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May 29, 2012

Ms. Nancy Lewis
Associate Administrator for Enforcement
National Highway Traffic Safety Administration
1200 New Jersey Avenue SE, Room W45-306
Washington, DC 20590

Dear Ms. Lewis:

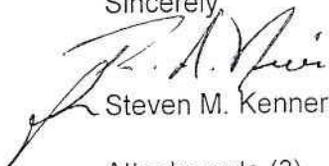
Subject: Ford Motor Company (Ford) Recall No. 12S32 – Certain 2013 model year Lincoln MKT/Town Car Limousine/Hearse prep package vehicles with rear brake rotor transportation bolts that may not be fully seated

Summary

- Ford Action – Ford is conducting a voluntary safety recall involving certain 2013 model year Lincoln MKT/Town Car vehicles for limousine and hearse usage, which may have rear brake rotor transportation bolts that are not fully seated, allowing the head to protrude above the wheel mounting surface.
- Number of Vehicles Involved – There are 128 vehicles in the United States and federalized territories that are potentially affected.
- Effect on Vehicle Operation – The proud condition of the subject bolt head could lead to torque loss in the wheel joint, potentially leading to wheel separation over time. There are no known accidents or injuries due to this condition. All 128 vehicles have been quarantined at the limousine/hearse coach builders, prior to shipment to the final customer, and will be repaired at these facilities.
- Service Procedure – All limousine / hearse coach builders that received a subject vehicle have been instructed to remove the rear brake rotor transportation bolt from both the right hand and left hand rear rotors (1 bolt per rotor) of each vehicle.

The detailed information required by the applicable portions of 49 CFR Part 573 – Defect and Non-Compliance Information Report is shown in Attachment I.

Sincerely,



Steven M. Kenner

Attachments (3)



49 CFR Part 573 – DEFECT INFORMATION REPORT
12S32 – CERTAIN 2013 MKT/TOWN CAR VEHICLES WITH REAR BRAKE ROTOR
TRANSPORTATION BOLT HEADS THAT MAY NOT BE FULLY SEATED

Pursuant to Part 573 of Title 49 of the Code of Federal Regulations, Defect and Non-Compliance Reports, Ford Motor Company submits the following information concerning a safety recall action that it is voluntarily initiating.

573.6 (c) (2) – Potentially Affected Vehicles

Vehicles potentially affected are certain 2013 model year Lincoln MKT/Town Car vehicles equipped with the limousine or hearse prep package, built at Oakville Assembly Plant (OAP) from March 6, 2012 (Job#1) up to and including April 3, 2012.

Ford vehicles are not produced in VIN order and we typically cannot provide VIN specific information. However, in this instance Ford is able to provide the specific VIN list – see Attachment II.

The information for the supplier of the rear brake rotor, that is the subject of this defect report, is provided below.

Part Name: Rear Brake Rotor – Part Number: DE93-2C026-AA:
Corporate Name of Supplier: TRW Canada
Supplier Address: 155 Beards Lane, Woodstock, ON N4S 7W3
Supplier Phone Number: (519) 537-2331
Point of Contact at Supplier: Mr. David Hammond
Country of Origin for the Component: Canada

573.6 (c) (3) – Estimated Population of Vehicles Potentially Affected

There are 128 vehicles in the United States and federalized territories that are potentially affected.

573.6 (c) (4) – Estimated Percentage of Affected Vehicles with the Defect Condition

Unknown.

573.6 (c) (5) – Description of the Defect

The proud condition of the subject bolt head could lead to torque loss in the wheel joint, potentially leading to wheel separation over time. There are no known accidents or injuries due to this condition. All 128 vehicles have been quarantined at the limousine / hearse coach builders, prior to shipment to the final customer, and will be repaired at these facilities.

573.6 (c) (6) – Chronology of Events

In early April 2012 a tier 3 sub-supplier End-of-Line (EOL) visual inspection detected that the rotor transportation hold-down bolt head was seated proud on the rotor at the wheel mounting face. A quality hold was put in place on April 5, 2012, and all vehicles at Oakville Assembly Complex (OAC) were contained. Subsequent investigation identified a dimensional variability

tolerance stack-up misalignment concern with the rear brake rotor attachment hole that may result in bolt heads not being fully seated.

A Technical Review Group meeting was held in mid-May to discuss the potential engineering safety consequences of the proud transportation hold-down bolt head.

On May 21, 2012, Ford's Field Review Committee reviewed the concern and approved a field action 12S32.

573.6 (c) (8) – Service Program

On May 23, 2012, all limousine/hearse coach builders that received a subject vehicle were instructed to remove the rear brake rotor transportation bolt from both the right hand and left hand rear rotors (1 bolt per rotor) of each vehicle. A list of the affected coach builders is included in Attachment III.

Mailing of coach builder notification letters was completed on May 24, 2012. Dealers will be informed of the recall being conducted at the coach builders on May 30, 2012.

573.6 (c) (10) – Press Statement and Dealer/Owner Letters

National media attention is likely as with most Ford recalls when posted to NHTSA's safecar.gov website. Ford will provide public comments when requested. A news release will not be issued.

Ford provided NHTSA a copy of the notification letters sent to the coach builders on May 22, 2012.

573.6 (c) (11) – Recall Number

Ford has assigned recall number 12S32 to this action.

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2L1MJ5LK4DB
2L1MJ5LK8DB
2L1MJ5LKXDB
2L1MJ5LK5DB

LIMOUSINE / HEARSE COACH BUILDER ADDRESSES

- 1) ACCUBUILT INC
2550 CENTRAL POINT PKWY
LIMA, OH 45804

- 2) CABOT COACH BUILDERS INC
99 NEWARK ST
HAVERHILL, MA 01832

- 3) EAGLE COACH CO
3344 STATE ROUTE 132
AMELIA, OH 45102

- 4) EXECUTIVE COACH BUILDERS INC
4400 W PRODUCTION ST
SPRINGFIELD, MO 65803

- 5) KRYSTAL KOACH INC
2701 E IMPERIAL HWY
BREA, CA 92821

- 6) LCW AUTOMOTIVE CORP
4323 INTERSTATE WAY
SAN ANTONIO, TX 78219

- 7) WARLOCK INDUSTRIES/TIFFANY COACH
23129 CAJALCO ROAD
PERRIS, CA 92570