

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Mr. Robert H. Munson, Executive Director
Automotive Safety and Engineering Standards Office
Ford Motor Company
Fairlane Plaza South
330 Town Center Drive, Suite 400
Dearborn, MI 48126

NEF-12lhs
EA94-022

Dear Mr. Munson:

This letter requests additional information regarding the National Highway Traffic Safety Administration (NHTSA) Engineering Analysis (EA) 94-022, which concerns the power steering system installed in certain Ford Crown Victoria vehicles with police equipment packages.

For purposes of this letter, the following definitions shall apply, unless otherwise stated.

- **Subject vehicles:** all 1992 through 1994 model year Ford Crown Victoria "police equipped" vehicles equipped with power steering assist.
- **Ford:** all officers, employees, agents, contractors, and consultants of Ford Motor Company, whether assigned to its principal office or to any of its field locations, and all records or files maintained by Ford either in hard copy form or in electronic storage media.
- **Alleged defect:** a sudden change in the amount of manual steering input force required to execute a given vehicle maneuver at low to moderate vehicle speeds.

Pursuant to 49 U.S.C. § 30166 (formerly Sections 108 and 112 of the National Traffic and Motor Vehicle Safety Act of 1966), please provide Ford's response to the following question. If Ford cannot provide an answer to this question, please state the reason why Ford is unable to do so.

1. Provide detailed descriptions of all design, materials, and/or component changes incorporated into the suspension systems of the subject vehicles which may alter the handling characteristics from those of the "baseline" 1992 models. Provide this information for 1993, 1994, and 1995 model year Crown Victorias, together with

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descriptions or data which document the vehicle handling modifications that resulted. This information should include, but should not be limited to, any changes in original equipment manufacturer spring rates, shock absorbers, sway bars, wheels, and tires, and should include the dates that each modification was incorporated into production.

This letter is being sent to your company pursuant to 49 U.S.C § 30166 (formerly Section 112 of the Act) which authorizes NHTSA to conduct any investigation that may be necessary to enforce Chapter 301 of Title 49. Your failure to respond promptly and fully to this letter may be construed as a violation of 49 U.S.C. § 30165 (formerly Section 108(a)(1)(B) of the Act) which prohibits the failure or refusal to provide information requested under Section 30166.

Your response to this letter, in duplicate, must be submitted to this office by November 22, 1994. Please include in your response the identification codes referenced on page 1 of this letter. If you consider any portion of your response to be confidential information, include that material in a separate enclosure marked confidential. In addition, you must submit a copy of all such material to the Office of Chief Counsel (NCC-30), National Highway Traffic Safety Administration, 400 Seventh Street, SW, Washington, DC 20590, and comply with all other requirements for the submission of confidential business information stated in 49 CFR Part 512.

If you have any technical questions concerning this matter, please contact Mr. Lee Strickland of my staff at (202) 366-5201.

Sincerely,



Louis J. Brown, Jr., Acting Director
Office of Defects Investigation
Enforcement

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