



U.S. Department
of Transportation

National Highway
Traffic Safety
Administration

Memorandum

Subject: Meeting with Ford Automotive Safety Office: 9/23/2004 Date: 10/07/2004

From: D. Scott Yon

Reply to
Atrn of:

To: File, RQ04-007

Ford Attendees:

Ray Nevi, ASO Manager
Pete Souchock, ASO Manager
Eric Eiswerth, ASO Engineer
Keith Campbell, Component Engineer

ODI Attendees:

Jeff Quandt, VCD Chief
Scott Yon, Investigator

Ford's response to ODI's Information Request letter for RQ04-007 was due on 9/23/2004. Ford requested a meeting with ODI on 9/23/2004 to hand deliver the non-confidential portions of the IR submission and to present a summary of Ford's analysis of complaint and warranty data, including Ford's assessment of incidents that involved a vehicle crash and or rapid tire deflation. Copies of the presentation slides, which are summarized below, are attached to this memo. Ford also discussed ongoing engineering activities involving the design and manufacture of the subject steel wheel, including potential manufacturing changes for production and service components that are being considered for future implementation.

Summary of presentation slides:

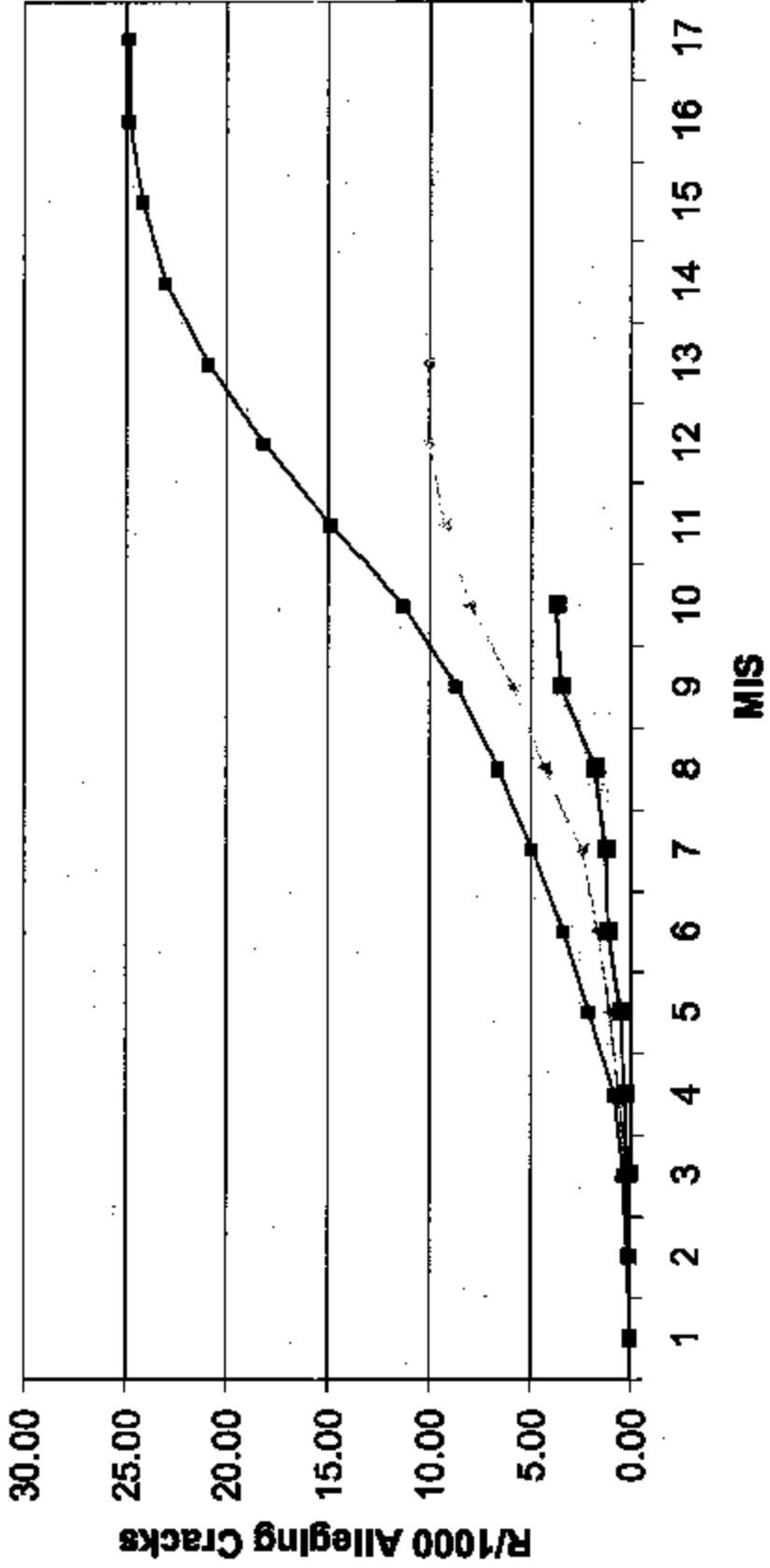
- 1) Wheel levels and dates of production
- 2) Incident rates as of 8/1/2003
- 3) Incidents rates as of 8/1/2003 and 8/4/2004
- 4) Notable wheel crack allegations
- 5) Becker, MN incident
- 6) Kissimmee, FL incident
- 7) PA State Police incident
- 8) Rapid air loss allegations (4)

Crown Victoria / Grand Marquis Full Face Wheel Populations

Vehicle Build Date	RQ Description	Service Action	Wheel Part Number	PE03-009 Description
3/2002 - 6/2002	S1	03S05	3W73-1007-CD	Level 1
7/2002 - 9/2002	S2	03S05	3W73-1007-CD	Level 2
10/2002 - 4/2003	M	03M03	3W73-1007-CD	Level 3 & 4
5/2003 - 2/2004	CF		3W73-1007-CF	
3/2004 - Present	AA		4W73-1007-AA	

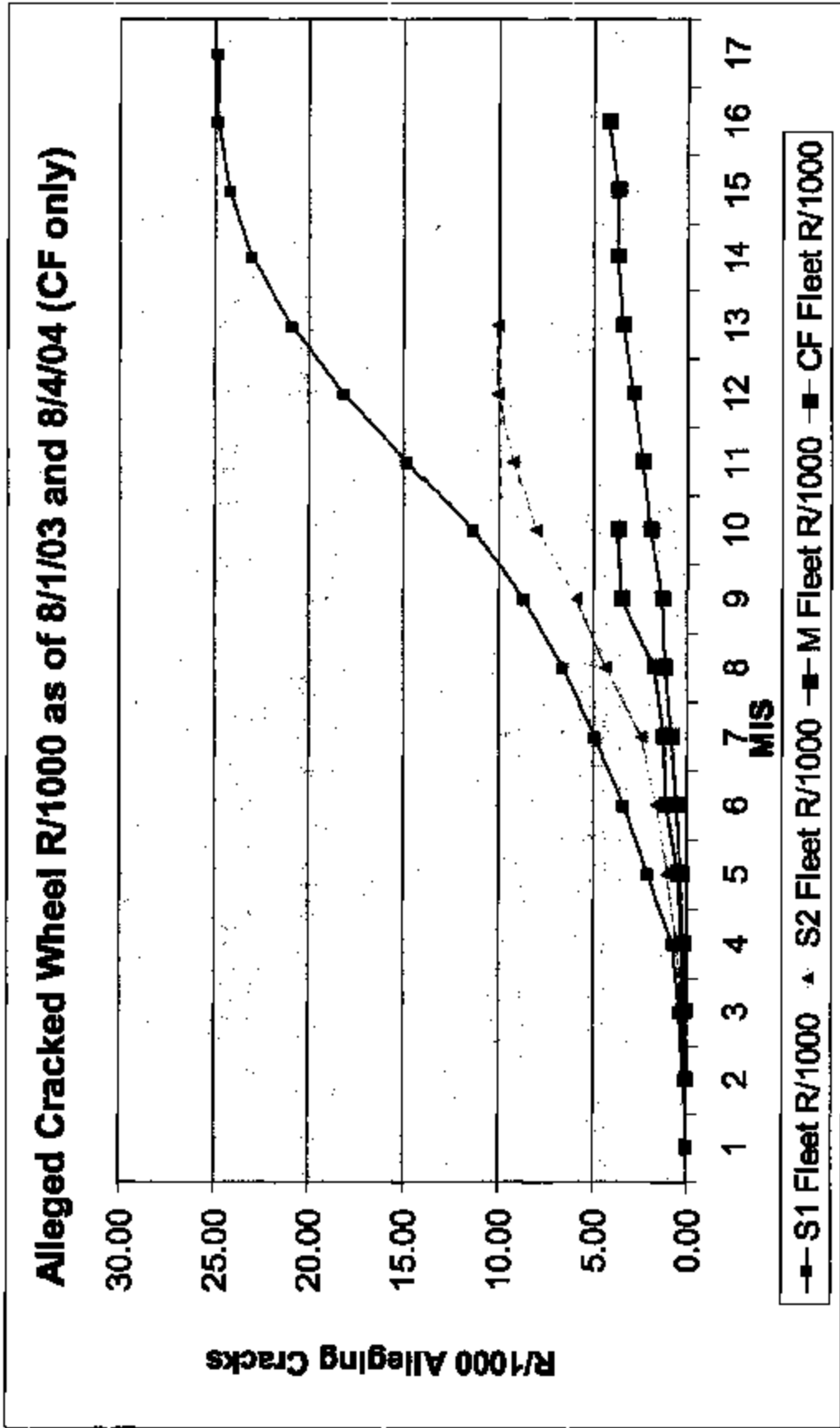
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Alleged Cracked Wheel R/1000 as of 8/1/03



—■— S1 Fleet R/1000 - - -○- - - S2 Fleet R/1000 ····▲···· M Fleet R/1000

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Notable Alleged Crack Reports

- Three reports allege that accidents were caused by sudden air loss from cracked wheels
- Four reports allege that sudden air loss occurred as a result of cracked wheels without loss of control or accident

Accident Allegations

- VIN 2FAHP71W53X175804 – CVPI owned by the city of Becker, MN, build date 1/2/2003 (M population)
- Right rear winter season tire experienced tread separation resulting in an accident
- Wheels inspected by Ford engineers were not cracked



Accident Allegations

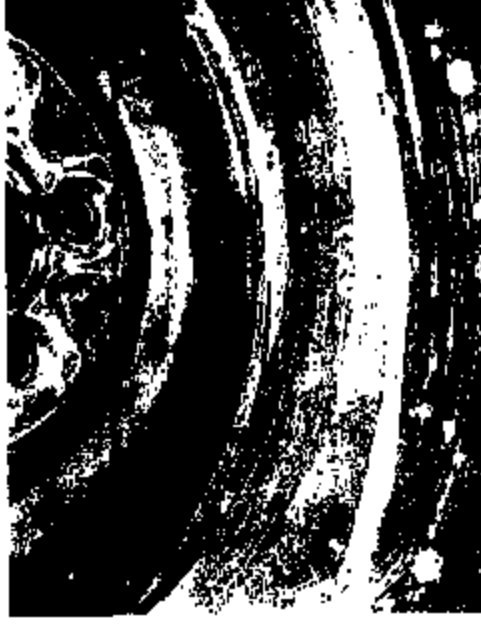
- VIN 2FAFP71W43X129338 – CVPI owned by the city of Kissimmee FL, vehicle build date 6/26/02 (S1 population)
- Both right tires reportedly deflated then the vehicle struck a curb
- Right front tire has a large hole in the inner side wall, outer rim is bent
- Wheels inspected by a Ford engineer were not cracked



(E)

Accident Allegations

- VIN 2FAFP71W53X118476 – CVPI owned by the State of PA, build date 5/29/02 (S1 population)
- Left front tire reportedly deflated, then the vehicle crossed the median, opposing lanes, then struck a guardrail
- Accident scene analysis by a Ford engineer concluded that all tires were inflated when the vehicle crossed the median and opposing lanes
- Left front wheel crack is the result of severe impact, likely from the guardrail
- A gouge on the inside of the rim from the ball joint occurred while the wheel was rotating in a reverse direction



Rapid/Sudden Air Loss

Allegations

- VIN 2FAFP71W73X210897 – CVPI, Paris, TN
 - Alleged “rapid loss of air”, took 2 – 3 days to deflate
- VIN 2FAFP71W93X200646 – CVPI, Fayetteville, GA
 - Alleged sudden air loss due to cracked wheel at 1456 miles, the wheel was never examined for cracks
- VIN 2FAHP70WX3X176190 – Crown Victoria, extended wheelbase fleet vehicle
 - Alleged rapid air loss, the tire went flat over night, the wheel was never examined for cracks
- VIN 2MEFM74W93X614068 – Grand Marquis
 - Alleged sudden loss of air, service tech verified cracked rim, air loss was “rapid” but not like a “blow-out”