49 CFR Part 573.7
Quarter Ending December 31, 2012

| SAFETY RECALL NO. | | QUARTERS REPORTED | | | OWNER NOTIFICATION | | VEHICLES INVOLVED | PROCEDURES COMPLETED ¹ | | UNREACHABLE VEHICLES ² | | | | |
|-------------------|-------|-------------------|-------|-------|--------------------|-------------|------------------------|-----------------------------------|----------|-----------------------------------|----------|--------|----------|-------|
| NHTSA | FORD | No. | FIRST | LAST | BEGAN | ENDED | | INSPECTED | REPAIRED | UNDELIVERED | EXPORTED | STOLEN | SCRAPPED | OTHER |
| 12V-488 | 12C26 | 1 | 4Q-12 | 1Q-14 | 22-Oct-2012 | 24-Oct-2012 | 154,471 | 0 | 77,069 | 3,254 | 3,259 | 0 | 5 | 0 |
| 12V-553 | 12C27 | 1 | 4Q-12 | 1Q-14 | 19-Dec-2012 | 19-Dec-2012 | 19,158 ^e | 0 | 10,247 | 24 | 4 | 0 | 0 | 0 |
| 12V-551 | 12S41 | 1 | 4Q-12 | 1Q-14 | 18-Dec-2012 | 20-Dec-2012 | 80,057 | 0 | 63,835 | 334 | 6 | 0 | 0 | 0 |
| 12V-195 | 12S30 | 2 | 3Q-12 | 4Q-13 | 1-Jun-2012 | 1-Jun-2012 | 9,192 | 0 | 1,247 | 1,383 | 14 | 0 | 0 | 0 |
| 12V-243 | 12S32 | 2 | 3Q-12 | 4Q-13 | 31-May-2012 | 31-Aug-2012 | 128 | 0 | 70 | 0 | 0 | 0 | 0 | 0 |
| 12V-318 | 12S33 | 2 | 3Q-12 | 4Q-13 | 31-Jul-2012 | 31-Jul-2012 | 783 | 160 | 60 | 51 | 0 | 0 | 0 | 0 |
| 12V-319 | 12S34 | 2 | 3Q-12 | 4Q-13 | 20-Jul-2012 | 20-Jul-2012 | 8,265 | 0 | 7,385 | 78 | 82 | 0 | 0 | 0 |
| 12V-336 | 12S35 | 2 | 3Q-12 | 4Q-13 | 20-Jul-2012 | 20-Jul-2012 | 9,320 | 0 | 9,104 | 6 | 5 | 0 | 0 | 0 |
| 12V-374 | 12S36 | 2 | 3Q-12 | 4Q-13 | 15-Aug-2012 | 15-Aug-2012 | 16,330 | 0 | 6,690 | 513 | 1 | 0 | 0 | 0 |
| 12V-353 | 12S37 | 2 | 3Q-12 | 4Q-13 | 3-Aug-2012 | 3-Aug-2012 | 529,719 ^f | 0 | 140,589 | 24,485 | 95 | 7 | 257 | 0 |
| 12V-431 | 12S39 | 2 | 3Q-12 | 4Q-13 | 11-Sep-2012 | 11-Sep-2012 | 6,146 | 0 | 5,372 | 34 | 4 | 0 | 0 | 0 |
| 12V-438 | 12S40 | 2 | 3Q-12 | 4Q-13 | 27-Sep-2012 | 27-Sep-2012 | 5,499 | 2,517 | 1,447 | 100 | 0 | 0 | 0 | 0 |
| 12V-193 | 10S13 | 3 | 2Q-12 | 3Q-13 | 18-Jun-2012 | 19-Jun-2012 | 27,006 | 3 | 7,289 | 2,410 | 0 | 0 | 0 | 0 |
| 12V-194 | 11S16 | 3 | 2Q-12 | 3Q-13 | 18-Jun-2012 | 19-Jun-2012 | 22,914 | 0 | 6,792 | 1,506 | 0 | 0 | 0 | 0 |
| 12V-190 | 12C23 | 3 | 2Q-12 | 3Q-13 | 11-Jun-2012 | 11-Jun-2012 | 10,501 | 5,747 | 1031 | 186 | 2 | 0 | 0 | 0 |
| 12V-097 | 12S28 | 3 | 2Q-12 | 3Q-13 | 2-Apr-2012 | 2-Apr-2012 | 352 | 0 | 146 | 9 | 0 | 0 | 0 | 0 |
| 12-V149 | 12S29 | 3 | 2Q-12 | 3Q-13 | 17-May-2012 | 21-May-2012 | 139,708 | 0 | 114,792 | 1,876 | 28 | 0 | 0 | 0 |
| 12V-198 | 12S31 | 3 | 2Q-12 | 3Q-13 | 30-May-2012 | 20-May-2012 | 102 | 0 | 61 | 1 | 0 | 0 | 0 | 0 |
| 11V-574 | 11S23 | 4 | 1Q-12 | 2Q-13 | 18-Jan-2012 | 18-Jan-2012 | 128,473 | 97,707 | 5,117 | 1,935 | 20 | 0 | 0 | 0 |
| 12V-005 | 11S24 | 4 | 1Q-12 | 2Q-13 | 30-Jan-2012 | 31-Jan-2012 | 244,621 | 0 | 92,971 | 15,064 | 55 | 0 | 193 | 0 |
| 12V-006 | 11S25 | 4 | 1Q-12 | 2Q-13 | 22-Mar-2012 | 29-Mar-2012 | 206,452 ^g | 0 | 88,624 | 10,242 | 8 | 1 | 129 | 0 |
| 12V-009 | 11S26 | 4 | 1Q-12 | 2Q-13 | 20-Jan-2012 | 20-Jan-2012 | 36 | 21 | 1 | 1 | 0 | 0 | 0 | 0 |
| 12V-034 | 12C22 | 4 | 1Q-12 | 2Q-13 | 20-Feb-2012 | 20-Feb-2012 | 569 | 264 | 135 | 5 | 0 | 0 | 0 | 0 |
| 12V-035 | 12S27 | 4 | 1Q-12 | 2Q-13 | 9-Feb-2012 | 9-Feb-2012 | 12,531 | 0 | 8,653 | 891 | 15 | 0 | 0 | 0 |
| 11V-582 | 11C21 | 5 | 4Q-11 | 1Q-13 | 22-Dec-2011 | 22-Dec-2011 | 16,069 | 11,838 | 338 | 222 | 2 | 0 | 0 | 0 |
| 11E-047 | 11S22 | 5 | 4Q-11 | 1Q-13 | 21-Nov-2011 | 21-Nov-2011 | 8 | 0 | 3 | 0 | 0 | 0 | 0 | 0 |
| 11V-352 | 11C18 | 6 | 3Q-11 | 4Q-12 | 15-Aug-2011 | 16-Aug-2011 | 20,428 | 2,256 | 13,697 | 293 | 4 | 0 | 0 | 0 |
| 11V-355 | 11S20 | 6 | 3Q-11 | 4Q-12 | 16-Aug-2011 | 16-Aug-2011 | 2,945 | 0 | 2,287 | 55 | 0 | 0 | 0 | 0 |
| 11V-385 | 11S21 | 6 | 3Q-11 | 4Q-12 | 12-Sep-2011 | 30-Sep-2011 | 1,559,217 ^a | 169 | 566,086 | 100,332 | 98 | 55 | 274 | 0 |

| | | | | | | | | | | | | | | |
|---------|-------|----|-------|-------|-------------|-------------|----------------------|-----|------------------|--------|----|---|-----|---|
| 11V-030 | 11S16 | 8 | 1Q-11 | 2Q-12 | 18-Feb-2011 | 28-Feb-2011 | 677,927 ^c | 26 | 254,918 | 44,672 | 65 | 1 | 111 | 0 |
| 10V-385 | 10S13 | 9 | 4Q-10 | 1Q-12 | 11-Oct-2010 | 10-Dec-2010 | 789,169 ^d | 268 | 339,096 | 58,256 | 79 | 3 | 117 | 0 |
| 10V-030 | 10L05 | 12 | 1Q-10 | 2Q-11 | 11-Feb-2010 | 11-Feb-2010 | 230 | 0 | 230 ^b | 0 | 0 | 0 | 0 | 0 |

NOTES

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|-----------|---|
| 1/ | "Procedures Completed" indicates the number of vehicles on which reports of action have been received from dealers and processed by Ford as of the end of the reporting period. Those in the "inspected" category were found to not require the recall service. Those in the "repaired" category did have the recall service performed. |
| 2/ | "Unreachable Vehicles" indicates the number of vehicle owners that could not be reached. "Undelivered" represents the number of first-class letters to owners of recalled vehicles, as shown on Company records, returned by the United States Postal Service for reasons such as addressee unknown, no such street number, or no such business office in the state. "Exported" represents the number of recalled vehicles reported to have moved out of the United States, its protectorates or territories. "Stolen" or "scrapped" represents the number of recalled vehicles reported to be either stolen or scrapped such that the safety recall service cannot be performed or is inappropriate. Those in the "other" category are vehicles either "modified" or where the owner "refused" the recall service. |
| a | Potentially affected vehicles (based on Ford's Part 573 letter): Approximately 1,100,000 currently registered in the high corrosion states. (51% completion rate) |
| b | Added at the request of NHTSA to signify 100% complete. Labels for this program were mailed on 2/11/2010. This action will be removed for the 1st Quarter 2013 report. |
| c | Potentially affected vehicles (based on Ford's Part 573 letter): Approximately 425,288 Units in Operation (UIO) in the high corrosion states. (60% completion rate). |
| d | Potentially affected vehicles (based on Ford's Part 573 letter): Approximately 492,650 Units in Operation (UIO) in the high corrosion states. (69% completion rate). |
| e | Vehicles moved from Canada between 5-day letter and VIN count freeze accounting for differences between 5-day and quarterly volumes. |
| f | Potentially affected vehicles (based on Ford's Part 573 letter): Approximately 423,624 Units in Operation (UIO) for 2001-2004 vehicles. (33% completion rate). |
| g | 5-day letter was completed before VIN count freeze based on R.L. Polk information which accounts for differences between 5-day and quarterly volumes. |