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
15-JUN-2010 JUL 28 2010	☐
	Reference No. 10336463

OWNER INFORMATION (Type or Print)

Name	[redacted]	Daytime Telephone Number	E-mail Address
Address	[redacted]	[redacted]	[redacted]
City REDFORD	State MS	Zip Code [redacted]	Evening Telephone Number [redacted]

The information you provide will be used to identify potential safety-related defects. We may share your information with the applicable vehicle manufacturer during an investigation or recall in accordance with the routine uses described in the agency's Privacy Act notice. See 49 FR 53971 (Sep. 3, 2004).

VEHICLE INFORMATION

17 digit Vehicle Identification Number Located at bottom of windshield on driver's side	Make	Model	Model Year
1FTNX21S3YE[redacted]	FORD	F250	2000

Date Purchased	Dealer's Name and Telephone Number	Engine: No: Cylinders	Fuel Type:
2000	VARSITY FORD 734-996-2300	10	GAS
Original Owner ☐	Dealer's City ANN ARBOR State MI Zip Code 48106		

Transmission Type		Powertrain	Multiple Failure:	Incident Date(s)
AUTO	☒ Antilock Brakes ☒ Cruise Control			12-JUN-2010

FAILED COMPONENT(S)/PART(S) INFORMATION

Vehicle Component Code: 060000 ENGINE AND ENGINE COOLING	Failure Mileage	Failure Speed
	207000	

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			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).

TL*THE CONTACT OWNS A 2000 FORD F250. THE CONTACT STATED THE VEHICLE CAUGHT FIRE WHILE PARKED AND THE FIRE SPREAD TO THE CAB AND TIRES. THE FIRE DEPARTMENT STATED THAT THE FIRE ORIGINATED UNDER THE HOOD. THE VIN WAS UNAVAILABLE AT THE TIME OF THE COMPLAINT. THE CONTACT PLANNED TO SPEAK WITH THE MANUFACTURER. THE CURRENT AND FAILURE MILEAGES WERE APPROXIMATELY 207,000.

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.

User: ENORMAN **REDFORD POLICE DEPARTMENT** 07/09/2010 14:20

Supplements - Case #: 10-04133

Fire Inspector Garland and I looked at the F-250 at the N Redford Tow Yard on this date. Listed are the observations noted about the vehicle fire. Pictures of the vehicle are attached to the report.

The vehicle is a 2000 Ford F-250
The fire originated in the engine compartment and spread to the passenger compartment.
The upper portion of the engine on the driver side of the vehicle sustained the most extensive damage. This included the cowling and hood.
The cruise control switch and the plastic master cylinder reservoir were completely consumed.
The upper edge of the radiator on the driver side was consumed
The lower portions of the engine still had significant amounts of combustibles present
The valve cover on the driver side showed significantly more flame impingement damage than the passenger side valve cover
The front driver tire was partially consumed while the front passenger tire was primarily intact
The driver side view mirror was primarily consumed while the passenger side mirror was intact
The windshield on the driver side was consumed along the A-pillar while the passenger side windshield still had pieces of glass in place along the A-pillar

This model year Ford fell under the vehicle recall for the cruise control switch. It is unknown if the recall work was performed on this vehicle.

[06/25/2010 16:56, KCRITTENDEN, 1993, RTPD] [06/25/2010 17:03, KCRITTENDEN, 1993, RTPD] [06/25/2010 17:05, KCRITTENDEN, 1993, RTPD]

HERNDON & ASSOCIATES
Investigators/Consultants

www.herndon-assoc.com

36135 Schoolcraft
Livonia, Michigan 48150
FAX: 734 591 0140

100 Ouellette Ave, Suite 901
Windsor, Ontario N9A 6T3
1 800 961 2909

P.O. Box 27
Boyne City, Michigan 49712
231 582 5543

P.O. Box 520
Coloma, Michigan 49038
269 468 3418

Licensed in Michigan, Ohio, Illinois, Indiana, Arizona Florida & Ontario, Canada

July 6, 2010

IN RE: H&A File No. 10-1067VF
Date Received: June 29, 2010
[redacted]

PREDICATION:

This case is predicated upon the request of [redacted] with special reference to the fire loss of a 2000 Ford F-250.

TITLE INFORMATION:

A review of the title information indicates that the 2000 Ford pickup SRW super duty, was transferred into the name of [redacted] and [redacted] of [redacted] in Redford Township, Michigan, [redacted] on February 23, 2006, at which time the odometer read 169,193 actual miles. First Catholic Federal Credit Union is the secured interest. Michigan license plate the [redacted] registered to the vehicle, expires September 18, 2010. The driver's license number listed on the registration is [redacted] (See Enclosed Document)

VINQUERY:

Vinquery decoded the Vehicle Identification Number as a 2000 Ford F-250, super duty, 4 wheel drive, equipped with a 6.8 liter, V-10 gasoline engine and was assembled in the United States. (See enclosed document)

INSPECTION:

On June 29, 2010, at 8:15 a.m., this Investigator arrived at North Redford Towing in Redford, Michigan, to conduct an investigation into the fire loss of a 2000 Ford F-250.

Once at the scene, a close inspection provided the following information:

SEE ENCLOSED INVESTIGATION REPORT

Prior to leaving the inspection location, several digital photographs were taken, are stored on a server off site, and are enclosed for your review.

ORIGIN AND CAUSE INVESTIGATION:

On June 29, 2010, at 8:15 a.m., this Investigator arrived at North Redford Towing in Redford, Michigan, to conduct an origin and cause investigation into the fire loss of a 2000 Ford F-250, white in color, Vehicle Identification Number 1FTNX21S3YE[redacted] Upon arrival at the facility, the vehicle is located in the secured parking lot and identified by the public Vehicle Identification Number in the area of the windshield and dashboard. Initial observations reveal evidence of a fire to have originated within the engine compartment which extended to both front tires, partially consuming and deflating same. The fire has further extended, partially consuming the grille and headlight assemblies, melting and cracking the windshield, and entering the passenger compartment, where there is high burning lessening in degree extending towards the rear. Further, there is blistering to the painted surfaces of the front clip, driver door, and roof of the vehicle with the rear of the vehicle intact, to include both rear tires which are still intact and inflated.

The examination is now focused to the fuel tank, fill tube, and fuel cap, where all are found to be intact and are free of any fuel leakage or fire origin. Cursory inspection of the undercarriage reveals it is intact, however the spare tire is missing. The examination continues and is focused to the rear, where there is a trailer hitch and evidence of aftermarket wiring having been connected to the factory trailer wiring, however all of the wiring is intact and undamaged by fire.

The inspection is now focused to the bed of the truck, where there is a plastic Ford bed liner, which is intact. Contents include screwdrivers, a CD, a box of nails, and a lunch pail.

At this time the inspection is focused to the cab area, where it is determined that all four doors were closed during the fire and all windows were in the up/closed position. Inspection reveals that the passenger door window was broken in during the course of fire fighting, and the windshield has melted and cracked during the course of the fire.

The inspection continues and is focused to the seating, where there is high burning noted to the rear seat where there is a child seat on the passenger side. Inspection further reveals high burning to the front seats, drop down is noted on the bottom seat cushions but no evidence of any fire origin. Inspection of the flooring reveals the carpeting still intact, there are baseball caps, rolls of tape, water bottles, towels, an umbrella, and papers noted, but no evidence of any fire origin. Further inspection of the passenger floor area reveals the remains of the glove box door which has melted and fallen into the floor area during the course of the fire.

At this time the investigation is focused to the dashboard, where there is exposure fire damage extending from the engine compartment with much of the combustible dashboard panel remaining on the side closest the driver and passenger. Inspection reveals exposure fire damage within the dashboard and to the associated wiring, where the fire has extended through openings in the bulkhead on the right or passenger side. At this time having completed an inspection of the cab area to include the dashboard, no evidence of any fire origin is found.

The examination is now focused to the engine compartment, where a subsequent check of the fluid levels reveals the brake fluid, power steering fluid and coolant have drained during the course of the fire. The transmission fluid is full and the oil is overfull and can be attributed to water entering the engine compartment during fire extinguishment.

The inspection is focused to the right or passenger side, where the damage is much less pronounced to the right front tire versus the left or driver's side front tire. The examination of the battery in the right front reveals plastic casing and lead posts remaining and no evidence of any fire origin. Inspection of the battery cables reveal they are partially void of insulation but reveal no evidence of any electrical faulting or fire origin. Further, there is still wiring insulation intact on the positive cable traveling down to the starter.

The investigation continues and is focused to the alternator located on the top center of the engine, where the housing is not melted. Inspection of the main alternator cable reveals it is void of insulation but maintains integrity, the fusible link is still intact traveling to the solenoid, and there is no evidence of any fire origin.

The examination is now focused to the radiator and air conditioning condenser, where melting is noted to the air conditioning condenser and melting is noted to the inside of the radiator, most pronounced on the left or driver's side and is high in nature. The examination continues and the front lower section of the engine compartment reveals the remains of combustible transmission cooler hoses, lower radiator hose and combustible power steering cooler hoses and no evidence of any fire origin.

The investigation is focused to the top of the engine, where there are still combustible hoses remaining and combustibles in the area of the coil packs. Inspection of the fuel rails reveal combustibles remaining and the fuel lines still connected to the fuel rails at the rear, and no evidence of any fire origin due to fuel leakage.

At this time, the inspection is focused to the main wiring harness at the rear of the engine compartment, where the wiring is void of insulation traveling to the left or driver's side to

include the main lead traveling to the fuse relay center, but there is no evidence of any electrical faulting. Inspection of the fuse relay center reveals charred combustibles remaining and no evidence of any fire origin. Further inspection of the windshield wiper motor at the cowl reveals exposure fire damage and no evidence of any fire origin within this area.

The examination is now focused to the brake booster. Inspection reveals the paint has been consumed and the alloy master cylinder has been almost totally consumed by the fire, with the steel brake lines having melted out of same. Upon searching the suspension components and undercarriage, no remains of the vehicle speed control deactivation switch can be found. The examination is now focused to the valve covers, where the fire damage to the driver's side valve cover, coupled with the fire damage to the inside of the driver's front tire, is all consistent with the fire having originated within the engine compartment on the driver's side in the immediate area of the master cylinder.

At this time the vehicle is elevated into the air by a forklift truck, where the oil pan and transmission pan are intact and the fuel lines and fuel filter are intact and there is no evidence of any fire origin within the undercarriage.

At this time having completed the above inspection and examination, it is the opinion of this Investigator that the fire originated within the rear of the engine compartment on the left or driver's side and at this time the investigation continues.

NATIONAL HIGHWAY TRAFFIC AND SAFETY ADMINISTRATION:

A search of the National Highway Traffic and Safety Administration for 2000 Ford F-250 super duty trucks produced three recalls. Of interest is NHTSA Safety Campaign I.D. No. 09V399000. The manufacturer report date is October 9, 2009. The NHTSA Action Number is EA08021. The component is vehicle speed control. There are 4,500,000 potential units affected. The summary states Ford is recalling models to include 1999 through 2000 F-250 super duty trucks equipped with Texas instruments speed control deactivation switch. The switch may leak internally and then overheat, smoke or burn. The consequence states a vehicle fire could occur with or without the engine running. Ford will notify owners that dealers will install a fused wiring harness in line with the speed control deactivation switch. Repairs will be completed free of charge. Safety recall began October 27, 2009. The Ford Recall Campaign Number is 09S09.

A further search of the National Highway Traffic and Safety Administration Defects Investigation Database produced three records, to include EA05005, pertaining to the vehicle speed control system. (See enclosed documents)

ALLDATA SYSTEM:

A search of the Alldata System for 2000 Ford F-250 4 wheel drive trucks equipped with 6.8 liter, 10 cylinder gasoline engines produced four general campaigns, 13 safety related recalls, and a number of technical service bulletins. Of interest are recall 05S28S15, dated April 10, 2008, cruise control deactivation switch inspection; 09S09 dated October 13, 2009, cruise control deactivation switch overheating; and NHTSA recalls 06V286000 dated July 27, 2006, cruise control switch fire hazard; 07V336000 dated August 2, 2007, cruise control fire hazard; and 09V399000 dated October 9, 2009, cruise control deactivation switch. (See enclosed documents.)

OPEN RECALL CHECK:

This Investigator contacted the Service Department of North Brothers Ford in Westland, Michigan. Upon providing the Vehicle Identification Number, it was ascertained there is an open recall on the speed control deactivation switch.

INTERVIEW [redacted]

On June 29, 2010, at 2:50 p.m., Investigator Randy List conducted a telephone interview with [redacted] named insured and co-titleholder with [redacted] indicated that she and [redacted] both operate the vehicle. [redacted] was the last operator of the vehicle of before the fire, and was alone.

The fire was discovered on June 12, 2010, between 2:00 and 2:30 a.m., and the weather conditions were clear. The vehicle was parked in the driveway of their home at 8848 Sarasota Street in Redford Township, Michigan. Subsequently, [redacted] called 911 from the home phone, at which time the Redford Township Fire Department responded and extinguished the fire involving the 2000 Ford F-250 equipped with a gasoline operated engine.

The vehicle was purchased new in 2000 from Varsity Ford in Ann Arbor, Michigan. Since the purchase, they have not received any recall notices, campaigns, or correspondence from the manufacturer.

At the time of purchase a factory warranty was in effect. Since the purchase, no warranty or service work was performed, excluding routine maintenance to include brakes and fluid changes, etc.

The vehicle was last refueled earlier that evening and the tank was full. [redacted] indicates that [redacted] checks the fluid levels in the vehicle and that oil changes are done between 3,000 and 4,000 miles. In between oil changes there is no need to add any fluids.

Prior to the fire, there were no mechanical or electrical problems experienced. The mileage at the time of the purchase was new and the mileage at the time of the fire loss was approximately 207,000 miles.

Since the purchase, no aftermarket electrical accessories have been added and nothing was plugged into the cigarette lighter or auxiliary power port. It was learned that the vehicle is equipped with a factory keyless entry system.

In a short scenario, it was learned that the vehicle was driven home by [redacted], parked in the driveway and at approximately 2:00 a.m. they were awakened by a glow outside and when they came out the engine compartment was on fire.

The firefighters indicated it was not arson and believe it was electrical. [redacted] believes the fire is electrical.

As a result of the fire there was fire damage to the exterior of the home and to the neighbor's home. At this time no further information was obtained, the interview was terminated.

INTERVIEW [redacted]

On June 29, 2010, at 3:40 p.m., Investigator Randy List conducted a telephone interview with [redacted] who last operated the vehicle. [redacted] confirmed that he was alone prior to parking the vehicle and experienced no mechanical or electrical problems prior to parking same.

When asked if he is a smoker, he stated he is but had not been smoking on his way home.

[redacted] reiterated that no aftermarket electrical items were added to the vehicle. He further reiterated that nothing was plugged into the cigarette lighter or auxiliary power port.

According to [redacted] there was minor damage when the vehicle was rear-ended in 2008 and was not repaired. This was the only accident involving the vehicle.

The last drive was approximately 30 to 45 minutes, during which time the headlights and radio were being utilized and were functioning properly. Prior to parking the vehicle, he was not pulling a trailer. It was further learned the trailer hitch was on the vehicle when purchased.

Prior to parking the vehicle no fluid leakage problems were experienced, no operability problems, no warning lights illuminated, there were no changes in the gauges and no unusual odors or noises were detected.

In a short scenario [redacted] stated the vehicle was driven home with no problems. The vehicle was parked in the driveway between the houses. At approximately 2:00 a.m., he awoke to use the restroom and saw a glow out the window. Looking out, he saw flames coming from under the hood. He awoke his family, 911 was notified, at which time he went out and sprayed the house with a garden hose until the fire department responded and extinguished the fire.

The smoke and flames were first observed under the hood. At the time of the fire the hood was closed, all doors were closed, the vehicle was locked and the windows were up.

[redacted] believes the fire was electrical. Further, he has not spoken to any other fire Investigators, public or private, regarding the fire.

Since the fire, no items were removed from the engine compartment. Further, there were no flammable or ignitable liquids being stored within the vehicle.

When questioned regarding the operation of the cruise control, it was learned that the cruise control is not used often. It was used possibly one to two times in the last six months. The last time it was used, no problems were experienced with same.

At this time no further information was obtained, the interview was terminated.

REDFORD TOWNSHIP FIRE DEPARTMENT:

This office was not requested to obtain a copy of the Redford Township Fire Report pertaining to the fire in question.

CONCLUSION:

Having completed an examination of the vehicle, reviewed an interview obtained from [redacted] and [redacted] who last operated and discovered the fire, conducted research pertaining to the vehicle, and based upon all of the information known at the time of the preparation of this report, it is the opinion of this Investigator that the fire originated within the left or driver's side rear of the engine compartment, in the immediate area of the master cylinder and brake fluid reservoir, with the fire extending upward and outward from this location causing the damage present. The fire is classified as an accidental fire, electrical in nature. It should be noted that the speed control deactivation switch is located within this area and has been recalled due to the potential for an engine compartment fire and the fire is consistent with this recall. Further, the recall is open/has not been satisfied on this vehicle.

At this time no further investigation is forthcoming, we are closing our file and forwarding our report and photographs for your review.

Conclusions and opinions expressed in the report were developed utilizing the Investigator's training, education, experience and standard investigative techniques.

Devin Jordan

Devin C. Jordan, CFI

DCJ/dkh

[redacted] PAINTING INC
REDFORD, MI 48239-1549

1008
74-7154/2724 50
1883620968

Date 6-28-10

Pay to the Order of Herndon + Associates $ 500.00

Five Hundred and 00/100 Dollars

Security Features Details on Back.

TCF BANK
www.tcfbank.com
1-800-TCF-BANK
Open 7 Days

FOR [redacted]

⑈[redacted] [redacted] [redacted] ⑈

HERNDON & ASSOCIATES
800.961.2909

10-1067 VF

VEHICLE FIRE INVESTIGATION 2

Passenger Compartment (Interior) Cont.

17	Overhead Console	Intact ☐	Partially Consumed ☒	Consumed ☐	N/A ☐	
	DVD Player/Monitor(s)	Intact ☐	Partially Consumed ☐	Consumed ☐	N/A ☒	
18	**Air Bags:**					
	Steering Wheel:	Intact ☐	Missing ☐	Deployed ☐	Fire Damaged ☒	N/A ☐
	Passenger Side Dash:	Intact ☐	Missing ☐	Deployed ☐	Fire Damaged ☒	N/A ☐
	Right Rear:	Intact ☐	Missing ☐	Deployed ☐	Fire Damaged ☐	N/A ☐
	Left Rear:	Intact ☐	Missing ☐	Deployed ☐	Fire Damaged ☐	N/A ☐
	Side Air Bags (Driver):	Intact ☐	Missing ☐	Deployed ☐	Fire Damaged ☐	N/A ☐
	Side Air Bags (Pass):	Intact ☐	Missing ☐	Deployed ☐	Fire Damaged ☐	N/A ☐
	Headliner/Curtain:	Intact ☐	Missing ☐	Deployed ☐	Fire Damaged ☐	N/A ☐

19 Odometer Reading: _____ Removed ☐

Analog ☐ Digital ☐ Destroyed By Fire ☒ Vandalized ☐

Oil Change Sticker ☐ Date: _____ Mileage: _____

20 Title Information: (Date Of Transfer To Current Owner/Mileage)
2-23-2004 / 169,193 Actual Miles

21 Ashtray | Smoking Materials Present ☒ Yes ☐ No ☐ Unk | Cigar Lighter Used ☒ Yes ☐ No ☐ Unk

22 Personal Effects In Passenger Compartment
car seat, rolls of tape, plastic drink bottles, hats, sundries

Engine Compartment

23	Engine Accessibility	Limited (Hood Jammed) ☐	Open ☒	Forced Or Unbolted By Investigator ☐	Consumed ☐	
24	Engine	Intact ☐	Missing ☐	Partially Stripped ☐	Fire Damaged ☒	
25	Battery	Intact ☐	Missing ☐	Fire Damaged ☒	After-Mkt wiring/conn ☐	
26	Aux Battery	Intact ☐	Missing ☐	Fire Damaged ☐	N/A ☒	
27	Fuse/ Relay Center	Intact ☐	Missing ☐	Fire Damaged ☒		
28	ECM/PCM	Intact ☐	Missing ☐	Fire Damaged ☒		
29	Radiator	Intact ☐	Missing ☐	Fire Damaged ☒		
30	AC Condenser	Intact ☐	Missing ☐	Fire Damaged ☒	N/A ☐	

Fluid Levels - ***NOTE: D.B.F. = DRAINED BY FIRE***

31	Oil	Transmission	Coolant	Brake	Power Steering
	D.B.F. ☐ overfull w/mixed fluids	D.B.F. Full ☐ Dealers Access ☐	D.B.F. ☒	D.B.F. ☒	D.B.F. ☒ Electric ☐

32	Belts:	Intact ☐	Partially Consumed ☒	Consumed ☐
33	Upper Hose:	Intact ☐	Partially Consumed ☒	Consumed ☐
34	Lower Hose:	Intact ☐	Partially Consumed ☒	Consumed ☐

35 Engine Parts Missing: Ø

36 Additional Information:

Exterior Examination

37 Tires: (Brand)

	Pirelli	OEM or Aftermarket Wheels/Wheel Covers	32nd of Tread Remaining	No. Of Lugs	Missing	Switched
LF						
LR	4	4	3-4	All		
RR						
RF						

VEHICLE FIRE INVESTIGATION 3

Door Handle/Cylinder

38	Driver Door	Intact [X]	Fire Damaged [ ]	Forced Entry [ ]
39	Left Rear (sliding/cargo) Door(s)	Intact [ ]	Fire Damaged [ ]	Forced Entry [ ]
40	Rear Cargo Door (s)	Intact [ ]	Fire Damaged [ ]	Forced Entry [ ]
41	Right Rear (sliding/cargo) Door(s)	Intact [ ]	Fire Damaged [ ]	Forced Entry [ ]
42	Passenger Door	Intact [X]	Fire Damaged [ ]	Forced Entry [ ]

Trunk/Cargo/Bed Compartment Examination

43	Pickup [X]	Van [ ]	Utility Vehicle [ ]	Other [ ]		
44	Trunk Lock	Intact [ ]	Locked [ ]	Forced Open [ ]	Fire Damaged [ ]	
45	Trunk Release	Yes [ ]	No [ ]	Electric [ ]	Manual [ ]	Unknown [ ]
46	Entry To Trunk	Yes [ ]	No [ ]	Through Deck [ ]	Rear Seat [ ]	

Trunk/Cargo/Bed Contents

47	Spare Tire	Intact [ ]	Missing [X]	On Vehicle [ ]	Fire Damaged [ ]	
48	Tire Change Equipment	Intact [X]	Missing [ ]			
49	CD Changer in Cargo Area or Trunk	Yes [ ]	No [X]	Hybrid Batteries [ ]		
	Other Contents/Personal Effects In Trunk Compartment/Cargo Area: box of nails, [illegible] pail, screwdrivers					
50	Aftermarket Wiring for Audio/Video System i.e. Power Cable, Speaker Wiring, RCA Connectors	Yes [ ]	No [X]	Unknown [ ]		
51	Trailer Hitch	Yes [X]	No [ ]	Factory [ ]	Non-Factory [ ]	Unknown [ ]
	Trailer Wiring	Yes [X]	No [ ]	Factory [X]	Non-Factory [X]	Unknown [ ]

Glass Condition

52	Windshield:	Intact [ ] Missing [ ] Melted/Cracked By Heat [X] Broken [ ] In [ ] Out [ ]
53	Electric Windows:	Yes [X] No [ ]
54	Driver's Window: Position:	Intact [X] Up [X] Down [ ] Missing [ ] Cracked [ ] Broken [ ] Melted/Cracked By Heat [ ] In [ ] Out [ ]
55	Left Rear Window: Position:	Intact [X] Up/Closed [X] Down/Open [ ] Missing [ ] Stationary [ ] Moveable [X] Cracked [ ] Broken [ ] Melted/Cracked By Heat [ ] In [ ] Out [ ]
56	Vent/Triangle Position:	Intact [ ] Missing [ ] Stationary [ ] Moveable [ ] Cracked [ ] Broken [ ] Melted/Cracked By Heat [ ] In [ ] Out [ ]
57	Left Rear 3rd Window: Position:	Intact [ ] Missing [ ] Stationary [ ] Moveable [ ] Cracked [ ] Broken [ ] Melted/Cracked By Heat [ ] In [ ] Out [ ] Open [ ] Closed [ ]
58	Rear Window Position:	Intact [X] Open [ ] Closed [ ] Missing [ ] Stationary [ ] Moveable [X] Cracked [ ] Broken [ ] Melted/Cracked By Heat [ ] In [ ] Out [ ]
59	Right Rear 3rd Window: Position:	Intact [ ] Missing [ ] Stationary [ ] Moveable [ ] Cracked [ ] Broken [ ] Melted/Cracked By Heat [ ] In [ ] Out [ ] Open [ ] Closed [ ]
60	Vent/Triangle Position:	Intact [ ] Missing [ ] Stationary [ ] Moveable [ ] Cracked [ ] Broken [ ] Melted/Cracked By Heat [ ] In [ ] Out [ ]
61	Right Rear Window: Position:	Intact [X] Up/Closed [X] Down/Open [ ] Missing [ ] Stationary [ ] Moveable [X] Cracked [ ] Broken [ ] Melted/Cracked By Heat [ ] In [ ] Out [ ]

VEHICLE FIRE INVESTIGATION 4

62	Passenger Window: Position:	Intact ☐	Up ☒	Down ☐	Missing ☐	Stationary ☐	Moveable ☐	Cracked ☐	Broken ☒
		Melted/Cracked By Heat ☐							
		In ☒	Out ☐						
63	Sun Roof:	Open ☐	Closed ☐	Missing ☐	Fire Damaged ☐				
64	Convertible	Up ☐	Down ☐	Missing ☐	Fire Damaged ☐				
65	T-Top	On ☐	Missing ☐	Fire Damaged ☐					
66	Hard/Soft Top	On ☐	Missing ☐	Fire Damaged ☐					
67	Tonneau Cover/Fiberglass Cap	On ☐	Missing ☐	Fire Damaged ☐					

Under Vehicle

68	Gasoline ☒	Diesel ☐	Natural Gas ☐	Electric ☐	Hybrid ☐				
69	1. Fuel Tank	Intact ☒	Missing ☐	Fire Damaged ☐					
70	1. Fill Pipe	Intact ☒	Missing ☐	Fire Damaged ☐					
71	1. Fuel Cap	Intact ☒	Missing ☐	Fire Damaged ☐					
72	2. Fuel Tank	Intact ☐	Missing ☐	Fire Damaged ☐					
73	2. Fill Pipe	Intact ☐	Missing ☐	Fire Damaged ☐					
74	2. Fuel Cap	Intact ☐	Missing ☐	Fire Damaged ☐					
75	Transmission Pan	Intact ☒	Missing ☐	Leakage Noted ☐	Yes ☐	No ☒			
76	Oil Pan	Intact ☒	Missing ☐	Leakage Noted ☐	Yes ☐	No ☒			

NOTE: For Damage/Rust * L = Light M = Medium H = Heavy

	Areas	Open	Closed	Missing	Rust*	Damage *	Vandalized	Consumed
77	Front Bumper							
78	Hood		X					
79	Grille							
80	Head Lights							+
81	Left Fender							X
82	Driver's Door		X					
83	Left Rear(sliding/cargo)Door(s)		X					
84	Left Quarter Panel							
85	Trunk Lid/Tail Gate		X					
86	Rear Cargo Door(s)							
87	Tail Lights							
88	Rear Bumper							
89	Roof							
90	Right Quarter Panel							
91	Right Rear(sliding/cargo)Door(s)		X					
92	Passenger Door		X					
93	Right Fender							
94	Running Boards/Step Bars							
95	Exterior Mirrors							

96 Body Condition: Excellent ☐ Good ☐ Fair ☒ Poor ☐ dur. partially

97 Plate on vehicle Yes (No) Plate Number _____

98 Evidence Confiscated: Yes (No)

Revised 08/11/2009

Completed By: Dawn Jacobson

A SOS 11 06/29/2010 15:33:58 CCF/JAVAP1999/69_198_118_3/1.
53;1;1FTNX21S3YEA[redacted]
TITLE INFORMATION:
TITLE MAILED TO SECURED INTEREST HOLDER
2000 FORD 1FTNX21S3YE[redacted] 29 PICKUP S TRANSFER
02/23/2006 128T0530773 SRW SUPER DUTY 169193 A

[redacted] AND

[redacted]
REDFORD TWP [redacted]

FIRST CATHOLIC FCU
9300 COOPER 02/22/2006
TAYLOR 48146

** 06/12/2010 ABANDONED - CONFIRM WITH ENTERING JURISDICTION MI8269300 **

REGISTRATION INFORMATION:

[redacted]
09/18/2010 PC-RENEWAL
MI SOS H-630-603-085-724

VINquery.com Report - 6/29/2010

VIN #	1FTNX21S3YE[redacted]
VINquery.com Vehicle ID	21854
Model Year	2000
Make	Ford
Model	F-250 SD
Trim	Lariat SuperCab Long Bed 4WD
Manufactured In	UNITED STATES
Production Seq. Number	A27799
Specifications - General	
Body Style	EXTENDED CAB PICKUP 4-DR
Engine Type	6.8L V10 SOHC 20V
Transmission	4-Speed Automatic | 5-Speed Manual | 6-Speed Manual
Driveline	4WD
Tank(gallon)	38.00
Fuel Economy(City, miles/gallon)	No data
Fuel Economy(Highway, miles/gallon)	No data
Specifications - Chassis	
Anti-Brake System	2-Wheel ABS
Steering Type	Recirc
Brake Type(front)	Disc
Brake Type(rear)	Disc
Turning Diatmeter(in.)	50.40
Suspension(front)	Live
Suspension(rear)	Live
Spring Type(front)	Torsion Bar
Spring Type(rear)	Leaf
Tires	235/85R16
Specifications - Interior Dimensions	
Headroom(front, in.)	41.40
Headroom(rear, in.)	38.50
Legroom(front, in.)	40.70
Legroom(rear, in.)	32.40
Shoulder Room(front, in.)	68.00
Shoulder Room(rear, in.)	68.00
Hip Room(front, in.)	67.40
Hip Room(rear, in.)	67.30
Specifications - Colors	
Interior Trim	Medium Parchment Leather
Exterior Color	Black Clearcoat | Black Clearcoat/Harvest Gold Clearcoat Metallic | Bright Amber Clearcoat Metallic | Bright Amber Clearcoat Metallic/Black Clearcoat | Dark Toreador Red Clearcoat Metallic | Dark Toreador Red Met/Black Clearcoat | Deep Wedgewood Blue Clearcoat Metallic | Deep Wedgewood Blue Met/Harvest Gold Clearcoat Metallic | Harvest Gold Clearcoat Metallic | Harvest Gold Clearcoat Metallic/Black Clearcoat | Island Blue | Island Blue/Harvest Gold Clearcoat Metallic | Oxford White Clearcoat | Oxford White Clearcoat/Harvest Gold Clearcoat Metallic | Red Clearcoat | Woodland Green Clearcoat Metallic | Woodland Green Met/Harvest Gold Clearcoat Metallic
Specifications - Exterior Dimensions & Weight	
Curb Weight(automatic, lbs.)	5981
Curb Weight(manual, lbs.)	5935
Length(in.)	247.60
Width(in.)	79.90

Height(in.)	80.20
Wheelbase(in.)	158.00
Ground Clearance(in.)	8.30
Track(front, in.)	No data
Track(rear, in.)	No data
Specifications - Cargo Bed Dimensions	
Length(in.)	98.60
Width at Wheelwell(in.)	50.90
Width at Wall(in.)	64.60
Depth(in.)	20.00
Specifications - Capacities	
Seating(standard)	6
Seating(optional)	5
Volume(passenger, cu.ft.)	No data
Volume(cargo, cu.ft.)	No data
Towing(standard, lbs)	7400
Towing(maximum, lbs)	13700
Payload(standard, lbs)	2865
Payload(maximum, lbs)	2865
GVWR(standard, lbs)	8800
GVWR(maximum, lbs)	8800
Specifications - Warranty	
Basic(duration, months)	36
Basic(distance, miles)	36,000
Powertrain(duration, months)	36
Powertrain(distance, miles)	36,000
Rust(duration, months)	60
Rust(distance, miles)	Unlimited
Specifications - Pricing	
MSRP(USD)	$29,895
Dealer Invoice(USD)	$26,016
Destination Charge(USD)	No data
Equipment - Anti-Theft & Locks	
Child Safety Door Locks	N/A
Locking Pickup Truck Tailgate	N/A
Power Door Locks	Std.
Vehicle Anti-Theft	N/A
Equipment - Braking & Traction	
4WD/AWD	Std.
ABS(2-Wheel/4-Wheel)	Std.
Automatic Load-Leveling	N/A
Electronic Brake Assistance	N/A
Limited Slip Differential	Opt.
Locking Differential	N/A
Traction Control	N/A
Vehicle Stability Control System	N/A
Equipment - Safety	
Driver Airbag	Std.
Front Side Airbag	N/A
Front Side Airbag with Head Protection	N/A
Passenger Airbag	Std.
Side Head Curtain Airbag	N/A
Second Row Side Airbag	N/A

	N/A
Electronic Parking Aid	N/A
First Aid Kit	N/A
Trunk Anti-Trap Device	N/A
Equipment - Remote Controls & Release	
Keyless Entry	Opt.
Remote Ignition	N/A
Equipment - Climate Control	
Air Conditioning	Std.
Separate Driver/Front Passenger Climate Controls	N/A
Equipment - Interior Features	
Cruise Control	Std.
Tachometer	Std.
Tilt Steering Wheel	Std.
Tilt Steering Column	N/A
Heated Steering Wheel	N/A
Leather Steering Wheel	Opt.
Steering Wheel Mounted Controls	N/A
Telescopic Steering Column	N/A
Adjustable Foot Pedals	N/A
Genuine Wood Trim	N/A
Tire Inflation/Pressure Monitor	N/A
Trip Computer	N/A
Equipment - Storage	
Cargo Area Cover	Opt.
Cargo Area Tiedowns	N/A
Cargo Net	Opt.
Load Bearing Exterior Rack	Opt.
Pickup Truck Bed Liner	Opt.
Equipment - Roof	
Power Sunroof/Moonroof	N/A
Manual Sunroof/Moonroof	N/A
Removable/Convertible Top	N/A
Equipment - Entertainment, Communication & Navigation	
AM/FM Radio	Std.
Cassette Player	Std.
CD Player	Opt.
CD Changer	Opt.
DVD Player	N/A
Hands Free/Voice Activated Telephone	N/A
Navigation Aid	N/A
Second Row Sound Controls or Accessories	N/A
Subwoofer	N/A
Telematic Systems	N/A
Equipment - Seat	
Driver Multi-Adjustable Power Seat	Std.
Front Cooled Seat	N/A
Front Heated Seat	N/A
Front Power Lumbar Support	N/A
Front Power Memory Seat	N/A
Front Split Bench Seat	N/A
Leather Seat	Std.

Second Row Folding Seat	N/A
Second Row Heated Seat	N/A
Second Row Multi-Adjustable Power Seat	N/A
Second Row Removable Seat	N/A
Third Row Removable Seat	N/A

Equipment - Exterior Lighting

Automatic Headlights	N/A
Daytime Running Lights	Opt.
Fog Lights	Opt.
High Intensity Discharge Headlights	N/A
Pickup Truck Cargo Box Light	N/A

Equipment - Exterior Features

Bodyside/Cab Step or Running Board	Opt.
Front Air Dam	N/A
Rear Spoiler	N/A
Skid Plate or Underbody Protection	N/A
Splash Guards	Opt.
Wind Deflector or Buffer for Convertible	N/A
Power Sliding Side Van Door	N/A
Power Trunk Lid	N/A

Equipment - Wheels

Alloy Wheels	Std.
Chrome Wheels	N/A
Steel Wheels	Opt.

Equipment - Tires

Full Size Spare Tire	Std.
Run Flat Tires	N/A

Equipment - Windows

Power Windows	Std.
Glass Rear Window on Convertible	N/A
Sliding Rear Pickup Truck Window	Opt.
Privacy Glass or Deep Tinted Glass	Opt.

Equipment - Mirrors

Electrochromic Exterior Rearview Mirror	N/A
Heated Exterior Mirror	N/A
Electrochromic Interior Rearview Mirror	N/A
Power Adjustable Exterior Mirror	Opt.

Equipment - Wipers

Interval Wipers	N/A
Rain Sensing Wipers	N/A
Rear Wiper	N/A
Rear Window Defogger	N/A

Equipment - Towings

Tow Hitch Receiver	Opt.
Towing Preparation Package	N/A

Legends

Std. - Standard: indicates a manufacturer-installed feature that comes standard.
Opt. - Optional: indicates a manufacturer-installed feature that does not come standard.
N/A - Not Available: Indicates a feature that is not available as a manufacturer-installed item.

Disclaimer

OFFICE OF DEFECTS INVESTIGATION (ODI)

Recalls - Search Results

3 Record(s) Displayed.

Report Date : **July 1, 2010 at *10:16 AM***
Search Type : **VEHICLE**
Make: **FORD**
Model or Model No.: **F-250 SD**
Model Year: **2000**

Make: FORD

Model: F-250 SD

Model Year: 2000

Manufacturer: PRO-A MOTORS, INC.

Mfr's Report Date: MAR 21, 2006

NHTSA CAMPAIGN ID Number: 06E026000

NHTSA Action Number: N/A

Component: EXTERIOR LIGHTING

Potential Number of Units Affected: 61944

Summary:

CERTAIN PRO-A MOTORS CORNER LAMPS, TURN SIGNALS, AND HEADLIGHTS SOLD AS REPLACEMENT LAMPS FOR USE ON CERTAIN PASSENGER VEHICLES LISTED ABOVE. SOME COMBINATION LAMPS THAT ARE NOT EQUIPPED WITH AMBER SIDE REFLECTORS FAIL TO CONFORM TO FEDERAL MOTOR VEHICLE SAFETY STANDARD NO. 108, LAMPS, REFLECTIVE DEVICES, AND ASSOCIATED EQUIPMENT.

Consequence:

WITHOUT THE AMBER REFLECTORS, THE VEHICLE WILL BE POORLY ILLUMINATED, POSSIBLY RESULTING IN A VEHICLE CRASH WITHOUT WARNING.

Remedy:

PRO-A MOTORS WILL NOTIFY OWNERS AND OFFER TO REPURCHASE THE LAMPS. THE RECALL BEGAN ON APRIL 3, 2006. OWNERS MAY CONTACT PRO-A MOTORS AT 323-838-2988.

Notes:

THIS RECALL ONLY PERTAINS TO PRO-A MOTORS AFTERMARKET LAMPS AND HAS NO RELATION TO ANY ORIGINAL EQUIPMENT INSTALLED ON THE LISTED PASSENGER VEHICLES. FOR MORE INFORMATION ON THE LAMP MODEL NUMBERS, CLICK ON DOCUMENT SEARCH AND VIEW DOCUMENT TITLED "LAMP MODEL NUMBERS." CUSTOMERS MAY CONTACT THE NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION¿S VEHICLE SAFETY HOTLINE AT 1-888-327-4236 (TTY: 1-800-424-9153); OR GO TO HTTP://WWW.SAFERCAR.GOV.

Make: FORD

Model: F-250 SD

Model Year: 2000

Manufacturer: FORD MOTOR COMPANY

Mfr's Report Date: DEC 03, 2007

NHTSA CAMPAIGN ID Number: 07V553000

NHTSA Action Number: EA06012

Component: ENGINE AND ENGINE COOLING:ENGINE:DIESEL

Potential Number of Units Affected: 1176000

Summary:

ON CERTAIN HEAVY DUTY TRUCKS EQUIPPED WITH 7.3L DIESEL ENGINES, THE CAMSHAFT POSITION SENSOR LOCATED ON THE ENGINE OF THE VEHICLE MAY FUNCTION INTERMITTENTLY, POSSIBLY RESULTING IN AN ENGINE STALL.

Consequence:

IN THE EVENT OF AN ENGINE STALL, A CRASH COULD RESULT WITHOUT WARNING.

Remedy:

DEALERS WILL INSPECT THE SENSOR AND REPLACE IT WITH AN IMPROVED CAMSHAFT POSITION SENSOR FREE OF CHARGE. THE RECALL BEGAN ON DECEMBER 29, 2007. OWNERS MAY CONTACT FORD AT 1-866-436-7332.

Notes:

FORD RECALL NO. 07S57. CUSTOMERS MAY ALSO CONTACT THE NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION'S VEHICLE SAFETY HOTLINE AT 1-888-327-4236 (TTY 1-800-424-9153), OR GO TO HTTP://WWW.SAFERCAR.GOV.

Make: FORD

Model: F-250 SD

Model Year: 2000

Manufacturer: FORD MOTOR COMPANY

Mfr's Report Date: OCT 09, 2009

NHTSA CAMPAIGN ID Number: 09V399000

NHTSA Action Number: EA08021

Component: VEHICLE SPEED CONTROL

Potential Number of Units Affected: 4500000

Summary:

FORD IS RECALLING MODEL YEARS 1995-2003 WINDSTAR, 2000-2003 EXCURSION DIESEL, 1993-1997 AND 1999-2003 F-250 SD THROUGH F-550 SD DIESEL, 1992-2003 E-150 THROUGH E-550, 1995-2002 EXPLORER, 1997 AND 2002 MERCURY MOUNTAINEER, 1995-1997 AND 2001-2003 RANGER, AND 1994 F53 VEHICLES EQUIPPED WITH THE TEXAS INSTRUMENTS SPEED CONTROL DEACTIVATION SWITCH (SCDS). THE SCDS MAY LEAK INTERNALLY AND THEN OVERHEAT, SMOKE, OR BURN.

Consequence:

A VEHICLE FIRE COULD OCCUR WITH OR WITHOUT THE ENGINE RUNNING.

Remedy:

FORD WILL NOTIFY OWNERS THAT DEALERS WILL INSTALL A FUSED WIRING HARNESS IN LINE WITH THE SCDS. ON 1999-2003 WINDSTAR VEHICLES WITH A LEAKING SCDS, DEALERS WILL ALSO INSPECT THE ABS CONTROL MODULE CONNECTOR AND REPAIR AS NECESSARY. REPAIRS WILL BE COMPLETED FREE OF CHARGE. THE SAFETY RECALL BEGAN ON OCTOBER 27, 2009. OWNERS MAY CONTACT FORD AT 1-888-222-2751.

Notes:

FORD'S RECALL CAMPAIGN NUMBER IS 09S09. OWNERS MAY ALSO CONTACT THE NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION'S VEHICLE SAFETY HOTLINE AT 1-888-327-4236 (TTY 1-800-424-9153), OR GO TO HTTP://WWW.SAFERCAR.GOV .

OFFICE OF DEFECTS INVESTIGATION (ODI)

Defects - Search Results

3 Record(s) Displayed.

Report Date : **July 1, 2010 at *10:17 AM***
Search Type : **VEHICLE**
Year : **2000**
Make : **FORD**
Model : **F-250 SD**

NHTSA Action Number:
EA05005

NHTSA Recall Campaign Number:
7 recalls found

Make: FORD
Manufacturer : FORD MOTOR COMPANY
Year : 2000
Model: F-250 SD
Component :
VEHICLE SPEED CONTROL:CRUISE CONTROL
ELECTRICAL SYSTEM:WIRING:FRONT UNDERHOOD

Date Investigation Opened : March 22, 2005
Date Investigation Closed : August 2, 2006
Summary:

EA05-005 IS CLOSED WITH FORD¿S ACTIONS IN RECALLS 05V-017, 05V-388, AND 06V-286, RECALLING APPROXIMATELY 6.7 MILLION VEHICLES EQUIPPED WITH TEXAS INSTRUMENTS SPEED CONTROL DEACTIVATION SWITCHES (SCDS). THE BRAKE SYSTEMS IN THESE RECALLED VEHICLES GENERATE A VACUUM THAT CAN POTENTIALLY CAUSE THE SCDS TO FAIL AND, IN CERTAIN SWITCH INSTALLATION ORIENTATIONS, CATCH FIRE. FORD IS ALSO INCLUDING THE ENTIRE POPULATION OF 1998 EXPLORERS. FORD HAS INFORMED ODI THAT TESTING TO DETERMINE THE CAUSE OF FAILURES IN THE 1998 EXPLORERS WILL CONTINUE AFTER THIS INVESTIGATION IS CLOSED. ODI BELIEVES THAT THE VEHICLES EXHIBITING THE FACTORS CAUSING SCDS FAILURE DESCRIBED IN THIS REPORT CORRELATE WELL WITH THE OBSERVED FAILURE RATES ON THESE VEHICLES BY MODEL AND MODEL YEAR. THE CLOSING OF THIS INVESTIGATION DOES NOT CONSTITUTE A FINDING BY NHTSA THAT A SAFETY-RELATED DEFECT DOES NOT EXIST IN THE NON-RECALLED VEHICLES MANUFACTURED WITH SCDS THAT ARE NOT INCLUDED IN FORD¿S RECALLS. ODI WILL CONTINUE TO MONITOR THE NON-RECALLED POPULATION FOR INCIDENCE OF ENGINE COMPARTMENT FIRES. THE AGENCY RESERVES THE RIGHT TO TAKE FURTHER ACTION IF WARRANTED BY THE CIRCUMSTANCES. SEE ATTACHED CLOSING REPORT FOR DETAILS.

NHTSA Action Number:
PE06011

NHTSA Recall Campaign Number:
N/A

Make: FORD
Manufacturer : FORD MOTOR COMPANY
Year : 2000
Model: F-250 SD
Component :
ENGINE AND ENGINE COOLING:ENGINE:DIESEL

Date Investigation Opened : February 27, 2006
Date Investigation Closed : June 23, 2006
Summary:

THE CAM POSITION SENSOR (CPS) PROVIDES A CRITICAL SIGNAL TO THE SUBJECT VEHICLE (SV) ENGINE MANAGEMENT SYSTEM, THE LOSS OF WHICH RESULTS IN AN ENGINE STALL. DURING PE06-011, FORD STATED IN THEIR RESPONSE TO ODI THAT IT IS CONTINUING TO INVESTIGATE ALLEGATIONS OF CPS

THESE PRODUCTS WERE NOT FORMALLY WITHIN SCOPE OF THE INVESTIGATION WHEN FAILURE INFORMATION WAS REQUESTED. WARRANTY DATA ANALYSIS INDICATES THAT ABOUT HALF THE CLAIMS INVOLVED A STALL WHILE DRIVING EVENT (FORD'S ASSESSMENT) AND THAT POOR CPS DURABILITY WAS A LONGSTANDING CONCERN. FORD REPORTED THAT THE NEW CPS DESIGN SHOULD MEET OR EXCEED THEIR 10 YEAR, 150K MILE LIFE EXPECTANCY DESIGN REQUIREMENT.

2000 Ford Truck F 250 4WD Super Duty V10-6.8L VIN S

Generals
Information

Number	Date	▼Title
99B28	12/01/1999	Campaign - Engine Oil Cooler Inspection/Replacement
00B53	10/01/2000	Campaign - Front Driveshaft Replacement
98B29	01/01/1999	Campaign - GEM Module Replacement
02L08	02/01/2002	Campaign - Missing Engine Information label

2000 Ford Truck F 250 4WD Super Duty V10-6.8L VIN S

Safety
Information

Number	Date	Title
05S28S15	04/10/2008	Recall - Cruise Control Deactivation Switch Inspection
09S09	10/13/2009	Recall - Cruise Control Deactivation Switch Overheating
01S24	08/01/2001	Recall - Defective Wiper Motor Switch/Gear Cover
99S32	11/01/1999	Recall - Fuel System Integrity
02L11	10/01/2002	Recall - Lug Nut Procedure and Torque Specification
00S21	10/01/2000	Recall - Seat Belt Buckle Inspection/Replacement
NHTSA00V170000	06/15/2000	Recall 00V170000: Master Cylinder Pushrod Retaining Clip
NHTSA00V228001	08/11/2000	Recall 00V228001: Seat Belt Buckle Defect
NHTSA01V258000	08/03/2001	Recall 01V258000: Wiper Motor Gear Case Cover
NHTSA 06V286000	07/27/2006	Recall 06V286000: Cruise Control Switch Fire Hazard
NHTSA07V336000	08/02/2007	Recall 07V336000: Cruise Control Fire Hazard
NHTSA09V399000	10/09/2009	Recall 09V399000: Cruise Control Deactivation Switch
NHTSA99V265000	09/16/2000	Recall 99V265000: Accelerator Cable and Throttle Body

2000 Ford Truck F 250 4WD Super Duty V10-6.8L VIN S

All Technical Service Bulletins

Information

Number	Date	▼Title
04-18-5	09/20/2004	4X4 System - Front Hubs Won't Lock/Disengage
06-21-19	10/30/2006	A/C - Heater Core Electrolysis/Leakage
99-19-6	09/20/1999	A/C - Identification of Non Approved Refrigerants
99-24-6	11/29/1999	A/C - Thumping Noise On Cold Engine Start-up
02-20-8	10/14/2002	A/C System - Diagnosis and Service Tips
00-24-4	11/27/2000	A/T - (4R100) Fluid Overheats, Updated Cooler
99-21-11	10/18/1999	A/T - 4R100 Orange Service Tag Service Procedure
03-26-1	01/12/2004	A/T - 4R70W Needle Bearing/Race Kit Service Tip
03-14-8	07/21/2003	A/T - Cooler Flushing Service Tips
00-23-10	11/13/2000	A/T - In Line Fluid Filter Kit
02-17-6	09/02/2002	A/T - Inadvertent Shift Interlock Disabling
06-14-4	07/24/2006	A/T - Mercon V ATF Usage
02-21-1	10/28/2002	A/T - Torque Converter Access Plug Dislodges
00-9-1	05/01/2000	A/T Cooler - Fluid Leaks at Radiator
02-11-4	06/10/2002	Aluminum Engine - New Cleaners/Service Tips
02-16-4	08/19/2002	Audio System - Whining/Buzzing Noise From Speakers
07-5-8	03/19/2007	Battery - Battery Eye Function/Charging/Service
01-10-11	05/28/2001	Bi Fuel System - Component Identification
01-21-4	10/29/2001	Bi-Fuel - Lock Off Solenoid/Tank Valve Coil Resistance
01-10-6	05/28/2001	Bi-Fuel System - Compuvalve Replacement

04-18-11	09/20/2004	Body - Corrosion At Bottom of Door or Tailgate
03-23-2	11/24/2003	Body - Exterior Mirror Glass/Motor Service Tips
06-26-5	01/08/2007	Body - Running Board Corrosion
04-23-9	11/29/2004	Body - Water Leaks From Roof Flange Area
99-25-6	12/13/1999	Brake Rotor - Incorrect Discard Thickness Specification
03-19-10	09/29/2003	Brakes - Vehicle Pulls Left/Right on Braking
99-19-4	09/20/1999	Brakes - Vibration/Inspection Service Tips
99B28	12/01/1999	Campaign - Engine Oil Cooler Inspection/Replacement
00B53	10/01/2000	Campaign - Front Driveshaft Replacement
98B29	01/01/1999	Campaign - GEM Module Replacement
02L08	02/01/2002	Campaign - Missing Engine Information label
06-8-5	05/01/2006	Cruise Control - Diagnostic Updates
01-20-5	10/15/2001	Driveability - Vacuum Leak Detection
03-14-3	07/21/2003	Drivetrain - 4X4 Hub Non-Engagement/Disengagement
06-23-4	12/06/2006	Drivetrain - Drive-Away Shudder/Vibration
03-4-1	03/03/2003	Drivetrain - Front Locking Hub Service Tips
03-11-2	06/09/2003	Drivetrain - Hub/Bearing Rocking End-Play Measurement
99-23-4	11/15/1999	EVAP - DTC's P0442/P0455/MIL ON/No Driveability Concerns
05-18-7	09/22/2005	Electrical - Wiring Soldering/Crimping Service Tips
03-20-3	10/13/2003	Emissions - MIL ON/DTC's Stored/Check Fuel Cap Lamp ON
01-9-7	05/14/2001	Emissions/Engine Controls - Driveability Diagnosis
02-2-3	02/04/2002	Engine - Aluminum Block/Head Machining
07-15-2	08/06/2007	Engine - Cylinder Head Spark Plug Thread Repair
02-21-13	10/28/2002	Engine - Cylinder Head Straightedge Surface Check
01-24-6	12/10/2001	Engine - Oil System Priming Procedures
06-18-16	09/18/2006	Engine - Reman Engine Head Gasket Identification

00-26-1	12/25/2000	Engine - Rough Idle/Noise When Cold
07-21-2	10/29/2007	Engine - Spark Plug Hole Thread Repair Procedure
04-24-14	12/13/2004	Engine Controls - General PCM Programming Procedures
04-17-4	09/06/2004	Engine Controls - MIL ON/Lean DTC Service Tips
03-9-11	05/12/2003	Engine Controls - Rough Idle/Hesitation
01-23-6	11/26/2001	Engine Coolant - Propylene Glycol Recommendations
02-1-4	01/21/2002	Engine Head Gasket - Approved Replacement Procedures
02-1-9	01/21/2002	Engine Oil - Oil Recommendations/Applications
01-1-3	01/22/2001	Exhaust System - 'Miss' Sound From Exhaust
01-4-9	03/05/2001	Front Brakes - Pad/Caliper Rattle on Bumps
99-26-9	12/27/1999	Fuel Economy - Customer Expectation vs. Vehicle Usage
01-7-3	04/16/2001	Fuel Pump - Whine Heard Through Radio Speakers
01-19-4	10/01/2001	Hood Lamp Switch - Updated Replacement Part
01-21-13	10/29/2001	Ignition Switch - High Turning Effort/MIL ON/DTC's Set
05-22-8	11/14/2005	Ignition System - Coil-On-Plug Misfire Diagnostic Tips
07-4-3	03/05/2007	Interior - Leather Wrapping On Steering Wheel Is Loose
06-15-8	08/07/2006	Keyless Entry - Keypad Diagnostics
03-18-1	09/15/2003	Keyless Entry System - Service Tips
01-10-1	05/28/2001	LPG - Parameter Identification Data Input and Output
06-17-7	09/04/2006	Lighting - Addition of Bulbs to Turn/Hazard Flashers
99-24-2	11/29/1999	Locks - Lock Service Packages Available
06-26-1	01/08/2007	M/T - Mercon(R) V ATF Usage Information
02-2-1	02/04/2002	PCM - Low Power In Reverse Gear
01-1-6	01/22/2001	PCM - MIL ON, DTC's P0350/P0360 Set
05S28S15	04/10/2008	Recall - Cruise Control Deactivation Switch Inspection

09S09	10/13/2009	Recall - Cruise Control Deactivation Switch Overheating
01S24	08/01/2001	Recall - Defective Wiper Motor Switch/Gear Cover
99S32	11/01/1999	Recall - Fuel System Integrity
02L11	10/01/2002	Recall - Lug Nut Procedure and Torque Specification
00S21	10/01/2000	Recall - Seat Belt Buckle Inspection/Replacement
NHTSA00V170000	06/15/2000	Recall 00V170000: Master Cylinder Pushrod Retaining Clip
NHTSA00V228001	08/11/2000	Recall 00V228001: Seat Belt Buckle Defect
NHTSA01V258000	08/03/2001	Recall 01V258000: Wiper Motor Gear Case Cover
NHTSA 06V286000	07/27/2006	Recall 06V286000: Cruise Control Switch Fire Hazard
NHTSA07V336000	08/02/2007	Recall 07V336000: Cruise Control Fire Hazard
NHTSA09V399000	10/09/2009	Recall 09V399000: Cruise Control Deactivation Switch
NHTSA99V265000	09/16/2000	Recall 99V265000: Accelerator Cable and Throttle Body
05-3-10	02/21/2005	Restraints - Seat Belt Stop Button Service
05-16-11	08/22/2005	Restraints - Seat Belts Slow to Retract
00-14-2	07/10/2000	Speedometer Defective,, 4X4 Lamp ON, DTCs P1635/P1639
03-20-5	10/13/2003	Starting System - No Start/Repeat Starter Failure
06-19-14	10/02/2006	Starting System- No Crank Condition
07-1-7	01/22/2007	Steering - Mercon V(R) Fluid Usage
07-11-10	06/11/2007	Steering/Brakes - Brake Pedal Kick-Back/Grabbing
01-3-2	02/19/2001	Steering/Suspension - Stiff, Wandering
04-23-6	11/29/2004	Suspension - Vehicle Leans/Sags To One Side
02-3-5	02/18/2002	Tailgate - Squeaking/Binding Condition
01-5-3	03/19/2001	Trailer Tow Wiring - Difficult To Locate
02-1-6	01/21/2002	Wheels/Tires - Road Force Measurement Equipment
01-10-12	05/28/2001	Wire Harness - Terminal Repair Kit

2000 Ford Truck F 250 4WD Super Duty V10-6.8L VIN S

Superceded Bulletins

Information

Number	Date	Title
05S28S11	08/03/2007	05S28S11 - 08/03/07
05S28S12	08/20/2007	05S28S12 - 08/20/07
00-3-8	02/07/2000	A/T - E4OD/4R100 Fluid In-Line Filter Kit
00-2-2	01/24/2000	A/T - E4OD/4R100 In Line Filter Kit Tips
01-15-7	08/06/2001	A/T - Fluid Application Charts
00-1-5	01/10/2000	A/T - New Transmission Cooler Flusher/Service Tip
06-4-2	03/06/2006	Battery - Battery EYE Function/Charging Service Tips
02-4-5	02/15/2002	Battery - Charging Tips and Guidelines
05-9-18	05/16/2005	Battery - Service/Charging Tips
05-17-6	09/05/2005	Drivetrain - Drive Away Shudder/Vibration
04-22-7	11/15/2004	Drivetrain - Driveaway Shudder or Vibration
04-11-6	06/08/2004	Drivetrain - Front Hubs Won't Engage/Stay Engaged
01-7-8	04/16/2001	EVAP System - MIL ON Multiple DTC's Set
03-11-6	06/09/2003	Electrical - Wiring Soldering/Crimping Tips
03-9-8	05/12/2003	Emissions - MIL ON/EVAP System DTC's Set
02-20-2	10/14/2002	Engine - Cylinder Head Straightedge Flatness Check
01-4-7	03/05/2001	Engine - Oil Recommendations/Applications
04-21-7	11/01/2004	Engine Controls - General PCM Reprogramming Procedures
99-22-4	11/01/1999	Front Wipers - Operate While Switch Is In Off Position
99-24-3	11/29/1999	Front Wipers - Operate While Switch is in OFF Position

01-15-6	08/06/2001	Heater Core - Repeated Failure
03-14-4	07/21/2003	Ignition System - Engine Misfire Diagnostic Tips
04-16-1	08/23/2004	Ignition System - Engine Misfire Diagnostics Tips
06-14-12	07/24/2006	Lighting - Adding Additional Turn Signal/Hazard Bulbs
04-18-15	09/20/2004	Lighting - Addition of Hazard/Turn Signal Bulbs
02-21-9	10/28/2002	Lighting - Additional Turn Signal/Hazard Flasher Bulbs
00-8-6	04/17/2000	Locking Hubs - Service Tip
04-26-2	12/31/2004	Parking Assist System - False Tone Activation
99-26-6	12/27/1999	Passive Antitheft System (PATS) - Diagnostics Tips
05S28S8	08/03/2006	Recall - Cruise Control Deactivation Switch Defects
05S28S10	03/02/2007	Recall - Cruise Control Deactivation Switch/Fire Hazard
05S28S13	09/05/2007	Recall - Cruise Control Switch Circuit Defect
05S28S14	01/28/2008	Recall - Speed Control Deactivation Switch Defects
05S28S9	08/28/2006	Recall - Speed Control System Modification
04-24-21	12/13/2004	Restraint System - Seat Belts Slow to retract
01-18-1	09/17/2001	Shift Interlock (BRAKE) - Inadvertent Disabling
02-19-4	09/30/2002	Starting System - Starter Failure/Ignition Lock Sticking
04-24-3	12/13/2004	Steering - Leather Coming Loose From Steering Wheel
01-16-8	08/20/2001	Turn Signals/Hazard Flashers - Bulb Addition
99-22-2	11/01/1999	Wire Harness - Terminal Repair Kit/Wire Splice Procedure

Important Reminder Customer Letter - Truck

Recall - Cruise Control Deactivation Switch Inspection

Safety Recall 05S28-S15 – Truck Vehicle Owners — April 2008

Mr. John Sample
123 Main Street
Anywhere, USA 12345

Your Vehicle Identification Number: 12345678901234567

******* ***IMPORTANT REMINDER*** *******

Service parts are now available to perform the necessary repairs to your vehicle.

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act.

Ford Motor Company has previously sent you letters indicating that a defect which relates to motor vehicle safety exists in your speed control equipped vehicle. This condition may result in a vehicle fire, even if the vehicle is parked, even if you have never used your speed control. We apologize for this situation and for our previous lack of repair parts and want to assure you that, with your assistance, we will correct this condition. Our commitment, together with Ford and Lincoln Mercury dealers, is to provide you with the highest level of service and support.

What is the issue?	Ford cannot be confident that over many years in service, the type of Speed Control Deactivation Switch (SCDS) installed on your vehicle will not leak, posing the risk of an underhood fire. This condition may occur either when the vehicle is parked or when it is being operated, even if the speed control is not in use.
What will Ford and your dealer do?	Ford Motor Company has authorized your dealer to perform the repairs under this program free of charge (parts and labor). If you had the Interim Repair (Speed Control System disconnect) performed, the final repair will restore operation of the speed control system. If your dealer has recently completed the final repair on your vehicle for this recall, please disregard this letter.
How long will it take?	Your dealer may be able to perform this repair while you wait; however, due to scheduling requirements, your dealer may need your vehicle for a longer period of time.
What are we asking you to do?	We urge you to contact your dealer as soon as possible to schedule an appointment to have this service performed. Provide the dealer with the Vehicle Identification Number (VIN) of your vehicle. The VIN is printed near your name at the beginning of this letter.

Zoom | Sized for Print

Zoom

Sized for Print

2000 Ford Truck F 250 4WD Super Duty V10-6.8L VIN S

Owner Letter

Recall - Cruise Control Deactivation Switch Inspection

August 2, 2007

Mr. Daniel C. Smith
Associate Administrator for Safety Assurance
National Highway Traffic Safety Administration
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Mr. Smith:

Subject: Ford Recall No. 05S28

Summary

- Ford Action – Ford is recalling certain 1998-2002 model year Ford Ranger, 1992-1998 Ford Crown Victoria, Mercury Grand Marquis and Lincoln Town Car, 1993-1998 Lincoln Mark VIII, 1993-1995 Ford Taurus SHO with automatic transmission, 1994 Mercury Capri, 1999-2001 Ford Explorer and Mercury Mountaineer, 2001-2002 Ford Explorer Sport and Explorer Sport Trac, 1992-1993 and 1997-2003 Ford E-150-350 gasoline or natural gas vehicles, 2003 E-450 gasoline or natural gas vehicles, 1993 Ford Bronco, 1993 Ford F-Series gasoline or natural gas vehicles, 1995-2002 Ford F53 Motorhome chassis, and 2003-2004 Ford F-150 Lightning vehicles equipped with speed control.
- Number of Vehicles Involved – Ford estimates that there are approximately 3.6 million vehicles currently registered in the United States and Federalized Territories.
- Effect on Vehicle Operation – The speed control deactivation switch may, under certain conditions, leak internally and then overheat, smoke, or burn.
- Service Procedure – Owners of the trucks and SUV's included in the action will be instructed to return their vehicles to dealers for installation of a fused wiring harness to eliminate the potential risk of fire. Owners of the passenger cars included in this action will be instructed to return their vehicles to their dealers to have the speed control deactivation switch disconnected as an interim repair. As soon as repair parts are available (expected October, 2007) owners will be instructed to return to the dealers for installation of a fused wiring harness.

Attached is the detailed information required by the applicable portions of 49 CFR Part 573 - Defect and Non-Compliance Information Report.

Sincerely,

R. A. Nicol

James P. Vondale

Attachment

Zoom Sized for Print

ATTACHMENT

49 CFR Part 573 – DEFECT INFORMATION REPORT -- FORD RECALL 05S28

Pursuant to Part 573 of Title 49 of the Code of Federal Regulations, Defect and Noncompliance Reports, Ford Motor Company (Ford) submits the following information concerning a safety recall action that it is voluntarily initiating.

573.6 (c) (2) - Potentially Affected Vehicles

Approximately 3.6 million potentially affected vehicles are currently registered in the U.S. and Federalized Territories. Those vehicles are certain 1998-2002 model year Ford Ranger, 1992-1998 Ford Crown Victoria, Mercury Grand Marquis and Lincoln Town Car, 1993-1998 Lincoln Mark VIII, 1993-1995 Ford Taurus SHO with automatic transmission, 1994 Mercury Capri, 1999-2001 Ford Explorer and Mercury Mountaineer, 2001-2002 Ford Explorer Sport and Explorer Sport Trac, 1992-1993 and 1997-2003 Ford E-150-350 gasoline or natural gas vehicles, 2003 E-450 gasoline or natural gas vehicles, 1993 Ford Bronco, 1993 Ford F-Series gasoline or natural gas vehicles, 1995-2002 Ford F53 Motorhome chassis, and 2003-2004 Ford F-150 Lightning vehicles equipped with speed control.

Vehicles	MY	Assembly Plant	Beginning	End
Ranger	1998-2002	Twin Cities	5/7/1997	8/10/2002
Ranger	1998-2002	Edison	4/8/1997	8/27/2002
Ranger	1998-1999	Louisville	4/25/1997	4/1/1999
Town Car	1992-1998	Wixom	11/5/1991	2/28/1998
Crown Victoria	1992-1998	St. Thomas	2/5/1992	2/28/1998
Grand Marquis	1992-1998	St. Thomas	2/5/1992	2/28/1998
Mark VIII	1993-1998	Wixom	6/16/1992	6/26/1998
Taurus SHO A/T	1993-1995	Atlanta	4/23/1992	6/15/1995
Explorer/Mountaineer	1999-2001	Louisville	6/16/1998	9/27/2000
Explorer/Mountaineer	1999-2001	St. Louis	6/23/1998	12/24/2000
Explorer Sport	2001-2002	Louisville	9/24/1999	8/16/2002
Explorer Sport Trac	2001-2002	Louisville	9/24/1999	8/16/2002
E150-E350	1992-1993	Lorain	4/22/1991	8/31/1993
E150-E350	1997-2002	Lorain	4/9/1996	8/2/2002
E150-E450	2003	Lorain	8/5/2002	12/31/2002
F-Series	1993	Ontario	8/24/1992	8/24/1993
F-Series	1993	Kansas City	8/8/1992	8/21/1993
F-Series	1993	Michigan	5/29/1992	8/13/1993
F-Series	1993	Norfolk	7/27/1992	8/2/1993
Bronco	1993	Michigan	5/28/1992	8/13/1993
F-53 Motorhome (TY1)	1995-1997	Monterrey/Immsa	7/12/1994	12/19/1997
F-53 Motorhome (P131)	1998-2000	Monterrey/Immsa	10/6/1997	12/17/1999
F-53 Motorhome (P131)	2001-2002	Detroit Chassis	11/8/1999	12/27/2002
Capri	1994	Broad Meadows Plant 2	6/11/1993	7/13/1994
F-150 Lightning	2003-2004	Ontario	11/5/2002	5/18/2004

Zoom | Sized for Print

Because these vehicles are not produced in VIN order, information as to the applicability of this action to specific vehicles can best be obtained by either calling Ford's toll-free line (1-800-392-3673) or by contacting a local Ford dealer who can obtain specific information regarding the vehicles from the Ford On-line Automotive Service Information System (OASIS) database.

573.6 (c) (3) - Estimated Population of Vehicles Potentially Affected

Ford estimates that there are approximately 3.6 million potentially affected vehicles currently registered in the United States and Federalized Territories.

573.6 (c) (4) - Estimated Percentage of Affected Vehicles with the Defect Condition

Unknown.

573.6 (c) (5) - Description of the Defect

Ford has previously recalled vehicles that were equipped with the Texas Instruments speed control deactivation switch. The vehicles previously recalled contain a specific combination of factors that may cause a switch that is powered at all times to be more likely to leak and develop increased electrical resistance and potential for fire.

Vehicles addressed by this action are not affected by the combination of factors that were in vehicles previously recalled. Rather, the reports appear to relate to leakage in the switch due to long term durability performance issues. Although the rate of alleged speed control deactivation switch fires on these vehicles is extremely low, customers continue to be concerned about the safety of their vehicles. Therefore, Ford is initiating a recall on these remaining vehicles to address ongoing customer concerns even though the vehicles included in this action are not affected by the combination of factors related to the previous actions.

573.6 (c) (6) - Chronology of Events

In February, 2007 Ford began investigating reports of underhood fires in the affected vehicles as a result of an increasing number of reports. Ford was also contacted by the National Highway Traffic Safety Administration (NHTSA) in March, 2007 regarding some of these reports. These reports involved vehicles with more than 13 years in service indicating that a long term durability issue may be affecting the speed control switch. Our investigation found these vehicles do not contain the established combination of factors that can result in a Texas Instruments switch being susceptible to developing a leak. Rather, the reports appear to relate to long term durability performance of the Texas Instruments switch which may result in leakage causing increased electrical resistance within the leaking switch, and the potential for an unattended vehicle fire.

Ford currently lacks the experience and data concerning the longer term durability of the speed control deactivation switch in vehicles with more than 15 years in service. Accordingly, to address ongoing customer concerns with the switch, Ford is taking this action to add a two amp fuse in the speed control deactivation switch circuit or replace the switch with a new generation switch if the previous switch was leaking to protect against extremely long term durability issues.
A
This action will be taken on all remaining vehicles that use a previous generation speed control deactivation switch that is powered at all times.

Zoom Sized for Print

ATTACHMENT

573.6 (c) (8) - Service Program

Owners of the trucks and SUV's included in the action will be instructed to return their vehicles to the dealers for installation of a fused wiring harness to eliminate the potential risk of fire. Owners of the passenger cars included in this action will be instructed to return their vehicles to their dealers to have the speed control deactivation switch disconnected as an interim repair. As soon as repair parts are available (expected October, 2007) owners will be instructed to return to the dealers for installation of a fused wiring harness.

There will be no charge to owners for this service. Mailing of owner notification letters will begin on August 13, 2007 and be completed on September 19, 2007. Notification to Dealers will occur on August 3, 2007. Ford's general reimbursement plan for the cost of remedies paid for by vehicle owners prior to notification of a safety recall was provided to the agency on February 28, 2007.

573.6 (c) (10) - Press statement and Dealer/Owner Letters

Ford does not at this time plan to make a statement to the media concerning the subject matter of this action. A copy of the notification letters to dealers and owners from Ford will be forwarded to the agency when available.

573.6 (c) (11) - Recall Number

Ford has assigned recall number 08S28 to this action.

573.13 (c) (2) - Ending date for reimbursement Eligibility

The ending date for reimbursement eligibility for cost of remedies paid for by vehicle owners per Ford's general reimbursement plan is October 10, 2007.

Zoom Sized for Print

2000 Ford Truck F 250 4WD Super Duty V10-6.8L VIN S

Dealer Letter

Recall - Cruise Control Deactivation Switch Overheating

TO: All U.S. Ford and Lincoln Mercury Dealers

October 13, 2009

SUBJECT: **Safety Recall 09S09**
Certain 1992-2003 Model Year Vehicle Lines
Speed Control System Modification

AFFECTED VEHICLES

Due to the complexity and the number of vehicles involved, please refer to Attachment IV for Affected Vehicle Applications. Affected vehicles are identified in OASIS. In addition, for a list of vehicles assigned to your dealership, visit https://web.fsavinlists.dealerconnection.com. This information will be available by October 15, 2009.

REASON FOR THIS SAFETY RECALL

In some of the affected Windstar vehicles, the Speed Control Deactivation Switch (SCDS) may overheat, smoke, or burn, which could result in an underhood fire. The potential for a switch fire exists in these vehicles regardless of whether speed control is being used. In addition, on 1999-2003 Windstar vehicles only, brake fluid may migrate from a leaking SCDS to the anti-lock brake system (ABS) module, creating the potential for melting or fire at the ABS module regardless of whether the engine is running or power is present.

As a result of the Windstar investigation, Ford reviewed all remaining Texas Instruments Speed Control Deactivation Switches in vehicles not previously recalled. These other vehicles use the Texas Instrument SCDS as a redundant speed control device, ABS signal input, or for parts commonality. All of these vehicles have been in service for many years and most continue to have no fire allegations. However, Ford is taking action on all of these vehicles to address customers' lack of confidence in the perceived long term durability of their vehicles.

SERVICE ACTION

Dealers are to inspect the Speed Control Deactivation Switch (SCDS) harness connector for the presence of brake fluid contamination. If no brake fluid is present, dealers are to install the universal fused jumper harness. If brake fluid is present, dealers are to replace the SCDS and check for related damage as instructed in Attachment III - Technical Information. This service must be performed on all affected vehicles at no charge to the vehicle owner. Owners are being advised to park their vehicle outdoors away from structures until the recall service is performed to prevent a potential fire from spreading.

OWNER NOTIFICATION MAILING SCHEDULE

Owners of affected vehicles will be notified by mail beginning late October 2009 and ending early December 2009. Dealers should repair any affected vehicles that arrive at their dealerships, whether or not the customer has received a letter.

PLEASE NOTE:

Federal law requires dealers to complete this recall service before a new vehicle is delivered to the buyer or lessee. Violation of this requirement by a dealer could result in a civil penalty of up to $6,000 per vehicle. Correct all vehicles in your new vehicle inventory before delivery.

ATTACHMENTS

Attachment I: Administrative Information
Attachment II: Labor Allowances and Parts Ordering Information
Attachment III: Technical Information
Attachment IV: Affected Vehicle Applications
Attachment V: Dealer Q & A
Owner Notification Letter
Recall Reimbursement Plan

QUESTIONS & ASSISTANCE

Special Service Support Center (Dealer Only)

Sincerely,

Michael A. Berardi

Zoom | Sized for Print

Recall 06V286000: Cruise Control Switch Fire Hazard

MAKE/MODELS: MODEL/BUILD YEARS:

Ford/E450 1996-2002

Ford/Econoline 1994-1996

Ford/Excursion 2000-2002

Ford/Explorer 1998

Ford/F250 1994-2002

Ford/F350 1994-2002

Ford/F450 1994-2002

Ford/F550 1994-2002

Ford/Mountaineer 1998

MANUFACTURER: Ford Motor Company

NHTSA CAMPAIGN ID NUMBER: 06V286000 MFG'S REPORT DATE: July 27, 2006

COMPONENT: Vehicle Speed Control

POTENTIAL NUMBER OF UNITS AFFECTED: 1200000

SUMMARY:
On certain trucks equipped with speed control, gasoline or natural gas engines, the speed control deactivation switch may overheat.

CONSEQUENCE:
Overheat could result in smoke, or burn and in an underhood fire.

REMEDY:
Dealers will install a fused wiring harness into the speed control system free of charge. The recall is expected to begin on August 7, 2006. Owners may contact Ford at 1-866-436-7332.

NOTES:
Ford recall No. 05S28. Customers may also contact The National Highway Traffic Safety Administration's Vehicle Safety Hotline at 1-888-327-4236 (TTY 1-800-424-9153), or go to http://www.safercar.gov.

Recall 06V286000: Cruise Control Switch Fire Hazard

MAKE/MODELS: MODEL/BUILD YEARS:

Ford/E450 1996-2002

Ford/Econoline 1994-1996

Ford/Excursion 2000-2002

Ford/Explorer 1998

Ford/F250 1994-2002

Ford/F350 1994-2002

Ford/F450 1994-2002

Ford/F550 1994-2002

Ford/Mountaineer 1998

MANUFACTURER: Ford Motor Company

NHTSA CAMPAIGN ID NUMBER: 06V286000 MFG'S REPORT DATE: July 27, 2006

COMPONENT: Vehicle Speed Control

POTENTIAL NUMBER OF UNITS AFFECTED: 1200000

SUMMARY:
On certain trucks equipped with speed control, gasoline or natural gas engines, the speed control deactivation switch may overheat.

CONSEQUENCE:
Overheat could result in smoke, or burn and in an underhood fire.

REMEDY:
Dealers will install a fused wiring harness into the speed control system free of charge. The recall is expected to begin on August 7, 2006. Owners may contact Ford at 1-866-436-7332.

NOTES:
Ford recall No. 05S28. Customers may also contact The National Highway Traffic Safety Administration's Vehicle Safety Hotline at 1-888-327-4236 (TTY 1-800-424-9153), or go to http://www.safercar.gov.

Recall 07V336000: Cruise Control Fire Hazard

MAKE/MODELS: MODEL/BUILD YEARS:

Ford/Bronco 1993

Ford/Crown Victoria 1992-1998

Ford/E-150 1997-2002

Ford/E-250 1997-2002

Ford/E-350 1997-2002

Ford/E150 1992-1993 2003

Ford/E250 1992-1993 2003

Ford/E350 1992-1993 2003

Ford/E450 2003

Ford/Explorer 1999-2001

Ford/Explorer Sport 2001-2002

Ford/Explorer Sport Trac 2001-2002

Ford/F-150 Lightning 2003-2004

Ford/F150 1993

Ford/F250 1993

Ford/F350 1993

Ford/F450 1993

Ford/F53 1995-2002

Ford/Ranger 1998-2002

Ford/Taurus SHO 1993-1995

Lincoln/Mark VIII 1993-1998

Lincoln/Town Car 1992-1998

Mercury/Capri 1994

Mercury/Grand Marquis 1992-1998

Mercury/Mountaineer 1999-2001

MANUFACTURER: Ford Motor Company

NHTSA CAMPAIGN ID NUMBER: 07V336000 MFR'S REPORT DATE: August 02, 2007

COMPONENT: Vehicle Speed Control

POTENTIAL NUMBER OF UNITS AFFECTED: 3600000

SUMMARY:
On certain pickup trucks, passenger vehicles, sport utility vehicles, and motor homes chassis, the speed control deactivation switch may, under certain conditions, leak internally and then overheat, smoke, or burn.

CONSEQUENCE:
This could result in an underhood fire.

REMEDY:
Dealers will install a fused wiring harness. Owners of the passenger cars included in this campaign will be instructed to return their vehicles to their dealers to have the speed control deactivation switch disconnected as an interim repair. As soon as repair parts are available (expected October 2007), owners will be instructed to return to the dealers for installation of a fused wiring harness. The recall is expected to begin on August 13, 2007, and mailing completed by September 19, 2007. Owners may contact Ford at 1-800-392-3673.

NOTES:
Ford recall No. 05S28S11. Customers may also contact The National Highway Traffic Safety Administration's Vehicle Safety Hotline at 1-888-327-4236 (TTY 1-800-424-9153), or go to http://www.safercar.gov.

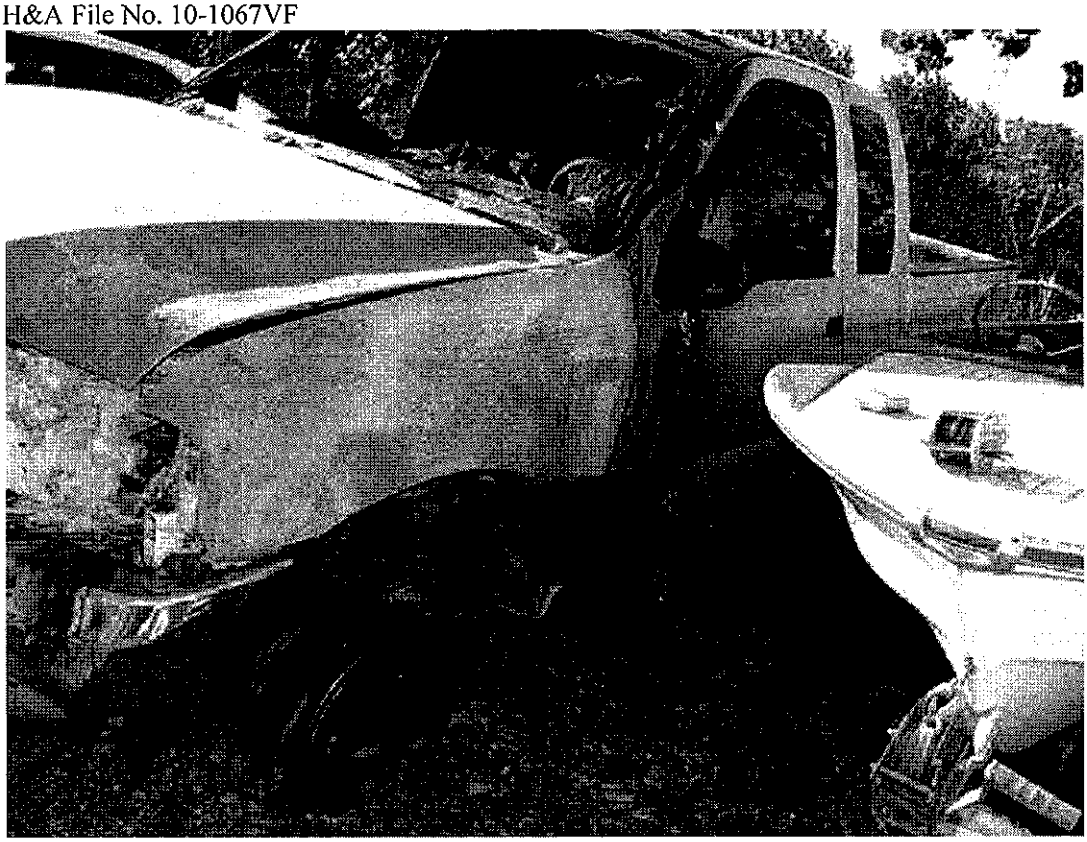
CONSEQUENCE:
A vehicle fire could occur.

REMEDY:
Ford will notify owners and dealers will install a fused wiring harness for the SCDS. Dealers will also inspect the ABS control connector and repair as necessary. Repairs will be completed free of charge. The safety recall is expected to begin on or about October 26, 2009. Owners may contact Ford at 1-800-392-3673.

NOTES:
Ford's recall campaign number is 09S09. Owners may also contact The National Highway Traffic Safety Administration's Vehicle Safety Hotline at 1-888-327-4236 (TTY 1-800-424-9153), or go to http://www.safercar.gov.

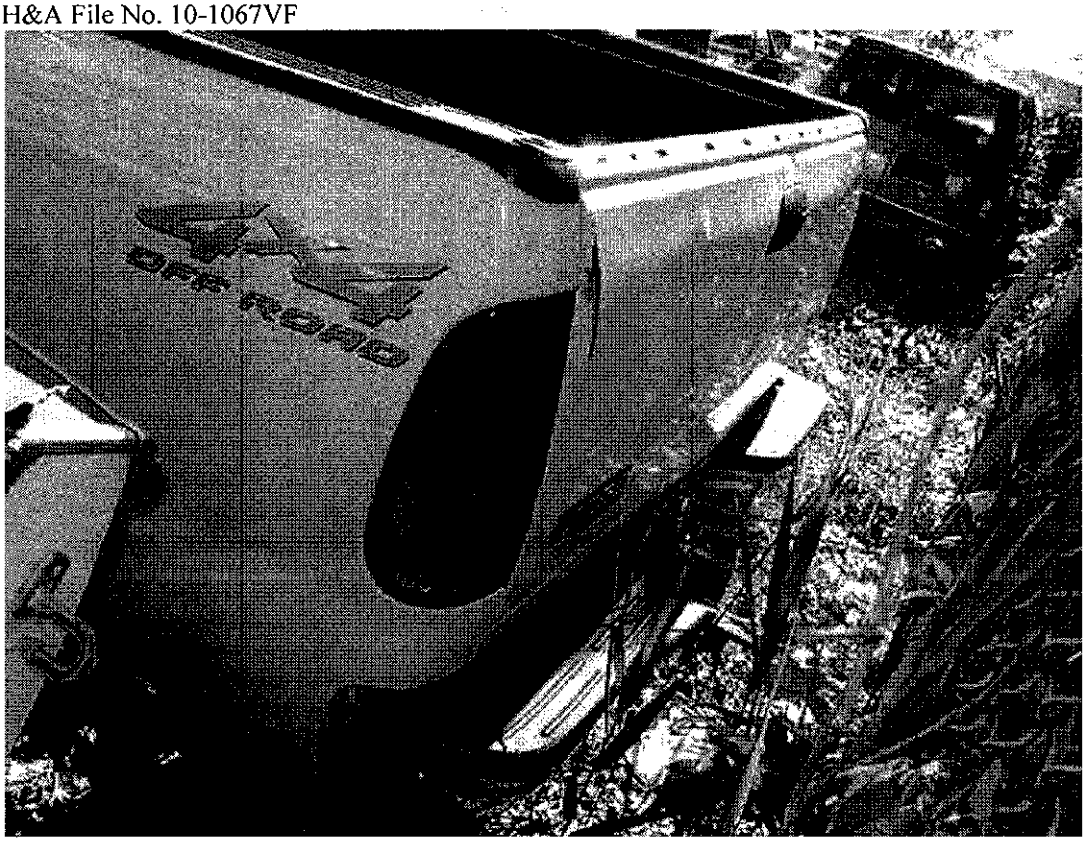
1. A view of the public Vehicle Identification Number.

2. A view of the front of the vehicle.



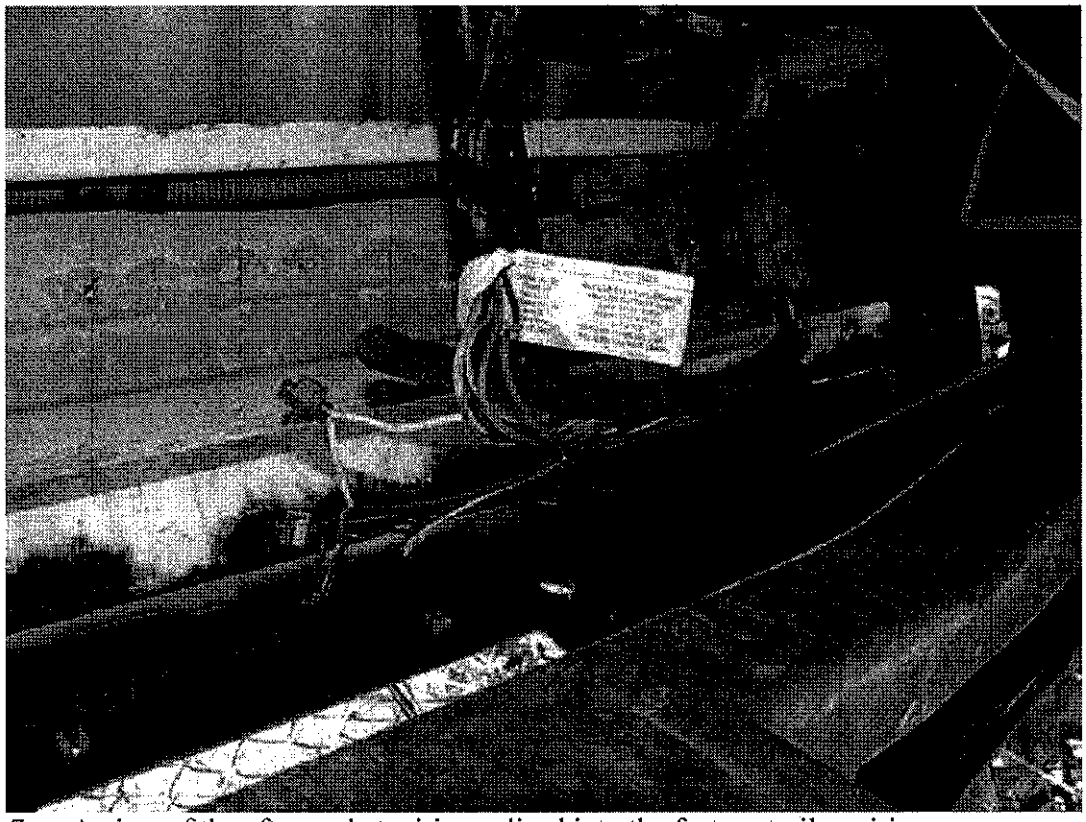
3. A view of the driver's side from the left front.

4. A view of the left front tire and wheel fire damaged.



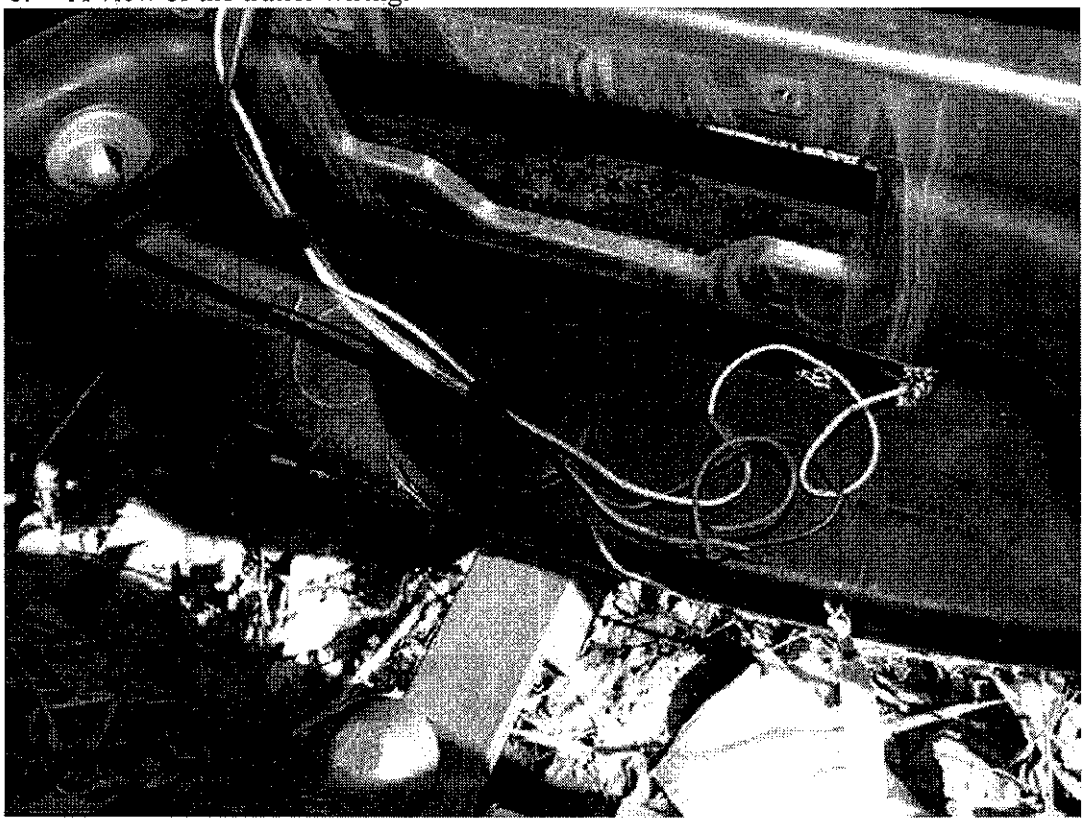
5. A view of the left rear.

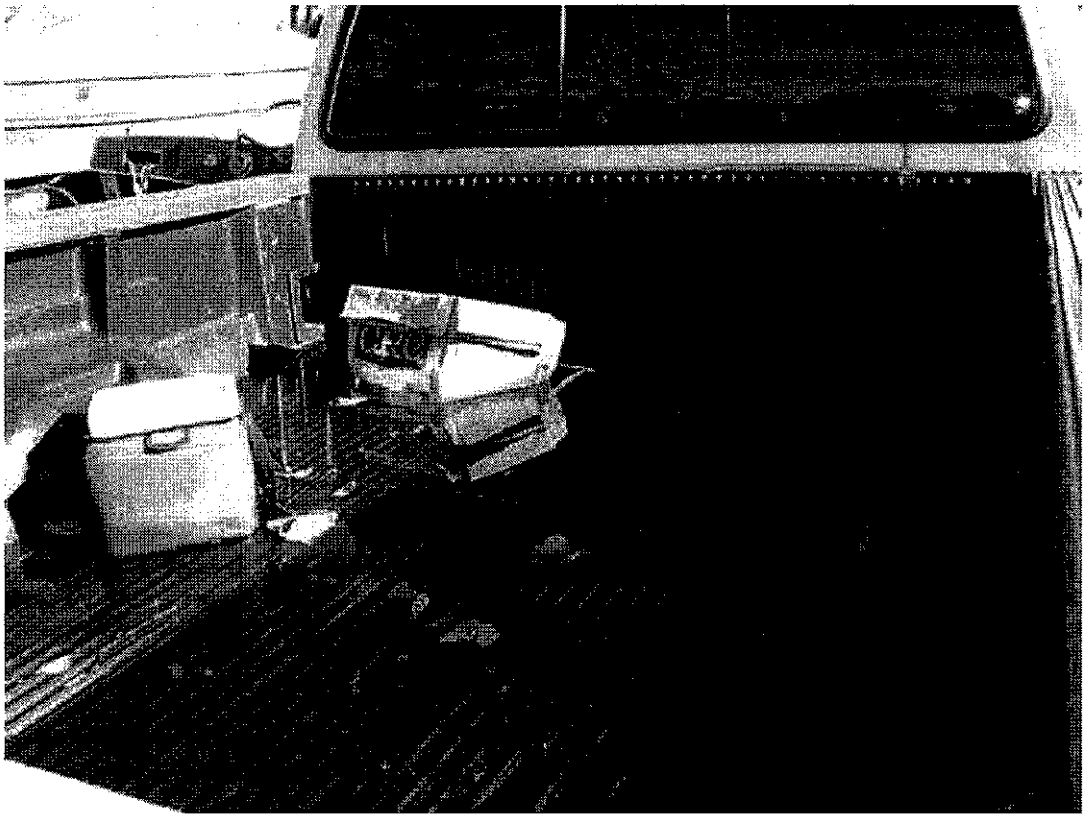
6. A view of the right rear.



7. A view of the aftermarket wiring spliced into the factory trailer wiring.

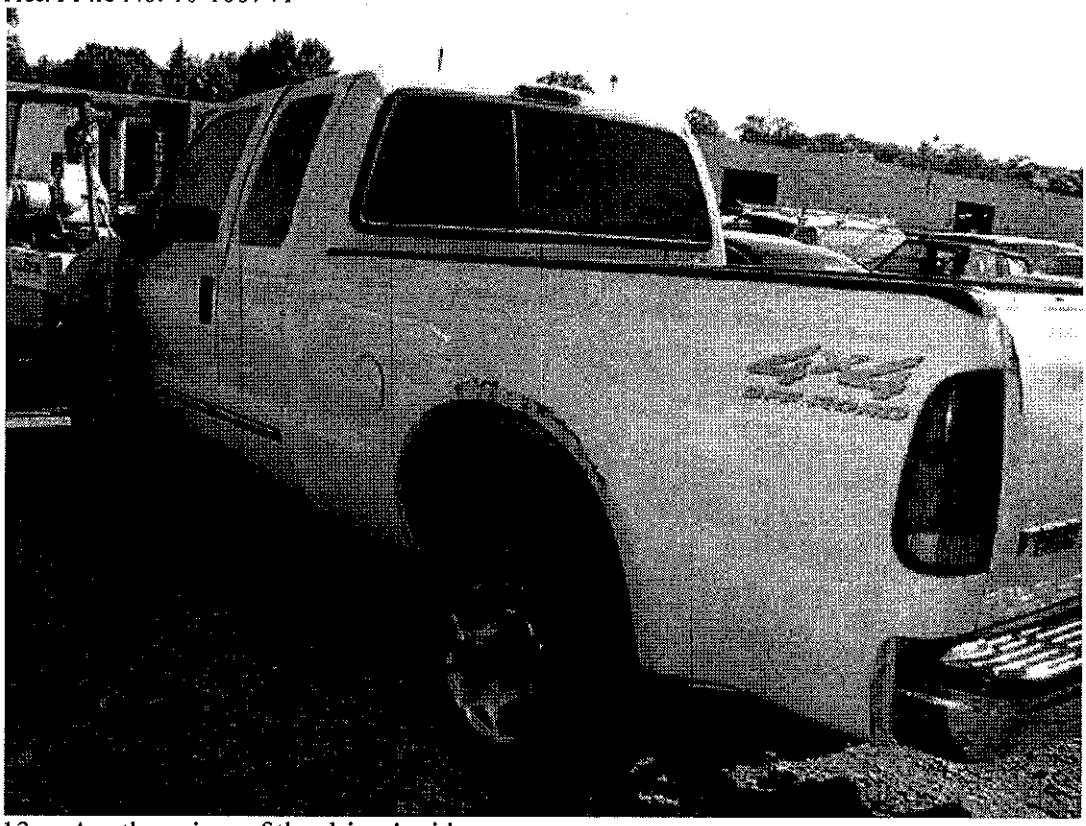
8. A view of the trailer wiring.





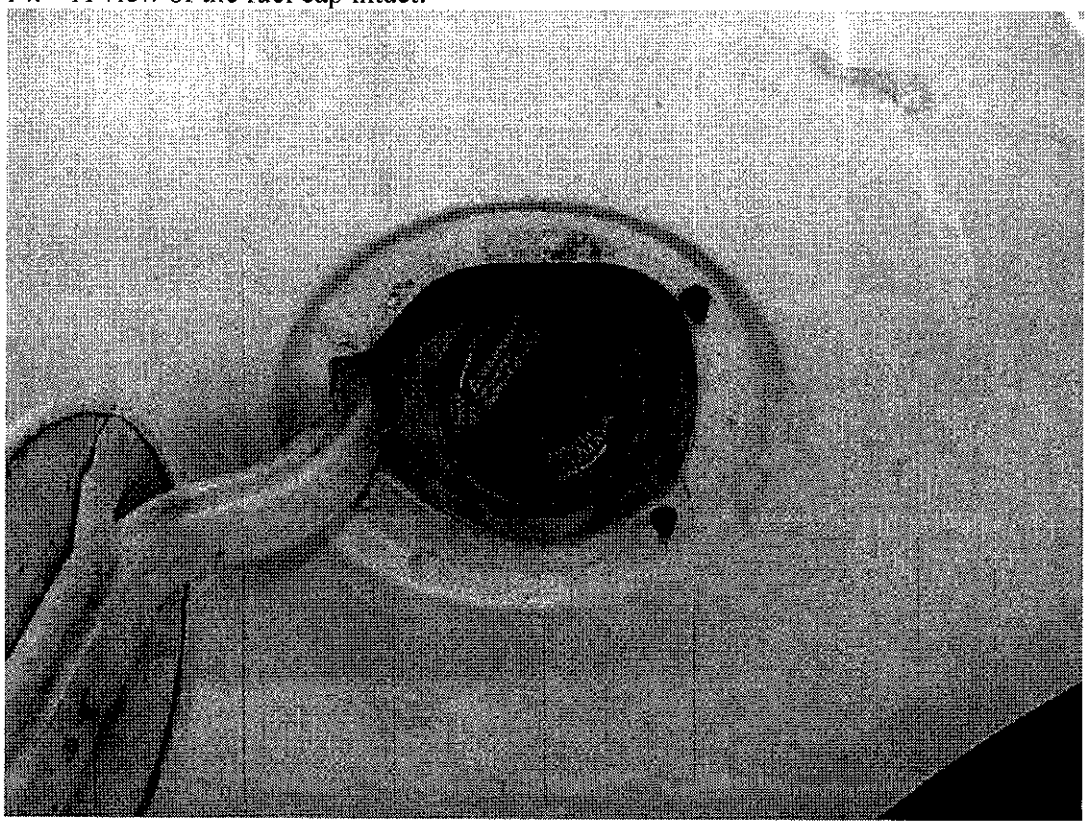
9. A view of the bed of the truck.

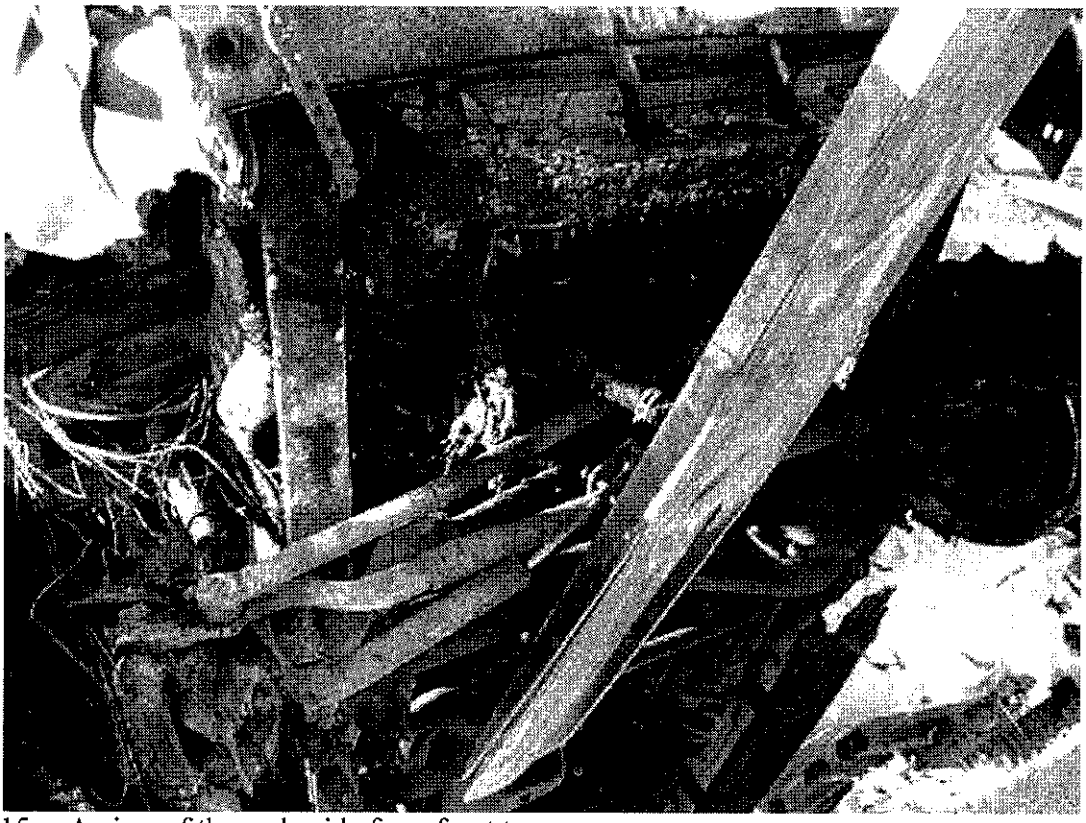
10. A view of the passenger's side from the right rear.



13. Another view of the driver's side.

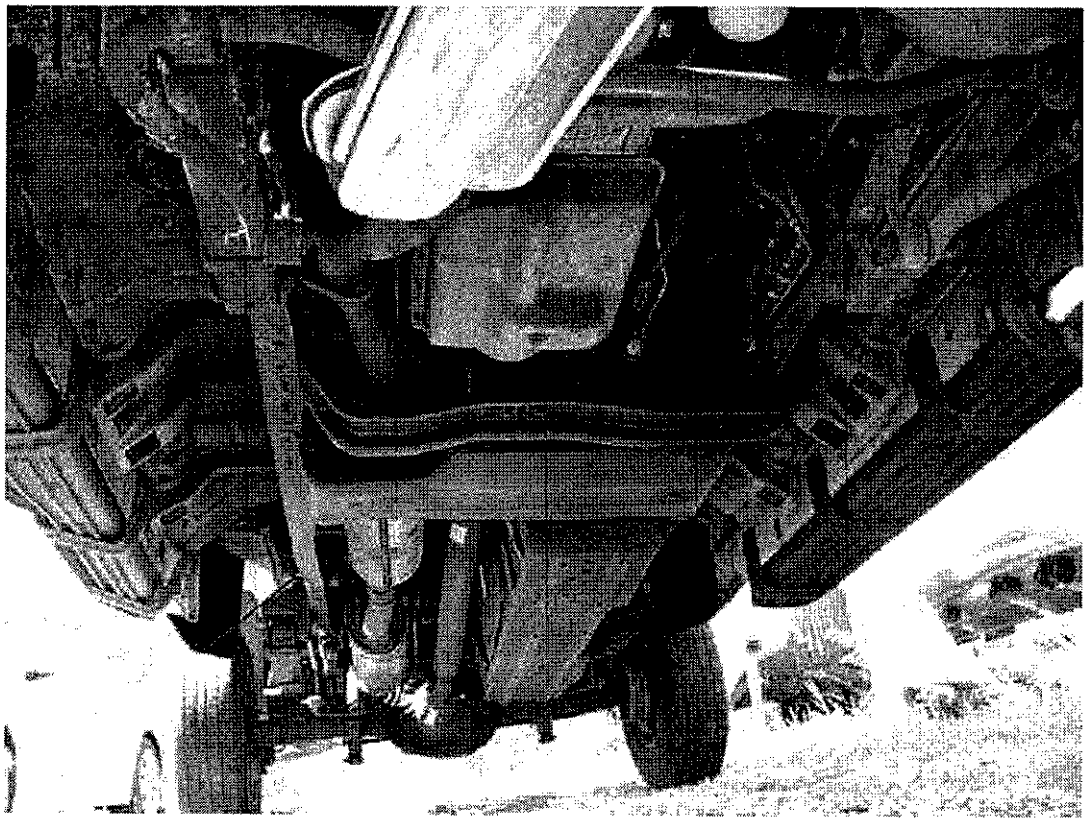
14. A view of the fuel cap intact.





15. A view of the underside from front to rear.

16. Another view of the underside from front to rear.

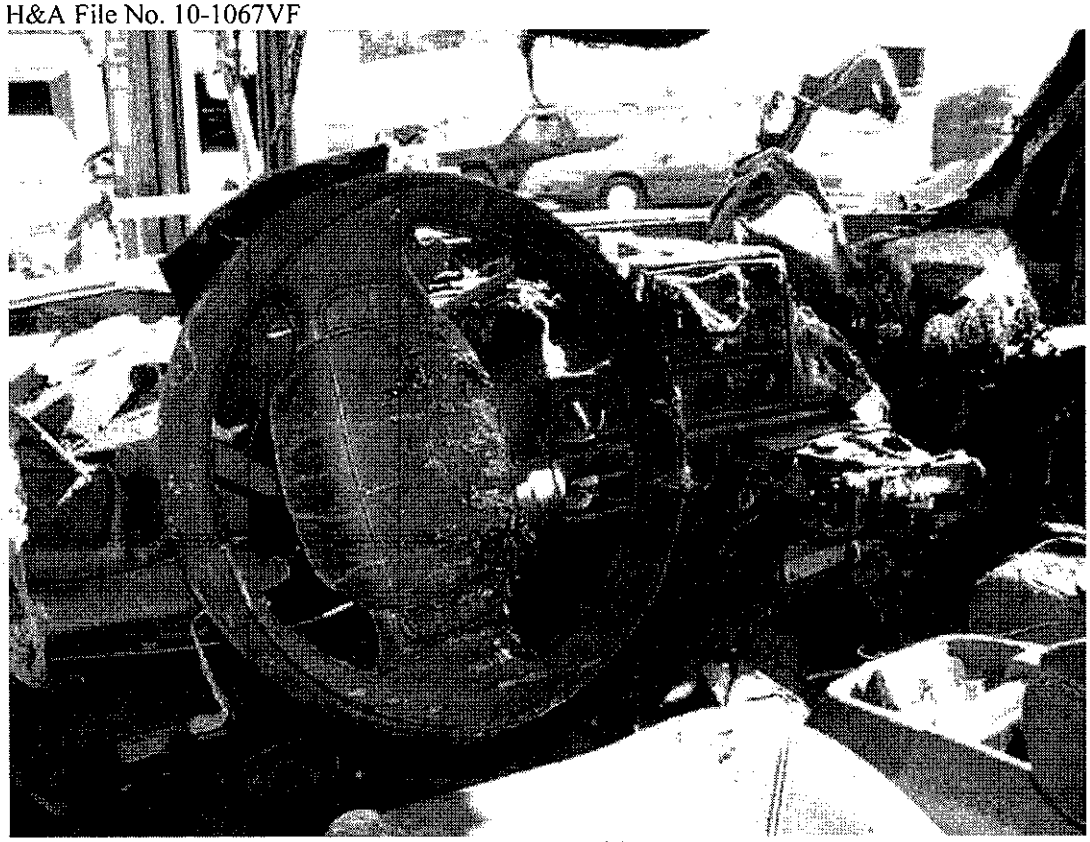


17. A view of the inside of the right front tire.

18. A view of the inside of the left front tire.

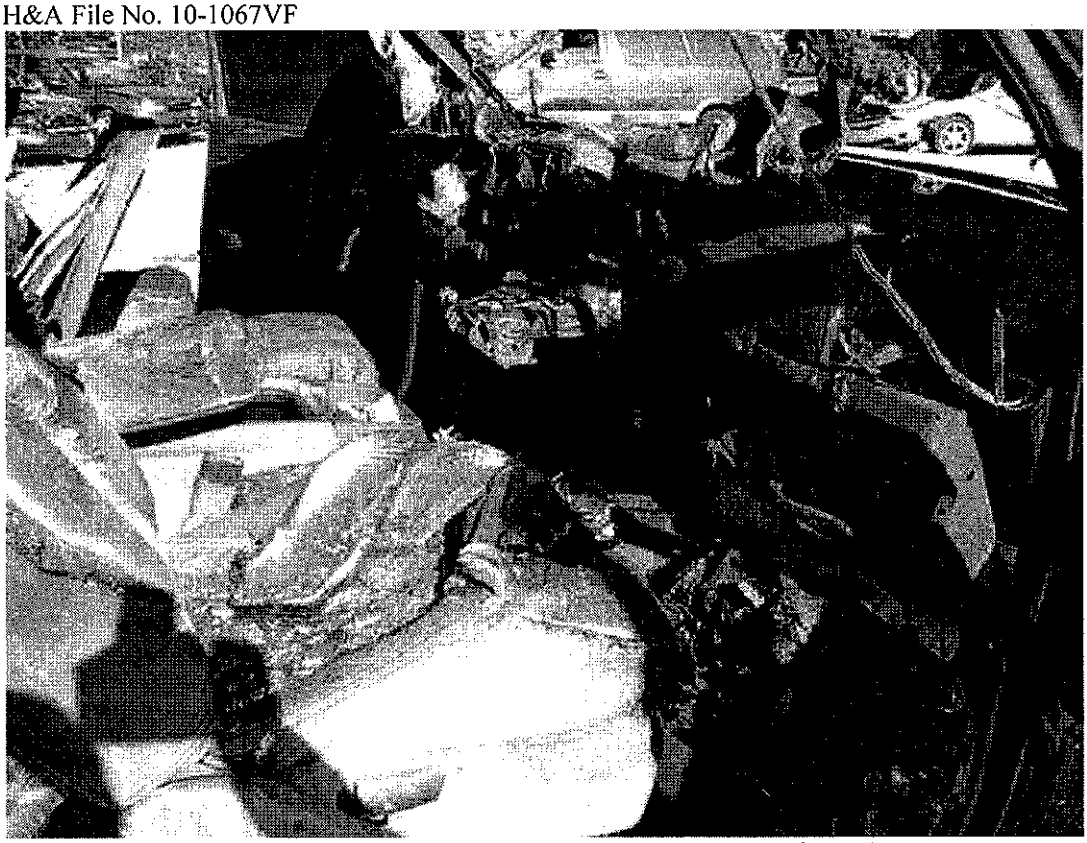
21. A view of the rear passenger compartment from the driver's side.

22. A view of the front passenger compartment from the driver's side.



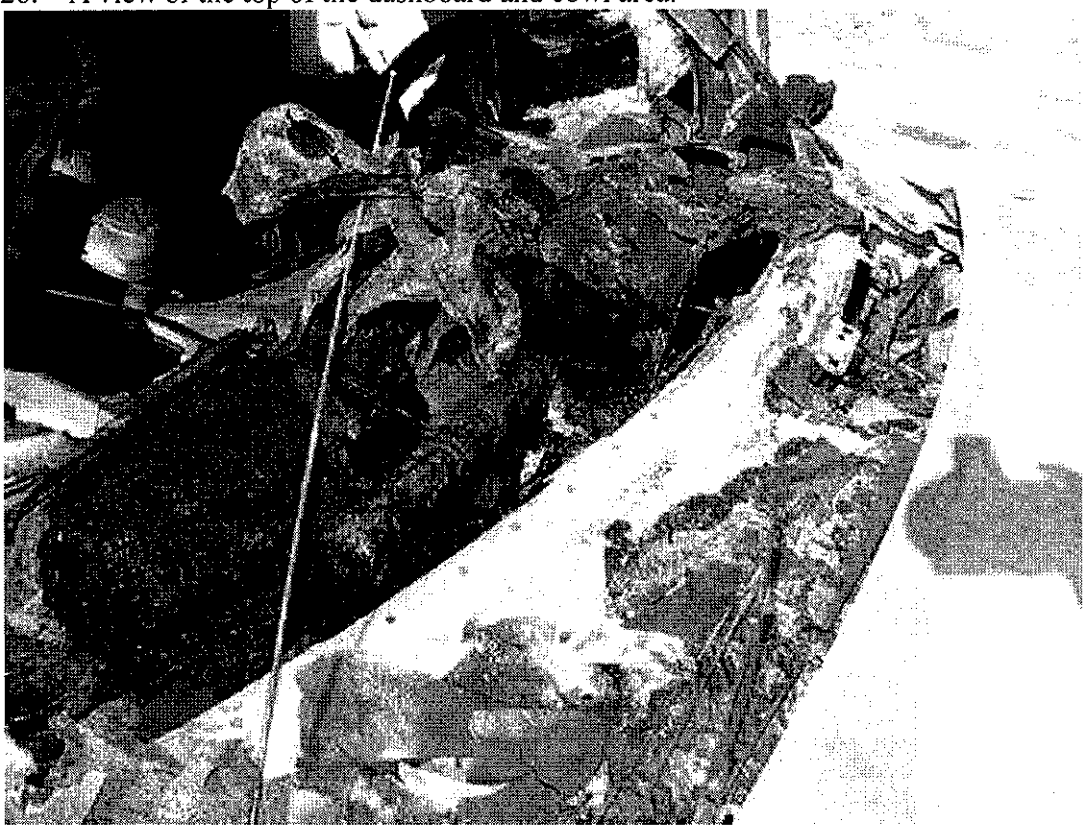
23. A view of the dashboard from the driver's side.

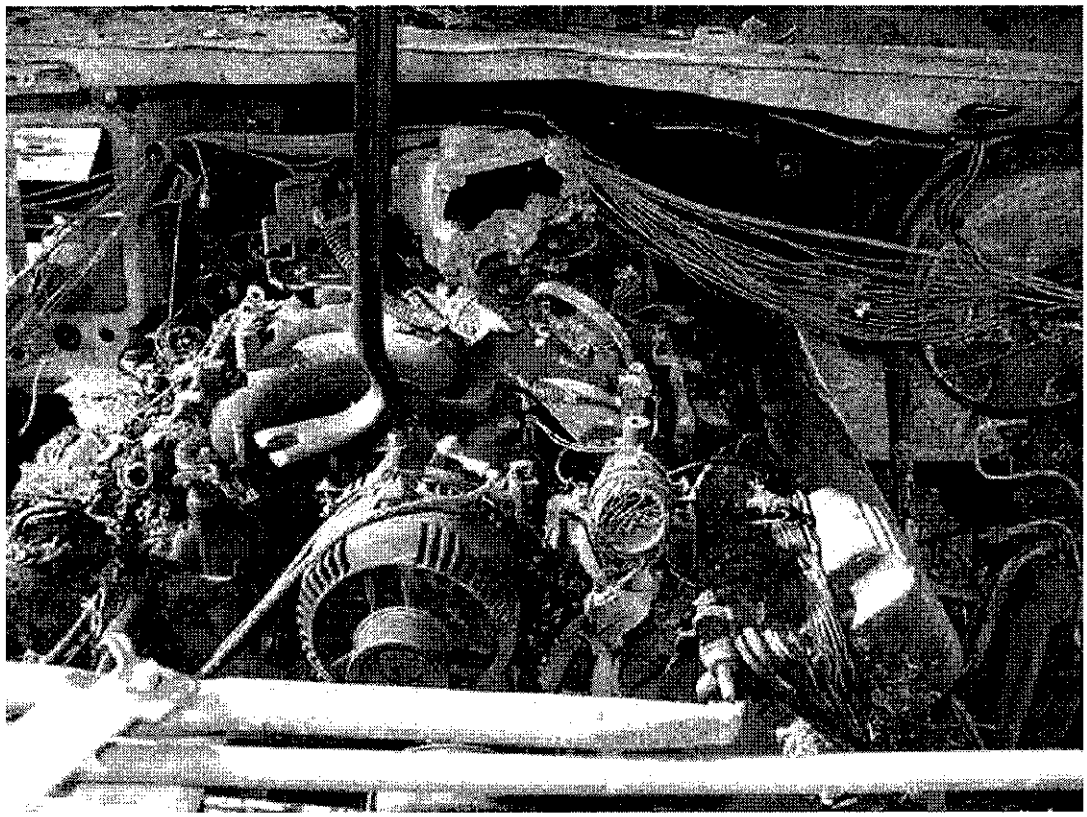
24. A view of the rear passenger compartment from the passenger's side.



25. A view of the dashboard and front passenger compartment from the passenger's side.

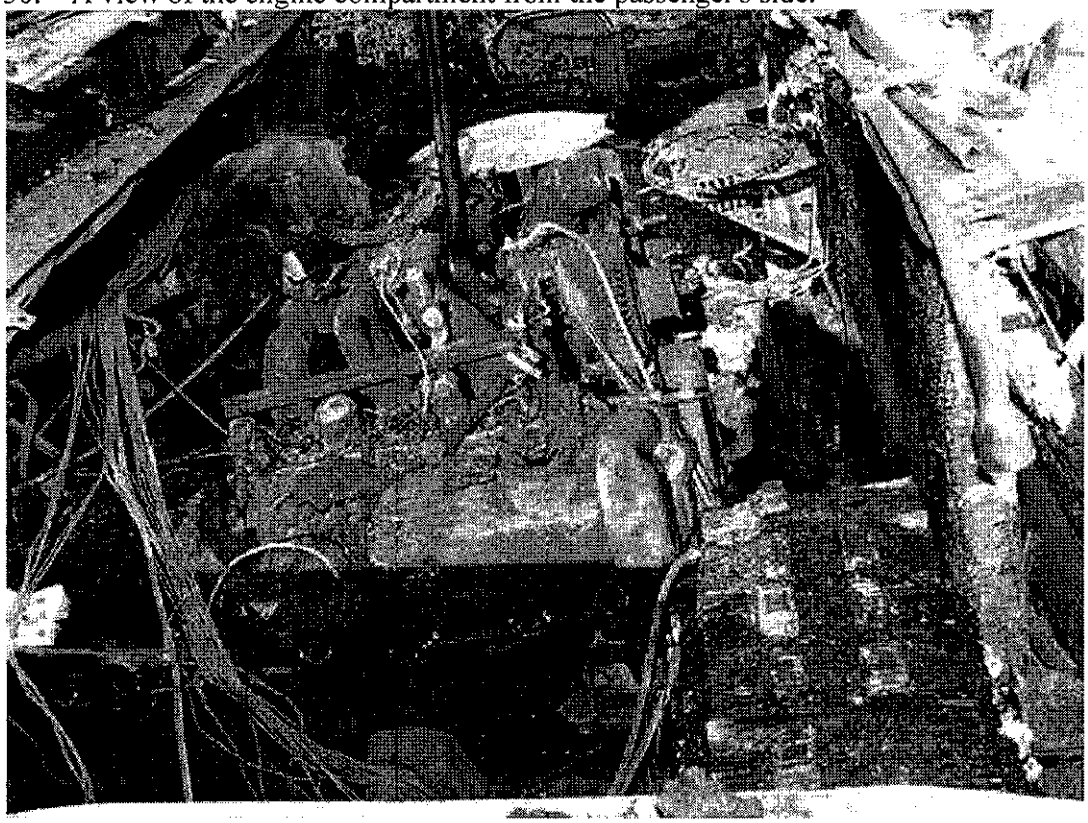
26. A view of the top of the dashboard and cowl area.

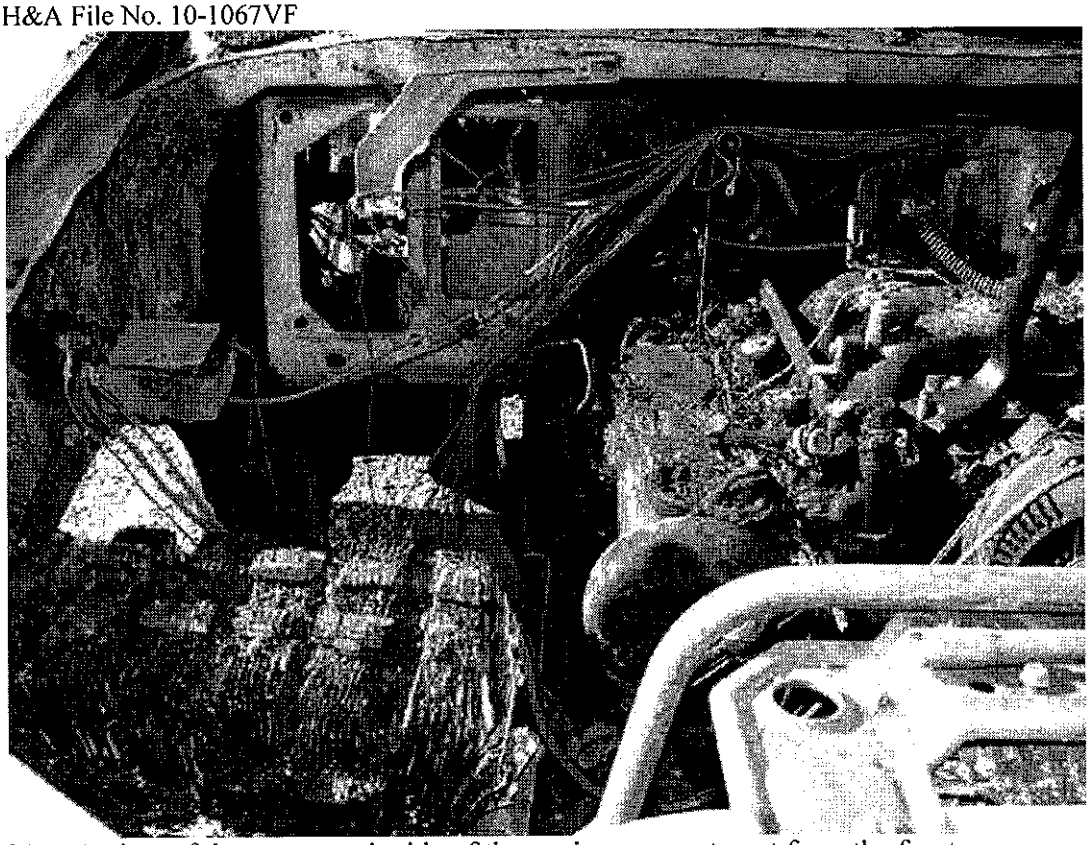




29. A view of the engine compartment from the front.

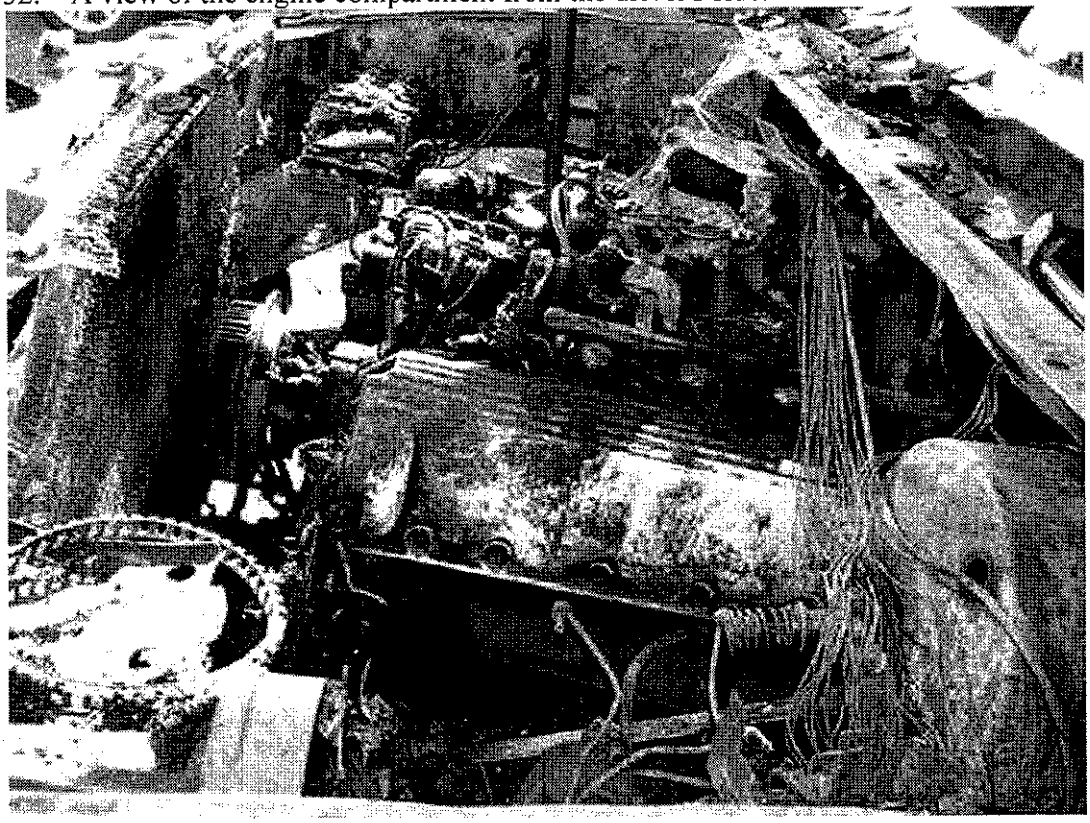
30. A view of the engine compartment from the passenger's side.

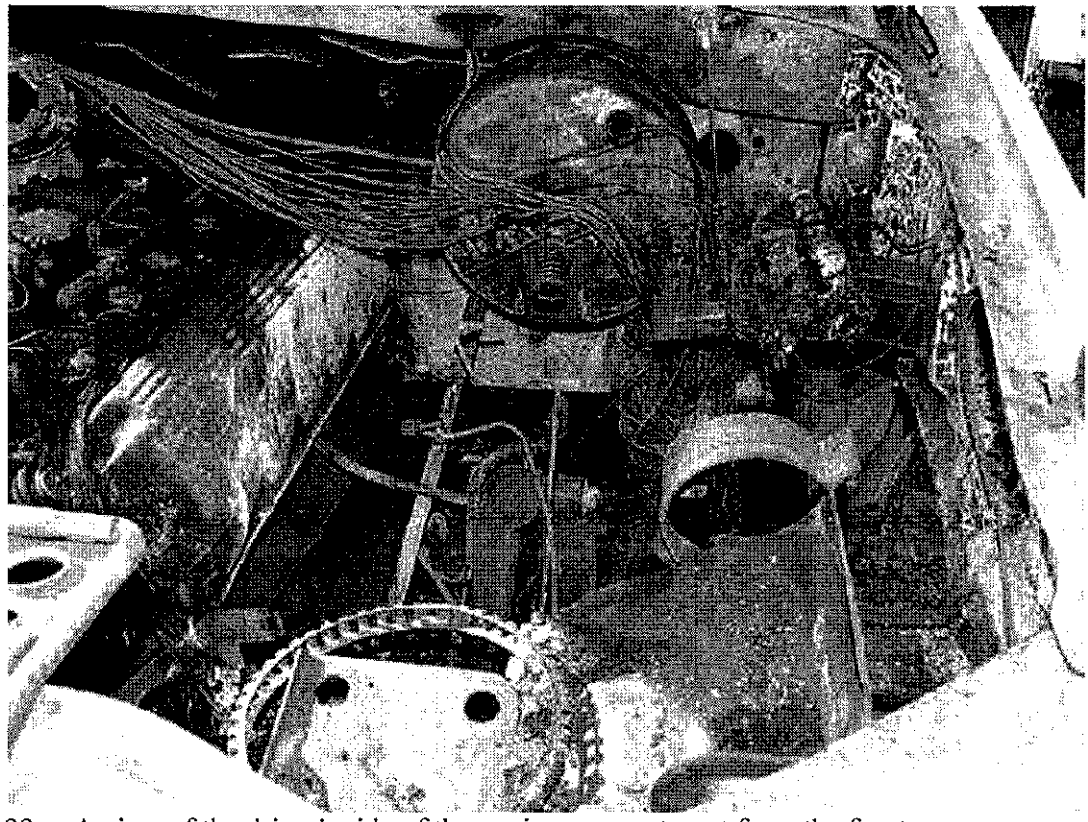




31. A view of the passenger's side of the engine compartment from the front.

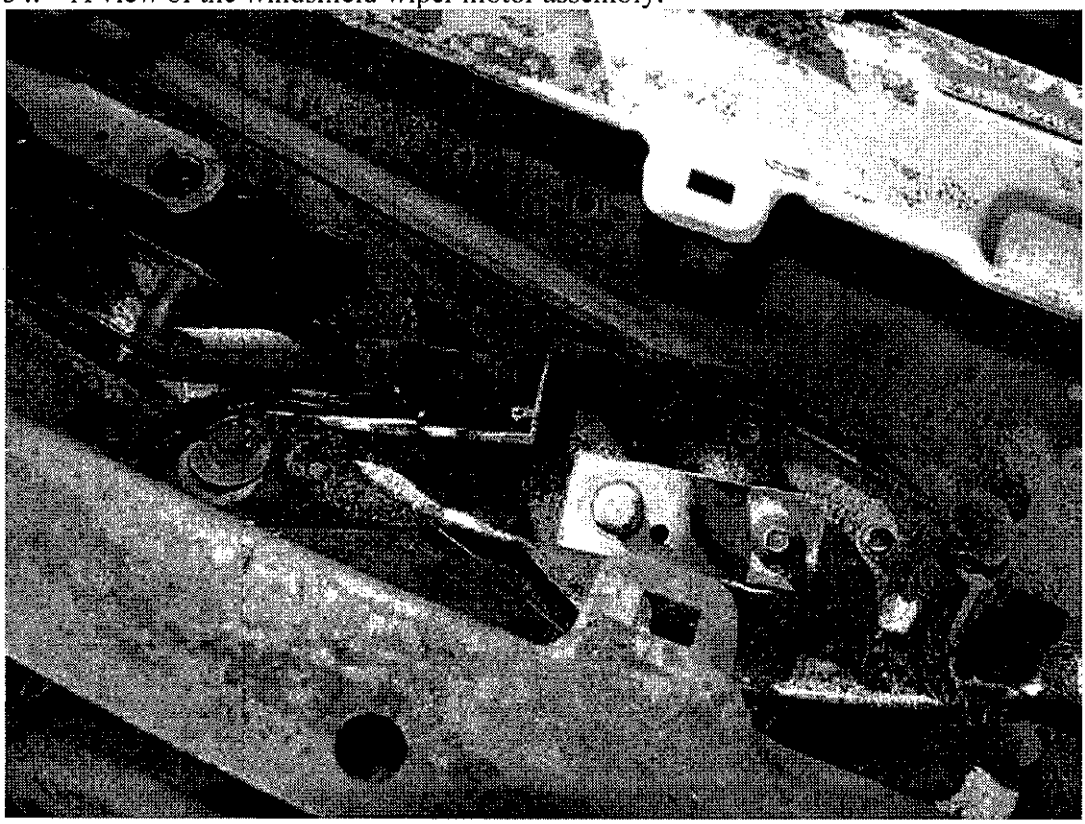
32. A view of the engine compartment from the driver's side.

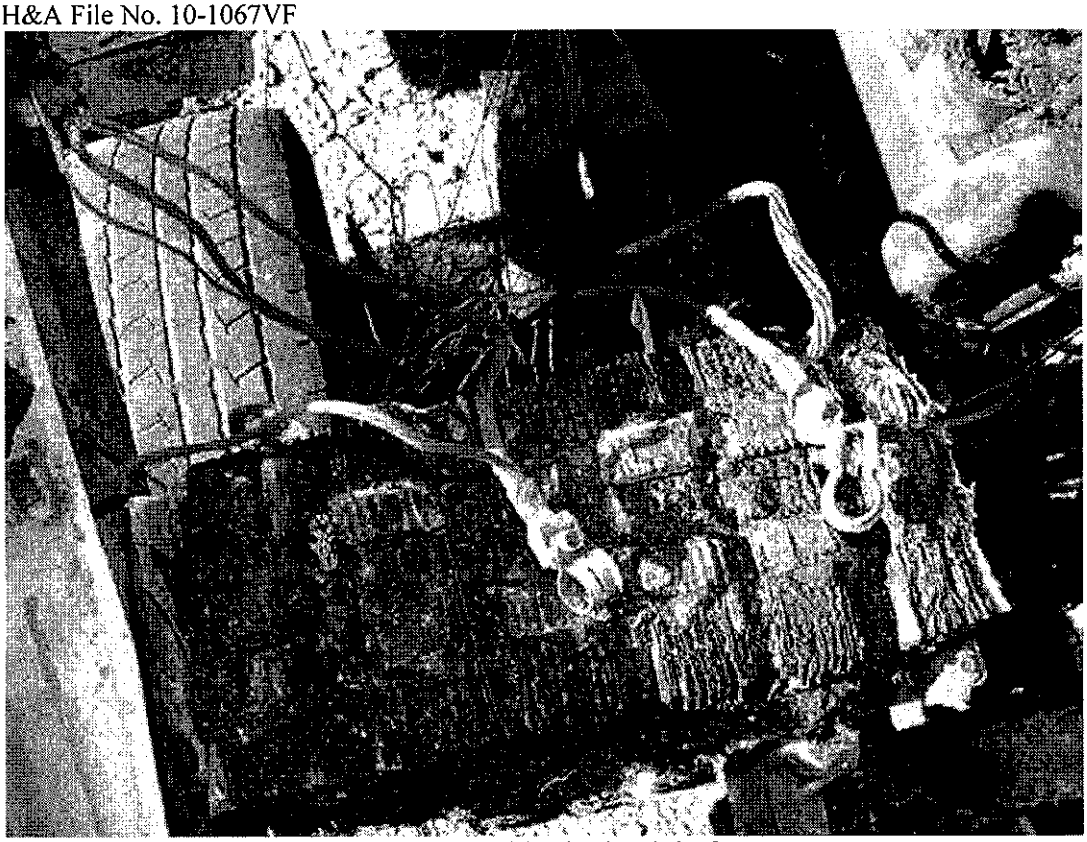




33. A view of the driver's side of the engine compartment from the front.

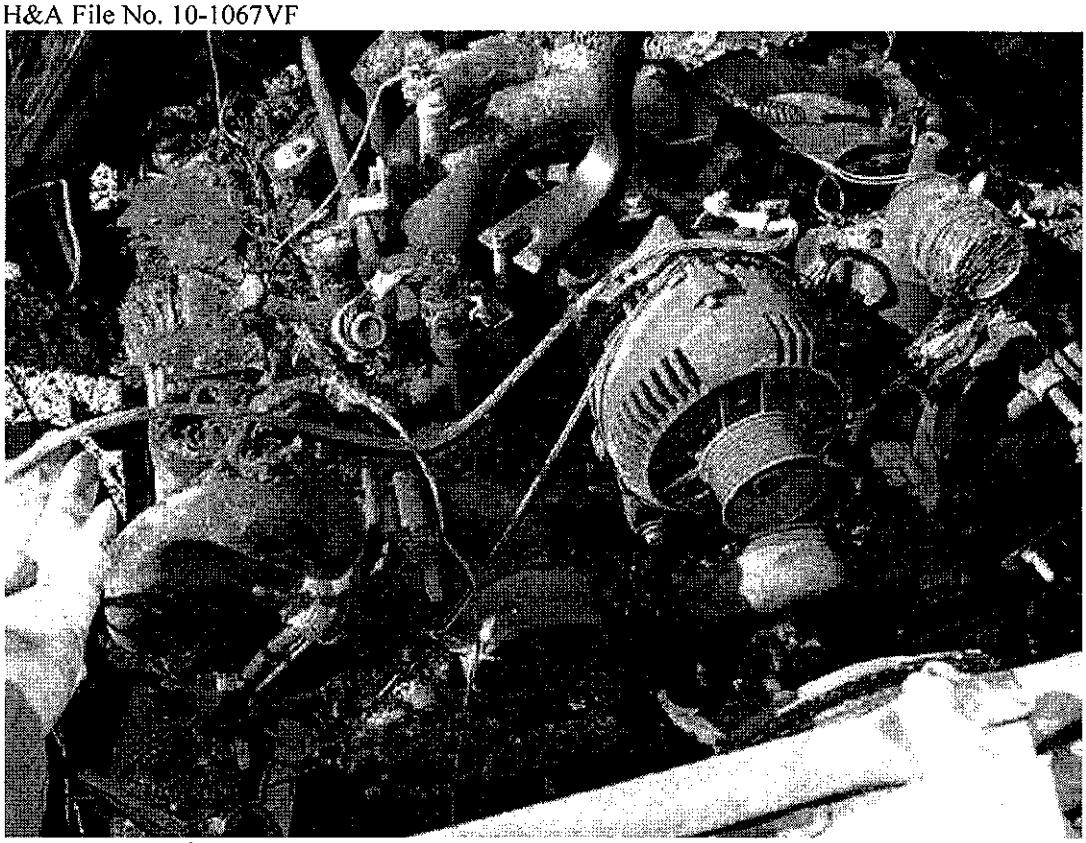
34. A view of the windshield wiper motor assembly.





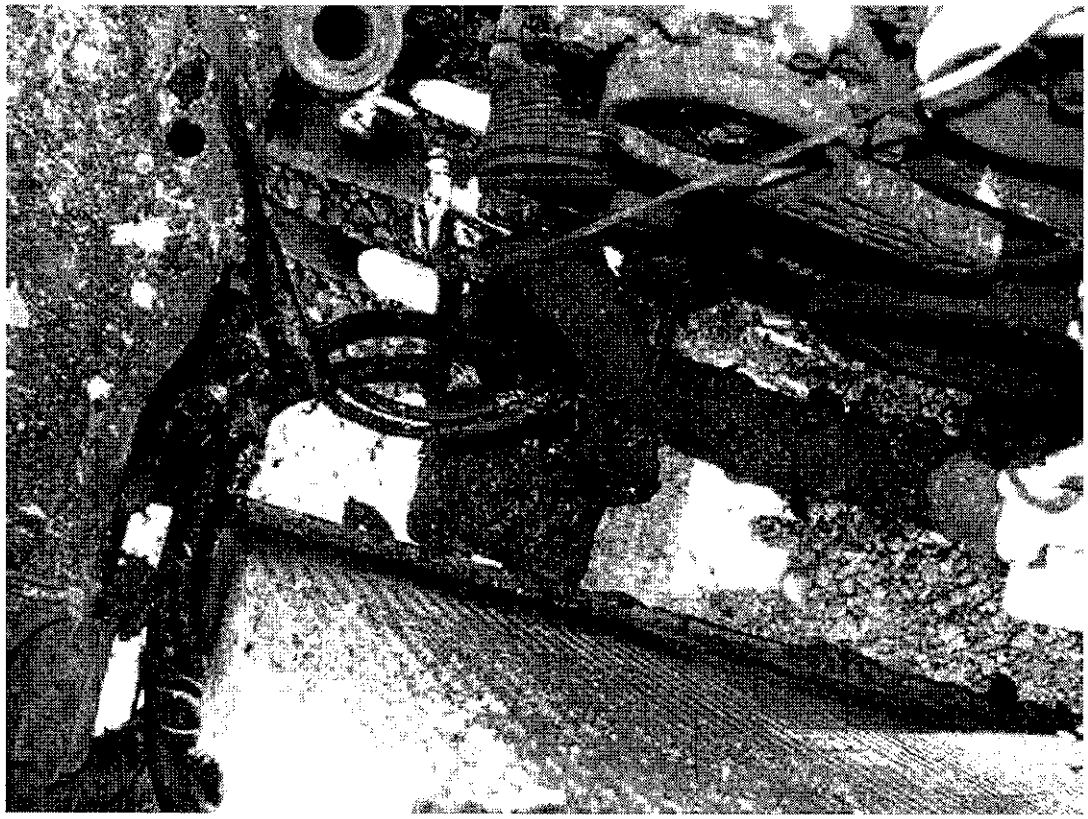
35. A view of the battery and battery cables in the right front.

36. A view of the solenoid in the inner right fender.



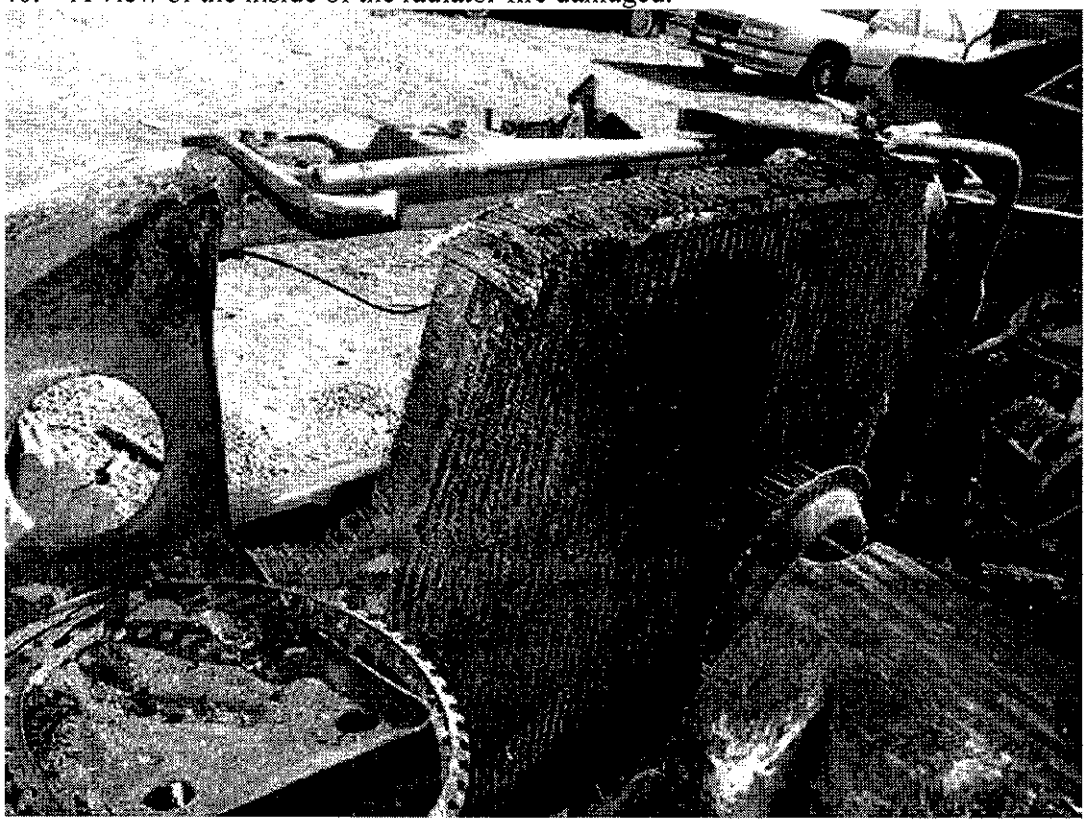
37. A view of the alternator and associated wiring.

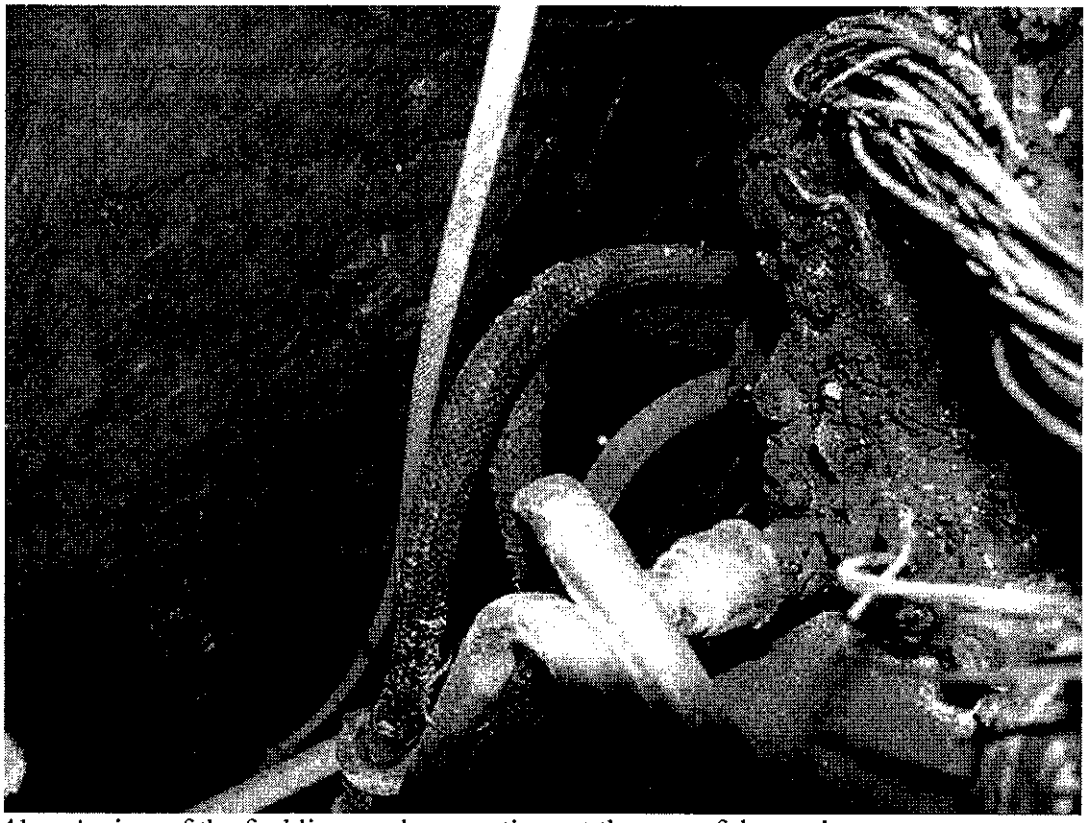
38. A view of the lower radiator hose and transmission cooler hoses.



39. A view of the power steering cooler hoses fire damaged in the left front.

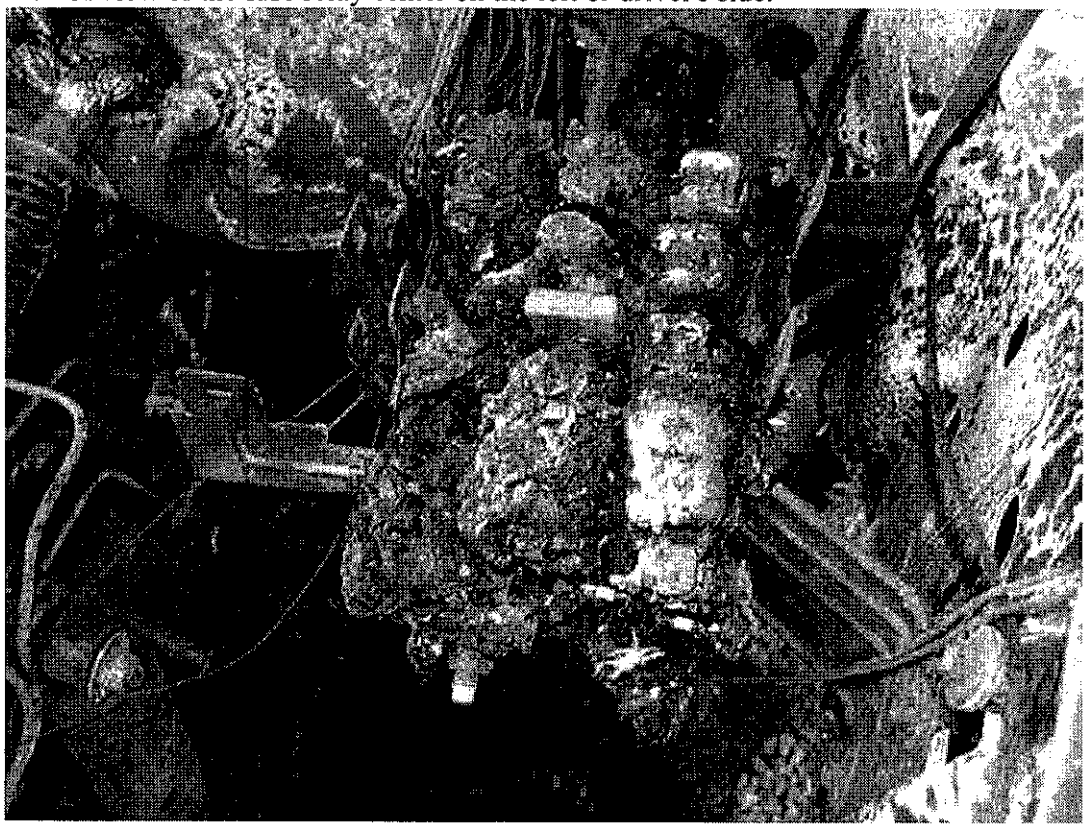
40. A view of the inside of the radiator fire damaged.

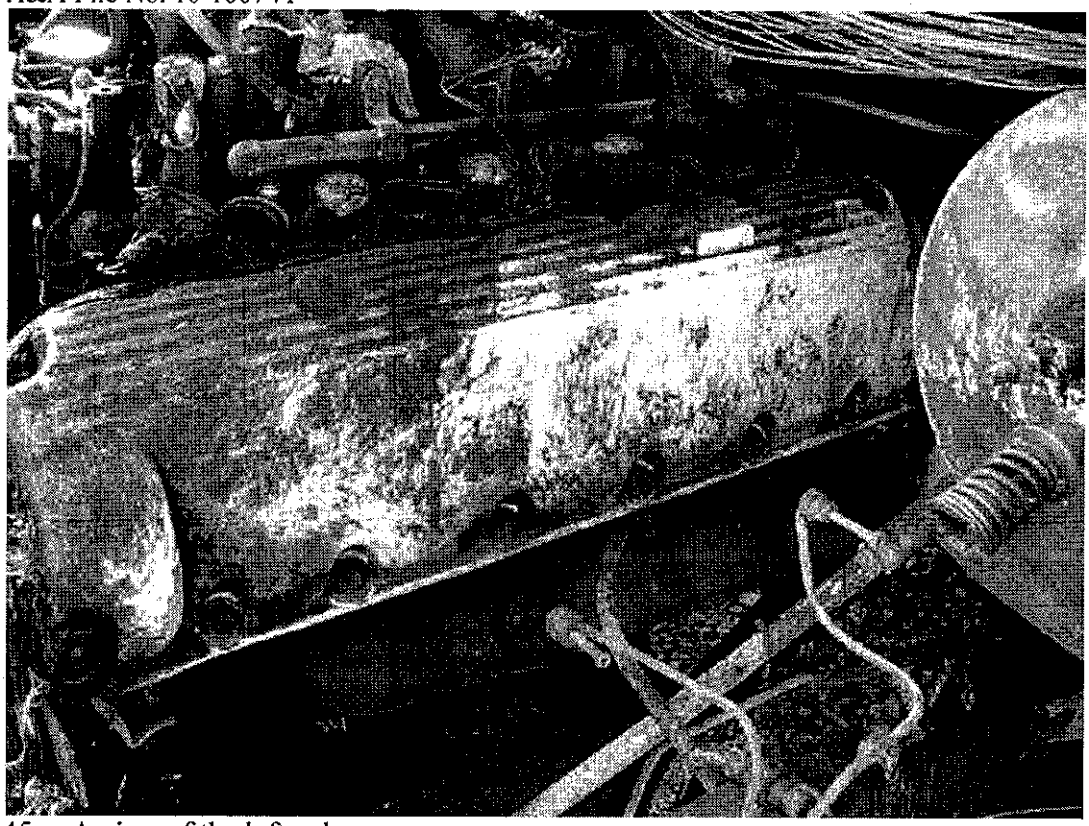




41. A view of the fuel lines and connections at the rear of the engine.

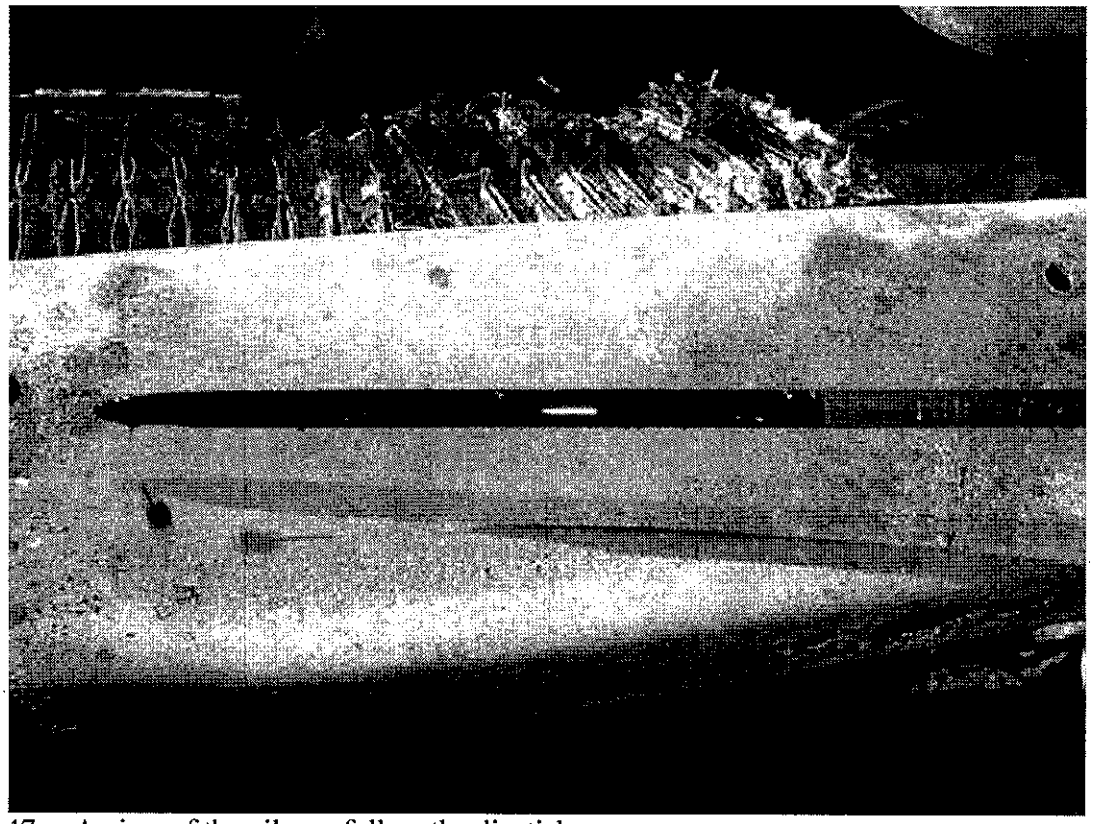
42. A view of the fuse relay center on the left or driver's side.





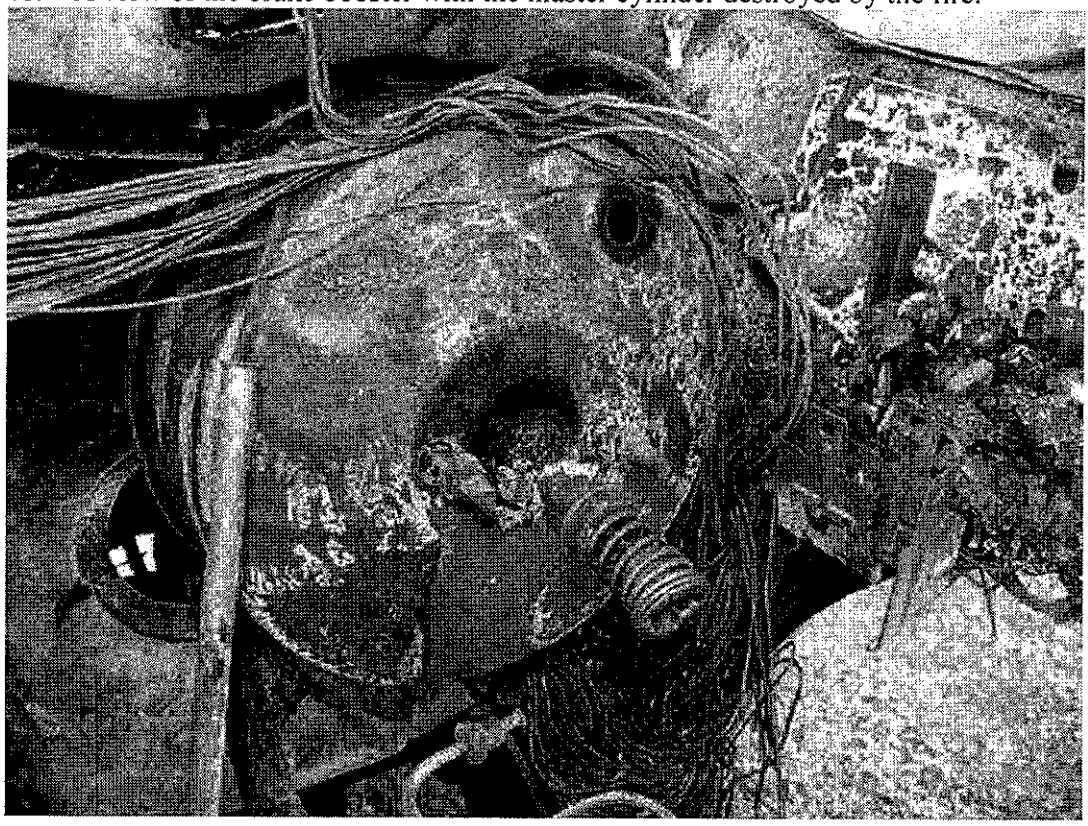
45. A view of the left valve cover.

46. A view of the transmission fluid full.



47. A view of the oil overfull on the dipstick.

48. A view of the brake booster with the master cylinder destroyed by the fire.



[redacted]

Redford MF

[redacted]

Metroplex MI 480 Z
TUE 20 JUL 2010

U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**

1200 New Jersey Avenue SE.
Washington, D.C. 20077-9382

Official Business
Penalty for Private Use $300

51 55

BUSINESS REPLY MAIL
FIRST-CLASS MAIL PERMIT NO. 1888 WASHINGTON, DC

POSTAGE WILL BE PAID BY ADDRESSEE

US Department of Transportation
National Highway Traffic Safety Administration
Office of Defects Investigation, NVS-210
1200 New Jersey Avenue SE.
Washington, D.C. 20077-9382