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	Repository ☐
2007 AUG 27 PM 3:09 10-JUL-2007	Reference No. 10195953

OWNER INFORMATION (Type or Print)

Name	[redacted]	Daytime Telephone Number	E-mail Address
Address	[redacted]	[redacted]	[redacted]
City: SPRINGFIELD	State: VA	Zip Code: [redacted]	Evening Telephone Number

Do you authorize NHTSA to provide a copy of this report to the manufacturer of your vehicle? ☒ YES ☐ NO
In the absence of an authorization, NHTSA WILL NOT provide your name or address to the vehicle manufacturer.
Signature of Owner _____ Date ___/___/___

VEHICLE INFORMATION

17 digit Vehicle Identification Number Located at bottom of windshield on driver's side	Make	Model	Model Year
1FMNU40S42[redacted]	FORD	EXCURSION	2002

Date Purchased	Dealer's Name and Telephone Number			Engine:	Fuel Type:
17-JUL-02	SHEEHY FORD (703) 922-7900			No: Cylinders 10	Gas
Original Owner ☒	Dealer's City	State	Zip Code		

Transmission Type		Powertrain	Vehicle Component Code
AUTOMATIC	☒ Antilock Brakes ☒ Cruise Control	2 WHEEL DRIVE	180000 VEHICLE SPEED CONTROL Multiple Failure: 3

FAILED COMPONENT(S)/PART(S) INFORMATION

Incident Date(s)	Failure Mileage	Failure Speed
10-JUL-2005	94300	35 MPH

ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A TIRE FAILURE

Tire Make	Tire Model (Name or Number)	Tire Size (Example P215/65R15)
DOT No. (Example: DOTMAL9ABC036)	☐ 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	Fire	Number of Persons Injured	Number of Deaths	Reported to Police
☒ Yes ☐ No	☐ Yes ☒ No	0	0	N Y

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).

TL*THE CONTACT OWNS A 2002 FORD EXCURSION. WHILE PARKED, THE VEHICLE ACCELERATED WITHOUT WARNING AND CRASHED INTO THE FRONT OF ANOTHER VEHICLE. THE DEALER WAS UNABLE TO DIAGNOSE THE CAUSE OF FAILURE. THE VEHICLE WAS TAKEN TO A SECOND DEALER WHO REPLACED THE THROTTLE CABLE. THE FAILURE HAS NOT OCCURRED SINCE THE REPLACEMENT WAS MADE. THE CURRENT MILEAGE IS 95,000 AND FAILURE MILEAGE WAS 94,300.

Include, if available: Police/Fire Department Report, Photos, and Repair Invoice. ATTACH ADDITIONAL SHEETS IF NECESSARY

STATEMENT

On two occasions in the week prior to July 2, 2007, while driving at highway speed (and without the cruise control on), the vehicle would suddenly start to accelerate. When pressure was applied to the brake, the acceleration would cease.

On the afternoon of July 2nd, the vehicle as backed into a parking space in a large parking lot (see diagram on accident report). After starting the vehicle and putting it into gear, I removed my foot from the brake and began to pull forward and to the left to exit the barking lot. When the vehicle had moved forward 3-4 feet it accelerated violently, as if the gas pedal was floored. I immediately placed my foot on the brake and, when the vehicle continued to accelerate, I placed both feet on the brake. In spite of the fact that I was standing on the brakes, the vehicle continued to move forward. I attempted to steer to the right to avoid hitting a vehicle parked on the other side of the lane, but was unable to do so. Even after impact with the left front of that car, my vehicle was still driving forward powerfully enough that my bumper rode up and over the left front fender. At that point the acceleration ceased. As the attached pictures show, with both feet applied to the brakes, I left more than 20 feet of rubber where the back tires were driving and the front tires were dragging before I impacted the other vehicle.

After turning the vehicle off, I checked the driver's compartment. The floor mat was still fastened to the floor, with both hooks engaged in the grommets, and there was no obstruction around the gas pedal, which moved freely.

Over the next six days I took the vehicle to two different Ford dealers and an independent certified mechanic, none of whom could replicate or diagnose the problem, although one of the Ford dealers replaced the throttle cable (explaining that it was frayed). They were unable to show me the damage on the cable and I retained the part.

Unable to determine the cause of the sudden acceleration, the mechanic disabled (unplugged) the cruise control and I drove home more than 700 miles without a recurrence of unexplained or violent acceleration.

Two years before, in September and November of 2005, my wife experienced erratic functioning and over-acceleration when the cruise control was engaged and returned the vehicle to the dealer for servicing on both occasions. Repair records indicate that the cruise control actuator and servo were replaced.

Attached please find copies of the accident report, photos of the accident scene, a statement by one of the passengers in the vehicle at the time of the incident (who is not a family member), the service records on the vehicle indicating the repairs that were made to the cruise control, and articles that I've found on the internet that describe exactly the situation that I encountered.

Copy Ex

TRAFFIC ACCIDENT REPORT

STATE OF MAINE

INVESTIGATING AGENCY CODE NUMBER: ME0031100 | 07-163-AC | FOR D.P.S. USE ONLY: P

DATE OF ACCIDENT	MONTH	DAY	YEAR	DAY OF WEEK	TIME	TIME REPORTED	TIME ARRIVED
	07	02	2007	Mon	14:00	16:20	16:25

ON	ROUTE	OR NAME OF STREET OR HIGHWAY	CITY OR TOWN	CODE NUMBER	COUNTY	HIT AND RUN
	NON-HWY	DEPOT ST LOT	Freeport	05080	Cumberland	

AT	BETWEEN NODE NUMBERS	DISTANCE FROM SCENE	TO NUMBER	MILES AND TENTHS TO LANDMARK
		MILES TNTHS		N W S E (CIRCLE ONE)

E⇒ UNIT NO. 1 - Vehicle | TOTAL UNITS INV. 2 | E⇒ UNIT NO. 2 | [X] VEH. 2 [ ] PED [ ] BIKE

DRIVER

DRIVER'S LICENSE NUMBER 1	STATE
[redacted]	ME

LAST NAME [redacted] FIRST NAME MIDDLE

NUMBER AND STREET [redacted]

CITY: Mechanic Fal | STATE: ME [redacted] | CODE NUMBER: 20

DATE OF BIRTH	SEX	LICENSE STATUS	REST/PERM	CLASS
[redacted]	F	(A) S P N	0	C

LAST NAME - OWNER 1 [redacted] FIRST NAME MIDDLE

NUMBER AND STREET [redacted]

CITY: Mechanic Fal | STATE: ME [redacted]

VEHICLE TYPE	YEAR AND MAKE	COLOR
4 Door	1995 Ford	White

LICENSE PLATE NUMBER	YEAR	ISSUE STATE	NO OCCUP.
[redacted]	2007	ME	0

VEHICLE IDENTIFICATION NO. 1FASP14J7S[redacted]

INSURANCE CO. LIBERTY MUTUAL FIRE INSURANCE COMPANY NAIC: 23035

POLICY NO. [redacted]

TOWED BY: NA

DAMAGE CODES: 8 | DAMAGE ESTIMATE:

DRIVER

DRIVER'S LICENSE NUMBER 2	STATE
[redacted]	VA

LAST NAME [redacted] FIRST NAME MIDDLE

NUMBER AND STREET [redacted]

CITY: Springfield | STATE: VA [redacted] | CODE NUMBER: 47

DATE OF BIRTH	SEX	LICENSE STATUS	REST/PERM	CLASS
[redacted]	M	(A) S P N	0	C

LAST NAME - OWNER 2 [redacted] FIRST NAME MIDDLE

NUMBER AND STREET [redacted]

CITY: Springfield | STATE: VA [redacted]

VEHICLE TYPE	YEAR AND MAKE	COLOR
SUV	2002 Ford	White

LICENSE PLATE NUMBER	YEAR	ISSUE STATE	NO OCCUP.
[redacted]	2007	VA	5

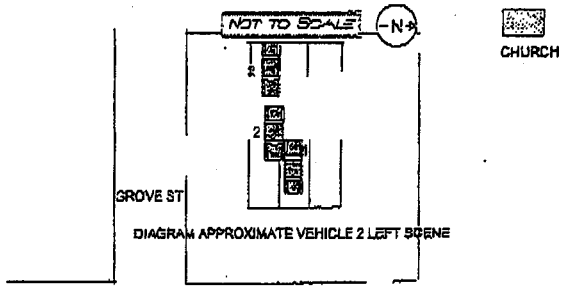
VEHICLE IDENTIFICATION NO. 1FMNU40S42[redacted]

INSURANCE CO. USAA

POLICY NO. [redacted]

TOWED BY: NA

DAMAGE CODES: 6 | DAMAGE ESTIMATE:



DESCRIPTION: Please see attached Form 13.91.

AMBULANCE CODES: N/A(1000)

NAME AND ADDRESS OF OWNER OF DAMAGED PROPERTY (OTHER THAN VEH.):

TOTAL NUMBER OF PERSONS INVOLVED: 6

NAMES OF ALL PERSONS INVOLVED (DRIVERS - PASSENGERS - WITNESSES - PEDESTRIANS)	25	26	27	28	29	30	31	32	33	34
[redacted] (Last Known Operator)						24			F	19
[redacted] (Driver/Owner)	11	11	2	5	1	2	1	1	M	57
[redacted] (Passenger)	11	11	2	5	1	2	1	6	F	53
[redacted] (Passenger)	11	11	2	5	1	2	1	3	M	4
[redacted] (Passenger)	11	11	2	5	1	2	1	6	F	51
[redacted] (Passenger)	11	11	2	5	1	2	1	7	M	52

LOCAL CODES

INVESTIGATING OFFICER'S SIGNATURE	OFFICER NUMBER	TROOP OR DEPARTMENT	APPROVED BY:	DATE
OFF. ROBERT F. FUSSELMAN	5	FREEPORT POLICE DEPARTMENT	SGT. JOHN D. PERRINO	7/6/2007

FORM 13:20A
Rev. 4/87

[redacted]

D1

	City or Town	Month	Date	Year
	IN Freeport	07	02	2007
	Number of Highway: ON NON-HWY and	Or - Name of Street or Highway: DEPOT ST LOT		
	Driver - Name: [redacted] Vehicle 1			
DO NOT WRITE IN THIS SPACE	[redacted] 2			

State of Maine
Supplement to
POLICE
TRAFFIC ACCIDENT REPORT
for
ADDITIONAL DIAGRAMS, DATA OR ANY
NECESSARY STATEMENTS TAKEN

Confidential if so Marked

DESCRIPTION:

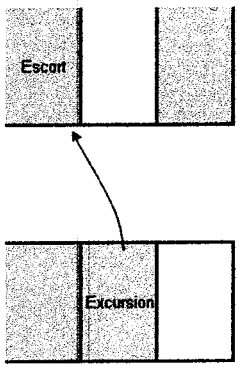
VEHICLE ONE LEGALLY PARKED AND UNATTENDED. VEHICLE TWO LEAVING PARKING AREA. OPERATOR ADVISED HE STEPPED ON GAS TO LEAVE PARKING AREA AND VEHICLE WENT FORWARD AND HE COULD NOT STOP IT, OPERATOR STATED HE PUT BOTH FEET ON THE BRAKES AND VEHICLE WOULD NOT STOP UNTIL IT HIT VEHICLE ONE. VEHICLE TWO THEN LEFT AREA. OPERATOR LEFT NOTE WHERE TO BE CONTACTED. I OBTAINED SOME OF THE INFORMATION FROM [redacted] PASSENGER IN THE VEHICLE. VEHICLE TWO OPERATOR CAME INTO FREEPORT P.D ON MONDAY WITH ALL INFORMATION.

[redacted]
IVY, VA [redacted]
July 28, 2007

To: Whom It May Concern

Re: Runaway 2002 Ford Excursion Accident on July 2, 2007

This letter is to provide my eyewitness statement regarding subject accident. My wife, [redacted], and I rode with [redacted], [redacted], and [redacted] from the Bath, Maine to Freeport, Maine in their 2002 Ford Excursion. We arrived in Freeport mid-day. After shopping at L.L. Bean, [redacted] and I went back to sit in the vehicle. It was early afternoon. The ladies were continuing to shop. I had not been with the vehicle when it was parked. When we arrived at the vehicle, it was located in the public parking lot. It was backed into the parking space so that it could be pulled forward to exit. There were cars in the parking spots across from the Excursion. Below I have included a diagram of the section of the parking lot where the incident occurred. The gray spaces are occupied and the white spaces were not. The exit is to the left of the vehicle and this page.



We didn't have the keys to start the car but were able to unlock it and sit in it while waiting for [redacted] and [redacted] When they arrived, [redacted] gave [redacted] the ignition keys. [redacted] was in the driver's seat. [redacted] was in the front passenger's seat. [redacted] was in the middle seat, passenger's side. [redacted] was in the middle seat, driver's side. I was seated in the third seat on the passenger's side.

[redacted] started the vehicle and put it into gear to pull forward out of the space. The car instantaneously revved up and leapt forward several feet. [redacted] attempted to brake the vehicle but the engine was still revving and slowly pushing the car forward while he was braking. [redacted] said "Brake, Brake." He replied: "I have my feet on the brake" or words to that effect. I could see that he was pushing down so hard on the brake that his posterior was no longer on the seat and he was pulling on the steering wheel with both hands to get leverage and to steer it. Apparently the steering was not straight ahead since he was going to pull out and go to the left where the exit was.

The Excursion was burning rubber and was pushing the vehicle forward and slightly to the left. The arrow shows the path of the vehicle. [redacted] was trying to turn the wheel to the right but couldn't get it turned far enough before the Excursion impacted the Escort. It was still pushing so hard that the Excursion was starting to lift onto the Escort. [redacted] then shifted the vehicle into neutral

and reverse on the way to park while the engine continued to race. I was concerned that he was going to hit the vehicle parked to the left of the spot where we were parked but he was able to get it into park.

We were all shaken up by the incident. [redacted] then got out and examined the damage. He took multiple photographs with his digital camera. The [redacted] said that nothing like this had ever happened before. They did say that while on the highway the vehicle had inexplicably tried to speed up twice in the past.

If you have any questions, you can contact me at [redacted] (h); work at [redacted] or by email at [redacted]

Sincerely,

[redacted]

Hotline Assistance Request

VIN: 1FMNU40S42[redacted]
Vehicle: 2002 EXCURSION
RO Number: [redacted]
Request Date: 07-05-2007
Technician: Albert Bergeron

Request Form Details:

Description of vehicle concern:
Customer states that engine races at times, full throttle without foot on gas pedal. Idle was so high it actually pushed vehicle ahead while in drive and foot on brake pedal.

Diagnostics performed:
Scanned pcm for codes, received code p1000, no other codes received. Checked throttle linkage, plate, pedal for free movement-ok. Checked oasis for messages, tsb's, etc.-none found. Monitored iac, tp and rpm pids with IDS for concerns, nothing. Unable to verify customers concern in service bay or on road test.

DTC Codes:
P1000

Parts replaced:
Nothing, but another garage has replaced iac valve, not sure if it was replaced for same concern.

Question: Please list fuel trim readings:
Answer: Longfuel trim for bank 1 is -3% and bank 2 -1% Shortfuel trim for both banks hovering around 0%

Question: Please list any vehicle modifications, or type none.
Answer: None

Tech's question:
Have there been any concerns with racing or high idle concerns on Excursions with 6.8 gas engines? What could cause idle to race full throttle without any driver input? Any recommended things to check?

Hotline recommendation:
Suspect customer is pressing both the brake pedal and accelerator pedal at the same time when coming to a stop or shifting into gear. Check for interference from the floor mat. Do not attempt any repair until the concern can be duplicated. If necessary, install a VDR and have the customer get a recording of the event. Monitor TP, IAC% LOAD, RPM, VSS, MAF voltage, and a brake input (BOO). If recording comes back should a T.P voltage change and a brake input reading the customer is pressing both pedals at the same time

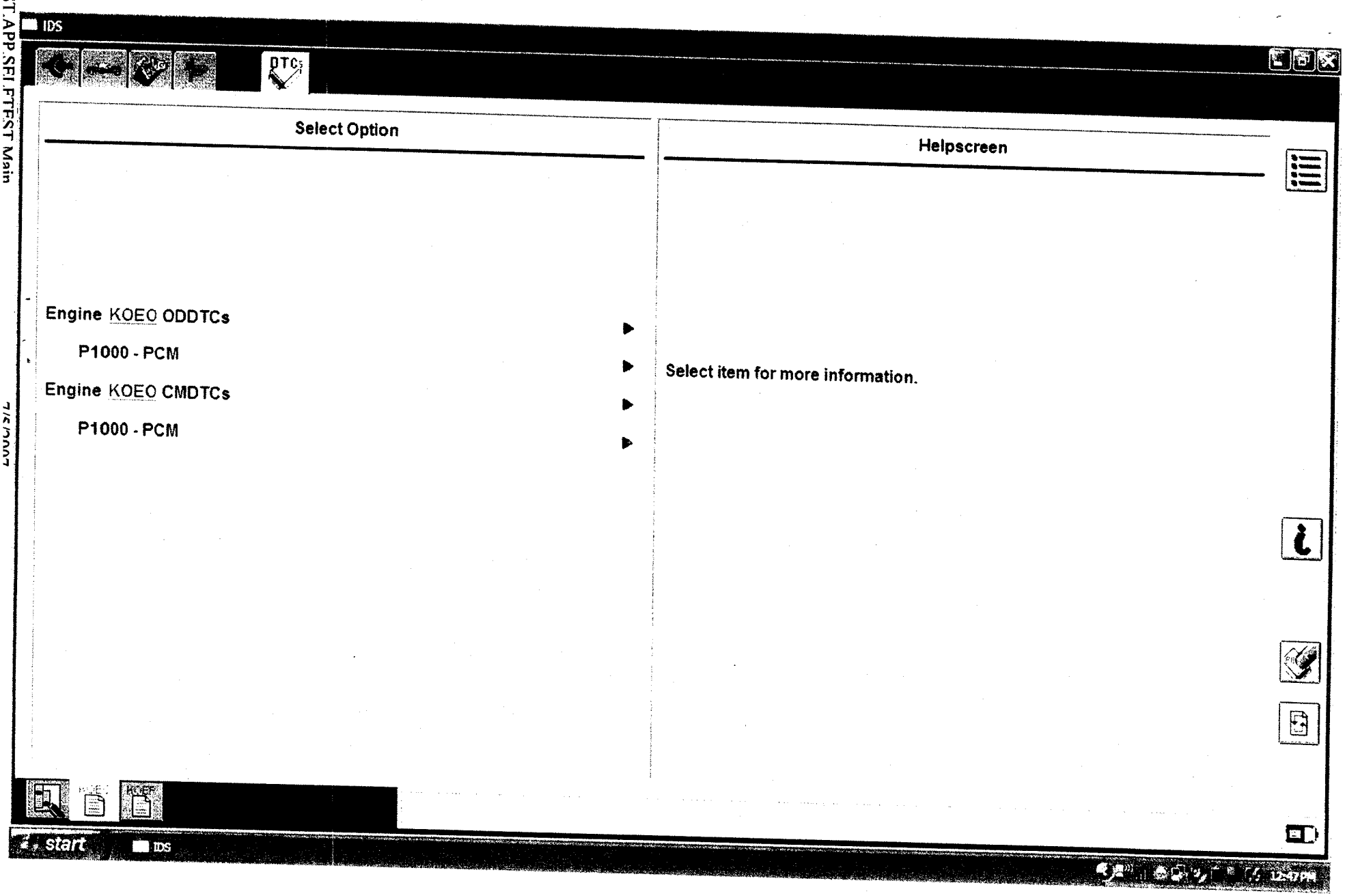
Call Log:

Dealer has not called hotline for this vehicle/concern.

Print date: 7/5/2007 1:43:35 PM

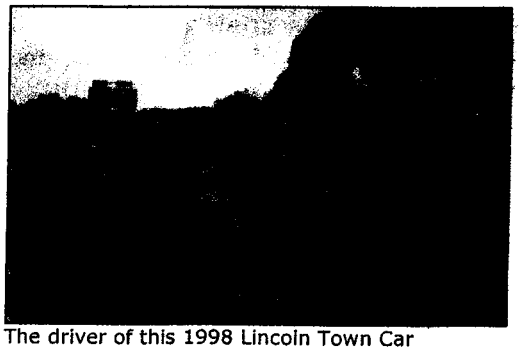
SELFTEST.APP.SFI.FTEST Main

7/5/2007



Friday, July 6, 2007

FORD: SUDDEN UNINTENDED ACCELERATION & STUCK THROTTLES



The driver of this 1998 Lincoln Town Car was severely injured and her young daughter killed when the cruise control actuator cable caused the throttle to remain open as she was trying to bring the vehicle to a stop.

Ford's Fatal Cruise

Millions of drivers and occupants of Ford cars, trucks and SUVs today are at risk of losing control of their vehicles and being involved in deadly high-speed crashes as the result of defects in the design of the electronic speed control ("cruise control") systems employed in Ford vehicles. For the past two decades, Ford Motor Company has reaped huge profits from selling the popular cruise control system as an option to customers without warning them about what Ford has known: that the speed control system in their vehicles could fail in a variety of ways and cause an out-of-control acceleration, leading to severe injury and death.

Ford's engineers have admitted that their speed control system can

(1) misinterpret electronic signals generated within the vehicle and suddenly accelerate without any driver input;

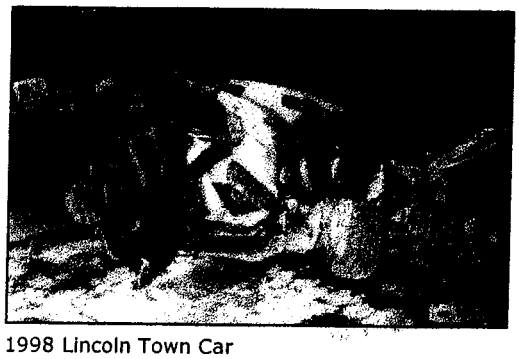
(2) react to externally-generated radio

transmissions and suddenly go out of control; and

(3) fail to disengage or allow the throttle to return to idle when the driver is attempting to slow down or stop, suddenly working against and sometimes overpowering the driver's braking action.

Men and women of all ages and walks of life have experienced these events, often times with fatal and tragic results.

In one case, a Hertz lot attendant at an airport facility got into a Lincoln Town Car that had just been returned by a customer, intending to drive it through the car wash. He turned on the ignition. The instant he put it into "Drive," the Town Car roared off and careened into several other Hertz vehicles and a building. He swore that he had his foot on the brake when engaging the gear, as he had done with hundreds of other Ford vehicles in the Hertz lot that week. He was fired from his job.



1998 Lincoln Town Car

A Secret Service agent on official duty near the Vice-President's home in Washington, D.C., got into a Ford Crown Victoria, intending to move it only a few feet, when suddenly it accelerated out of control, in reverse. "I didn't know what was going on," he recalls. "I hit the brake immediately, and at that time the brake didn't seem to stop the vehicle. ...[T]he tires were squealing, and right behind me was a rail, and the car backed up into it, putting itself on top [of the rail]."

A mother and her 14-year-old daughter were returning from a shopping trip and were turning onto an exit ramp from an Interstate highway. Both were secured in their seat belts in their 1998 Lincoln Town Car, and the vehicle's cruise control was engaged. As the driver stepped on the brake to slow down, the cruise control

actuator cable stuck in the open throttle position and would not allow the engine to return to idle. Instead of responding to the driver's frantic braking, the Town Car left the road at a high rate of speed and crashed into a rock embankment. The mother received severe, permanent injuries and her daughter was killed.

When victims of these sudden-unintended-acceleration or stuck-throttle events have complained to Ford, the automaker has invariably blamed the driver, alleging that the driver must have pressed the accelerator or allowed the floor mat to interfere with its operation. When victims have asked the National Highway Safety Administration to investigate, the agency has relied almost exclusively on Ford's explanations and statistics and has accepted Ford's denial that there is a design defect. The result has been that the in-depth investigation of these design defects and ultimate justice for the victims has fallen upon the shoulders of experienced plaintiffs' lawyers willing to expend the time, energy and money necessary to expose the true facts and circumstances and hold Ford Motor Company accountable.

In recent litigation, Ford has been required to disclose documents that revealed the breadth of the problem (almost no Ford vehicle is exempt, and failures have been reported in such popular models as the Taurus, Explorer, Mercury Marquis, Crown Victoria, Lincoln Continental and F-Series pickup trucks), the company's prior knowledge of the cruise control design defects and its efforts to keep them hidden. Ford today is finding it difficult to hide behind its decades-old strategy of claiming that "these failures don't occur in the real world" in the face of hundreds of highly-credible victims (including Secret Service agents and police officers) who have come forward and testified about their horrific experiences when the Ford vehicles they were driving suddenly took off on them or failed to respond to a braking command. As a result, victims are winning their cases against Ford.

(03/27/02)