



U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**

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

MAR 31 2005

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NVS-216 mjj
Ref. No. 10115457

Dear Mr. Chalos:

Thank you for your courtesy copy correspondence to Dr. Jeffrey W. Runge, dated March 15, 2005, on behalf of your clients, [REDACTED]. We are very sorry to learn of the house fire you reported, which resulted in the death of [REDACTED]'s daughter, [REDACTED], and ask that you extend our deepest sympathies to her family for their loss.

The National Highway Traffic Safety Administration (NHTSA) is the Federal agency responsible for improving safety on our Nation's highways. We are authorized to order manufacturers to recall and repair vehicles or items of motor vehicle equipment when our investigations indicate that they contain serious safety defects in their design, construction, or performance. We also monitor the adequacy of manufacturers' recall campaigns.

We greatly appreciate the report you provided on behalf of [REDACTED]. Reports from the public are a very important source of information for us. Each report is analyzed and entered into a database to help us determine whether an investigation into a possible safety defect is warranted.

On November 19, 2004, NHTSA's Office of Defects Investigation (ODI) opened a safety defect investigation (PE04-078) into 36 reports alleging the occurrence of an engine compartment fire in model year (MY) 2000 Ford F-150, Ford Expedition, and Lincoln Navigator vehicles, all of which indicated the vehicle was parked with the ignition turned to the off position. On January 27, 2005, Ford Motor Company (Ford) notified NHTSA that it would conduct a safety recall (NHTSA Campaign No. 05V-017) to remedy a defect determined to exist with the speed control deactivation switch in certain MY 2000 and 2001 Ford F-150, Ford Expedition, and Lincoln Navigator vehicles, which could result in an engine compartment fire. On March 22, 2005, ODI upgraded PE04-078 to an engineering analysis (EA05-005) and refined

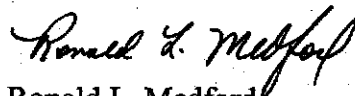


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the scope of the investigation to include certain MY 1995 through 2002 Ford F-150, Ford Expedition, and Lincoln Navigator vehicles, minus those vehicles subject to Ford's safety recall. An engineering analysis is a more detailed and complete technical analysis of the character and scope of an alleged defect. ODI's investigation is continuing; however, no determinations have been reached at this time. The information you provided on behalf of your clients has been forwarded to the principal investigator of EA05-005. For your information, we have enclosed a copy of the opening resume for PE04-078, Ford's letter dated January 27, 2005, the summary of NHTSA Campaign No. 05V-017, the closing resume for PE04-078, and the opening resume for EA05-005. Also, detailed information concerning safety recall campaigns and defect investigations can be obtained from NHTSA's Internet Web site at <http://www.nhtsa.dot.gov/cars/problems>.

If further assistance is needed, please contact Ms. Kathleen C. DeMeter, Director of NHTSA's Office of Defects Investigation, at (202) 366-2850.

Sincerely yours,



Ronald L. Medford
Senior Associate Administrator
for Vehicle Safety

Enclosures

cc: Office of Defects Investigation, Medium and Heavy Duty Vehicle Division (NVS-214)