



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
(1-888-327-4235)
INTERNET: www.nhtsa.dot.gov/hotline

FOR AGENCY USE ONLY 111

Date Received

2005 MAY -6 AM 5
19-APR-2005

Repository

42

Reference No.
10118937

OWNER INFORMATION (Type or Print)

Name

Address:

City BOYNTON BEACH

State FL

Zip Code

Daytime Telephone Number

E-mail Address

Evening Telephone Number

Do you authorize NHTSA to provide a copy of this report to the manufacturer of your vehicle? YES NO
In the absence of an authorization, NHTSA WILL NOT provide your name or address to the vehicle manufacturer.

Signature of Owner

Date 1/1

VEHICLE INFORMATION

17 digit Vehicle Identification Number Located at bottom of wheel well on driver's side

2G2W6522X4

Make

PONTIAC

Model

GRAND PRIX

Model Year

2004

Date Purchased

Dealer's Name and Telephone Number

SHERWOOD Pontiac, 2400 S. Federal Hwy

Engine:

No. Cylinders

6

Fuel Type:

REGULAR

Original Owner

Dealer's City

DELRAY BEACH

State

FL

Zip Code

33443

Transmission Type

AUTOMATIC

Antilock Brakes

Cruise Control

Powertrain

Vehicle Component Code

110000 ELECTRICAL SYSTEM

Multiple Failure: 1

FAILED COMPONENT(S)/PART(S) INFORMATION

Incident Date(s)

29-DEC-2004

Failure Mileage

10200

Failure Speed

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: DOTM18ABC036)

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(es).)

Crash

Yes No

Fire

Yes No

Number of Persons Injured

0

Number of Deaths

0

Reported to Police

Y

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

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).

OWNER PARKED THE VEHICLE AND WALKED AWAY. BEFORE ACTUALLY LEAVING THE SCENE OWNER WAS ALERTED THAT THE VEHICLE WAS SMOKING. OWNER WENT TO THE VEHICLE, OPENED THE HOOD, AND VEHICLE WAS ON FIRE. THE FIRE DEPARTMENT WAS CALLED TO THE SCENE. AFTER THE FIRE WAS EXTINGUISHED THE FIRE INVESTIGATOR STATED THE FIRE WAS ELECTRICAL. VEHICLE WAS TOTALED. A GM HAD REPRESENTATIVE CAME AND INSPECTED THE VEHICLE. NEITHER THE MANUFACTURER NOR DEALERSHIP CLAIMED ANY RESPONSIBILITY FOR THE DAMAGE. *AK

Include, if available: Police/Fire Department Report, Photos, and Repair Invoice.

ATTACH ADDITIONAL SHEETS IF NECESSARY

The Privacy Act of 1974 (Public Law 93-502) 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 to 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.

Incident: 04-104975 Exposure: 0

Dispatched incident

Agency Incident # Incident Date Time

Location Map

Dev Name Call Priority

Census TAZ Dist Grid Coordinates XY

County Alarm Method Alarm Level EMS No

Jurisdictional Station Arrival Delay

Type Situation Dispatched

Dispatch Date Time

Enroute Date Time

Arrival Date Time

Clear Date Time

Response Time -> Min Sec Incident Duration -> Hours Min

Activity

Action Date	Action	DD	Name	Rank	Assignment
12/30/2004	LOCKED for Conditionality	09046	GENTLE, ROBERT R.		
12/30/2004	LOCKED / Incident Closed - Stationary part	09046	GENTLE, ROBERT R.		
12/30/2004	FIRE REVIEW	09046	GENTLE, ROBERT R.		
12/30/2004	SIGNED by Individual (filling out incident rep)	09046	GENTLE, ROBERT R.		
12/29/2004	SIGNED by Individual (filling out incident rep)	08388	WILLIAMS, MATTHEW A.		

Narrative for Incident: 04-104975

I was the on-duty investigator when I received a notification from Palm Beach County Fire Rescue Dispatch that an investigator had been requested to respond to a vehicle fire at Boynton Beach. The weather at the time of the fire was clear, warm, and sunny with variable winds. The weather was ultimately determined to have been a factor in the cause of the fire.

Upon arrival, I met with the OIC. Lt. Wilhite advised that the fire was confined to the engine compartment. They were able to extinguish the fire with a booster line.

The loss is a silver, Pontiac Grand Prix, bearing Florida license plate IO2 VRL. The VIN number was confirmed as 2G2WES22X4. There were no alterations noted. There were no adverse conditions affecting the examination. Security of the vehicle is not an issue since the vehicle was occupied and being operated by the owner at the time of the fire.

The examination of the exterior of the loss was initiated by observing the loss from the least amount of damage to the greatest. On the basis of these observations, it was noted that the engine compartment suffered the greatest fire damage. All the doors were closed for the majority of the time during the course of the fire. All of the windows were intact, with no visible evidence of fire damage. The front tires were partially fire damaged while the rear tires were undamaged and serviceable. There were no indications that any of the wheels had been recently removed or exchanged. No pre-fire accident damage was found.

The examination of the interior of the loss was initiated by observing the loss from the least amount of damage to the greatest. On the basis of these observations, it was noted that the passenger compartment was undamaged by the fire. The keys were found with the owner. All of the equipment and accessories were original factory installed and there was no evidence that any of the items had been removed. The fire did not damage the seats and fabric. The carpet was damaged by water on the driver's side. The shift lever was in the park position. The emergency brake was not set.

The examination of the engine compartment of the loss was initiated by observing the loss from the least amount of damage to the greatest. On the basis of these observations, it was noted that the hood was completely damaged by fire. The extent of damage indicates the hood was opened shortly after the onset of this fire and remained open until it was extinguished. The vehicle had a 6 cylinder transverse mounted engine. The air filter was in place and was totally damaged by the fire. The extent of damage to components of the fuel system prevented any determination of existing loose connections from either normal conditions or intentional tampering. The evidence indicates all required clamps were in place. The radiator and fan was melted. The radiator hoses were melted. The inner fenders were in place. There was heat damage to both inner fenders.

The engine oil was full. No engine oil leakage was noted. The transmission fluid was normal, although a true reading cannot be accomplished without the engine running. The transmission fluid was clean. The transmission coolant lines to the radiator were heat damaged but appeared intact. The power steering pump and reservoir were damaged. The power steering fluid was clean and was measured to be within normal operation limits on the dipstick. The distributor, spark plugs, spark plug wires and coil were damaged by fire. Examination of the motor mounts revealed they were damaged by fire. Examination revealed the insulation had melted from the wiring in the engine compartment however the actual conductors and their components were still intact, exhibiting no evidence of malfunction. Examination of the fuse panel showed some of the required fuses were found blown. The battery was in place and was located on the driver's side at the front of the engine compartment. There was fire damage to the top of the battery. The battery fluid level was unknown because of the fire damage to it. The terminals and cables were intact with the insulation melted off. The cables were not attached to the battery terminals and the connectors exhibited evidence of heat stress. The alternator was mounted and exhibited evidence of fire damage to the rear. The wiring to the alternator was attached and exhibited evidence of heat damage. The starter exhibited evidence of heat damage. The fuel tank, filler assembly and filler cap had no involvement in this fire. The fuel injection assembly exhibited evidence of fire damage. The exhaust system and catalytic converter were in place and functional.

The fire originated in and was confined to the engine compartment. Possible ignition sources located in the origin area include, vehicle primary electrical wiring, accessory wiring, malfunction associated with the fuel injection assembly, fuel line leak, automatic transmission fluid leak power steering fluid leak.

The vehicle primary electrical wiring at the battery exhibited no evidence of electrical activity or malfunction. There was no evidence of a malfunction associated with the fuel injection assembly. No evidence of a fuel line leak was noted. The integrity of the fuel tank was intact, with no evidence of a rupture, tear or split seam. The patterns are not indicative of the release and subsequent ignition of atomized transmission or power steering fluid. There was no evidence of an automatic transmission fluid leak.

leak. There were no burn patterns indicative of a fire initiated by a coolant leak. The power steering fluid reservoir and hoses were intact and no evidence of a leak was noted. The burn patterns were not indicative of a fire involving misuse of smoking material. There were no ignitable liquids, other than those normally associated with this vehicle.

I interviewed Mr. Jack Chase, (D.O.B. 7/13/1929) and he stated that he pulled the vehicle into the parking lot and when he got out he noticed smoke coming from under the hood. He opened the hood saw the fire and attempted to smother it with his coat. He then

CH 100 911.

✓ Based on my investigation and the inform. provided, and after ruling out all intentional causes, this fire is determined to be an accident. The evidence and statements indicate the fire was the result of a non-specific electrical failure in the engine compartment.