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## Defect Investigations Results

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Report Date: **February 27, 2011 at 11:12 AM**

Search Type: **VEHICLE**

Make: **FORD**

Model: **F150**

Model Year: **2005**

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**NHTSA Action Number:**

PE08001

**NHTSA Recall Campaign Number:**

08V208000

**Make:** FORD

**Model:** F150

**Manufacturer :** FORD MOTOR COMPANY

**Model Year :** 2005

**Component(s) :**

SERVICE BRAKES, HYDRAULIC:POWER ASSIST:VACUUM:HOSES, LINES/PIPING, AND FITTINGS  
SERVICE BRAKES, HYDRAULIC:POWER ASSIST:VACUUM:HOSES, LINES/PIPING, AND FITTINGS  
SERVICE BRAKES, HYDRAULIC:POWER ASSIST:VACUUM:HOSES, LINES/PIPING, AND FITTINGS  
SERVICE BRAKES, HYDRAULIC:POWER ASSIST:VACUUM:HOSES, LINES/PIPING, AND FITTINGS

**Date Investigation Opened :** January 8, 2008

**Date Investigation Closed :** May 9, 2008

**Summary:**

BY LETTER DATED MAY 5, 2008, FORD MOTOR COMPANY (FORD) NOTIFIED THE AGENCY THAT IT WILL CONDUCT A SAFETY RECALL (NHTSA RECALL NUMBER 08V-208) TO ADDRESS A MANUFACTURING DEFECT IN APPROXIMATELY 605,684 MODEL YEAR (MY) 2005 AND 2006 FORD F-150 AND LINCOLN MARK LT VEHICLES ORIGINALLY EQUIPPED WITH THE 5.4L DISPLACEMENT, 3-VALVE PER CYLINDER, V-8 ENGINE. THE RECALLED VEHICLES WERE BUILT FROM JULY 18, 2004 THROUGH MAY 31, 2006 AT THE DEARBORN TRUCK PLANT; FROM MAY 4, 2004 THROUGH MAY 31, 2006 AT THE KANSAS CITY ASSEMBLY PLANT; AND FROM APRIL 19, 2004 THROUGH MAY 31, 2006 AT THE NORFOLK TRUCK PLANT. THE VEHICLES WERE MANUFACTURED WITH THE SAME DEFECTIVE BRAKE BOOSTER VACUUM SUPPLY HOSE ASSEMBLY UNIQUE TO THE 5.4L V-8 ENGINE. FORD F-150 VEHICLES EQUIPPED WITH OPTIONALLY AVAILABLE 4.2L V6 AND 4.6L V-8 ENGINES ARE NOT INCLUDED IN THIS RECALL ACTION BECAUSE THEY UTILIZE A DIFFERENT, ONE-PIECE BRAKE BOOSTER VACUUM SUPPLY HOSE ASSEMBLY THAT DOES NOT EXHIBIT AN APPARENT DEFECT TREND. THE RECALLED VEHICLES UTILIZE A TWO-PIECE BRAKE BOOSTER VACUUM SUPPLY HOSE ASSEMBLY COMPRISED OF A STANDPIPE ASSEMBLY AND VACUUM HOSE. THE STANDPIPE ASSEMBLY ATTACHES TO A FITTING ON THE ENGINE AIR INTAKE MANIFOLD UTILIZING A FLEXIBLE RUBBER HOSE AND PLASTIC ELBOW. THE VACUUM HOSE ATTACHES TO THE OPPOSITE END OF THE STANDPIPE ASSEMBLY AND CONNECTS TO A CHECK VALVE FITTING AT THE BRAKE BOOSTER ASSEMBLY. ACCORDING TO FORD, THE PORTION OF THE BRAKE BOOSTER VACUUM SUPPLY HOSE ASSEMBLY ATTACHED TO THE INTAKE MANIFOLD MAY SWELL OVER TIME AND LOSE RETENTION FORCE, WHICH MAY ALLOW THE HOSE TO BECOME DETACHED FROM THE INTAKE MANIFOLD. SHOULD THE BRAKE BOOSTER VACUUM SUPPLY HOSE ASSEMBLY BE DISRUPTED, APPLICATION OF THE BRAKE PEDAL MAY DEplete THE VACUUM RESERVE AND CONSEQUENTLY RESULT IN LOSS OF BRAKE POWER-ASSIST. TO CORRECT THE SAFETY DEFECT, FORD WILL INSTALL AN IMPROVED DESIGN BRAKE BOOSTER VACUUM SUPPLY HOSE ASSEMBLY THAT UTILIZES A HOSE CLAMP AT THE INTAKE MANIFOLD ATTACHMENT. THIS REMEDY WILL BE PROVIDED FREE OF CHARGE FOR ALL RECALLED VEHICLES. LATER PRODUCTION FORD F-150 AND LINCOLN MARK LT VEHICLES BUILT AFTER MAY 2006 WERE MANUFACTURED WITH A HOSE CLAMP AT THE BRAKE BOOSTER VACUUM SUPPLY HOSE/INTAKE MANIFOLD ATTACHMENT AND ARE NOT AFFECTED. TO DATE, THE OFFICE OF DEFECTS INVESTIGATION (ODI) IS AWARE OF 324 NON-DUPLICATIVE COMPLAINTS AND 14 NON-INJURY CRASHES RELATED TO THE ALLEGED DEFECT IN THE SUBJECT VEHICLES. IN ADDITION, ODI IS AWARE OF 4,465 SUBJECT VEHICLES THAT EXPERIENCED ONE OR MORE WARRANTY CLAIMS TO REPAIR OR REPLACE THE SUBJECT BRAKE BOOSTER VACUUM SUPPLY HOSE ASSEMBLY. THE ACTION TAKEN BY FORD IS SUFFICIENT TO RESOLVE THE ISSUES RAISED BY THIS INVESTIGATION. ACCORDINGLY, THIS INVESTIGATION IS CLOSED.

Check to Request Research. Submit below.

**NHTSA Action Number:**  
PE09046

**Make:** FORD

**Manufacturer :** FORD MOTOR COMPANY

**Model Year :** 2005

**Component(s) :**  
AIR BAGS:FRONTAL:DRIVER SIDE INFLATOR MODULE  
AIR BAGS:FRONTAL:SENSOR/CONTROL MODULE  
AIR BAGS:FRONTAL:SENSOR/CONTROL MODULE

**Date Investigation Opened :** September 24, 2009

**Date Investigation Closed :** January 19, 2010

**NHTSA Recall Campaign Number:**  
[11V107000](#)

**Model:** F150

**Summary:**

FORD REPORTS THAT THE INADVERTENT AIRBAG DEPLOYMENTS ARE MOST LIKELY CAUSED BY THE AIRBAG HORN MOUNTING PLATE'S SHARP METAL EDGE THAT EVENTUALLY CAN CHAFE/CUT THE AIRBAG CLOCKSPRING JUMPER WIRE LEADING TO A SHORT-TO-GROUND CONDITION. ONE HUNDRED EIGHTY TWO (182) OF THE 230 REPORTS WERE FOR AIRBAG DEPLOYMENTS RESULTING IN 56 INJURIES WITH REMAINING 48 REPORTS FOR AN AIRBAG LIGHT ILLUMINATION CONDITION. INJURIES INCLUDE ABRASION, CONTUSION AND CUTS TO THE ARM/HAND/FACE AND/OR UPPER BODY REGIONS. ONE OWNER REPORTED A BROKEN TOOTH AND TWO OWNERS REPORTED BEING KNOCKED UNCONSCIOUS AS A RESULT OF THE AIRBAG DEPLOYMENT. IN ADDITION, MY2004 AND MY2006 F-150 VEHICLES ALSO CONTAIN THE SAME DESIGN THAT RESULTED IN AN ADDITIONAL 89 REPORTS WITH 37 AIRBAG DEPLOYMENTS AND NINE INJURIES. FORD MADE AN INTERIM DESIGN CHANGE TO THE HORN MOUNTING PLATE IN JANUARY 2006 AND THEN MAJOR CHANGES TO THE HORN MOUNTING PLATE, AIRBAG MODULE AND CLOCKSPRING JUMPER WIRE DESIGNS IN JUNE 2006 FOR THE MY2007 VEHICLES. THIS PRELIMINARY EVALUATION IS UPGRADED TO AN ENGINEERING ANALYSIS (EA10-001) TO INCLUDE MY2004-2006 F-150 VEHICLES AND TO FURTHER EVALUATE THE CONDITION.

 Check to Request Research. Submit below.

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