

Jordan, Michael

From: Jordan, Michael *mj*
Sent: Tuesday, August 30, 2005 12:58 PM
To: [REDACTED]
Subject: RE: Photos of Joe Guasco Home taken by neighbor (ODI Ref. No. 10135587)



99V-124 (Ford's
573 Notice).pd..



EA02-025 (Opening
Resume).pdf



EA02-025 (Closing
Resume).pdf



EA02-025 (Closing
Report).pdf

August 30, 2005

NVS-216 mjj
Reference No. 10135587

Dear Mr. [REDACTED]

Thank you for your e-mail correspondence dated August 24, 2005, concerning a problem your client's, Nationwide, customer, Mr. [REDACTED] of Memphis, Tennessee, encountered with a model year (MY) 1996 Lincoln Town Car.

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 appreciate the report you provided on behalf of Mr. [REDACTED]. 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 or recall inadequacy is warranted.

On May 13, 1999, Ford Motor Company (Ford) notified NHTSA that it would conduct a safety recall (NHTSA Campaign No. 99V-124) of certain MY 1992 and 1993 Lincoln Town Car, Ford Crown Victoria, and Mercury Grand Marquis vehicles for a defect determined to exist in the speed control deactivation switch. This safety recall was prompted by the agency's preliminary evaluation investigation (PE98-055) and engineering analysis investigation (EA99-006). For your information, we have attached a copy of Ford's letter dated May 13, 1999.

On September 20, 2001, ODI revisited the issue of engine-compartment fires involving MY 1992 through 1994 Lincoln Town Car, Ford Crown Victoria, and Mercury Grand Marquis vehicles by opening a Recall Query (RQ01-002). On September 6, 2002, ODI upgraded RQ01-002 to an engineering analysis investigation (EA02-025) and redefined the scope of the investigation to include MY 1992 through 1997 Lincoln Town Car, Ford Crown Victoria, and Mercury Grand Marquis vehicles. An engineering analysis is a more detailed and complete technical analysis of the character and scope of an alleged defect. On June 30, 2004, ODI closed EA02-025 without the determination that a safety defect exists in the speed control deactivation switch of the subject vehicles. For your information, we have attached the opening resume for EA02-025, the closing resume for EA02-025, and the engineering analysis closing report for EA02-025.

With respect to NHTSA's current investigation into fire-related events involving Ford vehicles, on November 19, 2004, ODI opened a preliminary evaluation investigation (PE04-078) into 36 reports alleging the occurrence of an engine compartment fire in 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 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 investigation (EA05-005) and redefined the scope of the investigation to include certain MY 1995 through 2002 Ford F-150 and MY 1997 through 2002 Ford Expedition and Lincoln Navigator vehicles, minus those vehicles subject to Ford's safety recall. 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.

Although MY 1996 Lincoln Town Car vehicles are excluded from the scope of EA05-005, ODI is closely monitoring reports concerning fire-related events involving all Ford vehicles and will take future action as appropriate. With regard to your invitation for Mr. Bruce York, ODI Investigator, to attend the scene inspection of the fire-related event involving Mr. Guasco's vehicle, which is scheduled to take place on September 9, 2005, we must respectfully decline your invitation with a request that relevant documentation concerning the findings of this inspection be forwarded to ODI for review. If you wish to add additional information to Mr. Guasco's report (ODI Reference No. 10135587), please forward any supplemental information to:

U.S. Department of Transportation
National Highway Traffic Safety Administration
Office of Defects Investigation
400 Seventh Street, SW (Room 2318)
Washington, DC 20590

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,

ORIGINAL SIGNED BY
MICHAEL J. JORDAN (FOR)

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

cc: ODI, Medium and Heavy Duty Vehicles Division (NVS-214)

-----Original Message-----

From: [REDACTED]
Sent: Wednesday, August 24, 2005 1:54 PM
To: York, Bruce ; York, Bruce
Cc: Banks, Douglas
Subject: FW: Photos of Joe Guasco Home taken by neighbor

I am a subrogation attorney with the firm of Cozen O'Connor alerting you to another Ford fire. My client, Nationwide, insures the home of [REDACTED] at [REDACTED] Memphis, Tennessee [REDACTED] that caught fire August 6, 2005. The origin of the fire is believed to be a 1996 Lincoln Town Car, VIN 1LNLM81W4TY[REDACTED]. We are aware of ODI's off-again, on-again investigations of various Ford vehicle fires where the speed control deactivation switch is a suspect. You are invited to attend a coordinated scene inspection scheduled to take place Friday, September 9, 2005 with experts for Nationwide and experts for Ford. I will also be present. Attached are informative photographs taken by a neighbor in the early stages of the fire.

[REDACTED]