

NHTSA Complete Record Information



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NHTSA #: ES05-003350

Rec'd Date: 4/19/2005

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Doc Type: CNG

Doc Date: 3/14/2005

Delivery: MESSENGER ENV.

Address To: DOT/I

Due Date: 4/28/2005

S10 #:

DOT/I #: 2005-4099

RMP #:

Subject: LTR FM [REDACTED] (MD) RE HIS DEFECTIVE 1997 EDDIE BAUER FORD EXPEDITION, WHICH CAUGHT ON FIRE AND BURNED WHILE THE VEHICLE WAS TURNED OFF, REPLY ATTN DENISE NOOE/ANNAPOLIS OFC, DOT/I# 2005-4099

Ack Date:

Ack By:

Signed For:

Sign Office: EXTERNAL AFFAIRS

Signature: HARRINGTON

Cleared Date:

Cleared By:

Cleared For:

File Loc:

XREF File:

Closed Date:

Added By: SHARRIS x62534

Modified By: LOGLESBY

COMPLETE CONTACT INFO:

BARBARA A MIKULSKI
UNITED STATES SENATE
60 WEST STREET, SUITE 202

ANNAPOLIS, MD 21401
Tel: 410-283-1805 Fax: E-mail:

10118968

2005 APR 20 AM 4:42

COMPLETE COMMENT INFO:

Comment Details

Comment

COMPLETE ROUTING INFO:

Assigned To	Task	Assign Date	Deadline	Returned Date
NVS-200	REPLY	4/19/2005	4/28/2005	
	Return Process	4/19/2005		4/19/2005
ODI	REPLY	4/19/2005	4/28/2005	
NVS-010	INFORMATION	4/19/2005		4/19/2005
NOA-010	INFORMATION	4/19/2005		4/19/2005
NIA-110	INFORMATION	4/19/2005		4/19/2005
I10	INFORMATION	4/19/2005		4/19/2005
I20	INFORMATION	4/19/2005		4/19/2005

COMPLETE ATTACHMENT INFO:

Description

Added By

Date & Time

3350.tif

SHARRIS

4/19/2005 11:55:52 AM

Assign to:
Michael

4/20/05

BARBARA A. MIKULSKI
MAYLAND

COMMITTEE:

APPROPRIATIONS

HEALTH, EDUCATION, LABOR,
AND PENSIONS

United States Senate

WASHINGTON, DC 20510-2903

March 14, 2005

Ms. Nicole Nason
Assistant Secretary for Governmental Affairs
U.S. Department of Transportation
400 Seventh Street, S.W., Room 10408
Washington, D.C. 20590-0003

Dear Secretary Nason:

I would appreciate it if you would review the enclosed correspondence and would contact my office as soon as possible with the appropriate information to respond to my constituent.

Please send your response to the attention of my assistant, Denise Nooe, in my office at the address indicated above.

Thank you for your consideration of this matter.

Sincerely,



Barbara A. Mikulski
United States Senator

BAM:dgn

IN REPLY PLEASE REFER TO
OFFICE INDICATED:

- ☐ 1800 THAMES STREET, SUITE 400
BALTIMORE, MD 21201
(410) 552-4500
VOICE/TELE (410) 552-4512
- ☒ 41 WEST STREET, SUITE 200
ANNAPOLIS, MD 21401-2440
(410) 293-1200
BALTIMORE (410) 293-1200
- ☐ 8404 FRY LANE, SUITE 400
BETHESDA, MD 20814-1407
(301) 240-0007
- ☐ 14 WEST WASHINGTON STREET
HAGERSTOWN, MD 21740-4000
(301) 770-0000
- ☐ SUITE 10, BALCONGE 6
1201 PENNINGTON DRIVE
BALTIMORE, MD 21201-5000
(410) 546-7711

4099

ES05 003350

February 25, 2005

Any assistance you may be able to give in the enclosed matter would be greatly appreciated.

05 FEB 29 AM 9:21

RECEIVED
FBI/DOJ

[REDACTED]
Baltimore, MD [REDACTED]
[REDACTED] (e)

February 25, 2005

Ford Motor Company
P.O. Box 6248
Dearborn, Michigan 48126

Dear Ford Motor Company:

On February 14, 2005, at approximately 8:30 pm, I parked my 1997 Eddie Bauer Ford Expedition at the Jewish Community Center in Owings Mills, Md. I was going to the gym to work out for the evening. While in the facility for approximately 30 minutes, an employee of the gym brought it to my attention that my Ford Expedition may be on fire. I then immediately went outside to see what was going on. To my surprise, the employee was right. There was my Ford Expedition burning from the front of the vehicle to the back seat. Also, a white Toyota SUV parked next to me was severely damaged from the fire. The Owings Mills Fire Department and the Baltimore County Police Department was already on the scene extinguishing the fire and preparing reports. The fire department's investigation (Central Complaint No. 05-045-1250) revealed no evidence of arson or foul play. One of my friends mentioned hearing a news report about a recall on the 2000 Ford Expedition because the cruise control switch would catch fire while the vehicle was turned off. In the following days I searched the Internet to see if the recall included other models besides 2000's. A search of the Ford website that prompted me for specific information including my VIN number returned no recalls for my vehicle. But, a Google.com search returned multiple instances of people with 1997 Ford Expeditions with similar reports of spontaneous fires while turned off. I then got in contact with Bruce York, an investigator for the National Highway Traffic Safety Administration (NHTSA). Mr. York advised that there were at least 100 fires that occurred in the 1997 Ford Expeditions. He advised that the 1997 models were catching fire for the same reasons the 2000's were catching fire. The NHTSA is currently trying to put together enough information to get Ford to recall the 1997's as well.

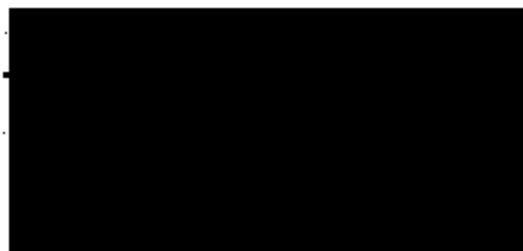
I spoke to representative Keisha #2474 of Ford's Customer Relations Center on February 15, 2005. I explained to her the situation. She advised that someone from Ford's Consumer Fair Department would contact me within two (2) business days to investigate the matter. I was also told to have the truck towed to my home and that the local Koons Ford Dealership would have it picked up for a full investigation. After the two days went by, I called again on Friday, February 18, 2005 at approximately 11:13 a.m. and spoke to Norman #2537. He explained to me that it takes at least one (1) day before Consumer Fair even gets the complaint and that they will call me within the week. Tuesday, February 22, 2005 at approximately 1:45 p.m., I spoke with Chris. Chris advised me that Consumer Fair has sent out a letter telling me that there is no recall on 1997 Ford Expeditions.

Upon asking for a phone number to the Consumer Fair Department, he stated that they have no phone number for that department. I feel like I'm being pushed aside and disregarded.

It appears to me that Ford doesn't even care enough to come out and investigate the fire at all. One would believe that a car catching on fire while the engine isn't running is very abnormal. It is the reason your company is recalling 800,000 2000 Ford Expeditions, F-150's and Lincoln Navigators. Why not at least investigate why the 1997's are doing the exact same thing?

I recently refinanced my home and used a portion of the funds to consolidate my debt and pay off the existing note on my Expedition. Having paid off the vehicle, and in an attempt to save more money, I reduced my insurance coverage to only liability. Consequently, this incident is not covered by my insurance. I'm writing to request some response and/or compensation from Ford Motor Company, either the full value of my vehicle or replacement. I insist that responsibility of faulty engineering be taken or at least investigated to the fullest. It is with deep regret that I have to write this letter, as earlier attempts have proven fruitless with not so much as a phone call in response nearly two weeks after my initial attempts. At this time the charred remains of my Ford Expedition still sit outside of my house. Please contact me as soon as possible as I would like to move forward and get closure to this most unfortunate incident.

Sincerely,



Cc
Better Business Bureau
The Office of The Attorney General Of Maryland
Senator Lisa Gladden
Delegates Jill P. Carter, Nathaniel T. Oakes & Samuel I. Rosenberg
Senator Barbara Mikulski
Representative Elijah E. Cummings
WJAL News

Ford Recalls Pickups and SUVs Due to Fire Danger

On January 27, 2005, Ford Motor Company announced the recall of almost 800,000 pickups and sport utility vehicles due to the risk of fire caused by faulty cruise control deactivation switches.

The switches can short circuit and start a fire under the hood. The affected vehicles include model year 2000 Ford F-150s, Ford Expeditions and Lincoln Navigators. Also affected are 2001 F-Series Super crew trucks made at the same time.

Ford will notify owners of the recall in February, at which time dealers will deactivate the switches for free. Once Ford has an adequate supply of replacement switches, owners will be notified and will be able to have the faulty switches replaced.

Federal Investigation into Speed Control Deactivation Switches

The recall follows a federal investigation launched in November 2004 by the National Highway Traffic Safety Administration (NHTSA). NHTSA began investigating the issue after receiving complaints of engine fires in F-150s, Expeditions and Navigators. According to NHTSA and prior to the notice of the recall, there have been at least 36 incidents across the country, the majority of which involved model year 2000 Ford F-150s. In all cases, the vehicle was parked and the engine was off when the fire started. The report stated that the fires appeared to be linked to faulty speed control deactivation switches.

Vehicle Fire Lawsuits

As a result of one fire, Ford F-150 owners Chris and Brenda Everts filed a lawsuit against Ford alleging that a defect in their cruise control deactivation switch caused their parked pickup truck to catch fire in their garage and their house was nearly burned to the ground.

2005 Senate Report - Governmental Affairs Correspondence
Control Sheet (1-10), Room 10408

14-Apr-05

Control Number 4001 - 4005
Date DOT Received 4/21/2005
Date DOT Released 4/21/2005
Member's Date 4/14/2005
Member Last Name Sullivan
Member First Name Barbara A.
Member Organization United States Senator
Address 1 60 West Street Suite 202
Address 2
City Annapolis
State MD
Zip 21401

EXECUTIVE SECRETARIAT
JMS APR 19 A P 17
NATIONAL HIGHWAY
TRAFFIC SAFETY ADM.

Constitution File Name [REDACTED]
Constitution Date [REDACTED]
Action Office National Highway Traffic Safety Administration
Subject Re: 1997 Radio Shack Ford Explorer

Action Office Code NHTSA
Date Data 4/29/2005
Member Contact Denise Noce
Reading Yes
Member Contact Phone (800) 368-1805
Closed Date
Reporter
Direct Reply/Comcheck Comp Yes
Constitutional Affairs Contact Maria Harrison (302) 455-1234