



**VEHICLE FACTORS GROUP CHAIRMAN'S FACTUAL REPORT
ATTACHMENT**

Ford QVM Excursion Guidance July 2001

Schoharie, New York

HWY19MH001

(3 pages)

From:

Sent: Friday, July 13, 2001 5:27 PM

Cc:

Subject: ALL AUTHORIZED QVM BUILDERS - Excursion Update

Latest Status of the Authorization To Build Excursion Limousines:

Timing

Delivery to customers **ONLY** after the QVM has met **all** of the following criteria:

- Successful QVM Engineering Inspection of 1 vehicle complete through all body construction and 1 vehicle complete with all features and trim representing the heaviest model to be offered. These inspections will be to confirm that all QVM Guidelines are met.
- Documentation on file at the QVM demonstrating compliance with ALL applicable FMVSS/CMVSS and written statement to Ford providing the rationale for compliance (similar to FMVSS/CMVSS statement provided to Ford at each annual audit for Town Car)

Specifications

- Authorization only for Excursion XLT 4x2, 2001 or newer MY, 6.8L V-10 only, 4.30:1 LS rear axle ratio (3.73 LS RAR acceptable on 2001 MY only), Leather seating.
- 4.30 LS RAR axle ordering code for 2002 is being re-instated. You will be notified when complete.

Each Excursion converted to limousine shall be required to meet the following specs:

- Maximum stretch length is 120"
- Maximum seating capacity 10 (including the driver). Seating plan must be agreed by QVM Engineering, meet the guidelines specified in the QVM Builders Guide for Town Car **AND have the spaces not designated as seating positions (other than isles for ingress and egress) occupied by securely attached functional equipment.** The intent is to make it as difficult as possible for end users to reconfigure the interior to accommodate more people in the rear compartment which could jeopardize the safety of the occupants and the durability and safety compliance of the vehicle.
- Maximum GVW (including all passengers, luggage, all optional equipment and vehicle with full fluids) **NOT TO EXCEED 9900 lbs.**
- Chassis Upgrade kit installed (includes brake hydra boost kit, 5 - LT265/75R-16 AT Load Range "E" tires and new rear spring assy). This kit is available from Infinite Innovations. Front Springs are required to be upgraded based on the length of stretch and weight added and (like Town Car) are the responsibility of the Coach Builder. The front springs must fit in package envelope of the current front spring, have a spring rate consistent with the added weight and maintain base chassis bumper height within a tolerance of +/- 1 inch.
- **Frame extension** shall be at minimum by the following method: **1)** Support the frame by locating fixtures at the front and rear master control holes in the side of the frame (front holes are 19.3 mm round and located near the center of the side rail just above the 3 mounting bolts for the front lower control arms; the rear master control holes are 19.3 mm x 25.0 mm with 25mm dimensions vertical and located on the side rail just in front of the rear/rear spring hangers. Obtain length and cross measurements (similar to Town Car) before and after extension. **2)** Cut body approx. 4" behind rear vertical face of b-pillar (center of joint where b-

pillar foot is sandwiched between production rocker sections) following inboard approx. 2" forward of the beginning of the rear foot well in front of 2nd seat, crossing through the frame approx. 5" in front of the cross member located next behind the transmission rear cross member. **3)** Frame rail extensions should be c-section similar to the production rail at the cut point (5.1 mm thick, **inside dimensions** 174.5 mm (vertical) x 59.8 mm horizontal bottom x 94.2 mm horizontal top; low carbon steel with minimum 36K psi yield and 50K psi tensile strength. The joint should be overlapped (front and back) inside the frame with similar material except outside dimensions as above and minimum wall thickness of 6.1 mm and length 10 inch minimum. The overlaps should fit snug in the factory frame and added length frame resulting in a continuous opening towards center of vehicle, clamped securely and puddle welded through existing side holes, 4 each side at each joint (2 front, 2 rear, 8 total). Weld continuously around frame joint on the outside of frame as well as continuously around inside of both ends of overlaps. Weld joints should be 3-4 mm and use same equipment and wire as Town Car.

- Rocker and roof rail extensions should be completed similar to Town Car.
- All B-pillar installation are required same as Town Car (ref: p. 24 (a) of Builders Guide) except all **MUST** be factory design pillars
- All procedures and processes must comply with QVM Builders Guide guidelines, e.g., fuel/brake/vacuum/electrical line extensions.

While I understand that many of you already have 2 -5 or more vehicles in place for conversion, I cannot emphasize strongly enough the requirements above must be in place including the QVM Engineering inspections **BEFORE any vehicles are delivered to the customer**. All of the Ford supplied data is expected to be available by the end of July and your analysis for FMVSS/CMVSS compliance cannot be complete until you have all background data required to make your compliance assessment.

After all data is in place, the QVM should make a request for inspection directly to me (████████████████████), the Engineering Office will make every effort to complete the inspections in a timely manor.

Submission of the seating plans, questions regarding conversion, purchasing vehicles, etc. can begin immediately, if not sooner. Please send all queries directly to me.

██████████ should be sending you marketing/rebate program information separately.