



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

Memorandum

Subject: Reexamination of Ford Spark Plug Ejection Data

Date: February 21, 2007

From: Cheryl A. Rose

Priority:
Action:

To: Private Repository for DP05-005

Attached is a one page summary of ODI's findings regarding its reexamination of spark plug ejection complaints on 1997-2004 model year Ford vehicles equipped with Triton V-8 or V-10 engines.



Summary of DP05-005 Review (December 2005 – January 2007)

Manufacturer: Accubuilt, Inc., Ford Motor Company, Truck Trailer Equip. Co.

Subject Vehicles: 1997-2004 Ford Vehicles Equipped with Triton V-8 or V-10

Population: 10,319,810 vehicles

Summary of DP05-005 Review:

- ODI has received a total of 652 non-duplicative complaints on the 1997-2004 MY subject vehicles where the complainant, or the dealer repairing the vehicle, reported that a spark plug detached from the cylinder and/or ejected from the engine. 474 of the complaints were received prior to closing DP05-005 and 178 were received after the closing of DP05-005 between November 10, 2005 and January 10, 2007.

- The table below summarizes the total spark plug ejection complaints reported to ODI on the subject vehicles through January 10, 2007:

Model Year	1997	1998	1999	2000	2001	2002	2003	2004	Total
Complaints	49	104	185	81	115	99	17	2	652

- There were 2 incidents where a fire was alleged – one during DP05-005 and one which was reported on June 10, 2006 after the closing of DP05-005. In the June 10, 2006 incident, the consumer checked yes for fire in the complaint report, but provided no details to substantiate the allegation. ODI tried to reach the consumer by phone and email a few times, but the phone line had been disconnected and there was no response to the email sent.
- There was 1 incident reported on October 11, 2006 where the complainant reported that due to the loss of power and confusion as to what was happening, he drove the vehicle off the road into the soft shoulder and some small scrub brush. There was no damage to the vehicle as a result of this, and the vehicle was returned to the roadway under its own power.
- There were no injuries or fatalities reported during or after closing DP05-005.
- ODI attempted to call 24 consumers who had the worst consequences after experiencing a spark plug ejection on the subject vehicle. ODI was able to reach and interview 12 of these consumers.
- Prior to closing DP05-005, 99% of the incidents reported did not involve a vehicle stall. Between November 10, 2005 and January 10, 2007, there were 7 reported stalls. ODI attempted to call all 7 complainants, but was able to only interview 4 of the complainants, only 2 of which actually had a vehicle stall.
- There were 26 reports of property damage due to spark plug ejection between November 10, 2005 and January 10, 2007. Ten of the 26 complainants who checked "yes" for property damage in their complaint indicated that the property damage was limited to the vehicle's engine, either directly in the complaint description (4 complainants) or via a telephone interview (6 complainants).
- Six of the 9 complainants interviewed for property damage claims reported that the property damage was limited to the vehicle's engine. The other 3 complainants called could not be reached.
- For the other 16 complainants who reported property damage, there was no indication in their description that there was any property damage other than the damage to their engine.