



U.S. Department
of Transportation
**National Highway
Traffic Safety
Administration**

ODI RESUME

Investigation: PE08-060
Date Opened: 10/14/2008
Principal Investigator: Chris Lash
Subject: Tire Valve Cracking

Manufacturer: Ford Motor Company
Products: MY 2007 Ford vehicle using low pressure snap-in valves
Population: 1,050,000 (estimated)

Problem Description: The original equipment snap-in tire valves may crack due to poor ozone resistance. Air leakage from a cracked tire valve may result in tire damage, which could affect vehicle control.

FAILURE REPORT SUMMARY

| | ODI | Manufacturer | Total |
|---------------------|-----|--------------|-------|
| Complaints: | 37 | 0 | 37 |
| Crashes/Fires: | 0 | 0 | 0 |
| Injury Incidents: | 0 | 0 | 0 |
| # Injuries: | 0 | 0 | 0 |
| Fatality Incidents: | 0 | 0 | 0 |
| # Fatalities: | 0 | 0 | 0 |
| Other*: | 0 | 0 | 0 |

*Description of Other:

Action: A Preliminary Evaluation has been opened.

Engineer: Christopher Lash *CL*
Div. Chief: Jeffrey L. Quandt
Office Dir.: Kathleen C. DeMeter

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Summary:

On May 15, 2008, ODI opened PE08-036 to investigate potential defects in some snap-in tire valves manufactured for Dill Air Controls Products by Topseal auto-parts, a subsidiary of the Shanghai Baolong Automotive Corporation. During the investigation ODI became aware that Topseal is also the original equipment supplier of snap-in low pressure valve stems for some Ford Motor Company vehicles. ODI has identified 37 complaints of cracked and leaking tire valves in MY 2007 Ford vehicles. The models identified include: Grand Marquis, F-150, Mustang, Edge, Fusion, Expedition, Explorer, MKX, MKZ, Milan, Focus, and Escape. Eleven complaints allege that loss of tire inflation pressure caused by a cracked and leaking valve resulted in tire damage severe enough to require replacement of the tire. In addition, 23 of the 37 said that more than one valve was found to be severely cracked or cracked and leaking and had to be replaced.

A Preliminary Evaluation has been opened to assess the scope, frequency and safety consequences associated with the alleged defect.