

CRITICAL CONCERNS REVIEW GROUP (NORTH AMERICA)

- Page 1 -

File:→	MISC	Opened:	July 3, 2001	Closed:	September 4, 2001
VLD→ (Lead)	Ben A. Gibert MERCURY PROGRAMS	Assisting Activities: DAE/ASO/L-M CHASSIS/GCE		CAMPAIGN:	NONE
				Contacts:	Brian Geraghty - 40058 Roger Clemens - 26967 Jay Fash - 87485 Jeff Davis - 55224 Kris Christensen - 38497

MODELS:	1993-97 CROWN VICTORIA POLICE
Input Source:	DAE
Concern Description:	Extremely high velocity rear end collisions while parked

Mtg #/Date: _____ CONCERN INVESTIGATION DATA

- 1911/Jul 3
2001
- Walk-In by Brian Geraghty. 1993-97 Crown Victoria Police vehicles.
Design Analysis discussed with several law enforcement agencies police officer fatalities while sitting in their vehicle at the side of the road during routine traffic stops and the vehicle being struck from the rear. In one instance the striking vehicle was going 98 mph. In another, the striking vehicle was going 82 mph. In both instances the police vehicle caught fire.
Investigation found two items that puncture/cut the tank at above 80 mph impacts.
- Park brake bolt is proud 3/4 inch and in 80 mph and above crashes, the bolt punctures the fuel tank. Bolt changed in production in 1998.
 - Sway bar brackets rotate up in 80 mph plus crashes and cut the tank. Fixed in production several months ago. Had a rough tab, rounded off.
- DAE and ASO went to NHTSA, got an agreement NHTSA will not open.
- Given condition of police cars, is there something Ford can do for park brake bolt for 80 mph plus crashes. Have parts in lab, designing test to best replicate conditions.
 - The bolt is driven significantly away from the fuel tank in any crashes Ford conducts but may be able to offer a friendlier part for 80 mph plus crashes.
 - Considering putting a package together for police vehicles.
- 1914/Jul 17
- DAE: Arizona State Lodge, Fraternal Order of Police, Inc. letter attached.
The letter references DAE's presentation and gives their response/position.
- The position stated is that both Highway Patrol Officers in Arizona would have survived the crashes but fire caused the injuries and deaths of the officers and that Ford should stop ignoring the problem and fix it, even if these vehicles need to be recalled.
 - The letter also indicates that since Ford's visit, 3 more incidents where Ford Police Interceptor Crown Victorias were rear ended have been reported to the FOP. The fuel tank was punctured and fire erupted in each.
- 1920/Aug 7
- LM-CPS: Draft paper attached. Comments provided.
ASO CAR SAFETY INVESTIGATIONS:
Have package that includes all known incidents and photos from some. LM-CPS will get with ASO.
- 1922/Aug 14
- L-M BRAKES/SUSPENSION: Draft paper attached.
- New fastener released, in system. Purchasing can obtain 100,000 in a week if necessary.
- DESIGN ANALYSIS:
- 7 lawsuits. Has been on TV.
- CCRG:
- Need fasteners in bags of 10.
 - Need OASIS and TSB. L-M will draft them today.
- L-M BRAKES/SUSPENSION to determine if Town Car is possibly involved.

CV Police Parked-High Velocity Rear Impacts

TRUZ V FMC 1271
F014155

4000 19274

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DAE and ASO went to NFISA, got an agreement. NFISA will not open.

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- Page 2 -

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1928/Sep 4
2001

L-M CHASSIS/BRAKES: Closure attached.

- No private owner incidents. Police stop on roadsides all the time in the course of their job.
- Impact speeds far exceed any government or corporate guidelines.
- Develop service procedure for grinding of the stamping tab on rear sta-bar "U"-bracket.
- Publish TSB regarding the replacement fastener and service procedure for "U" bracket.
- Nut is released for service and all brackets are in service since June 1, 2001.

CCRG:

- Close. Returned to engineering for disposition.

Closed.

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