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 ☐
03-AUG-2007 2007 DEC 12 AM 11:13	Reference No. 10198405

OWNER INFORMATION (Type or Print)

Name	[redacted]		
Address	[redacted]		
City BUENA PARK Santa Fe Springs	State CA	Zip Code [redacted]	

Daytime Telephone Number [redacted]	E-mail Address
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
	FORD	EXPEDITION	1997

Date Purchased	Dealer's Name and Telephone Number			Engine:	Fuel Type:
				No: Cylinders	Gas
Original Owner ☐	Dealer's City	State	Zip Code		

Transmission Type		Powertrain	Vehicle Component Code
AUTOMATIC	☒ Antilock Brakes ☒ Cruise Control	UNKNOWN	110000 ELECTRICAL SYSTEM Multiple Failure: 1

FAILED COMPONENT(S)/PART(S) INFORMATION

Incident Date(s)	Failure Mileage	Failure Speed	
25-JUL-2007		0	

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

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). He heard smoke ~~detro~~ alarm

TL*THE CONTACT OWNS A 1997 FORD EXPEDITION. WHILE PARKED ~~OVER NIGHT A FRIEND~~ SMELLED SMOKE AND NOTICED THERE WAS SMOKE COMING FROM THE VEHICLE. HE LATER NOTICED THE VEHICLE WAS ENGULFED IN FLAMES. THE FIRE DEPARTMENT EXTINGUISHED THE FIRE HOWEVER; THE FIRE DESTROYED THE VEHICLE, OFFICE FURNITURE AND PERSONAL ITEMS. ~~AS OF AUGUST 3, 2007, THE CAUSE OF THE FIRE HAS NOT BEEN DETERMINED.~~ THE VIN, ENGINE SIZE, NUMBER OF CYLINDERS AND MILEAGE INFORMATION WERE UNAVAILABLE.

On August 30th a forensics expert determined the cause of fire was a defect from the manufacturer, due to a recalled cruise control switch. The owner never received a recall notice and was unaware of the defect. The owner lost the bulk of his Company's assets due to the fire.

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

BARNETT AUTOMOTIVE ENGINEERING

3065 Hayes Ave. ♦ Costa Mesa, California, 92627
Phone (714) 444-3224 ♦ Fax (714) 444-3064

September 3, 2007

[redacted]
Santa Fe Springs, CA
[redacted]

File Name: [redacted] Ford Motor Company
Claim Number: Not Filed

VEHICLE INSPECTION

ASSIGNMENT:

Gregory J. Barnett, Consultant, was retained to inspect the subject vehicle specifically to perform a fire cause and origin investigation on the subject vehicle, a 1997 Ford Expedition, for the primary failed part that caused the fire.

CONCLUSION:

It is the conclusion of this expert that the fire that occurred on the date of loss was due to a latent defect in the cruise control deceleration switch. The switch wires show signs of high electrical heat and arc beading. The subject vehicle also has safety recall NHTSA Number 05V388000 open. The cruise control deceleration switch is known to cause fires even when vehicle is off and parked. The recall is attached to this report labeled as "EXHIBIT A".

DISCUSSION:

Vehicle Make: Ford
Model: Expedition
Year: 1997
VIN: 1FMFU18L6VL[redacted]
Miles: Not Available

On 8/30/07 this expert proceeded to [redacted], Santa Fe Springs, CA where he contacted [redacted] who produced the subject vehicle for inspection.

When this expert interviewed [redacted] the case facts were related as follows: [redacted] was in another part of the industrial unit where the subject vehicle was parked. The subject vehicle had been parked at least one hour. [redacted] smelled smoke/something burning. When he walked into the area where the subject vehicle was parked, he observed flaming combustion under the hood of the subject vehicle. [redacted] stated he observed drips of flaming combustion dropping down onto the floor on the left side of the vehicle. An ABC fire extinguisher was used by [redacted] in an attempt to extinguish the flames. However, the fire grew out of control and burned or caused smoke damage to most of the industrial unit where the fire occurred.

This expert examined the exterior, interior, and underside of the subject vehicle. There was a distinct burn pattern that moved from left-to-right inside the engine compartment, front-to-rear and top-downward on the remainder of the subject vehicle.

Since the subject vehicle had been parked at least one hour prior to the fire starting, auto ignition of a flammable or combustible liquid on a hot exhaust component was ruled out. Given the fire description by [redacted] electrical fire was determined to be the most likely cause. Additionally, this model vehicle is a known fire hazard from the cruise control deceleration switch.

The electrical system and the components in the engine compartment were inspected carefully for signs of electrical heat. The wires that feed the cruise control deceleration switch were examined. There was evidence of high electrical heat in the wiring. This is evidenced by the brittle copper wire with an arc bead on the end of one of the wires. The wire with the arc bead broke off when touched. It was photographed by this expert. However [redacted] retained custody of the wire. This expert recommended to [redacted] that the wire be preserved carefully in a safe place.