



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

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

AUG 23 2005

[REDACTED]

Houston, TX [REDACTED]

Dear [REDACTED]

NVS-216 et  
Ref. No. 10120085

Thank you for your correspondence dated May 9, 2005, concerning the problem you encountered with your 2001 Ford F-150 vehicle. Your correspondence was received on May 16, 2005. Due to limited resources we were not able to respond to you in a more timely manner. We regret any inconvenience our delay may have caused you.

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. In order for the agency to initiate an investigation, we look carefully at the body of consumer complaints and other available data to determine whether a defect may exist. We cannot act on isolated problems or resolve disputes between individual owners, dealers, or manufacturers.

We greatly appreciate this report; the previous report you filed with the U.S. Department of Transportation's Vehicle Safety Hotline (Hotline) on May 6, 2005; and the additional information you provided to supplement that report, which was received on June 20, 2005. Reports from motorists 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 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



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888-327-4236

control deactivation switch in certain 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 redefined the scope of the investigation to include certain 1995 through 2002 Ford F-150 and 1997 through 2002 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. The engineering analysis has been opened to determine whether other Ford vehicles equipped with a similar speed control deactivation switch should have been included in the safety recall. Results of our investigation will be made public upon its completion.

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.

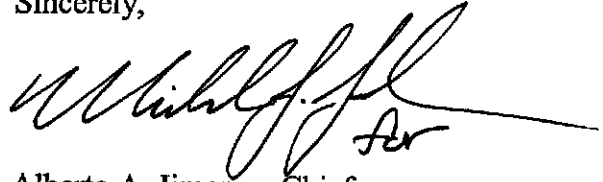
Further, we would like to obtain specific information concerning the problem you encountered with your vehicle (e.g., a copy of the Fire Department's fire report and copies of written communication between yourself, Ford, and your insurance company). Please attach the requested documentation to the pre-addressed, postage-paid Vehicle Owner's Questionnaire (VOQ) and return the form to the agency. The information you provide will be added to your report in our database. Please mark the appropriate authorization box concerning the release of personal identifiers and sign the form before returning it to the agency. The additional information you provide may assist Ford and NHTSA in determining whether a safety-related defect exists.

Should you encounter a safety-related problem with a motor vehicle or item of motor vehicle equipment in the future, you can contact our toll-free Hotline at 1-888-327-4236. One of our representatives may be able to assist you on matters concerning motor vehicle and motor vehicle equipment safety recalls or to report an alleged safety problem. You can also request safety information. If our telephones are busy, or you call during non-working hours, you can leave your name, telephone number, and a brief subject on our recording system. A Hotline representative will return your call.

Additionally, we have an Internet Web site at <http://www.nhtsa.dot.gov> that you may want to visit. An electronic VOQ is also available on this Web site at <http://www.nhtsa.dot.gov/ivoq>. This form is for vehicle owners to report safety related problems about their motor vehicles or motor vehicle equipment, e.g., child safety seats, jacks, tires, brake fluid, etc. The reports submitted are transferred to our database and are used to identify safety-related defect trends that require our attention. Also, a summary listing of vehicle owners' complaints, safety recalls, manufacturers' service bulletins, etc., can be obtained at <http://www.nhtsa.dot.gov/cars/problems>.

If further assistance is needed, please contact Mr. Michael J. Jordan, Safety Defects Program Assistant, Correspondence Research Division, Office of Defects Investigation, at (202) 493-0576.

Sincerely,

A handwritten signature in black ink, appearing to read "Alberto A. Jimenez", with a long horizontal flourish extending to the right.

Alberto A. Jimenez, Chief  
Correspondence Research Division  
Office of Defects Investigation  
Enforcement

Enclosures

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