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Minnesota Department of Human Services

Date: 1-3-02

566809 *

Including this cover sheet, number of documents pages: 6

To: (Name of Company) NHTSA US DEPT of Transportation

For: (Name)

Destination FAX Number: 202 366 7882

From:

Phone:

RECEIVED
OFFICE
DEFECTS INVESTIGATION
00 JUL 02 10:10

January 3, 2002

Wi Bureau of Transportation
Department of Transportation
Madison, WI 53707
FAX: 608.267.0441

RE: Reporting Safety Defects

To Whom This May Concern:

I am making this report because I believe that the vehicle I am driving has a defect that can cause an accident. I purchased a 1998 Ford Expedition from the former Jim Carter Ford, now Koczurek (?sp), in Eau Claire, WI. I did not purchase a warranty. I have had the Expedition for approximately 2 months.

Since the weather has gotten cold, the throttle started sticking. I thought the solution was as simple as spraying some type of de-icer brand onto a cable. I took the vehicle to a mechanics garage and they printed out a Manufacturer's Technical Bulletin stating that the PCV system is icing up and that the Ford Motor Company is aware of this particular problem (see attachment). Four weeks ago I began working for the Minnesota Department of Humans Services, but my legal residential address is in Wisconsin. I called Minar Ford in New Brighton, MN, who checked the VIN number and stated they were not aware of any problems with this particular year's model.

Additionally, approximately 2 weeks ago I took the vehicle for an oil change. The attendant brought out a substance that he stated he scooped out from the oil fill opening and that it is very possible that there is moisture in the engine and I suspect may be contributing to the PCV system accumulating ice causing the throttle to stick. Again, my problem did not start until the cold weather began setting in.

I believe the dealership mechanics were aware of this problem because of the moisture in the engine. However the safety checklist was reported to have "fixed" everything to make the vehicle safe for the road, and maintenance was made to the vehicle that I trusted they did and I did initial upon purchase.

The defect is that my accelerator sticks. Yesterday on my way to work it stuck at 65mph on the interstate and would not release. I would shut the engine off and turn it on and the engine would race back up to 65mph (I am now on the city streets) and was barely able to stop as I was trying to make it to work. The accelerator has stuck for approximately the last 1 1/2 weeks, however would release before I got off the interstate. This is why I thought it was only the accelerator sticking and needed some spray de-icer. It now remains stuck and I am afraid to drive it for fear of an accident.

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1/3/02

Ethically and morally I cannot get rid of the truck via trade-in or sale for fear someone else will get hurt if they purchase this vehicle. My payments are \$570.00 per month, I am insured. The cost of the vehicle was approximately \$22,000.00 and as I stated earlier, I only purchased this vehicle approximately 2 months ago.

I'm not sure how your office can help me, but the remedy I am requesting is as follows:

1. I would like either the dealership of purchase take responsibility and make the repairs at no cost to me with a written guarantee that this problem will never happen again or allow me to trade this vehicle in for another vehicle of equal value; or,
2. have the Ford Motor Company either from Wisconsin or Minnesota fix the vehicle at no cost to me with a written guarantee that this will not happen again or allow me to have a different vehicle of equal value.

Thank you in advance for your time and attention to this serious matter. I look forward to your prompt response.

Sincerely, 

[REDACTED]
Black River Falls, WI [REDACTED]

Work telephone [REDACTED]

CC: NHTSA
US Department of Transportation
400 Seventh Street
Washington D. C. 20590

MINAR 651 633 9010 11M 639

5.4L - HIGH IDLE/THROTTLE STICKS - PCV SYSTEM ICING

5164

Capitol Auto Repair
525 East 7th Street
Saint Paul, MN 55101 651-222-8114

Highlighted Article Text
1998 Ford Expedition

ARTICLE BEGINNING

TECHNICAL SERVICE BULLETIN

IDLE - HIGH IDLE SPEEDS - THROTTLE STICKS AFTER STEADY STATE
DRIVING IN EXTREME COLD AMBIENT TEMPERATURES - VEHICLES BUILT THROUGH
12/1/1997 EQUIPPED WITH 5.4L ENGINE

ENGINE - 5.4L - PCV SYSTEM ICING - VEHICLES BUILT THROUGH 12/1/1997

Model(s): Ford: 1997-1998 Expedition, F-150, F-250 LD
Lincoln: 1998 Navigator

Bulletin No.: 99-25-2

Date: December 13, 1999

VIN# 1FMEU18W [REDACTED]
ISSUE

Throttle sticking may occur on some vehicles in extreme cold ambient temperatures after driving at a steady speed for a period of time. This may be due to ice buildup from moisture in the PCV gas on the throttle plate or throttle body.

ACTION

Verify that the condition is not caused by throttle body sludging, throttle cable binding, or interference between an improperly positioned floor mat and accelerator pedal. If no other conditions are identified, replace the PCV system with the revised PCV Service Kit (F85Z-6A603-BB). Refer to the Instruction Sheet within the PCV Service kit for service procedure.

PARTS INFORMATION

PARTS INFORMATION TABLE

Part Number	Part Name
F85Z-6A603-BB	PCV Service Kit

WARRANTY INFORMATION

WARRANTY STATUS: Eligible Under The Provisions Of Bumper To Bumper
Warranty Coverage.

OPERATION: 992502A
DESCRIPTION: Install PCV Service Kit.

5.4L - HIGH IDLE/THROTTLE STICKS - PCV SYSTEM ICING**Capitol Auto Repair**

525 East 7th Street

Saint Paul, MN 55101 651-222-8114

Highlighted Article Text

1998 Ford Expedition

TIME:

1.3 Hrs.

DEALER CODING:

BASIC PART NO.: 6C324

CONDITION CODE: 42

OASIS CODES:

404000, 610000, 610600, 612000, 612600, 617400,
619400**END OF ARTICLE**



People Saving People

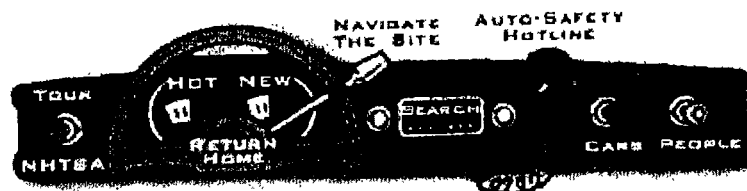
1-888-DASH-2-DOT

Vehicle Owner's Questionnaire

Office of Defects Investigation

VOQ Submitted**VOQ Status:** In Process**ODI Number:** 756368

We appreciate the report you have provided. Reports from motorists are a very important source of information for our investigations. Each report is analyzed and compiled into a computerized data system to assist us in identifying potential recall inadequacies and safety defects to determine whether an investigation is warranted. The information you have provided will be reviewed and entered into our data system. It will be used with other reports to identify recall inadequacies and safety-defect trends which require our attention.

Enter Another VOQSend mail to the Web Master