

U.S. Department  
of TransportationNational Highway  
Traffic Safety  
Administration

## DOT Auto Safety Hotline Vehicle Owner's Questionnaire

TO REPORT VEHICLE SAFETY DEFECTS  
1-888-DASH-2-DOT  
(1-888-327-4236)  
INTERNET: www.nhtsa.dot.gov/hotline

## FOR AGENCY USE ONLY

Date Received

MAY 7, 2003

 Od\_or \_\_\_\_\_  
 rt\_ok \_\_\_\_\_  
 od\_rt \_\_\_\_\_  
 up\_lr \_\_\_\_\_

Reference No.

10019457

## OWNER INFORMATION (Type or Print)

Name _____		Apt. No. _____	
City PLANTATION		State FL	Zip Code _____
Do you authorize NHTSA to provide a copy of this report to the manufacturer of your vehicle? <input type="checkbox"/> YES <input type="checkbox"/> NO		0 00003	
Signature of Owner _____		4 1191 03	

## PRODUCT INFORMATION

Vehicle Identification No. (VIN.) (17 Digits) 2FAFP74W87X159221		Make FORD	Model CROWN VICTORIA	Year 2000
Purchased Date 1/31/01	Dealer's Name MARGATE OF MARGATE	Engine Size (DIS/CCAL) No. Cylinders 2	<input type="checkbox"/> Turbo <input type="checkbox"/> Diesel <input checked="" type="checkbox"/> Gas <input checked="" type="checkbox"/> Fuel Injection	
<input type="checkbox"/> New <input type="checkbox"/> Used	Dealer's City MARGATE	State FL	Zip Code 32063	
Manufacture Date (on driver's door or pillar) 01/00	Transmission Type <input type="checkbox"/> Manual <input checked="" type="checkbox"/> Automatic	Restraint System <input checked="" type="checkbox"/> Driverside Air Bag <input type="checkbox"/> Motorbell <input checked="" type="checkbox"/> Passengerside Air Bag <input type="checkbox"/> 2-Point Belt <input checked="" type="checkbox"/> 3-Point Belt	Cruise Control <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Drivetrain <input type="checkbox"/> Front <input checked="" type="checkbox"/> Rear <input type="checkbox"/> 4-Wheel
Vehicle Type <input checked="" type="checkbox"/> Car <input type="checkbox"/> Sport Utility <input type="checkbox"/> Van <input type="checkbox"/> Truck <input type="checkbox"/> Minivan <input type="checkbox"/> Motorcycle <input type="checkbox"/> Other		Body Style <input type="checkbox"/> 2-Door <input checked="" type="checkbox"/> 4-Door <input type="checkbox"/> Stationwagon <input type="checkbox"/> Pick Up Truck <input type="checkbox"/> Other		

## FAILED COMPONENT(S)/PART(S) INFORMATION

Part Name(s) PG: GAS TANK	Location <input type="checkbox"/> Left <input type="checkbox"/> Front <input type="checkbox"/> Right <input checked="" type="checkbox"/> Rear	Failed Part(s) <input type="checkbox"/> Original <input type="checkbox"/> Replacement	Handicap Adaptive Equip <input type="checkbox"/> Yes <input type="checkbox"/> No
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## TO BE COMPLETED WHEN REPORTING A TIRE FAILURE

Tire Brand	Tire Name		
Complete Tire Size	DOT No.		
No. of Failures	Date(s) of Failure(s)	Failed Part(s) Available?	NHTSA Previously Contacted?
	Mileage at Failure(s)	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
	Vehicle Speed at Failure(s):		

## APPLICABLE INCIDENT INFORMATION

(Please describe in detail the incident(s), failure(s), crash(es), and injury(ies). Attach photos if available.)

Crash <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Fire <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Number of Persons Injured NONE	Number of Fatalities NONE	Reported to Manufacturer <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
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Narrative Description of Incident(s), Failure(s), Crash(es), and Injury(ies): AFTER HEARING THAT FORD WAS GOING TO MODIFY THE GAS TANKS ON POLICE CARS, I CONTACTED THE DEALER AND FORD AND SAID I WANTED MY CAR TO GET THE SAME. I SAID I WANTED FRONT END ONLY MADE HOWEVER THIS FOR THE POLICE CARS. I ALSO REQUESTED TO PAY FOR THE WORK. I ALSO CONTACTED NHTSA. ALL SAID THE CAR WAS SAFE. PLEASE SEE ATTACHED COPY OF FEARSIBLE FORGIVE ME NEXT TIME. CLEARLY IN THE REPORT, THE TIMES REPORTED THAT A NYC CITY CAB DRIVER WAS BURIED TO DEATH AFTER HIS CROWN VIC TAXI WAS STRUCK AT MAY 2001.

SAID THAT THE DEALER DEFENDED THE MODIFICATION WHEN I STATED BY TO ASK ABOUT IT. THEY SAID THAT THEY WERE NOT ASKING AND AS I WAS THE ONLY ONE TO COMPLAIN THEY SAID THEY DID THE JOB FOR ABOUT \$100. IT SEEMS THEY ARE ALSO MODIFYING FRONT CARS. I FAIL TO SPEAK ALL OF YOU CAN SAY THESE FEARS ARE SAFE. I MAY NOT BE ABLE TO MAKE A WORK WITH THE CAR. BUT YOU ONLY NEED TO BE HIT ONCE EVEN IF YOU ONLY DRIVE ONE DAY A WEEK. YOU MIGHT NOTE THAT MANY CROWN VICS AND SEVERAL HARRISON CROWN CARS ARE DRIVEN BY SCHOOL BUS DRIVERS. PEOPLE THAT ARE DRIVING THEM SHOULD TO BE PARANOID. IF FORD REFUSES TO FIX ALL THESE CARS, THEY AT LEAST SHOULD LET THE OWNERS KNOW OF THIS CONDITION AND OFFER FINTE CARPS AT THE OWNERS REQUEST.

The Privacy Act of 1974 - Public Law 93-579 This information is requested pursuant to e49 U.S.C. Chapter 301. You are under no obligation to respond to this questionnaire. Your response may be used to assist NHTSA in determining whether a manufacturer should take appropriate action to correct a safety defect. If NHTSA proceeds with administration enforcement or litigation against a manufacturer, your response, or a statistical summary thereof, may be used in support of the agency's action.

Narrative Description of Incident(s), Failure(s), Crash(es), and Injury(ies)

I HATE DD THAT VIRTUALLY NO ONE KNOWS ABOUT THE TANK PROBLEM. THIS SHOULD NOT  
SIT ALL THIS LIKE THEY DID WITH THE EXPLODER'S ROLL OVER PROBLEMS COMPOUNDED  
BY DEFECTIVE TIRES I AM ALSO GOING TO REARRANGE THE PICKUP TRUCKS WITH GAS  
TANKS IN AN UPRIGHT POSITION AND THE PINTO. WHY MUST <sup>THEY</sup> WAIT UNTIL FORD IS  
HIT BY MULTI-MILLION DOLLAR NEGLECTED LAW SUITS BEFORE THEY DO SOMETHING  
ABOUT IT.

YOU MIGHT NOTE THAT, TO MY KNOWLEDGE, THEY ARE STILL BUILDING NEW CARS  
WITHOUT THIS IMPROVEMENT. THE COST TO DO THIS ON THE ASSEMBLY LINE ON EVERY  
CAR WOULD BE A FRACTION OF WHAT I WAS CHARGED. NOTE THAT THE NEW YORK  
TIMES DIRECTLY REFERS TO THE SAFETY OF THE CARS AND THE NEED TO MAKE  
THEM SAFER.

ATTACH ADDITIONAL SHEETS IF NECESSARY

U.S. Department  
of Transportation

National Highway  
Traffic Safety  
Administration

400 Seventh St., S.W.  
Washington, D.C. 20590

Official Business  
Penalty for Private Use \$300



POSTAGE WILL BE PAID BY NATL. HWY. TRAFFIC SAFETY ADMIN.

U.S. Department of Transportation  
National Highway Traffic Safety Administration  
Office of Defects Investigation, NSA-10.01  
400 7th Street, SW  
Washington, DC 20590



Complete and return or place in your car manual for future use

**VEHICLE  
OWNER'S  
QUESTIONNAIRE  
(VOC)**



**DOT AUTO SAFETY HOTLINE**

TO REPORT VEHICLE SAFETY DEFECTS  
COMPLETE THIS FORM

OR

**DASH 2 DOT**

and dial toll free at

**1-888-DASH-2-DOT**

**1-888-327-4236**

DOT Auto Safety Hotline  
(DASH) 2 DOT



U.S. Department of Transportation  
National Highway Traffic Safety  
Administration

[www.nhtsa.dot.gov/hotline](http://www.nhtsa.dot.gov/hotline)

N.Y. Times 1/3/83

# Police Scramble to Make Patrol Cars Safer

By COREY KILGANNON

With serious questions raised about the safety of the Crown Victoria, the Ford sedan that is popular as a police patrol car, the New York Police Department and other major police forces in the metropolitan region are scrambling to make their Crown Victoria cruisers safer.

Concern about the model's safety has grown since Dec. 19, when a Crown Victoria patrol car used by a state trooper was struck from behind on the New York State Thruway in Yonkers and burst into flames, killing the trooper and two other people.

Some troopers blamed the fire on the Crown Victoria's oddly positioned gas tank and refused to drive their cruisers until the tanks were equipped with protective shields.

On Friday, New York Police Department officials said that all of the department's 1,439 Crown Victoria cruisers would have the shield installed within a week.

"We are aware of the concerns and have taken the appropriate steps to make sure all of our vehicles are safe," said the department's chief spokesman, Michael O'Looney.

A day earlier, New York State Police officials said that their 325 Crown Victoria cruisers would be fitted with the shields within a week.

New Jersey State Police officials said that they had begun installing the shield on their 1,800 Crown Victoria's before the fatal accident last month, and police departments in Nassau and Suffolk Counties are either equipping or have equipped their cars with the shield.

With its roomy interior and V-8 engine, Ford's burly Crown Victoria is the most popular model of police cruiser in the country.

But some safety advocates call the car a death trap for police officers. The model, they say, has its gas tank wedged in a "crumple zone," be-



All of the Ford Crown Victoria patrol cars in the New York Police Department's fleet will be equipped with shields to protect the gas tank

between the trunk and the rear axle.

Critics call this design a defect that can lead to an explosion or fire from a rear-end collision, and one that has, in recent years, caused 18 other similar police deaths nationwide.

Yesterday, a Ford spokeswoman, Kristen Kinley, called the Crown Victoria a safe car that happens to be thrust into dangerous situations and often exposed to jostling vehicles. The officers killed by gas tank fires were victims of "rare and extreme" circumstances "required by police work," she said.

"This is a safe vehicle that exceeds Federal safety standards," she said. "The accidents that have been attributed to the rear-end crashes

In September, Ford officials began notifying police departments across the country that the company would provide and install shields free in all

Crown Victoria cruisers.

The Crown Victoria has also become the backbone of New York City's yellow cab fleet. Most of cabs, 11,412 in all, are Crown Victorias. Some residents have voiced concerns about the safety of them.

On Friday, Matthew W. Daus, chairman of the Taxi and Limousine Commission, said the city was looking into the safety of Crown Victoria cabs.

"Due to some initial concerns, T.L.C. recently met with engineers from Ford," and has also sought information from the National Highway Traffic Safety Administration, Mr. Daus said. "We are currently awaiting further data from Ford and will continue to follow up with them on this issue."

"At present, however," Mr. Daus said, "there is no information to suggest that taxi passengers or drivers need to be unduly alarmed."