



U.S. Department
of Transportation

National Highway
Traffic Safety
Administration

DOT Auto Safety Hotline

Vehicle Owner's Questionnaire

To Report Vehicle Safety Defects

1-888-DASH-2-DOT

(1-888-327-4236)

INTERNET: www.nhtsa.dot.gov/hotline

FOR AGENCY USE ONLY 100148

Date Received

17 OCT 17 01 2:15

27-SEP-2006

Repository ☐

Reference No.

10169416

OWNER INFORMATION (Type or Print)

Name

Address

City

LA CROSSE

State

WI

Zip Code

Daytime Telephone Number

E-mail Address

Evening Telephone Number

Signature of Owner *[Signature]* Date *10/03/06*

VEHICLE INFORMATION

17 digit Vehicle Identification Number Located at bottom of windshield on driver's side

1FTYR11X5XP

Make

FORD

Model

RANGER

Model Year

1999

Date Purchased
07-AUG-99

Dealer's Name and Telephone Number
DAHL FORD

Engine:

No: Cylinders 6

Fuel Type:

Gas

Original Owner

☒

Dealer's City

LACROSS

State

WI

Zip Code

Transmission Type

☒

Antilock Brakes

AUTOMATIC

☒

Cruise Control

Powertrain

4 WHEEL DRIVE

when activated

Vehicle Component Code

180000 VEHICLE SPEED CONTROL

Multiple Failure: YES

FAILED COMPONENT(S)/PART(S) INFORMATION

Incident Date(s)

27-SEP-2005

Failure Mileage

56920

Failure Speed

when slowing down
to stop or starting to back up.

ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A TIRE FAILURE

Tire Make

about 50,000 MI

Tire Model (Name or Number)

Tire Size (Example P215/65R15)

DOT No. (Example: DOTM19ABC036)

☐ Original Equipment

☐ Prior Repair

Failure Location:

Tire Component Code

Tire Failure Type

ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A CHILD SEAT FAILURE

Make:

Date Manufactured:

Model No./Name:

Seat Type:

Installation System:

Child Seat Component Code:

Failed Part:

APPLICABLE INCIDENT INFORMATION

(Please describe in detail the incident(s), failure(s), crash(es), and injury(ies).)

Crash

☐ Yes ☒ No

Fire

☐ Yes ☒ No

Number of Persons Injured

Number of Deaths

Reported to Police

N

Narrative Description of Incident(S), Crash(es), and Injury(ies).

Please describe (1) events leading up to the failure, (2) failure and its consequences, and (3) what was done to correct the failure; i.e., parts repaired or replaced (and if old part is available).

DT*: THE CONTACT STATED THE VEHICLE SUDDENLY ACCELERATED RAPIDLY WHILE ATTEMPTING TO SLOW DOWN. THE VEHICLE'S ENGINE REVVED SUDDENLY WITHOUT WARNING. THE TRANSMISSION WAS PLACED IN THE NEUTRAL POSITION IN ORDER TO PREVENT FROM HITTING THE VEHICLE IN FRONT. THE DEALERSHIP DETERMINED THIS WAS A COMMON PROBLEM WITH THIS VEHICLE AND WAS CAUSED BY FAULTY WIRING CHAFING FROM THE WIRING HARNESS.

Include, if available: Police/Fire Department Report, Photos, and Repair Invoice.

ATTACH ADDITIONAL SHEETS IF NECESSARY

The Privacy Act of 1974-Public Law 93-579 This information is requested pursuant to authority vested in the National Highway Traffic Safety Act and subsequent amendments. You are under no obligation to respond this questionnaire. Your response may be used to assist the NHTSA in determining whether a Manufacturer should take appropriate action to correct a safety defect. If the NHTSA proceeds with administrative enforcement or litigation against a manufacturer, your response, or a statistical summary thereof, may be used in support of the agency's action.

Narrative Description of Incident(s), Failure(s), Crash(es), and Injury(ies)

Sudden rapid acceleration on slowing down ^{or backing up} occurred multiple times during the 4 months before repairs. The incidents were very erratic and unpredictable. Rapid acceleration occurred in both forward and reverse directions. Dahl Ford contacted the Ford "hot line" to determine cause of the problem. They were told it is caused by chafing of wires in a harness the controls the throttle position sensor. Replacement of the wiring harness appears to have solved the problem. I have included the repair bill from Dahl Ford as well as correspondence to Dahl Ford and Ford Motor Co.

ATTACH ADDITIONAL SHEETS IF NECESSARY

I am an engineer and consider this wire chafing problem to be a serious safety defect in Ford Rangers and possibly other Ford vehicles with 40,000 plus miles.

U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**

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

Official Business
Penalty for Private Use \$300

Most persons experiencing the rapid acceleration problem would have probably had an accident. I came very close to having an accident several times, only avoided by my knowledge of what to do (apply brake hard and

BUSINESS REPLY MAIL

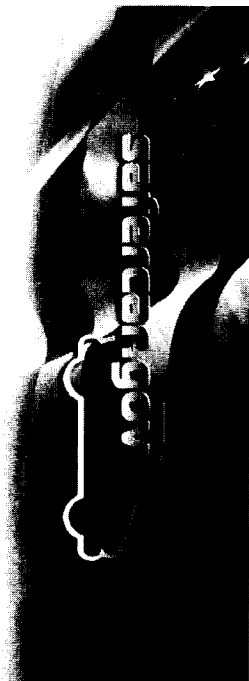
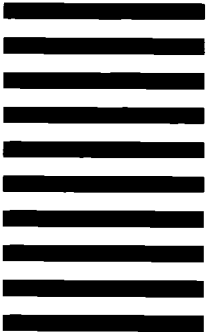
FIRST CLASS PERMIT NO 73173 WASHINGTON, D.C.

POSTAGE WILL BE PAID BY NATL. HWY. TRAFFIC SAFETY ADMIN.

U.S. Department of Transportation
National Highway Traffic Safety Administration
Office of Defects Investigation, NVS-210
400 7th Street, SW
Washington, DC 20590

shift to neutral, and my fast reaction time. I was driving the vehicle defensively.

NO POSTAGE
NECESSARY
IF MAILED
IN THE
UNITED STATES



**Think your vehicle
has a safety defect?**



If so:

**Use the enclosed
form to file a report.**

or visit:

www.safercar.gov

or call:

**Vehicle Safety Hotline
888-327-4236**



Vehicle Owner's Questionnaire (VOQ)
U.S. Department of Transportation
National Highway Traffic Safety Administration

Ford acknowledged receiving this letter
(Colleen Rose Coventry - Ford Consumer Affairs)
I followed up with a telecon but nothing
came of it. Nothing was done or promised.

Ford Motor Company
Customer Assistance Center
16800 Executive Plaza Drive
Dearborn, Michigan 48121

[REDACTED]
LaCrosse, WI [REDACTED]

Dear Sir:

I am writing to advise you of a major safety problem I experienced with my 1999 Ford Ranger. The problem was rapid and unexpected acceleration. For example, a week ago I was approaching a line of traffic stopped at a stoplight. I applied the brake to slow down, foot off of the accelerator and the truck slowed down normally. As I neared the car in front of me, the engine suddenly accelerated to about 3,000 rpm (noted on the tachometer). As the truck leaped forward I was able to apply the brakes hard and shift to neutral to avoid an accident. (I stopped the truck not more than 3 feet behind the car in front of me) When I shifted to neutral, the engine speed immediately dropped to less than 1000 rpm. The air conditioning was on. The "check engine light" did not come on. I have had the rapid acceleration problem in both forward and reverse about 6 times in the last 3 months. I took the truck to the Ford Dealer (Dahl Ford) on August 16, 2006 to have the problem fixed. After tests on the emission control system they could not detect a problem and finally called the Ford Hot Line. The response they got from Ford was that similar problems have occurred in Ford vehicles and appear to be caused by chaffing of wires to the Throttle Position Sensor. They recommended replacing the wiring harness. All this analysis, parts and installation cost me \$277. I feel that Ford should reimburse me for the cost to correct this major safety problem.

I bought the truck new at Dahl Ford on 8/7/99. The truck has the V6 engine, automatic transmission and performed acceptably through the first 50,000 miles or so miles. The truck now has 56,920 miles. The Vehicle Identification Number is (VIN1FTYR11X5XP [REDACTED]).

Sincerely

[REDACTED]

Enclosed:
Bills from Dahl Ford

I provided this memo to
Dahl Ford when I took the
truck to be repaired.

August 16, 2006

I brought my Ford Ranger pick-up truck (VIN1FTYR11X5XP [REDACTED]) to Dahl Ford on August 16, 2006 to correct a major safety problem caused by rapid and unexpected acceleration of the vehicle.

History:

I bought the truck new at Dahl Ford on 8/7/99. The truck has the V6 engine, automatic transmission and performed acceptably through the first 50,000 miles or so miles. The truck now has 56,920 miles. In the about past 6 months I have experienced rapid and unexpected acceleration of the vehicle. A week ago I was approaching a line of traffic stopped at a stoplight. I applied the brake to slow down, foot off of the accelerator and the truck slowed down normally. As I neared the car in front of me, the engine suddenly accelerated to about 3,000 rpm (noted on the tachometer). As the truck leaped forward I was able to apply the brakes hard and shift to neutral to avoid an accident. When I shifted to neutral, the engine speed immediately dropped to less than 1000 rpm. The air conditioning was on. The "check engine light" did not come on.

About two weeks ago I was preparing to park in a shopping center and stopped to back into a space. The engine speed was at idle. When I shifted to reverse, the engine suddenly accelerated and I had to apply the brake hard and steer the truck down the aisle to prevent hitting another car. The air conditioning was on. The "check engine light" did not come on.

Several mornings recently I backed out of my garage and the engine suddenly accelerated until I shifted into neutral. The "check engine light" did not come on.

This problem must be corrected to avoid a serious accident.

[REDACTED]

THE ATTACHMENTS TO THIS
DOCUMENT HAVE BEEN REMOVED
TO PROTECT UNWARRANTED
INVASION OF PERSONAL PRIVACY
PURSUANT TO EXEMPTION 6 OF
THE FREEDOM OF INFORMATION
ACT (FOIA), 5 U.S.C. 552(b)(6).