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By Recall Management Division at 10:27 am, May 31, 2011

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Roush Performance Products, Inc.  
39555 Schoolcraft Road  
Plymouth Twp., Michigan 48170

**VIA UPS OVERNIGHT and EMAIL (RMD.ODI@dot.gov)**

May 27, 2011

Mr. Frank Borris  
Director, Office of Defects Investigation  
National Highway Traffic Safety Administration (NVS-200)  
400 Seventh Street, SW  
Washington, D.C. 20590

Re: Roush Performance Products, Inc.  
Defect Information Report

Dear Mr. Borris:

Enclosed please find Roush Performance Products' Defect Information Report pertaining to model year 2011 Ford E-Series (150, 250 and 350) Vans/Wagons/Cutaways with 5.4L Engines, and Ford E-450 Ford Cutaways with 6.8L Engines that were altered by Roush to operate using the Roush Liquid Propane Autogas Fuel System. These vehicles are advertised and sold in the market as "ROUSH CleanTech Liquid Propane Autogas Fuel System for 2009-2011 Ford E-Series van, cargo and cutaway and Ford E-450 Cutaway" vehicles. Should you need to speak with someone regarding this report, please do not hesitate to contact me directly:

Joseph Thompson  
President of Roush Clean Tech acting as the  
Authorized Representative of Roush Performance Products, Inc.  
Roush Performance Products, Inc.  
39555 Schoolcraft Road  
Plymouth, Twp., Michigan 48170  
Phone: (734) 466-6255  
Facsimile (734) 466-6940  
email: [joseph.thompson@roush.com](mailto:joseph.thompson@roush.com)

Thank you,

Joseph Thompson  
President of Roush Clean Tech acting as the  
Authorized Representative of Roush Performance Products, Inc.

Enclosure

cc: J.R. Jolliffe/Roush – General Counsel  
K. Weinstein/ Mayer, Brown LLP

## DEFECT INFORMATION REPORT

**1. Manufacturer's name/address:**

Roush Performance Products, Inc. ("Roush")  
39555 Schoolcraft Road  
Plymouth Twp., Michigan 48170

**2. Vehicles involved in this defect notification:**

Model Year ("MY") 2011 Ford E-Series Vans/Wagons/Cutaways (150, 250 and 350) with 5.4L engines ("E-Series") and Ford E-450 Cutaways with 6.8L engines ("E-450 Cutaway") (hereinafter collectively called "Vehicle(s)") altered by Roush through the installation of the Roush CleanTech Liquid Propane Autogas Fuel System ("System"). The defect arises from a problem with the valve installed in the fuel rail service port of the System. The valve was manufactured by the following supplier ("Supplier"):

Schrader Bridgeport International, Inc.  
205 Frazier Rd  
Alta Vista, VA 24517

The country of origin of the valve is the United State of America.

**3. Total number of vehicles: 15**

**4. Approximate percentage of vehicles estimated to actually contain the defect:**

Roush has determined that approximately 20% of the Vehicle(s) may contain the defect, however, Roush will include all Vehicle(s) identified in item 3, above, in the recall.

**5. Description of the defect:**

The valve installed in the fuel rail service port of the System may be out of specification. This could result in insufficient compression on the o-ring and possible leakage of propane autogas.

**6. Chronological summary of events leading to this determination:**

Roush first became aware of a potential issue on May 6, 2011, when it received a call from a Roush CleanTech Authorized Service Center advising that the smell of liquid propane autogas was coming from the engine compartment of four recently delivered E-450 Cutaways in which the System had been installed. Upon investigation, the Roush CleanTech Authorized Service Center found a small amount of frost encircling the service port surface of each fuel rail, which indicated an apparent gas leak. Roush promptly commenced an internal investigation. Roush's investigation determined that approximately 20% of the machined-batched valves delivered from the supplier, Schrader Bridgeport International, Inc. ("Supplier"), on 10/8/2010, 1/7/2011 and 5/6/2011, which were installed in the service port of fuel rails of the System, were under the minimum specification for diameter. This led to insufficient compression of the o-ring and inadequate sealing performance at the fuel rail service port that could cause leakage of propane autogas.

On May 16, 2011, Roush contacted the Supplier, who confirmed that (a) it used a new outside machining supplier to machine valves without qualifying the machine processes or inspecting the parts, which allowed a high percentage of out-of-spec parts to be shipped, and (b) that the valves delivered to Roush on 10/8/2010, 1/7/2011 and 5/6/2011 were, in fact, machined by the new supplier.

Roush is not aware of any fires or other adverse safety consequence associated with this problem. Also, Roush believes that it is unlikely that the fuel leaks in question would have adverse safety consequences. Nevertheless, based on the information developed during its investigation, on May 20, 2011, Roush decided that a defect related to motor vehicle safety exists in Vehicle(s) equipped with a System in which valves delivered on the three dates specified above were installed.

**7. Description of proposed remedy:**

The remedy for this condition will consist of removal of the existing valve from the fuel rail service port and replacing it with a new properly-machined valve.

**8. Program for remedy campaign (including program for reimbursing any consumer who obtained the remedy at his/her own expense within one year of the opening of the EA, or within one year of this 573 report, whichever is earlier):**

Roush has already contacted all of the fleet customers that purchased the affected Vehicle(s) by telephone in order to arrange for the free replacement of the valves in each such Vehicle(s). Roush has sent out the replacement valves to all the customers.

In view of the fact that all of the affected Vehicle(s) are still under warranty, there is no need for a reimbursement program.