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January 29, 2010

Ms. Kathleen C. DeMeter, Director
Office of Defects Investigation Safety Assurance
National Highway Traffic Safety Administration
1200 New Jersey Avenue SE, Room W45-302
Washington, DC 20590

OFFICE OF DEFECTS &
INVESTIGATIONS
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Dear Ms. DeMeter:

Subject: EA09-013:NVS-213dlr

In a January 5, 2010, phone conversation with Ford personnel, the agency requested an update of reports and claims concerning Engineering Analysis EA09-013, which was opened to investigate allegations of unintended vehicle movement after the transmission is shifted to park in 2002 through 2005 model year Ford Explorer and Mercury Mountaineer vehicles. Ford's response to the agency's request is enclosed. The search parameters, criteria, and categorizations that were used in response to this request are consistent with those used in the previous response to PE09-020. Ford searched for reports and claims received between May 19, 2009 (the date of the last search) and December 31, 2009.

Ford notes that some of the information being produced pursuant to this request may contain personal information such as customer names, addresses, telephone numbers, and complete Vehicle Identification Numbers (VINs). Ford is producing such personal information in an unredacted form to facilitate the agency's investigation with the understanding that the agency will not make such personal information available to the public under FOIA Exemption 6, 5 U.S.C. 552(b)(6).

Owner reports, field reports, and warranty claims responsive to the agency's request are provided in Appendix 1. One lawsuit and one legal contact were found and copies of the related non-privileged documents are included in Appendix 2.

Ford notes that this data update includes three reports alleging that unintended movement resulted in an accident in three high mileage vehicles (between 100,000 and 180,000 odometer miles). One of the reports states that a vehicle moved after the vehicle was shifted into park. The other two reports each indicate that the vehicle was placed in park and the key was removed from



the ignition at the time of the alleged incident. These allegations are inconsistent with shift system behavior resulting from contact between the swing arm and the BSI solenoid pin.

During the January 5, 2010, phone conversation with Ford personnel, the agency made specific reference to VOQ 10297858. Ford searched its databases and was unable to find any contacts to Ford related to that alleged incident.

Ford's July 17, 2009, response to PE09-020 noted that 37 legal files were not able to be located (refer to page 5 of that response). Ford notes that there was a counting error and the number of missing files potentially related to this subject is actually seventeen. In addition, fifteen non-responsive legal files were inadvertently provided in Appendix D of Ford's response. We are providing a corrected Appendix D that contains the responsive non-privileged documents.

If you have any questions concerning this response, please feel free to contact me.

Sincerely,



R. A. Nevi
Assistant Director
Global Automotive Safety Compliance

Enclosure