Form Approved: O.M.B. No. 2127-0008

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

Date Received RECEIVED 00 NOV -3 A11:22 OFFICE OF DEFECTS INVESTIGATION

QC'D PIED POSTED

Reference No. 557078

OWNER INFORMATION (Type or Print)

[redacted]

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 [redacted] Date 10/28/00

PRODUCT INFORMATION

Vehicle Identification No. (VIN.) (17 Digits) (Located at bottom of windshield on driver's side)	Make	Model	Year
2FABP43F4FX239322	Ford	Crown Vic	'85

Purchased Date: 12/91 — □ New ■ Used

Dealer's Name: N/A

Dealer's City: South Bend — State: IN — Zip Code: 46637

Engine Size (CID/CC/L): 5.0L — No Cylinders: 8 — □ Turbo □ Diesel ■ Gas ■ Fuel Injection

Manufacture Date (on driver's door or pillar): 7-85 Made in CANADA

Transmission Type: □ Manual ■ Automatic

Restraint System: □ Driverside Air Bag □ Motorbelt □ Passengerside Air Bag □ 2-Point Belt ■ 3-Point Belt

Cruise Control: ■ Yes □ No

Drivetrain: □ Front ■ Rear □ 4-Wheel

Vehicle Type: ■ Car □ Sport Utility □ Van □ Truck □ Minivan □ Motorcycle □ Other

Body Style: □ 2-Door ■ 4-Door □ Stationwagon □ Pick Up Truck □ Other

FAILED COMPONENT(S)/PART(S) INFORMATION

Part Name(s): IGNITION MODULE, CHOKE THERMOSTAT

Location: □ Left ■ Front □ Right □ Rear

Failed Part(s): ■ Original ■ Replacement

Handicap Adaptive Equip: □ Yes ■ No

TO BE COMPLETED WHEN REPORTING A TIRE FAILURE

Tire Brand | Tire Name | Complete Tire Size

No. of Failures | Date(s) of Failure(s) | Mileage at Failure(s) | Vehicle Speed at Failure(s): | Failed Part(s) Available? □ Yes □ No | NHTSA Previously Contacted? □ Yes □ No

APPLICABLE INCIDENT INFORMATION

(Please describe in detail the Incident(s), Failure(s), Crash(es), and Injury(ies). Attach photos if available.)

Crash	Fire	Number of Persons Injured	Number of Fatalities	Reported to Manufacturer
□ Yes ■ No	□ Yes ■ No			■ Yes □ No

Narrative Description of Incident(s), Failure(s), Crash(es), and Injury(ies). #1. Ignition Module - Very defective part; Had to replace this part 2 times already do to Failure. Very dangerous when this part fails because the engine will stall. My engine stalled twice after this part failed. I was driving home from work one day, when all of a sudden my car stalled in the middle of the road (cause) failed ignition module. Same thing happened again a couple of years later (cause) Failed ignition module. Very expensive to fix this device, plus towing etc. —→ over

Continue on back.

Mail postage free or fax to 202-366-7882

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

#2. Choke Thermostat - Yet another very defective part. When this part goes bad it creates a very, very dangerous situation = (The throttle will stick). The gas pedal "stuck" on my car when the choke thermostat became defective. This caused the engine to run wide open creating a very serious, and dangerous situation.

I hope you will investigate these very defective parts.

ATTACH ADDITIONAL SHEETS IF NECESSARY

U.S. Department of Transportation

National Highway Traffic Safety Administration

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

Official Business
Penalty for Private Use $300

NO POSTAGE NECESSARY IF MAILED IN THE UNITED STATES

BUSINESS REPLY MAIL
FIRST CLASS PERMIT NO 73173 WASHINGTON, D.C.

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

U.S. Department of Transportation
National Highway Traffic Safety Administration
Office of Defects Investigation, NSA-10.01
400 7th Street, SW
Washington, DC 20590

Complete and return or place in your car manual for future use

VEHICLE OWNER'S QUESTIONNAIRE (VOQ)

DOT AUTO SAFETY HOTLINE

TO REPORT VEHICLE SAFETY DEFECTS COMPLETE THIS FORM OR

DASH 2 DOT

and dial toll free at

1-888-DASH-2-DOT

1-888-327-4236

DOT Auto Safety Hotline
(DASH) 2 DOT

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Judge orders Ford recall

By DAVID KRAVETS
Associated Press Writer

OAKLAND, Calif. — A judge took the unprecedented step Wednesday of ordering the recall of as many as 1.7 million Ford cars and trucks sold in California, accusing the automaker of concealing a dangerous design flaw that can cause the vehicles to stall in traffic.

The ruling compounds Ford's troubles as the automaker tries to steer its way out of the Firestone tire recall crisis.

Ford has insisted all along that the ignition module at issue is safe, and it said it will appeal the ruling, arguing that a California state judge has no authority to issue such an order.

Never before has a U.S. judge ordered an automotive recall.

The device was put on 29 models between 1983 and 1995, including the Taurus, LTD, Ranger, Bronco, Mustang and Escort, according to Ford. During that period, Taurus was one of the top-selling cars in America.

Superior Court Judge Michael E. Ballachey said Ford sold as many as 23 million vehicles with the flaw, but his jurisdiction does not extend beyond California. However, similar class-action suits are pending in Alabama, Maryland, Illinois, Tennessee and Washington.

The automaker has settled dozens of wrongful-death and personal-injury lawsuits nationwide in which a Ford vehicle was suspected of stalling. But Ford never admitted any wrongdoing.

The National Highway Traffic Safety Administration conducted three probes into stalling of Ford vehicles between 1984 and 1987 and closed the cases after finding "no defects," agency spokesman Tim Hurd said Wednesday.

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Recall

Ballachey said that Ford knew since at least 1982 that the vehicles were prone to stalling, especially when the engine was hot, but failed to alert consumers and repeatedly deceived federal regulators by claiming the modules were safe.

"This case was about concealment of a dangerous condition," he said.

Government agencies normally order recalls, but Ballachey said state law gives him that power.

Ford disagreed and argued that a recall is unnecessary.

"The record in this case does not demonstrate a safety problem," Ford attorney Richard Warmer said. "These vehicles are safe."

The judge appointed a referee to study three options — ordering Ford to remove the modules and remount them away from the engine, replacing the module with one from 1999-2000 model vehicles, or ordering a vehicle buyback. Ballachey set Oct. [illegible] hearing to determine the next step.

Ford said it does not know how much a California recall would cost, but the Center for Auto Safety estimated that it would be at least $125 million.

The automaker already is involved in the recall of 6.5 million Firestone tires, which were standard equipment on Explorers and other vehicles. NHTSA is investigating more than 100 deaths in connection with the tires.

The judge's ruling was based on a class-action lawsuit filed on behalf of 3.5 million current and former Ford owners in California.

The plaintiffs claim that the TFI module, which regulates electric current to the spark plugs, was wrongly mounted on the distributor near the engine block, exposing it to excessive heat and stress. The plaintiffs say that caused the vehicles to stall.

Ford documents show the automaker was warned by an engineer that high temperatures would cause the device to fail and stall the engine.

Installation Tips
Diagnosing Ford TFI Systems

Ford vehicle owners are currently experiencing a high replacement rate of their distributor mounted ignition modules. However, a majority of these modules are not defective and most of the failures are due to other problems in the system.

Module Problems

1. Early O.E. units stamped "Made in France" are prone to premature transistor failure. This is partly due to poor soldering of the heat sink to the power transistor.
2. Premature module failure can result from improper cleaning of the mounting surface and poor application of the heat transfer compound.
3. Water damage to the module may be caused by cooling system leaks or steam cleaning the engine.*

**Note: When steam cleaning, never aim the cleaner directly at any electric component.*

Magnetic Pick-ups and Hall Effect Unit Problems

1. The TFI-I system is equipped with a standard magnetic pick-up, which is subject to the same problems associated with GM's HEI systems.

When the magnetic pick-up has an intermittent problem, check for broken or loose leads. Using an ohmmeter, read the resistance of the magnetic pick-up. The reading should be between 650-1300 ohms. Now, wiggle all wires to detect any variation in ohms. If the reading has varied, the unit is defective. Also, check the magnet in the pick-up for cracks which can cause intermittent problems or a "no-start" condition. Replace the defective unit.

2. The TFI-IV system uses a Hall Effect unit instead of a magnetic pick-up. Ford is experiencing heat related problems with this unit.

The early units, which are black, should be replaced whenever a module is replaced. Newer units, which are blue, should be replaced if signs of heat or burning are present at the plug-in connector.