



**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".

*sr* 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 <sup>1</sup>		UNREACHABLE VEHICLES <sup>2</sup>				
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 <sup>e</sup>	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 <sup>f</sup>	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 <sup>g</sup>	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 <sup>a</sup>	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 <sup>c</sup>	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 <sup>d</sup>	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 <sup>b</sup>	0	0	0	0	0

**NOTES**

<b>1/</b>	"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.
<b>2/</b>	"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.
<b>a</b>	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>b</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.
<b>c</b>	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).
<b>d</b>	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).
<b>e</b>	Vehicles moved from Canada between 5-day letter and VIN count freeze accounting for differences between 5-day and quarterly volumes.
<b>f</b>	Potentially affected vehicles (based on Ford's Part 573 letter): Approximately 423,624 Units in Operation (UIO) for 2001-2004 vehicles. (33% completion rate).
<b>g</b>	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.