



U.S. Department
of Transportation
National 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

Od or

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2004 MAR 17 AM 10:52

Reference No.

10063447

OWNER INFORMATION (Type or Print)

Name

Street No.

Apt. No.

City

State

Zip

Haverlock

Iowa

Daytime Telephone Number

Do you authorize NHTSA to provide a copy of this report to the manufacturer of your vehicle? ☐ YES ☐ NO
In the absence of _____ provide your name or address to the vehicle manufacturer.

Signature of Owner

Date 2/23/04

PRODUCT INFORMATION

Vehicle Identification No. (VIN)
(17 Digits)(Located at bottom of
windshield on driver's side)

Make

Model

Year

1FAFP565XY

Ford

P56

2000

Purchased Date

Dealer's Name

Engine Size
(CID/CCL)☐ Turbo☐ Diesel

10/16/02

Pocahontas Ford Lincoln Mercury

No. Cylinders

☐ Gas☐ Fuel Injection☐ New ☒ Used

Pocahontas

State

Zip Code

No. Cylinders

☐ Gas☐ Fuel Injection

1/00

Transmission Type

Restraint System

Cruise Control

Drivetrain

Vehicle Type

Body Style

☐ Manual☒ Automatic☒ Driverside Air Bag☐ Motorist☒ Yes☐ No☒ Front☐ Rear☐ 4-Wheel☒ Car☐ Sport Utility☐ Van☐ Truck☐ Minivan☐ Motorcycle☐ Other☐ 2-Door☒ 4-Door☐ Stationwagon☐ Pick Up Truck☐ Other

FAILED COMPONENT(S)/PART(S) INFORMATION

Part Name(s)

Location

Failed Part(s)

Handicap Adaptive Equip

Speed Control

☐ Left☐ Right☐ Front☐ Rear☐ Original☐ Replacement☐ Yes☐ No

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)

Mileage at Failure(s)

Vehicle Speed at Failure(s)

Failed Part(s)

Available?

NHTSA Previously

Contacted?

☐ Yes ☐ No☐ Yes ☐ No

APPLICABLE INCIDENT INFORMATION

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

Crash

Fire

Number of Persons Injured

Number of Fatalities

Reported to Manufacturer

☐ Yes ☐ No☐ Yes ☐ No☒ Yes ☐ No

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

Continue on back.

The Privacy Act of 1974 - Public Law 93-579 This information is requested pursuant to 49 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.

Mail postage free or fax to 202-366-7882

February 23, 2004

To whom it may concern:

Shortly after Christmas, 2003, I was returning home from work on a pleasant day in which the road conditions were ideal—no ice or snow packed roadways. I had stopped at the intersection of Highways 4 and 18 south of Graettinger, Iowa, then headed east well ahead of cars also heading east. As I accelerated, the car suddenly lunged forward at a rapidly increasing rate. I shut off the cruise control, pumped the brakes, and then rode the brakes with both feet, only to see the speedometer soaring to 95 miles an hour.

Fortunately, although I was meeting several cars, there were no nearby cars ahead in the lane I was traveling. At that point I slipped the gearshift into neutral and the car began to slow. I waited until it slowed to 40 mph and then slipped it back into gear and the car reacted normally. The following day my husband drove the car to the Ford garage where attendants gave immediate attention. It was determined that the throttle cable was frayed. We did not drive the car again until the cable was replaced.

About two weeks later, I turned north off highways 4 and 18 heading to Graettinger, when once again the car took off. This time there was a loud engine noise that had not been heard with the first incident. I was able to slow the car by putting it in neutral, but after slowing to 40 mph, I slipped it back into gear only to have it "take-off" again. I called my husband who came the 30 miles to take me to work and to be there when the tow truck came for the car. After extensive evaluation by garage mechanics, it was determined that snow in the carburetor had triggered the runaway. I discussed the problem with a local highway patrolman because I know I will have to take the ditch and crash the car in the event I am not able to stop it sometime in the future.

The third event also happened on a dry day when the car had not been through snow drifts or wet roadways. I had turned onto the airport road south of Emmetsburg, and, once more, the car surged—this time before I accelerated—but not as rapidly as it had the past two times. I was able to contact my husband by cell phone rapid dial as I shifted into neutral and was slowing on a road with no shoulders. He said to pump the foot feed, which stopped the engine roar and allowed me to continue on my way to work at a normal speed.

My greatest concerns are: a) having the problem happen on icy roads, b) when there are people just ahead of me, or c) just not being able to stop the car.

[REDACTED]
[REDACTED]
[REDACTED]
Havelock, IA [REDACTED]