



U.S. Department  
of Transportation  
**National Highway  
Traffic Safety  
Administration**

# ODI RESUME

INVESTIGATION: EA02- 02 5  
DATE OPENED: SEP 6 2002  
SUBJECT: Engine Compartment Fires  
PROMPTED BY: RQ01-002  
PRINCIPAL ENGINEER: F. Borris

MANUFACTURER: Ford Motor Company  
MODEL(S): Town Car, Crown Victoria, Grand Marquis

MODEL YEAR(S): 1992-1997  
VEHICLE POPULATION: 1,890,389

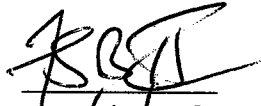
PROBLEM DESCRIPTION: The speed control deactivation switch can develop an internal short resulting in a fire.

## FAILURE REPORT SUMMARY

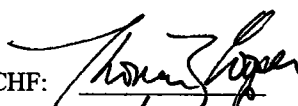
	ODI	MANUFACTURER	TOTAL
COMPLAINTS:	16	31	47
CRASHES:	0	0	0
# INJURIES:	0	0	0
# FATALS	0	0	0

ACTION: An Engineering Analysis has been opened.

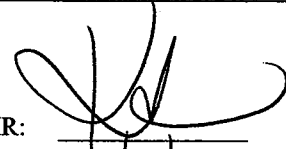
ENGINEER:

  
DATE: 9/6/02

DIV CHF:

  
DATE: 9/6/02

OFC DIR:

  
DATE: 9/6/02

SUMMARY: In its Letter dated May 13, 1999 to ODI, Ford indicated that it would conduct a safety recall (NHTSA Recall number 99V-124 or Ford 99S15) to remedy an overheating speed control deactivation switch in approximately 279,000 subject vehicles. The vehicles Ford determined to be affected by the recall are model year (MY) 1992-1993 Lincoln Town Car vehicles built from November 4, 1991 through November 30, 1992 and MY 1992-1993 Ford Crown Victoria and Mercury Grand Marquis vehicles built from February 5, 1992 through November 30, 1992.

Since opening RQ01-002, ODI has identified eight additional reports of engine compartment fires in Ford vehicles equipped with a nearly identical speed control deactivation switch but beyond the scope of Ford's recall. Ford's response to ODI's Oct 19, 2001 letter also provided 31 reports of engine compartment fires in subject vehicles not included in Ford's recall.

An Engineering Analysis is warranted to determine if a safety defect trend exists.

9/9/02