



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

# ODI RESUME

Investigation: PE08-066  
Date Opened: 09/15/2008  
Principal Investigator: Peter Ong  
Subject: Loss of Headlight Function

Date Closed: 03/24/2009

Manufacturer: Ford Motor Company  
Products: 2003-2005 Ford Crown Victoria/Mercury Grand Marquis  
Population: 517,945

Problem Description: Failure of both headlights while driving.

## FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
Complaints:	24	282	306
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	247	247

Description of Other: Warranty claims related to loss of headlights from failure of lighting control module while driving.

Action: Close this Preliminary Evaluation.

Engineer: Peter C. Ong *PCO*

Date: 03/24/2009

Div. Chief: Thomas Z. Cooper

Date: 03/24/2009

Office Dir.: Kathleen C. DeMeter

Date: 03/24/2009

### Summary:

The agency has closed this investigation based on its review of complaint reports, field and technical data provided by Ford and complainant interviews.

Ford found that some lighting control modules (lcm) in the subject vehicles contained defective solder joints on the printed circuit board. This condition can lead to poor headlight performance ranging from intermittent outage and dimming to eventual headlights failure. The failure does not affect other lighting functions (park, emergency flasher, brake and flash to pass lights).

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The agency is aware of a total of 306 consumers complaints and no report of crash, injury or fatality. Ford reports 2,074 warranty claims related to headlight failure linked to the lcm during the first three years of operation. About 12% (247) of these claims are specific to headlight failure while driving. The average warranty rate for headlight failing while driving is low (0.05%). Ford reports a slightly higher warranty rate experienced for the Crown Victoria police interceptor vehicles and this is attributed to the higher duty cycle of these vehicles (headlights on for longer periods).

A safety-related defect has not been identified at this time and further use of agency resources does not appear to be warranted. Accordingly, this investigation is closed. The closing of this investigation does not constitute a finding by NHTSA that a safety-related defect does not exist. The agency will monitor this issue and reserves the right to take further action if warranted by the circumstances.