

ATTORNEY GENERAL
DEPARTMENT OF JUSTICE

33 CAPITOL STREET
CONCORD, NEW HAMPSHIRE 03301-6397

KELLY A. AYOTTE
ATTORNEY GENERAL



MICHAEL A. DELANEY
DEPUTY ATTORNEY GENERAL

April 12, 2005

Qad to
10107181
EVOG

2005 APR 26 AM 7:28

10107181

Orange MA

Re: Our File No. 200541759
Ford Motor Company

Dear

The Consumer Protection and Antitrust Bureau has received your recent letter informing our office of your concerns regarding the above-named business.

Given the nature of your concerns, your complaint is being referred to the National Highway Traffic Safety Administration. If they are able to assist you, they will contact you directly.

Sincerely,

Richard W. Head
Bureau Chief
Consumer Protection and Antitrust Bureau
(603) 271-3641

cc: National Highway Traffic Safety Administration
400 Seventh St SW
Washington DC 20590

Malina
4/28/05

March 12, 2005

Orange, MA

Dear Attorney General's Office,

I am writing your office with my complaint because I purchased my automobile in Manchester, New Hampshire in December of 2003.

On 12/17/2004 my 1994 Ford Tempo Green Vin# 1FAPP36X4RK was destroyed in a fire. On the day of the fire, my heater started to blow out hot and cold air. Even though, I had a coolant flush done earlier in that week at Athol Ford in Philipston, MA, my temperature gauge went up passed normal and I had to put coolant in the car. The temperature gauge went down back to cool. I drove from Orange, MA to Worcester, MA and the temperature gauge went up again.

[In the time that I had the car, the temperature gauge never went pass normal until that day; the engine-cooling fan would come on before the gauge went up passed normal]

While driving back from Worcester, MA the car started to smoke. As I approached the Sterling/Leominster MA line, black smoke came up from under the hood of the car. The temperature gauge went passed the highest mark, the engine-cooling fan could not bring the gauge back down to normal, the check engine light came on and the car stopped and would not start again. While sitting in the car, I saw fire coming from under the hood. My mother and I got out of the car. Fire started to rise above the hood. We had to run down the highway in the opposite direction of the Ford. The car windows, lights and the whole front of the car went up in flames and exploded on the highway.

The fire report stated the fire started in the engine area, that the heat equipment failed causing the fire to ignite. This happening is a product defect. Ford is liable. Ford, however, will not help; this is why I am contacting the Attorney General's Office.

- From 1992-1996 model years Fords of all makes including the Ford Tempo would ignite for no logic reason for undetermined causes at anytime while driving the car or not.
[Models before and after these years also are prone to fire]
- Fires erupt in the engine area in Fords
- NHTSA found liable for defects with Ford automobiles that result in cars igniting and blowing up.
- By Ceo's own admission Ford did not recall all Fords that should have been recalled.

- Many people have filed complaints with NHSTA including myself about Ford
- I had no engine problems before this day 12/17/2004
- The Ford Tempo received regular maintenance; regular oil and filter changes; had a coolant flush at Athol Ford in Philipston, MA (when car was there for a oil and filter change mechanic suggested coolant flush be done)
- At Speedy, had a complete tune-up on the Saturday after Thanksgiving

The heating equipment failed and fire started; this should not have happened. The fact that it did is a safety-hazard and a manufacturer's defect; this leaves Ford liable for the damages the Ford Tempo sustained. I sustained \$4,000 worth of damage to the 1994 Ford Tempo. I had to spend \$900 in transportation cost. I am asking [REDACTED] to reimburse me the \$900 that I actually had to spend when the fire left me without transportation.

Thank you

P

Purchase and Sales agreement

Green Miles 108689 Vin# 1FAPP36X4RK Manchester, NH Agreed to sell my 94 Ford Tempo
SHOWN. To: For \$1350.00 Vehicle Sold AS IS AS
Nashua, NH. 03060
I agree to pay \$125.00 every month or more till the balance paid
in full. If miss more than 2 payments the Vehicle will return
back to If vehicle are damage or stolen, : still have to
pay the Balance in full to Kim Collins. 11



Consumer Affairs

PO Box 6248, MD 3NE-B
Dearborn, MI 48126 USA

January 13, 2005

Orange, MA -----

RE: 1994 Tempo
VIN: 1FAPP36X4RK

Dear

This letter is in response to your concerns regarding the above-mentioned vehicle. Ford Motor Company has reviewed your claim. Unfortunately, we are unable to offer any assistance at this time.

Thank you for the opportunity to review this concern.

Respectfully yours,

A handwritten signature in black ink, appearing to be "Erika Smith", with a long, sweeping underline.

Erika Smith
Consumer Affairs

**Sterling Fire Department
Incident Report**

**Page: 1
12/20/2004**

**Incident #: 04-950-IN Exp. 0
Call #: 04-6775**

**Location: INTERSTATE 190 EXHWY
Sterling, MA 01554**

**District: Interstate 190
Station: STERLING FIRE**

**Report By: HURLBUT, BROCKE C. on 12/20/2004
Approved By: HURLBUT, DAVID C. on 12/20/2004**

Incident Information

**Incident Type: Passenger vehicle fire
Property Use: Highway or divided highway
Actions Taken: Investigate
Extinguish**

**Property Loss: \$4000
Contents Loss: \$0**

**Pre-Incident Value: \$0
Pre-Incident Value: \$0**

Response and Arrival

**Alarm: 12/17/2004 @ 1806
Cleared: 12/17/2004 @ 1844**

Arrived: 12/17/2004 @ 1810

Alarms: 1

Aid: None

**Apparatus
Suppression: 2
EMS: 0
Other: 1**

**Personnel
Suppression: 2
EMS: 0
Other: 1**

Damage Summary

**Deaths
Fire Service: 0
Civilian: 0**

**Injuries
Fire Service: 0
Civilian: 0**

Index	Name	Address	Phone	Age	Sex	Occupation	Relationship
1	TERESSA E EVERETT	67 BRIGGS ST ORANGE, MA 01364				Witness	F

Water Usage

Water Usage: 300 gallons

**Sterling Fire Department
Incident Report**

Page: 2
12/20/2004

Incident #: 04-950-IN Exp. 0
Call #: 04-6775

Buildings involved: 0
Residential living units: 0
Acres burned:

Area of origin: Engine area, running gear, wheel
Heat source: Heat from powered equipment, oth
Item first ignited: Electrical wire, cable insulation
Type of material: - not on file

Cause of ignition: Failure of equipment or heat sou
Factors contributing to ignition:
1. - not on file
2. - not on file

Human factors contributing to ignition: None

Mobile Property Involved: Involved in ignition and burned
Mobile Property Type: Passenger car.
Make: Ford
Model: TEMPO
Year: 1994
License Plate Number: 98HC30
State: MA
VIN: 1FAPP36X4RK2

Pre-fire plan available: No

Apparatus	Type	Dispatch/Time	Personnel	Actions Taken
1 DEPUTY CHIEF FARRAR 28C2	Privately owned vehi	Disp 12/17/2004 @ 1807 Arr 12/17/2004 @ 1810 Clr 12/17/2004 @ 1839 InQt 12/17/2004 @ 1839 InSv 12/17/2004 @ 1839	1 Other	Investigate Incident command - not on file - not on file
2 STERLING ENGINE 2 28E2	Tanker & pumper comb	Disp 12/17/2004 @ 1807 Arr 12/17/2004 @ 1814 Clr 12/17/2004 @ 1844 InQt 12/17/2004 @ 1901 InSv 12/17/2004 @ 1901	1 Suppr	Investigate Extinguish - not on file - not on file
3 STERLING ENGINE 5 28E5	Tanker & pumper comb	Disp 12/17/2004 @ 1807 Arr 12/17/2004 @ 1816 Clr 12/17/2004 @ 1820 InQt 12/17/2004 @ 1823 InSv 12/17/2004 @ 1823	1 Suppr	Investigate Extinguish - not on file - not on file

Personnel	Dispatch/Time	Personnel	Dispatch/Time	Personnel	Dispatch/Time
1 RFARRAR	FARRAR, RICHARD	12/17/2004 @ 1807	12/17/2004 @ 1839	OF	28C2
2 DJ	JOHNSON, DAVID	12/17/2004 @ 1807	12/17/2004 @ 1901	OF	28E2
3 CBAKER	BAKER, CHARLES R.	12/17/2004 @ 1807	12/17/2004 @ 1901	OF	28E2
4 GRWOOD	GREENWOOD, DAVID	12/17/2004 @ 1807	12/17/2004 @ 1901	OF	28E2
5 SMITH	SMITH, DANIEL	12/17/2004 @ 1807	12/17/2004 @ 1901	OF	28E2
6 RMARTIN	MARTIN, RICHARD	12/17/2004 @ 1807	12/17/2004 @ 1823	OF	28E5
7 TONE	KOKERNAK, THOMAS P.	12/17/2004 @ 1807	12/17/2004 @ 1823	RF	28E5
8 DEANDAY	DAY, DEANE	12/17/2004 @ 1807	12/17/2004 @ 1823	OF	28E5
9 LUSSIER	LUSSIER, ROBERT	12/17/2004 @ 1807	12/17/2004 @ 1823	OF	28E5
10 MAYPO	MAYFOTHER, RICHARD	12/17/2004 @ 1806	12/17/2004 @ 1844	OF	STERLG STATION

Starling Fire Department
Incident Report

Page: 3
12/20/2004

Incident #: 04-950-IN Exp. 0
Call #: 04-6775

Critical incident: No

Car stolen: No

**Sterling Fire Department
Incident Report**

**Page: 4
12/20/2004**

**Incident #: 04-950-IN Exp. 0
Call #: 04-6775**

**NARRATIVE FOR EMT BROOKE C HUBLEBT 12/20/2004
Ref: 04-950-IN**

**Entered: 12/20/2004 @ 1212 Entry ID: BROOKE
Modified: 12/20/2004 @ 1212 Modified ID: BROOKE**

Report of a fully involved car fire I-190 northbound, just north of exit 6. MA Reg 98HC30. Companies extinguished fire and stood by for the wrecker.

Per report by Deputy Chief Richard Farrar (28C2)



The Commonwealth of Massachusetts

DEPARTMENT OF PUBLIC SAFETY OFFICE OF THE STATE FIRE MARSHAL
1010 Commonwealth Avenue Boston, Massachusetts 02215

STERLING

FIRE DEPARTMENT

BURNED/RECOVERED MOTOR VEHICLE REPORT

27282

Inc. No.

12/20/2004
Date

THIS REPORT MUST BE COMPLETED FULLY IN ACCORDANCE WITH M.G.L. CHAPTER 175, S-113D, AS AMENDED; AND CHAPTER 266, S-29B.

I hereby report to the above named Fire Department that the following motor vehicle was burned in the City/Town of Sterling

OWNED BY (Last Name First)	ADDRESS	CITY/TOWN/STATE	PHONE NO.
REPORTED BY (Last Name First)	ADDRESS	CITY/TOWN/STATE	PHONE NO.
<u>Exit 6</u>	<u>Sterling</u>	<u>12-17-2004</u>	<u>5:52 pm</u>
Location of fire Street	City/Town	Date of Fire	Time of Fire
Year of Vehicle	Make	Model	Body Style
<u>1994</u>	<u>FORD</u>	<u>TEMPO</u>	<u>Suban</u>
Registration Number	State	Registered?	Vehicle Identification No.
	<u>MA</u>	☒ Yes ☐ No	<u>1FAPP36X4RK</u>
Keys in Vehicle?	Doors Locked?	Ins. Agent	Insurance Company
☒ Yes ☐ No	☐ Yes ☒ No		<u>AMICA</u>
Fire Insurance coverage?	☐ Yes ☒ No		

FURTHER INFORMATION WILL BE REQUIRED BY THE FIRE DEPARTMENT Form FP-33D

OATH OR AFFIRMATION

I hereby swear or affirm under penalty of perjury, that the information I have provided herein is truthful and correct.

To be signed by owner of record

(DO NOT WRITE BELOW THESE LINES FIRE AUTHORITY USE ONLY)

Name of Person Telling Report	Date	Time
<u>[Signature]</u>	<u>12/20/04</u>	<u>15:29</u>
Spoken Report: Model	Where?	Date
☐ Yes ☒ No		

ALL DATA ELEMENTS MUST BE ANSWERED—PRINT LEGIBLY

White copy—Fire Authority; Pink copy—State Fire Marshal's Office; Yellow copy—Owner/Operator

SETTLEMENT AGREEMENT

This Settlement Agreement is entered into between the National Highway Traffic Safety Administration ("NHTSA") and Ford Motor Company ("Ford") through their respective undersigned counsel for the purpose of resolving issues related to civil penalties for alleged violations of various provisions of a law commonly known as the National Traffic and Motor Vehicle Safety Act, 49 U.S.C. Chapter 301 ("Safety Act"), arising out of Ford's responses to information requests issued by NHTSA during its investigations of vehicles manufactured by Ford for steering column fires and underdash fires, designated as PE 92-069, PE 94-034, PE 94-078, and EA 95-002 (collectively "subject investigations"), and arising out of Ford's alleged failure to provide NHTSA and vehicle owners with a timely notification of and a remedy for an alleged safety-related defect in certain of its vehicles.

Whereas, between 1992 and 1996, NHTSA conducted the subject investigations into steering column fires and under dash fires of certain vehicles manufactured by Ford.

Whereas, in April, 1996, Ford announced a recall of approximately 7.8 million vehicles, manufactured between 1988 and 1992, to replace the vehicles' ignition switches (collectively, "subject vehicles").

Whereas, NHTSA alleges that Ford, in its response to various NHTSA information requests issued between 1992 and 1996 in the subject investigations, provided responses that in some respects were not accurate or complete, and did not provide all responsive documents to NHTSA, as required by 49 U.S.C. § 30166.

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Whereas, NHTSA alleges that Ford did not timely notify NHTSA and the owners of the subject vehicles of an alleged safety-related defect in such vehicles and did not provide a timely remedy, as required by 49 U.S.C. §§ 30118(c), 30119(c) and 30120.

Whereas, Ford acknowledges that in its responses to some of the information requests in the subject investigations, it did not provide to NHTSA some documents covered by these requests which, Ford contends, was inadvertent, but Ford denies that its answers to information requests were not accurate or complete.

Whereas, Ford denies that there was or is a safety-related defect in the subject vehicles involving the ignition switch and allegedly associated fires.

Whereas, Ford denies that it violated the Safety Act in any respect.

Whereas, it is the mutual desire of NHTSA and Ford to resolve these issues by agreement in order to avoid a protracted dispute and possible litigation.

Now, therefore, the parties, by their respective undersigned counsel, agree as follows:

1. The Secretary of Transportation has the authority to compromise the amount of any potential civil penalties under the Safety Act, 49 U.S.C. § 30163. The Secretary's authority has been delegated to the Administrator of NHTSA. 49 CFR 1.50.
2. Ford is, and at all times relevant to this action has been, a manufacturer of motor vehicles within the meaning of the Safety Act, 49 U.S.C. § 30101(a)(3).
3. Without any admissions being made by Ford and without any findings being made by NHTSA with respect to the above-referenced allegations, Ford shall pay to the United States a civil penalty in the sum of \$425,000 pursuant to the Safety Act, 49 U.S.C. § 30163. Ford shall pay this penalty no later than thirty days after the execution of this agreement. Payment shall be made by wire transfer of funds to the U.S. Treasury.

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4. Upon receipt of the aforementioned payment, the Secretary of Transportation, by and through the Administrator of NHTSA, releases Ford, its officers, and employees, from liability with respect to any and all potential claims for civil penalties arising out of alleged violations of 49 U.S.C. §§ 30118, 30119, 30120, and 30166 related to the subject investigations.

5. This Agreement represents the entire understanding and agreement of the parties. There are no oral or other understandings between the parties with respect to any matter or claim that is the subject of this Settlement Agreement.

6. The parties to this Agreement have the legal authority to enter into this Agreement, and each party has authorized its undersigned counsel to execute this Settlement Agreement on its behalf.

Dated as of 24/04/2018 at 11:00 AM 1999

**National Highway Traffic
Safety Administration**

By

[Signature]
 Frank Scales, Jr.
 Chief Criminal

Lloyd E. Gossel
Lloyd E. Gossel
National Highway Traffic Safety Administration
400 Seventh Street, S.W.
Washington, D.C. 20390

Ford Motor Company

By:

Thomas L. Saybolt
Thomas L. Saybolt
Assistant General Counsel
Ford Motor Company
Fordlane Towers East, Suite 728
Dearborn, MI 48126

\\msf\spoc\stir\willington agreement.doc

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Ford Fires

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Change to Ads About

Recall
Complaints
Ford F150 Parts
F150 Radiator
Ford Engine Parts

At long last the feds are beginning to think there might be a fire problem with Ford trucks. The National Highway Transportation Safety Administration is opening an investigation into 2000 model F150 trucks and their corresponding SUVs - the Expedition and Navigator. The agency said it had received 36 complaints.

That's a good start but we can show them a lot more complaints ... and they're not just about 2000 model year trucks.



As the reports in these pages reveal, various Ford models are prone to ignite while parked, hours after being driven. Most fires start on the left front side of the engine compartment.

Fortunately, many of the fires occur when the vehicles are parked outside, but this is not always the case, as the

Flaming Ford

- Bronco
- Crown Victoria
- Dump truck
- Expedition
- Explorer
- F-150
- Focus
- Mustang
- Ranger Pickup
- Taurus
- Windstar

- Verizon I
- Multimedia
- State Fax
- Settle "Bre
- Toad Out
- Represents
- Judge Sp
- AT&T Fax
- Card Paym
- Spitzer S
- Hathaway
- More New

AND



Recent

- Adams T
- Orbell C
- Step 2 T
- Dirt Devi
- BMW Rex
- Seat Heate
- Porsche I
- More Rec

Gel

Yo

following complaint reminds us.

• [Feds Probe Ford F-150 Engine Fires](#)
• [Ford Recall Was Biggest Ever](#)

"L" of Murfreesboro TN (7/21/03):

My parents died in a fire caused by a Ford 10 years ago. The point of origin was traced by the Fire Marshall's office to the engine in the car. This product flaw is acknowledged to the dealers in what is known as a "silent recall." The consumer is never given this information, only the dealer. Why is this allowed? Silent recalls should be banned. *Editors Note: These are actually called "secret warranties"*.

We eventually settled out of court after years of agony, and my brother's subsequent death due to cancer (I believe exasperated due to the Ford case) rather than go thru even more years of endless Ford appeals. Ford could care less about this design flaw and continues to manufacture death traps.

Ford does full-scale recalls only when forced to do so. It has the dubious distinction of having conducted the largest auto recall in history – the 1996 recall of eight million vehicles to fix a defect in the steering column that was blamed for a series of disastrous fires. Unfortunately, although the recall is over, the fires continue.

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Automotive Recalls and Technical Service Bulletins for 1994 Ford Tempo V6-182 3.0L

Provided by ALLDATA



[Click Here For Full Technical Service Bulletins, Recall Information & More](#)

r/zone_tsb.pl?

Bulletins for 1994 Ford Tempo V6-182 3.0L

Safety Recalls

TSB Number	Issue Date	TSB Title
1. 97S66	MAR 97	Recall - Engine Cooling Fan Motor Circuit
2. 95S22	DEC 95	Recall - Engine Cooling Fan Circuit Modification

Emissions Recalls

TSB Number	Issue Date	TSB Title
1. 93E48	JUL 94	Recall - Fuel Vapor Hoses Not Connected

Service Bulletins

TSB Number	Issue Date	TSB Title
1. 03-5-3	MAR 03	Engine - Oil Pan Gasket Replacement Revision
2. 02-17-6	SEP 02	A/T - Inadvertent Shift Interlock Disabling
3. 02-16-4	AUG 02	Audio System - Whining/Buzzing Noise From Speakers
4. 02-1-9	JAN 02	Engine Oil - Oil Recommendations/Applications
5. 01-23-6	NOV 01	Engine Coolant - Propylene Glycol Recommendations
6. 01-15-7	AUG 01	A/T - Fluid Application Charts
7. 01-15-6	AUG 01	Heater Core - Repeated Failure
8. 01-10-12	MAY 01	Wire Harness - Terminal Repair Kit
9. 01-7-3	APR 01	Fuel Pump - Whine Heard Through Radio Speakers
10. 99-26-9	DEC 99	Fuel Economy - Customer Expectation vs. Vehicle Us
11. 99-22-2	NOV 99	Wire Harness - Terminal Repair Kit/Wire Splice Pro
12. 99-19-6	SEP 99	A/C - Identification of Non Approved Refrigerants
13. 99-19-4	SEP 99	Brakes - Vibration/Inspection Service Tips
14. 99-15-2	JUL 99	A/T - Transmission Flush and Fill Tool Available
15. 99-8-16	MAY 99	Motor Oil - Viscosity Grade Recommendation

Bulletins for 1994 Ford Tempo V6-182 3.0L

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13. 99-19-4	SEP 99	Brakes - Vibration/Inspection Service Tips
14. 99-15-2	JUL 99	A/T - Transmission Flush and Fill Tool Available
15. 99-8-16	MAY 99	Motor Oil - Viscosity Grade Recommendation
16. 98-26-2	JAN 99	Fuel - Volatility Related Driveability Concerns
17. 98-24-6	DEC 98	Electrical - New Terminal Grease Released For Serv
18. 98L20	DEC 98	Warranty - Exhaust Manifolds Update
19. 98-23-10	NOV 98	Engine - Lean Driveability Symptoms
20. 98-20-10	OCT 98	Exhaust System - Buzzing/Rattling Noise
21. 98-17-1	SEP 98	Seat Leather - Cleaning Procedure Tips
22. 98-12-5	JUN 98	A/C - Filtering Refrigerant After Compressor Repla
23. 98-9-9	MAY 98	Fuel Injectors - Non Warranty Reimbursement Testin
24. 98-7-4	APR 98	Engine - New Gasket Sealer
25. 98-5A-11	MAR 98	Brakes - Elimination Of Sanding Rotors And Drums
26. 98-5A-13	MAR 98	Brakes - New Silicone Compound/Grease

27.	98-5A-5	MAR 98	Hub-Mount Brake Rotor Machining Equipment
28.	98-5A-4	MAR 98	Lug Nuts - Proper Installation/Torquing Procedure
29.	98-5A-12	MAR 98	Vehicle - Towing Behind RVs Guidelines
30.	98-5-2	MAR 98	Tires - Company Customer Assistance Telephone Numb
31.	98-3-2	FEB 98	Paint - Procedure/Products For Plastic Service Par
32.	98-2-7	FEB 98	Air Conditioning - Musty/Mildew Type Odors
33.	98-2-3	FEB 98	EGR/PFE - MIL ON/DTC's Stored In Memory
34.	97-25-5	DEC 97	Blower Motor - Chirping/Squeaking
35.	97-19-4	SEP 97	Brake and Rotor - Service Tips
36.	97-17-2	AUG 97	Rear View Mirror - Reattachment
37.	97-15-9	JUL 97	Crankshaft - Ticking Or Clanging Noise
38.	97-13-11	JUN 97	Engine Mount - Rubber Separates
39.	97-15-5	MAY 97	A/C - Refrigerant Oil Refill Capacity
40.	97-10-2	MAY 97	Engine - Idle Speed Fluctuates At Stop After Cold
41.	9736	FEB 97	Horn - Inoperative
42.	962612	DEC 96	Torque Converter - Cleaning and Replacement Guidel
43.	96249	NOV 96	A/T Torque Converter - Leak Test Procedure
44.	96246	NOV 96	Electrical Diode - Identification and Replacement
45.	96225	OCT 96	Mass Air Flow Sensor - Assembly Replacement
46.	96221	OCT 96	Windshield/Interior Glass - Fog/Film
47.	96208	SEP 96	A/C - New O Ring Applications
48.	96207	SEP 96	A/C O Ring - Availability and Applications
49.	961710	AUG 96	A/C - R12 Refrigerant Substitutes Service Tip
50.	96156	JUL 96	A/C System - Service TSB List
51.	96107	MAY 96	Fuel - California Reformulated Gasoline
52.	95211	OCT 95	Air Bag Modules - Discolored/Marred Covers
53.	95184	SEP 95	Air Conditioning - Approved Flushing Procedures
54.	95182	SEP 95	Recycled Engine Coolant - Service Tips
55.	951610	AUG 95	A/T - New Rotunda Fluid Changer Service Tip
56.	95131	JUL 95	A/C Evaporator Core - On Vehicle Leak Test Require
57.	95132	JUL 95	Temperature Gauge - Reads Low/Erratic
58.	95121	JUN 95	Windshield - Material Usage Procedure
59.	9582	APR 95	Wiper Motor - Upgraded Service Kits
60.	9562	MAR 95	Brakes - Roughness During Application
61.	9561	MAR 95	Paint - Iron Particle Removal
62.	95512	MAR 95	A/C - Adding Refrigerant Oil Service Tip
63.	9522	JAN 95	Air Conditioning - O Ring Removal Service Tip
64.	9524	JAN 95	Radiator - New Manufacturing Process
65.	9515	JAN 95	Accelerator - Hard Pedal Effort/Intermittent No Up
66.	9512	JAN 95	Accelerator Cable - Diagnostic Procedure
67.	ATRATE294	JAN 95	A/T - Drive Axle and Wheel Lug Nut Torque Specific
68.	94266	DEC 94	A/C - Release of R134a Fluorescent Dye
69.	94264	DEC 94	Throttle Position Sensor - Function and Diagnostic
70.	94252	DEC 94	Brake Rotor - Machining Equipment/Warranty Informa
71.	94248	NOV 94	A/T - ATX No Reverse In Extreme Cold
72.	94234	NOV 94	Paint - Preparation Procedure And MSDS Information
73.	94206	OCT 94	A/C - Oil Visible At Spring Lock Couplers
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[[Select a different engine](#) | [Select a different model](#) | [Select a different make](#) | [Select a different year](#)]

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More Fords may have ignition fire problems

May 2, 1996

Web posted at: 11:50 p.m. EDT

DETROIT, Michigan (CNN) -- Last week, Ford Motor Co. announced that it was recalling 8.7 million vehicles to fix ignition switches that could cause a car or truck to catch fire at any time. This week, information has surfaced that indicates the company might have done well to include several thousand more in that recall.



The faulty ignition switch

Econoline vans and Aerostar minivans were not included in last week's ignition switch recall. But according to a published report in USA Today Thursday, which quoted an internal Ford memo, some of those vehicles might be even more fire-prone than the ones that were recalled.



Safety consultant Ralph Hoar, who is consulting plaintiffs in class-action suits against Ford, is familiar with the memo. He says it shows that Ford clearly knew of the problem with pre-1988 models, which preceded changes in the manufacturing process. And, he says, the memo indicates that Ford executives knew of the problems before they decided to recall the vehicles.

Documents Ford gave to the National Highway Traffic Safety Administration (NHTSA) showed that Ford tested all its vehicles with the same kind of ignition switch, from model year 1984 through 1993. It didn't recall any vehicles made before 1988, blaming the switch fires to a bad design that was changed in May 1987.

Ford Econoline vans and Aerostar minivans that fell under the cut-off date, however, were excluded -- even though, according to the documents, 1986 Aerostar minivans had the second-highest rate of ignition switch fires of any Ford truck. They were also more likely to catch fire than any other Ford truck ever recalled except for the 1988 Bronco.

The 1986 and '87 Econolines also catch fire at about twice the rate of some recalled pickups, according to the Ford documents.



But Ford spokeswoman Francine Romine said the memo USA Today refers to is outdated, a three-year-old preliminary draft that doesn't reflect any testing or analysis Ford has conducted in the past three years. "The models and vehicle lines we recalled last week are the appropriate ones. We believe we have the appropriate population, that the vehicles Ford is now recalling are the right ones," she said.

Still, Hoar believes Ford is putting thousands of drivers at risk. "I think Ford is just reluctant to acknowledge that it has made such a huge mistake," he said. "The faster they acknowledge it, and the faster they ... replace these switches, the sooner we'll get to the end of all this," he said.

The NHTSA has applauded Ford for recalling its vehicles to repair them. However, the agency has not closed its investigation. "We are continuing to ask Ford questions about the incidents of fire in vehicles that were not recalled," said spokesman Tim Hurd.

The switch was redesigned in 1992 to fix the problem. But Ford insists the old ones were relatively safe, despite the more than 800 fires attributed to them.

Correspondent Ed Garsten contributed to this report.

Related stories:

- CNNfn: Ford recalls 8.7 million vehicles - April 25, 1996
- CNNfn: Five largest auto recalls - April 25, 1996

Related sites:

- Ford Motor Company
- National Highway Traffic Safety Administration (NHTSA)

www.flamingfords.info

Welcome to Flaming Fords

The Website About Defects that Could Make Your FoMoCo Vehicle Burn - Even While Parked in the Garage Under Your Home - or Seize Up

Ford has issued recalls on the defects listed below, but there are well-founded allegations that Ford did not recall all of the affected vehicles, leaving many un-repaired, waiting to self-destruct.

This website is divided into the sections listed below. More sections will be added when other dangerous defects are brought to our attention.

SECTION INDEX

Section 1: Flaming Ignition Switches

Section added 11-1-03*

A short can occur in the ignition switch, leading to fire. This condition may occur while the vehicle is in use, or unattended (parked with the engine off, in your garage). According to some accounts, Ford's recall covered only 1/3 of the affected vehicles.

Vehicles possibly affected: 1984 through 1993, all car, van and light truck models.

NHTSA recall 96V071000

Let us know about fires in other, or later, models.

**Section 1 is a nearly complete archive of flamingfords.com, the famous 1996 - 2002 website about these flaming ignition switches.*

Section 2: Cracking Plastic Intake Manifolds on Ford V-8 Engines

Section created 11-14-03, updated 2-13-04

In the 'good old days' intake manifolds were made from cast iron or aluminum. When the new plastic manifolds crack next to the thermostat housing, you lose your coolant, with the potential to seize your motor. Ford has issued a recall, but it does not cover "civilian" full-sized cars. The recall covers only favored fleet customers - police, limos and taxis, but does not cover full-size cars driven by private owners. The recall bulletins also make it appear that civilian Mustangs, Cougars and Thunderbirds are covered, but some owners have reported that Ford is refusing coverage.

Vehicles possibly affected: 1996 through 2001, all models with 4.6 litre V-8.

Ford recalls 97M91, 99M01 and 01M02

Let us know about cracking manifolds in other, or later, models.

Section 2 was created by the editor of flamingfords.info after this problem happened to a good friend.

Section 3: Flaming Cruise Control Modules

*Section added 5-19-04***

The speed control deactivation switch can develop a resistive short that could result in an underhood fire. This may occur while the vehicle is in use, or unattended (parked with the engine off, in your garage).

Vehicles possibly affected: 1992 and 1993 Crown Vic, Grand Marquis and Town Car

***NHTSA recall 99V124000, Ford recall 99S15
Let us know about fires in other, or later, models.***

*****Section 3 is a nearly complete archive of flamingtowncars.com, a
1999 -2003 website about these flaming cruise control modules, plus
one new page.***

This website was launched on November 1, 2003

email to:



and

Contact NHTSA ODI to File a Complaint

**(Your complaint is *important*, as sometimes just a few hundred complaints can
trigger a new investigation and a more extensive recall.)**

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