

**EA02-025**

**FORD 10/27/03**

**APPENDIX N**

**BOOK 32 OF 61**

**PART 1 OF 6**

1991

MISC

~~F150~~RY/GM

KQ01-002  
EA02-025

OPENED: JAN 26, 2001

CLOSED:

EN02-025 17130



**CRITICAL CONCERNS REVIEW GROUP (NORTH AMERICA)**

<b>File:→</b>	<b>MISC</b>	<b>Opened:</b>	<b>June 26, 2001</b>	<b>Closed:</b>	
<b>VLD→</b> (Lead)	<b>Sue Pacheco</b> <b>LINCOLN-MERCURY</b>	<b><u>Assisting Activities:</u></b> <b>DAE/GCE/ASO</b>		<b><u>CAMPAIGN:</u></b>	<b>→</b>
<b>Contacts: →</b>	<b>Brian Geraghty - 40068</b> <b>Barry Mounce (Baton Rouge Fire Dept) - 225-354-1410</b>			<b>Kris Christensen - 38497</b> <b>Dave Ott - 76841</b>	

<b>MODELS:</b>	<b>1992-97 TOWN CAR/CROWN VIC/GRAND MARQUIS</b>
<b>Input Source:</b>	<b>DESIGN ANALYSIS</b>
<b>Input Source:</b>	<b>NHTSA INQUIRY RQ01-002 (Re: 99S15) (10-23-01) - Closed RQ01-002 (09-08-02)</b>
<b>Input Source:</b>	<b>NHTSA INQUIRY EA02-025 (08-08-02)</b>
<b>Concern Description:</b>	<b>Fires - Cruise control deactivation switch</b>

**Mtg #/Date:****CONCERN INVESTIGATION DATA****1928/Sep 4**

**ASO:** Another article in the Baton Rouge, LA, *THE ADVOCATE*, published 15 August 2001. Photo included. Two excerpts:

- *A man sleeping in a 1992 Mercury Grand Marquis escaped injury last week in a fire only after someone woke him up. "Someone walked by and said, 'Your car's on fire,' said Barry Mounce, a Fire Department spokesman.*
- *The Fire Department released information Friday on two Ford Motor Co.-manufactured cars that spontaneously ignited in the past week. That brings to seven the number of similar Ford car fires in the past seven months.*
- *The article continues and quotes a Ford Company spokesman that Ford has looked and investigated and that the investigation is ongoing.*

**1943/Oct 30  
2001**

**NOTE:** RQ01-002 was listed separately as Agenda Issue A8 (CCRG Issue #01-1023-07) on today's Agenda pending confirmation it is this issue. Confirmation received that the RQ is in response to these Baton Rouge incidents. Therefore the RQ01-002 CCRG notes from October 23, 2001 are transferred to this issue (see below) and re-titled.

Walk-In by Lynn Edwards. NHTSA ODI RESUME RQ01-002 (re: 99S15) attached.

**MODELS/YEARS:** 1992-94 Town Car/Crown Victoria/Grand Marquis

**PROBLEM DESCRIPTION:**

- *An engine compartment fire can develop during vehicle storage with the engine off and the vehicle unattended.*

**DESCRIPTION OF OTHER:**

- *The City of Baton Rouge Fire Department provided nine fire reports in the subject population. Each of the fire reports alleges that the fire initiated in the engine compartment.*

**SUMMARY:**

- *The Office of Defects Investigation (ODI) has received six complaints and nine fire department reports involving a total of 15 engine compartment fires on model year 1992-1994 Lincoln Town Car, Mercury Grand Marquis and Ford Crown Victoria vehicles. Each report includes an allegation that the vehicle caught fire while parked with the engine off.*
- *The SUMMARY goes on to discuss NHTSA's EA99-006 and Ford's Safety Recall 99S15 and notes that 11 of the 15 complaints are confirmed beyond the scope of the recall, one was within but not known if recall was performed, and 3 are unknown at this time.*

ASO will schedule a kick-off meeting upon receipt of the Inquiry.

**CRITICAL CONCERNS REVIEW GROUP (NORTH AMERICA)**

<b>File:</b> →	<b>MISC</b>	<b>Opened:</b>	<b>June 26, 2001</b>	<b>Closed:</b>	
<b>VLD</b> → (Lead)	<b>Sue Pacheco</b> <b>LINCOLN-MERCURY</b>	<b>Assisting Activities:</b> <b>DAE/GCE/ASO</b>	<b>CAMPAIGN:</b>		
<b>Contacts:</b> →	<b>Brian Garaghty - 40058</b> <b>Berry Mounce (Baton Rouge Fire Dept) - 225-384-1410</b> <b>Kris Christensen - 38497</b> <b>Dave Ott - 78845</b>				

<b>MODELS:</b>	<b>1992-97 TOWN CAR/CROWN VIC/GRAND MARQUIS</b>
<b>Input Source:</b>	<b>DESIGN ANALYSIS</b>
<b>Input Source:</b>	<b>NHTSA INQUIRY RQ01-002 (Re: 99S15) (10-23-01) -- Closed RQ01-002 (09-08-02)</b>
<b>Input Source:</b>	<b>NHTSA INQUIRY EA02-025 (09-08-02)</b>
<b>Concern Description:</b>	<b>Fires - Cruise control deactivation switch</b>

**Mtg #/Date:****CONCERN INVESTIGATION DATA**2018/Sep 10  
2002

ASO: NHTSA has closed RQ01-002 and upgraded the investigation to EA02-025 (09-08-02)  
**MODEL YEARS:** 1992-97 Town Car / Crown Vic / Grand Marquis  
**PROBLEM DESCRIPTION:** The speed control deactivation switch can develop an internal short resulting in a fire.

**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 270,000 subject vehicles. The vehicles Ford determined to be affected by the recall are model year (MY) 1992-93 Lincoln Town Car vehicles built from November 4, 1991 through November 30, 1992 and MY 1992-93 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 October 19, 2001 letter also provided 31 reports of engine compartment fires in subject vehicles not included in Ford's recall.

ASO will schedule a kick-off meeting upon receipt of the inquiry.

Vaughn, Mike (M.C.)

From: BARRY MOUNCE (BMOUNCE@ci.baton-rouge.la.us)  
 Sent: Thursday, June 21, 2001 6:16 PM  
 To: mvaughn@ford.com  
 Subject: VIN

Baton Rouge  
FIRE Dept.

225-354-1410

1LNLM82W8PY ✓

1LNLM81W4PY ✓

1LNLM82W3PY ✓

1LNLM81W7PY ✓

IF I DO NOT ANSWER MY OFFICE NUMBER, PLEASE CALL ME ON MY CELL  
 (225) 963-6346

Barry Mounce

4 fires LINCOLN TOWN CARS  
heard of 3 more  
 HE will contact NHTSA  
 ABOUT 2 outside  
 OF 99S15

Post-it Fax Note 7671		Date	# of pages
To	HOW GERARDY	From	MIKE VAUGHN
Co./Dept	BOB WHEELER	Co.	
Phone #	44522	Phone #	72786
Fax #	44522	Fax #	

**OASIS Report for 1LNLM32W8PY 10/09/1992****VEHICLE INFORMATION**

Vehicle: 1993 TOWN CAR

Body: 4 DR SEDAN  
SIGNATUREEngine: 4.6L SOHC Callb: 318JR10A  
(ROMEO)

Trans: 4 SPD OD AODE

Axle: AXLE CD: JY

**OPENING IMPROVING THE SERVICE EXPERIENCE****99S15 SPEED CONTROL DEACTIVATION SWITCH****GENERAL WARRANTY INFORMATION**WARRANTY START DATE 12/21/1992  
START ODOM

BUILD DATE 10/09/1992

Special Message: LESS THAN TWO DEALER APPROVED  
AWA REPAIR VISITS PAID TO DATE

MORSII:

**REQUIRES GENERAL INFO**

There is no Extended Service Plan information associated with this vehicle

**WARRANTY HISTORY**

System Message:

NO REPAIR HISTORY ON VEHICLE

**REPAIRS TO BE MADE**

There is no Extended Service Plan information associated with this vehicle

End of OASIS report for 1LNLM32W8PY

## OASIS REPORT FOR 1LNLM81W4P

## VEHICLE INFORMATION

Vehicle: 1993 TOWN CAR

Body: 4 DR SEDAN

Engine: 4.6L SOHC Callb: 318DR11A  
(ROMEO)

Trans: 4 SPD OD AODE

Axle: AXLE CD: JY

## OPEN CAMPAIGNS AND SPECIAL SERVICE SITUATIONS

There are no recalls associated with this vehicle

## GENERAL WARRANTY INFORMATION

WARRANTY START DATE 02/09/1993

BUILD DATE 01/06/1993

START ODOM

Special Message: LESS THAN TWO DEALER APPROVED  
AWA REPAIR VISITS PAID TO DATE

MORSII:

## EXTENDED SERVICE PLAN INFORMATION

CODE: 759

EXPIRED

STANDARD DEDUCTIBLE:

50 USD

OWNER NAME:

OPTIONS:

EXPIRATION DATE:

02/09/1999

DISTANCE:

75,000

RENTAL:

30 USD UP TO

5 DAYS

TOWING:

45 USD

CONTRACT SOLD BY:

USA 12039

## WARRANTY HISTORY

System Message:

NO REPAIR HISTORY ON VEHICLE

## EXTENDED SERVICE PLAN INFORMATION

There is no Extended Service Plan information associated with this vehicle

End of OASIS report for 1LNLM81W4P



**OASIS Results 1LNLM82W3P 157288****VEHICLE INFORMATION**

Vehicle: 1993 TOWN CAR

Body: 4 DR SEDAN  
SIGNATUREEngine: 4.8L SOHC Calif: 318JR11A  
(ROMEO)

Trans: 4 SPD OD AODE

Axle: AXLE CD: JY

**REP. CAMPAIGNS AND SPECIAL SERVICE INSTRUCTIONS**

There are no recalls associated with this vehicle

**GENERAL WARRANTY INFORMATION**

WARRANTY START DATE 08/25/1993

BUILD DATE 05/28/1993

START ODOM

Special Message: LESS THAN TWO DEALER APPROVED  
AWA REPAIR VISITS PAID TO DATEMORSII: THIS VEHICLE HAD A CUOLMORS  
CONTACT CLOSED WITHIN THE PAST  
180 DAYS**EXTENDED SERVICE**

CODE:741

USA 1998 USED 36/36,000 EXTRACARE

STANDARD DEDUCTIBLE: 700 USD

OWNER NAME:

OPTIONS:

EXPIRATION DATE:

08/17/2001 DISTANCE:

71,342

RENTAL:

33 USD UP TO

5 DAYS

TOWING:

50 USD

CONTRACT SOLD BY:

USA 12294

**WARRANTY HISTORY**

System Message:

NO REPAIR HISTORY ON VEHICLE

**ESP PROGRAMMER INFORMATION**

There is no Extended Service Plan information associated with this vehicle

End of OASIS report for 1LNLM82W3PY

---

**Main**

---

**Odometer:****Customer Information****BATON ROUGE, LOUISIANA****MR RUSSELL CRAPANZANO****Vehicle Information****Reference #: Reference #:****Model: Model:****Year: Year:****VIN: VIN:****Previous Owner: Previous Owner:****Owner Status: Owner Status:****Sales Type: Sales Type:**

367961651

TOWN CAR

1993

1LNLM82W3PY

SUBSEQUENT

SESSIONS W JAMES

Individual Rd

miles

**Warranty Start Date: Warranty Start Date:**

08/25/1993

**Day:****New Field****New Field****New Field****New Field****New Field****New Field****New Field**

**Recall/ONP**

<u>Campaign</u>	<u>Description</u>	<u>Status</u>	<u>Status Date</u>	<u>Dealer</u>
96L12	PASS AIR BAG / FORCED COMPLETI		01/22/1998	

E982-825 17148

OASIS Report for 1LNLM81W7PW

► VERIFICATION

Vehicle: VIN NOT FOUND

Body: VERIFY ENTRY

Engine:

Calib:

Trans:

Axle:

► OPEN EXTENDED SERVICE PLAN

There are no recalls associated with this vehicle

► GENERAL SYSTEM MESSAGE

Special Message:

MORSII:

► EXTENDED SERVICE PLAN

There is no Extended Service Plan information associated with this vehicle

► SYSTEM MESSAGE

System Message:

NO REPAIR HISTORY ON VEHICLE

► OPEN EXTENDED SERVICE PLAN

There is no Extended Service Plan information associated with this vehicle

End of OASIS report for 1LNLM81W7PW

# Q&A



FOR USE ON INQUIRY

Public Affairs

Contact: [REDACTED]

**99S15 -- 1992-1993 TOWN CAR/GRAND MARQUIS/CROWN VICTORIA - CRUISE  
CONTROL DEACTIVATION SWITCH**

**Q1. Is this a safety recall?**

**A. Yes, this is a Ford-initiated voluntary safety recall.**

**Q2. Was there a NHTSA investigation on this issue?**

**A. Yes, NHTSA has an open investigation, however, this action is being initiated by Ford.**

**Q3. What circumstances led you to issuing a safety recall?**

**A. Ford has been investigating reports and possible causes in cooperation with customers, our switch supplier and NHTSA. After conducting an intensive investigation, we have determined that the switch may be susceptible to overheating.**

**Q4. What vehicles are involved?**

**A. Approximately 279,000 vehicles are affected, including certain 1992 and 1993 model-year Town Car vehicles equipped with cruise control built at the Wixom Assembly Plant from Nov. 4, 1991, through Nov. 30, 1992, and certain 1992-1993 model-year Grand Marquis and Crown Victoria vehicles equipped with cruise control and built at the St. Thomas Assembly Plant from Feb. 5, 1992, through Nov. 30, 1992.**

**Q5. What is the concern?**

**A. The cruise control deactivation switch may short circuit, creating the potential for overheating, smoke and possibly fire. Also, a short may disable the cruise control system or blow the brake light fuse.**

- 2 -

**Q6. Is there obvious warning to customers?**

**A.** If a short does occur, customers may notice vehicle symptoms such as: the cruise control not functioning, not being able to shift out of park, battery losing charge, brake lights not functioning, brake light warning lamp illuminated and a blown fuse for the brake light.

**Q7. Where is the cruise control deactivation switch located and what is its purpose?**

**A.** The switch is in the left side of the engine compartment. The switch is hydraulically operated by brake fluid pressure as a redundant deactivation device for the cruise control.

**Q8. Is the switch defective?**

**A.** Yes. This condition is limited to switches produced when these vehicles were built.

**Q9. Where would the fire likely occur in affected vehicles?**

**A.** If a fire were to occur, it likely would originate in the left front underhood area.

**Q10. Is this a condition that can occur when the vehicle is turned off?**

**A.** Yes. There is electric current running to the switch when the vehicle is turned off.

**Q11. How many reports of fires have you received?**

**A.** We are aware of 147 allegations of fires in the left side of the engine compartment.

**Q12. Have there been any injuries?**

**A.** We are aware of two alleged injuries, no fatalities.

- 3 -

**Q13. What is the repair and how long will it take?**

**A.** We are implementing a two-stage repair. We're sending letters to customers instructing them to bring their vehicle to their dealer to have the cruise control deactivation switch disconnected to prevent a fire from occurring. This interim repair also will disable the cruise control system.

When replacement switches and connectors become available, dealers will install the new parts. The cruise control system will be restored at this time. Owners will receive a postcard when replacement parts are available. All work will be completed at no expense to owners, and the time needed for either repair is less than one-half day.

**Q14. So you don't have replacement switches available now?**

**A.** We expect replacement parts to be available by mid-June.

**Q15. Are you confident that the interim repair will work?**

**A.** Yes (because it eliminates any electric current for the switch).

**Q16. If you have an interim repair, why didn't you inform customers sooner?**

**A.** Ford has moved quickly to investigate this concern and has just concluded that the switch is defective and the interim repair is appropriate.

**Q17. Your letter to NHTSA does not indicate an interim repair. Why?**

**A.** Ford has moved quickly to investigate this concern and has just concluded that the switch is defective and the interim repair is appropriate.

**Q18. Shouldn't these vehicle be parked?**

**A.** The best action for customers to take is to have their dealer perform the interim repair. We have notified dealers of the interim repair. We recognize that customers may regard the inability to use their cruise control option as an inconvenience, however, we believe this action to be in the best interest of our customers' safety.

**Q19. When will you begin mailing customer letters?**

**A.** We expect to begin mailing customer letters the week of May 24.

- 4 -

**Q20. Does this concern have anything to do with the ignition switch recall?**

**A. No.**

**Q21. Does Ford use the same cruise control deactivation switch in other vehicles?**

**A. Similarly designed switches are used in other vehicles but our investigation indicates they do not have the same safety defect.**

**Q22. What have you done in production to correct this concern?**

**A. This condition is limited to switches produced when these vehicles were built.**

**Q23. Are you confident that current production switches won't experience the same problem?**

**A. Yes (issue is related to a certain period of production of the switch).**

**Q24. Who makes the switch?**

**A. We don't disclose names of suppliers in these actions.**

**Q25. Is this a design issue?**

**A. No. This condition is limited to switches produced when these vehicles were built.**

**Q26. Are there any affected vehicles in affiliate and export markets?**

**A.**

<b>Affiliate:</b>	<b>1,149</b>
<b>Federalized:</b>	<b>206</b>
<b>Non-Federalized:</b>	<b>3,892</b>
<b>Canada:</b>	<b>10,917</b>



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Customer issues:

**Q27. What about people who have had a vehicle fire?**

- A. Fires happen in vehicles for a number of reasons. For example, a fire could be the result of improper vehicle modification (aftermarket accessories), arson, prior accident damage or a faulty repair. Generally, vehicle losses are covered by insurance. Each allegation must be considered on a case-by-case basis depending on the facts.

**Q28. What about people who have had property damage – how will they be compensated?**

- A. Fires happen in vehicles for a number of reasons. For example, a fire could be the result of improper vehicle modification (aftermarket accessories), arson, prior accident damage or a faulty repair. Generally, vehicle losses are covered by insurance. Each allegation must be considered on a case-by-case basis depending on the facts.

**Q29. Are you instructing customers to park vehicles outside of their garages/car ports?**

- A. The best action for customers to take is to have their dealer perform the interim repair. If customers are concerned they should contact their dealer – dealers have been advised of customer handling procedures for the interim repair.

**Q30. Many of these vehicles may be in the hands of second and third owners. How will you ensure that you've contacted everyone?**

- A. As a matter of practice, Ford updates owner name and address records using standard industry practices (Polk).

Reputation issues:

**Q31. This is yet another switch-related recall for Ford. Aren't you concerned about the company's reputation?**

- A. The safety and satisfaction of our customers is our number one priority.

###

*Ford Motor Company***AUTOMOTIVE CONSUMER  
SERVICES GROUP  
PUBLIC AFFAIRS****16800 EXECUTIVE PLAZA DRIVE  
2SW - 1D  
DEARBORN, MI 48126****FAX NUMBER: (313) 337-1165**

<b>FROM:</b> ____ JERREE MARTIN (313) 337-2699 ____ DENISE MORAN (313) 337-2825 ____ MIKE VAUGHN (313) 337-2788		<b>DATE</b> _____  number of pages _____
<b>TO:</b> BOB Wheelock 92268 . BRIAN GERAHTY 90158		
<b>COMMENTS:</b> <div style="background-color: black; width: 200px; height: 50px; margin: 10px auto;"></div>		

Ford investigating fires in Lincoln Town Cars

<http://www.theadvocate.com/news/story.asp?StoryID=22>

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# Ford investigating fires in Lincoln Town Cars

By **MARLENE NAANES**  
Advocate staff writer

Ford Motor Co. will put investigators to work on three of four cases of 1993 Lincoln Town Cars spontaneously catching fire in the past four months in Baton Rouge, a company spokesman said Thursday.

The fires apparently started under the left side of the hoods of the cars, and one blaze destroyed the home and belongings of a Baton Rouge couple, said Barry Mounce, a spokesman for the Fire Department.



Advocate staff photo by  
Bradly J. Bomer

They found the car on fire in the carport June 14, and a neighbor helped keep flames at bay with a garden hose until the Fire Department arrived.

One of the four cars was part of a 1999 recall by the company for a faulty switch in the electrical system, which could possibly ignite the car. The recall was in response to 147 reports of fires due to the switch, said Mike Vaughn, a spokesman for Ford Motor Co.

The company recalled 279,000 Lincoln Town Cars, Mercury Grand Marquis and Ford Crown Victorias because of the faulty switch in vehicles produced between dates in 1991 and 1992.

The electrical-system recall was also listed in a National Highway Traffic Safety Administration recall database. The agency was investigating 49 reports of spontaneous fires before Ford Motor Co. began its recall, according to an agency report.

Ford sent letters to car owners "strongly urging" them to bring their cars into a dealership to replace the faulty switch, Vaughn said.

The company kept track of cars that owners brought in through an outside agency and then sent out reminder postcards and letters to owners who did not bring in their cars, he said.

The Town Car in Baton Rouge included in the recall was not brought into a dealership. The car caught fire May 13

E002-025 17158

Ford investigating fires in Lincoln Town Cars

<http://www.theadvocate.com/newsstory.asp?StoryID=225>

at 10788 Sherwood Drive after it was parked near the house for six hours.

The fire, which began under the hood, destroyed the house, Mounce said.

Two of the four car fires in question involved 1993 Lincoln Town Cars not included in the recall, Mounce said.

The latest fire occurred June 14 at [REDACTED] causing damage to the Town Car, a carport and a Chevrolet Tahoe parked next to the Town Car.

The owners of that Town Car [REDACTED] said they were getting ready for bed when they heard three explosions.

[REDACTED] then got his wife and two small children out of the house, and saw the Town Car on fire. It was parked for five hours before it ignited.

"If we had been asleep, (the car) would have burned the house down," [REDACTED] said. "It's about as big as my thumb, that little switch."

[REDACTED] said her insurance company is covering her damages, and she only hopes that Ford Motor Co. looks into why her car and another car in Baton Rouge not included in the recall caught fire in a similar way to cars included in the recall.

Vaughn said Ford's investigators will look into the fires, but added that fires can start other ways than faulty speed-control switches.

"If a fire were to occur from the switch, it would originate in the left, front under-hood area," Vaughn said. "We have to look into it because fires can happen for a lot of reasons."

[REDACTED] said the similarities are too strong for her car not to be affected by the same faulty switch.

"We didn't get a recall notice, and we're going, 'Why?' It was a 1993 Town Car," she said. "People need to know about this."

Mounce said fires due to the faulty switch occur in the left, front area of the car and may ignite from a couple minutes to several hours after a car is parked.

The NHTSA will receive a report about the two vehicles not included in the recall that caught fire, Mounce said.

The Fire Department called the agency Thursday after Mounce ran a check on the two Town Cars' vehicle identification numbers.

E982-025 17157

Ford investigating fires in Lincoln Town Cars

<http://www.theadvocate.com/news/story.asp?StoryID=225>

The numbers showed the vehicles were not included in the recall. NHTSA officials told Mounce they would investigate any cars not included in the recall that seemed to spontaneously catch fire in the area of the electrical-system switch.

The third of the four recent fires is still under investigation. The VIN was too burned to retrieve.

At least three other Town Cars have caught fire in Baton Rouge in recent years, but the nature of the fires were not as consistent as the past four months' fires, Mounce said.

One fire began in the left front area of a Lincoln Town Car and set an apartment complex at [REDACTED] on fire Feb. 19, 1999, causing \$600,000 worth of damage, Mounce said.

Fire Department investigators are also going through records of car fires and checking to see if 1992 or 1993 Town Cars, Grand Marquises or Crown Victorias were involved.

"If anyone has these cars, they need to contact their local dealer," Mounce said. "If they find they are not on the recall list and still have concerns, dealers can give them numbers for help."

Concerned car owners can call and check if their car was recalled by running their VINs, which is located in the left-hand, front corner of a car's dashboard, through Ford Motor Co.'s Customer Relations Center at 800-392-3673.

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Ford investigating fires in Lincoln Town Cars

<http://www.theadvocate.com/news/story.asp?StoryID=2251>

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A 3  
7-3-01

### BATON ROUGE FIRE DEPARTMENT INSPECTIONS

- Met with Fire Investigator Haley Carter on Thursday, June 28. Reviewed four cases he has involving 1993-1994 Town Car fires. Also reviewed facts of Recall 99S15 involving 1992 & 1993 Town Cars, Crown Vic, Grand Marquis.
- Inspected vehicle at fire scene (home of [REDACTED] VIN 1LNLM82W3PY [REDACTED], build date, 5/28/1993).
- Viewed vehicle remains in a second case ([REDACTED] VIN 1LNLM82W8PY [REDACTED] build date, 10/9/92).
- [REDACTED] could not locate other two vehicles.
- Attached photographs of inspection of [REDACTED] vehicle, show similar patterns to fires in recalled vehicles. [REDACTED] reported that a few weeks before the fire he noticed trouble keeping his speed control turned on, but he hadn't had time to get it to the dealer yet. This is a sign that the part may be failing.
- Poulds vehicle had part removed already.
- Next Steps: Meet again with [REDACTED] to inspect falldown from [REDACTED] fire scene and locate 3<sup>rd</sup> vehicle for inspection.

Edwards, Lynn (L.M.)

From: Kirschke, Kevin (K.E.)  
Sent: Wednesday, August 29, 2001 8:51 AM  
To: Patel, Bharat (B.J.); Edwards, Lynn (L.M.)  
Cc: Tokarsky, Michael (M.); Sweeney, Stephanie (S.L.)  
Subject: 26 August 2001 - Article from AP on CV/GM/TC

Bharat and Lynn,

The Baton Rouge, LA paper the Advocate published the following article on 25 August, 2001.  
<http://www.theadvocate.com/news/story.asp?StoryID=23981>

Published on 8/25/01

## Fire Department sees pattern in Ford fires, hopes for remedy

By **MARLENE NAANES** <<mailto:naanes@theadvocate.com>>  
Advocate staff writer

A man sleeping in a 1992 Mercury Grand Marquis escaped injury last week in a fire only after someone woke him up.

"Someone walked by and said, 'Your car's on fire,' " said Barry Mounce, a Fire Department spokesman.

The Fire Department released information Friday on two Ford Motor Co.-manufactured cars that spontaneously ignited in the past week. That brings to seven the number of similar Ford car fires in the past seven months.

The fires resemble ones involving recalled Ford cars, Mounce said. Ford blamed a faulty speed control deactivation switch in the cruise control system for the burned cars included in the 1999 nationwide recall.

A company spokesman, Mike Vaughn, said there is no pattern to the fires that spontaneously begin in the front, left-hand side of 1992, 1993 or 1994 Lincoln Town Cars, Mercury Grand Marquis or Ford Crown Victorias.

"We have looked and investigated statistically into this issue, and the data did not indicate there is a problem," Vaughn said. "The investigation is ongoing."

The Fire Department began investigating the car fires in June. The latest fire involved a 1993 Lincoln Town Car that ignited in a Mall of Louisiana parking lot Thursday afternoon and damaged four other cars.

No one has been injured in the fires.

All seven cars were parked for several hours, and most of the resulting fires damaged homes or other cars,



Mounce said.

Mounce said he believes a pattern has developed and that he hopes Ford's investigation produces information that may save lives and property.

"Since it happens when the car is parked, it's a higher potential for someone to be in a house next door and get hurt," Mounce said.

A fire involving a 1993 Lincoln Town Car burned a Sherwood Drive house to the ground. One of two previous Ford manufactured car fires set an [REDACTED] apartment complex afire in 1999, causing \$600,000 worth of damage, Fire Department officials have said.

Ford recalled 1992 Lincoln Town Cars, Mercury Grand Marquis and Ford Crown Victorias in 1999 after receiving 147 reports of the cars spontaneously igniting because of the faulty switch.

The recall urged owners of 279,000 vehicles to take the cars to a dealership to get the faulty switch replaced.

Six of the seven burned cars in Baton Rouge were not part of the recall. Ford Motor Co. sent investigators in June to look at two 1993 Lincoln Town Cars that caught fire.

Investigators found that one of the cars was included in the recall, Vaughn said.

"That recall was not carried out and could have resulted in a fire," he said.

Vaughn said in June that owners of recalled vehicles were notified through the mail numerous times until they took their cars to a dealership.

Investigators came to Baton Rouge twice to look at the other Town Car, which was not part of the recall.

"We have, thus far, not been able to determine the cause in that case," Vaughn said.

Mounce said Ford consumer relations representatives refused to check vehicle identification numbers of the two cars that burned this month. The numbers are used to determine if the cars were part of the 1999 recall.

In addition, public relations representatives to whom Mounce was told to report additional fires never returned his calls.

However, Vaughn said he and the chief investigator in the car fire cases will look up the numbers and investigate every new case that comes up.

"We hope to look at the remains of the vehicles in the weeks ahead," Vaughn said. "We've looked at cases they've provided and if there are more vehicles, we'd be happy to look at them."

Mounce has passed information on the fires to Ford and the National Highway Traffic Safety Administration.

"(The Fire Department) is kind of at an end here for what we can do about it," he said.

The following is the photo and caption that appeared in the article:



Advocate Article Photo  
6-25-01...

Advocate staff photo by Arthur D. Lauck  
Jefferson Opal walks by a burned out 1993 Mercury Grand Marquis



E982-825 17163

## **BATON ROUGE FIRE DEPARTMENT INSPECTIONS**

### **- EXECUTIVE SUMMARY -**

#### **BACKGROUND**

- The Automotive Consumer Services Group, Public Affairs Office, was contacted by Barry Mounce of the Baton Rouge Fire Department Public Information Office on or about 6/21/2001, regarding four 1993MY Lincoln Town Cars that were involved in fires in the Baton Rouge area in the last four months. Mr. Mounce was also planning on notifying the NHTSA about these vehicles.
- On June 22, Public Affairs contacted Automotive Safety Office & Design Analysis Engineering, also, the Baton Rouge Advocate published a newspaper story regarding these vehicles and the fact that some of them were not subject to Ford Safety Recall #99S15, involving the Speed Control Deactivation Switch (copy of news article included as Attachment I).
- On June 28, a Design Analysis Engineer participated in inspections of two of these vehicles with Haley Carter, the Baton Rouge Fire Department's Chief Fire Investigator.

#### **INITIAL INSPECTIONS**

- FIRST vehicle, inspected at the fire scene, was 1993 Town Car, VIN 1LNLM82W3PY [REDACTED] owned by [REDACTED]. Vehicle build date was 5/28/1993, approximately 7 months after the 99S15 recall population. Burn patterns on the vehicle were similar to those found on recall vehicles which had experienced a fire. [REDACTED] was interviewed and reported that he had recently noticed his speed control did not work, but he had not taken vehicle in for service yet (this is a symptom which could be caused by a failing Speed Control Deactivation Switch). The switch was removed from the vehicle and retained by Mr. Carter for analysis (switch build date code is 4/14/1993). Mr. Carter also agreed to return when the vehicle is removed from the scene to gather fall-down material under the vehicle, also for analysis. Analysis scheduled for TBD date.
- SECOND vehicle (inspected at CoParts Salvage Yard, Greenwell Springs, La) was 1993 Town Car, VIN 1LNLM82W8PY [REDACTED] owned by [REDACTED]. Vehicle build date was 10/9/1992, making this vehicle part of the 99S15 recall population. Vehicle was totally destroyed in the fire incident and the Proportioning Valve Assembly, which includes the Speed Control Deactivation Switch, had been removed by an unknown, previous inspector.
- Neither of the other two vehicles mentioned by Mr. Mounce could be located at this time. The second fire incident mentioned in the Advocate article occurred at the Cook residence. The vehicle VIN is 1LNLM81W4PY [REDACTED] (build date 1/6/1993, 7 weeks after end of recall population) and the last known owner in Ford records is [REDACTED] of New Orleans, La. Mr. Carter thought he recalled that the vehicle was in storage in Metairie, La (New Orleans area).
- The last vehicle, VIN 1LNLM81W7PY [REDACTED] (build date 7/29/1993, 8-1/2 months after end of recall population) last owner in Ford records is [REDACTED] Jackson Ave, Baton Rouge, La. A drive-by inspection of this address indicated that major exterior renovation/reconstruction was underway but the vehicle was no longer present.

#### **OTHER INFORMATION**

- On June 28, 2001, a 1994MY F150 with 125,000 miles, was inspected by EAA personnel in Cleveland, Mississippi. The inspector reported burn patterns similar to those seen in vehicles in the recall population (refer to Investigation Report in Attachment II). The Speed Control Deactivation switch had already been removed by Charlie Miller, a plaintiff's witness who is an acquaintance of the owner.

**BATON ROUGE FIRE DEPARTMENT INSPECTIONS**  
**- EXECUTIVE SUMMARY -**

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- Ford has been contacted by Richard Clarke, an associate of Charlie Miller's, who is also familiar with Recall #99S15. He invited Design Analysis Engineering to participate in the dis-assembly of three switches he has in his possession that came from 1994, 1995 & 1997 F-Series/Broncos that had been involved in fires (Attachment III). One of the switches Mr. Clarke has is from the F150 inspected by EAA in Cleveland, Ms, mentioned above.

**NEXT STEPS**

- (1) Contact Mr. Carter to schedule inspection of debris from Crapanzano vehicle; dis-assemble switch (left voice mail message 7/10).
- (2) Attempt to locate the Mayer & Sims vehicles, first through Mr. Carter, then via direct contact.
- (3) Review vehicles & switches from three vehicles identified by plaintiff's expert, Richard Clarke of Hoschton, Georgia, as possible switch failures (scheduled for 7/27).
- (4) Search NHTSA data for other possible occurrences (by 7/13).

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ATTACHMENT I  
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# Ford investigating fires in Lincoln Town Cars

By **MARLENE NAANES**  
Advocate staff writer

Ford Motor Co. will put investigators to work on three of four cases of 1993 Lincoln Town Cars spontaneously catching fire in the past four months in Baton Rouge, a company spokesman said Thursday.



Advocate staff photo by  
Bradly J. Benar

The fires apparently started under the left side of the hoods of the cars, and one blaze destroyed the home and belongings of a Baton Rouge couple, said Barry Mounce, a spokesman for the Fire Department.

Benar said they found the car on fire in the carport June 14, and a neighbor helped keep flames at bay with a garden hose until the Fire Department arrived.

One of the four cars was part of a 1999 recall by the company for a faulty switch in the electrical system, which could possibly ignite the car. The recall was in response to 147 reports of fires due to the switch, said Mike Vaughn, a spokesman for Ford Motor Co.

The company recalled 279,000 Lincoln Town Cars, Mercury Grand Marquis and Ford Crown Victorias because of the faulty switch in vehicles produced between dates in 1991 and 1992.

The electrical-system recall was also listed in a National Highway Traffic Safety Administration recall database. The agency was investigating 49 reports of spontaneous fires before Ford Motor Co. began its recall, according to an agency report.

Ford sent letters to car owners "strongly urging" them to bring their cars into a dealership to replace the faulty switch, Vaughn said.

The company kept track of cars that owners brought in through an outside agency and then sent out reminder postcards and letters to owners who did not bring in their cars, he said.

The Town Car in Baton Rouge included in the recall was not brought into a dealership. The car caught fire May 13

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at [REDACTED] after it was parked near the house for six hours.

The fire, which began under the hood, destroyed the house, Mounce said.

Two of the four car fires in question involved 1993 Lincoln Town Cars not included in the recall, Mounce said.

The latest fire occurred June 14 at [REDACTED] causing damage to the Town Car, a carport and a Chevrolet Tahoe parked next to the Town Car.

The owners of that Town Car [REDACTED], said they were getting ready for bed when they heard three explosions.

[REDACTED] then got his wife and two small children out of the house, and saw the Town Car on fire. It was parked for five hours before it ignited.

"If we had been asleep, (the car) would have burned the house down," [REDACTED] said. "It's about as big as my thumb, that little switch."

[REDACTED] said her insurance company is covering her damages, and she only hopes that Ford Motor Co. looks into why her car and another car in Baton Rouge not included in the recall caught fire in a similar way to cars included in the recall.

Vaughn said Ford's investigators will look into the fires, but added that fires can start other ways than faulty speed-control switches.

"If a fire were to occur from the switch, it would originate in the left, front under-hood area," Vaughn said. "We have to look into it because fires can happen for a lot of reasons."

[REDACTED] said the similarities are too strong for her car not to be affected by the same faulty switch.

"We didn't get a recall notice, and we're going, 'Why?' It was a 1993 Town Car," she said. "People need to know about this."

Mounce said fires due to the faulty switch occur in the left, front area of the car and may ignite from a couple minutes to several hours after a car is parked.

The NHTSA will receive a report about the two vehicles not included in the recall that caught fire, Mounce said.

The Fire Department called the agency Thursday after Mounce ran a check on the two Town Cars' vehicle identification numbers.

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The numbers showed the vehicles were not included in the recall. NHTSA officials told Mounce they would investigate any cars not included in the recall that seemed to spontaneously catch fire in the area of the electrical-system switch.

The third of the four recent fires is still under investigation. The VIN was too burned to retrieve.

At least three other Town Cars have caught fire in Baton Rouge in recent years, but the nature of the fires were not as consistent as the past four months' fires, Mounce said.

One fire began in the left front area of a Lincoln Town Car and set an apartment complex at [REDACTED] on fire Feb. 19, 1999, causing \$600,000 worth of damage, Mounce said.

Fire Department investigators are also going through records of car fires and checking to see if 1992 or 1993 Town Cars, Grand Marquises or Crown Victorias were involved.

"If anyone has these cars, they need to contact their local dealer," Mounce said. "If they find they are not on the recall list and still have concerns, dealers can give them numbers for help."

Concerned car owners can call and check if their car was recalled by running their VINs, which is located in the left-hand, front corner of a car's dashboard, through Ford Motor Co.'s Customer Relations Center at 800-392-3673.

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**A VANTAGES** Advertising from  
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SPORTS



CASE #1559791761

# PRODUCT INVESTIGATION REPORT FIRES

ATTACHMENT  
PG 1 OF 2  
NOL#1559791761

Date of Incident 6/19/01 19 Hour 6:45 P M

## I. OWNER-DRIVER-CLAIMANT

Owner name [REDACTED] Age [REDACTED]  
 Address [REDACTED] CLEVELAND, MS Phone No. [REDACTED]  
 Driver [REDACTED] Age [REDACTED]  
 Address [REDACTED] CLEVELAND, MS Phone No. [REDACTED]  
 Claimant Name [REDACTED] Age [REDACTED]  
 Address [REDACTED] CLEVELAND, MS Phone No. [REDACTED]

Is claimant represented by an attorney? ☐ Yes ☒ No

If "Yes", give name and address \_\_\_\_\_

## II. VEHICLE

Make FORD V.I.N. 1FTEX15N2RH Year 1994 Model F150  
 Mileage 125,000 Trans. Type AUTOMATIC Axle Type SINGLE Engine Type 5.0 LITER  
 Delivery Date 1/29/94 New, Used or Demo NEW Lic. No. VS3 531 State MS  
 Dealer BOBO FORD Address CLEVELAND, MS  
 Inspection Sticker No. \_\_\_\_\_ Inspection Station No. \_\_\_\_\_ Exp. Date \_\_\_\_\_  
 Principal use(s) of vehicle BUSINESS—SERVICE TRUCK  
 Special vehicle features, equipment, modifications MOBILE PHONE  
 If vehicle is a truck, state gross pay load and location and description of load at time of incident. N/A

Nature and extent of damages to vehicle and estimated cost of repairs. (Attach copy of estimate.) NO ESTIMATE OF REPAIR AVAILABLE. HOOD, WIRING HARNESSSES, LEFT SIDE UNDERHOOD NEAR MASTER CYL. AND ALLEGED MASTER CYLINDER AND CRUISE DE-ACTIVATION SWITCH.

Is vehicle subject to any recall campaign(s)? ☐ Yes ☒ No If "Yes", identify \_\_\_\_\_Was campaign performed? ☐ Yes ☐ No

## III. PROPERTY DAMAGE

Was another vehicle involved? NO Year, make and model \_\_\_\_\_  
 Other vehicle speed estimate \_\_\_\_\_ MPH By whom \_\_\_\_\_  
 Owner name and address \_\_\_\_\_  
 Driver name and address \_\_\_\_\_  
 Extent of damage \_\_\_\_\_  
 Was property (other than a motor vehicle) damaged? (state nature and extent of damage, name of owner) \_\_\_\_\_

Inspection site 818 N. CHRISMAN--CLEVELAND, MS

CASE #1559791761

A-II  
Pg 2 of 6IV. ELECTRICAL SYSTEMA. Apparent point of fire origin UNDERHOOD IN THE VICINITY OF THE BRAKE MASTER CYLINDER AND THE FUSE RELAY CENTER ON THE LEFT SIDE OF VEHICLE.

## B. Fuel Panel:

1. fuses/circuit breakers blown #9, 15a, COURTESY, SPEEDOMETER, ETC.2. oversized fuses used NONEC. Note electrical component(s) damages/destroyed FUSE RELAY CENTER AND WIRING HARNESSSES.

## D. Wiring at point of fire origin:

1. wires penetrated by sheet metal or screws/cut or spliced NONE2. proper/improper routing NONE3. insulation/connector condition - subject to chafing sources NONE4. color of any bare copper wires COPPER ONLY5. wire strands frayed/welded together NONE6. bending or pulling of wires where separated NONE

## E. Check condition of components

1. utilize external power source to determine if component still functions (excessive draw? drag?) NONE2. attempt to manually rotate electromechanical components (e.g. blower motor, etc.) NO DAMAGEV. EXHAUST SYSTEM

## A. Check appearance of:

1. catalytic converter N/A2. muffler N/A3. exhaust manifold N/A4. component clearance to floor pan, crossmembers, other components, etc. N/A

5. Note any holes, dents, separation, missing components (e.g. heat shields, manifold bolts, etc.) NONEVI. FUEL SYSTEMA. Examine tank, lines, fuel metering systems for evidence of fuel leaks N/AB. Note any evidence of modified or non standard items N/AVII. OTHER FLUID LEAKSA. Examine engine for evidence of possible oil leaks NONE DETECTEDB. Possible brake fluid leaks BRAKE FLUID RESERVOIR DESTROYED PER DRIVER.C. Transmission cooler connections leaks NONE DETECTEDD. Power steering fluid leaks NONE DETECTEDVIII. GENERAL COMMENTS:

A. Analyze and describe burn patterns:

1. paint baked/peeled/blistered PAINT BURNED, PEELED HOOD PANEL ABOVE MASTER CYL
2. bare metal/corroded (rust red) NO RED RUST METAL
3. low temperature metals heat damaged (refer to "Flash Points" chart if possible-available at most local fire departments) GRAY BURN ABOVE MASTER CYLINDER ON INNER & OUTER HOOD PANEL.
4. condition of plastic, rubber, cloth fabrics WIRING HARNESSSES DAMAGED UNDERHOOD ON THE LEFT SIDE OF VEHICLE.

B. Results of analysis There was a fire in the vicinity of the master cylinder and fuse/relay center on the left side of the vehicle, underhood. Wiring harnesses and fuse/relay center were damaged. The master cylinder/cruise de-activation switch had been removed and were not available for inspection.C. When was the last time the customer was in for service? Customer performs it's own vehicle service.D. Results of observations (confirm or disavow the condition(s) exist(s)) I MUST DISAVOW THAT THE MASTER CYLINDER/CRUISE DE-ACTIVATION SWITCH CAUSED THE FIRE SINCE THEY HAD BEEN REMOVED AND TAKEN TO FORD BY ANOTHER INSPECTOR, PER HENRY ESCH.E. Additional comments [REDACTED] STATED THAT AN INSPECTOR REPRESENTING FORD HAD REMOVED THE MASTER CYLINDER/CRUISE DE-ACTIVATION SWITCH AND TAKEN IT TO FORD IN ATLANTA, GA. I WAS UNABLE TO CONTACT THE INSPECTOR, CHARLIE MILLER, COMPANY UNKNOWN.Inspector RICHARD B. MUNN, I/CService Manager EAA SERVICE ASSOCIATEDate JUNE 28, 2001

## DEALER QUESTIONS FOR THE CUSTOMER OF A FIRE CONCERN

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Customer [REDACTED] Zip 38732  
Case Number [REDACTED] Date 6/28/01

1. How was the vehicle being used when the fire was first noticed? DRIVER, [REDACTED] HAD JUST COME HOME FROM TRAVELING APPROXIMATELY 240 MILES DURING THE DAY, MAKING SEVERAL STOPS. THE TRUCK WAS PARKED AT HIS HOME AND A NEIGHBOR ADVISED HIM THAT SMOKE WAS COMING FROM UNDER THE HOOD. FIRE DEPT. WAS CALLED BUT HENRY & NEIGHBOR HAD FIRE EXTINGUISHED WHEN THEY ARRIVED.

2. Driver observations of vehicle performance prior to noticing fire (e.g. running rough, smelled fuel, etc.) THERE WAS NO INDICATION OF A PROBLEM PRIOR TO PARKING THE TRUCK AT HIS HOME.

3. Location of initial fire (e.g. under dash-right side, etc.) THE INITIAL FIRE WAS IN THE VICINITY OF THE BRAKE MASTER CYLINDER/CRUISE DE-ACTIVATION SWITCH, PER HENRY ESCH. LOCATION ON THE LEFT SIDE OF ENGINE UNDERHOOD.

4. Location of initial smoke (e.g. under dash-right side, etc.) LOCATION OF SMOKE CAME FROM UNDER THE HOOD ON THE LEFT SIDE IN THE VICINITY OF THE BRAKE MASTER CYLINDER/CRUISE DE-ACTIVATION SWITCH.

5. Additional comments HENRY ESCH, DRIVER, STATED THAT THE MASTER CYLINDER/CRUISE DE-ACTIVATION SWITCH HAD BEEN REMOVED BY AN INSPECTOR FOR FORD. ALSO, IT HAD BEEN TAKEN TO FORD IN ATLANTA, GA.  
I WAS UNABLE TO COMPLETE THE INSPECTION SINCE THE ALLEGED PART THAT CAUSED THE FIRE WAS NOT AVAILABLE FOR INSPECTION.

THIS SHOULD BE RETURNED WITH THE PRIVATE INVESTIGATOR'S STATEMENT TO CONSUMER AFFAIRS,  
FAX (313) 446-9471

CASE #1558791781

A-II  
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Division: FORD	VIN: 1FTEX15N2RK
Claimant's Name	

Inspected By: RICHARD B. MUNN

Inspection Date: 6 / 28 / 01

Mileage at Inspection: 125,000

Seq.#	Description
0	1994 FORD F150 EXTENDED CAB PICKUP
1.	MASTER CYLINDER/CRUISE DE-ACTIVATION SWITCH ON COMPARABLE VEHICLE
2.	
3.	
4.	VIN & GVWR STICKER
5.	INSTRUMENT CLUSTER AND STEERING WHEEL
6.	FRONT VIEW
7.	FRONT VIEW-HOOD PANEL
8.	HOOD PANEL-EXTERIOR-DAMAGED
9.	HOOD PANEL-INTERIOR-DAMAGED
10.	RIGHT SIDE VIEW
11.	LEFT SIDE VIEW
12.	REAR VIEW
13.	BRAKE BOOSTER (LESS MASTER CYLINDER)
14.	WIRING HARNESS TO WINDSHIELD WIPER MOTOR
15.	DAMAGED WIRING HARNESSES-NO SHORTS
16.	DAMAGED WIRING HARNESSES-NO SHORTS
17.	WIRING HARNESS AT FUSE/RELAY CENTER
18.	LEFT SIDE OF ENGINE
19.	WIRING HARNESS/HOSE DAMAGE AT COWL
20.	PEELING AND BURNED PAINT-HOOD PANEL-OUTER
21.	FUSE/RELAY CENTER
22.	FUSE/RELAY CENTER
23.	UNDERHOOD-RIGHT SIDE
24.	
25.	
26.	
27.	
28.	
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37.	

# INCIDENT REPORT

## Cleveland Volunteer Fire Department

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NFIRS-1

FOID	INCIDENT NO <b>000843</b>	EXP NO <b>00</b>	MO <b>6</b>	DAY <b>19</b>	YR <b>01</b>	DAY OF WEEK <b>Tuesday</b>	3	ALARM TIME <b>18:56</b>	ARRIVAL TIME <b>18:57</b>	IN SERVICE <b>00:16</b>
TYPE OF SITUATION FOUND <b>Vehicle fire</b>						TYPE OF ACTION TAKEN <b>Investigation only</b>			MUTUAL AID <b>None</b>	
FIXED PROPERTY USE <b>One-family dwlg; year-rod use</b>						IGNITION FACTOR <b>411</b>			54	
CORRECT ADDRESS <b>700 Maple</b>								ZIP CODE <b>38732</b>		CENSUS TRACT <b>0</b>
OCCUPANT NAME <b>[REDACTED]</b>						TELEPHONE <b>[REDACTED]</b>			ROOM OR APT. <b>[REDACTED]</b>	
OWNER NAME <b>[REDACTED]</b>						ADDRESS <b>[REDACTED]</b>			TELEPHONE <b>[REDACTED]</b>	
METHOD OF ALARM FROM PUBLIC <b>Telephone direct to fire department</b>						CD. INSPECTION DIST. <b>1</b>		SHIFT <b>1</b>		NO. ALARMS <b>1</b>
NO. FIRE SERVICE PERSONNEL RESPONDING <b>26</b>			NO. ENGINES RESPONDING <b>2</b>			NO. AERIAL APPARATUS RESPONDING <b>0</b>			NO OTHER VEHICLES RESPONDING <b>2</b>	
NUMBER OF INJURIES FIRE SERVICE <b>0</b>			OTHER <b>0</b>			NUMBER OF FATALITIES FIRE SERVICE <b>0</b>			OTHER <b>0</b>	
COMPLEX <b>Dwelling (1-2 family)</b>						MOBILE PROPERTY TYPE <b>Gen'l use sm brksl- 1 ton</b>				
AREA OF FIRE ORIGIN <b>Engine/wheel area, running gr.</b>						EQUIPMENT INVOLVED IN IGNITION <b>53</b>				
FORM OF HEAT IGNITION <b>Unspecified arc</b>			TYPE OF MATERIAL IGNITED <b>Polyvinyl</b>			FORM OF MATERIAL IGNITED <b>Elec wire/cbl insl</b>				
METHOD OF EXTINGUISHMENT <b>Portable extglsr</b>			LEVEL OF FIRE ORIGIN <b>Grade to 9 feet</b>			ESTIMATED LOSS (DOLLARS ONLY) <b>61</b>				
NUMBER OF STORIES <b>41</b>						CONSTRUCTION TYPE <b>22</b>				
EXTENT OF FLAME DAMAGE						EXTENT OF SMOKE DAMAGE				
DETECTOR PERFORMANCE						SPRINKLER PERFORMANCE				
IF SMOKE BEYOND ROOM OF ORIGIN		TYPE OF MATERIAL GENERATING MOST SMOKE				AVENUE OF SMOKE TRAVEL				
		FORM OF MATERIAL GENERATING MOST SMOKE								
IF MOBILE PROPERTY		YEAR	MAKE	MODEL		SERIAL NO.		LICENSE NO.		
			<b>Ford</b>							
IF EQUIPMENT INVOLVED IN IGNITION		YEAR	MAKE	MODEL		SERIAL NO.				
OFFICER IN CHARGE (NAME, POSITION, ASSIGNMENT) <b>Chief John Abide</b>									DATE <b>6/19/01</b>	
MEMBER MAKING REPORT (IF DIFFERENT FROM ABOVE) <b>Fire Inspector Gene Bishop</b>									DATE <b>6/20/01</b>	

July 10, 2001

Mark Hoffman  
Ford Motor Company  
528 Parklane Towers West  
Three Parklane Blvd.  
Dearborn, MI 48126

RE: Ford Fires

Dear Mr. Hoffman:

As requested, please find the following information:

1994 Ford F-150 Vin. #1FTEX15N2RK[REDACTED] with build date of 1/94

1995 Ford Bronco Vin. #1FMEU15N5SI[REDACTED] with build date of 4/95

1997 Ford F-150 Vin. #1FTEX17L6VN[REDACTED] with build date of 9/96

Mark as you well know Richard and I are going on vacation in the morning so if you have any questions or concerns, please feel free to call Charlie Miller At Merigold Automotive his number is 662-748-2328.

Sincerely,  
[REDACTED]

cc: Charlie Miller

Paul Anton	John Kunz		FAX
Scott Bauer	John Maddox		Christine Sabaitis
Linda Wilkins	Ray Nevi		Rob Biskup 42921
Lynn Edwards	David Ott		Joe Bradley 51024
Arlene Exel	Zaida Plaud		James Vondate 49770
Donna Baker	Joe Renouf		Tom Falahee 79257
Frank Gaunt	Joe Wickenheiser		Tim Green 86862
Muhammed Ghazali	Dave Yu		Jay Logel 79257
Bill Koeppel	Mike Tokarsky		Mike Vaughn 71165
Kevin Kirschke	Lisa Mokienko		Jim Douglas 03620
Stephanie Sweeney	TaraBrush		Tom Trujillo 79257

NHTSA ODI RESUME

NUMBER OF PAGES 2

DATE: 9/20/01 NHTSA INDIVIDUAL: F. Borris

INQUIRY NUMBER: 8001-002

SUBJECT: Craigie Complaint File

**ACTION:**

☒ NEW Investigation Date: \_\_\_\_\_

☐ UPGRADED Investigation Date: \_\_\_\_\_

New Number \_\_\_\_\_

☐ CLOSED Investigation Date: \_\_\_\_\_

COMMENTS: See Attached Resume

Transmission sent by: Zaida Plaud 313-322-0528  
Automotive Safety Office  
Production Vehicle Safety and Compliance

EA82-025 17177





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

## OFFICE OF DEFECTS INVESTIGATION RESUME

INVESTIGATION: RQ01-002  
SUBJECT: Engine Compartment Fires  
PROMPTED BY: IE01-042  
PRINCIPAL ENGINEER: F. Borris

DATE OPENED: 9-20-01  
DATE CLOSED:

MANUFACTURER: Ford Motor Company  
MODEL(S): Town Car, Crown Victoria, Grand Marquis  
MODEL YEAR(S): 1992-1994  
VEHICLE POPULATION: TBD

PROBLEM DESCRIPTION: An engine compartment fire can develop during vehicle storage with the engine off and the vehicle unattended.

### FAILURE REPORT SUMMARY

	ODI	MANUFACTURER	TOTAL
COMPLAINTS:	6	TBD	6
CRASHES:	0	0	0
INI CRASHES:	0	0	0
# INJURIES:	0	0	0
FAT CRASHES	0	0	0
OTHER: *	9	0	9

Description of Other: The City of Baton Rouge Fire Department provided nine fire reports in the subject population. Each of the fire reports alleges that the fire initiated in the engine compartment.

ACTION: A Recall Query has been opened.

ENGINEER: JSB

DIV CHF: John Long

OFF DIR: VJ

DATE: 9/20/01

DATE: 9/20/01

DATE: 9/20/01

SUMMARY: The Office of Defects Investigation (ODI) has received six complaints and nine fire department reports involving a total of 15 engine compartment fires on model year 1992-1994 Lincoln Town Car, Mercury Grand Marquis and Ford Crown Victoria vehicles. Each report includes an allegation that the vehicle caught fire while parked with the engine off.



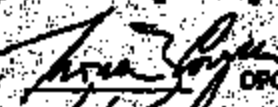

ODI opened a Preliminary Evaluation (PE98-055) after receiving 12 reports of under hood fires in the subject vehicles. ODI's investigation was later upgraded to an Engineering Analysis (EA99-006) during which an additional 101 reports were identified from both ODI and Ford sources.

In its Letter dated May 13, 1999 to ODI, Ford indicated that it would conduct a safety recall (99V-124 or Ford 99S15) to remedy a 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. However, 11 of the 15 complaints identified above have been confirmed as having build dates beyond the scope of Ford's recall. One of the complaints was within the scope, but it is not known whether the recall remedy had been performed. At the time of this writing, ODI does not have adequate information on the three remaining complaints to determine their build dates.

A Recall Query is warranted to determine the appropriateness of the scope of Recall 99V-124.

	<b>ODI RESUME</b>		
U.S. Department of Transportation National Highway Traffic Safety Administration	INVESTIGATION: RA02-025 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:		DIV. CHIEF:	
DATE:	9/6/02	DATE:	9/6/02
		OFC. DIR.:	
		DATE:	9/6/02
SUMMARY: In its Letter dated May 11, 1999 to ODI, Ford indicated that it had issued a safety recall (NHTSA Recall number 99V-124 or Ford 99815) for vehicles with speed control deactivation switch on approximately 279,000 subject vehicles. The vehicles now determined to be affected by the recall are model year (MAY) 1992-1997 Ford Crown Victoria vehicles built from November 4, 1992 through November 30, 1992 and MAY 1993 Ford Crown Victoria and Mercury Grand Marquis vehicles built from February 1, 1993 through November 30, 1997.			
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

 <p>U.S. Department of Transportation National Highway Traffic Safety Administration</p>	<h2 style="margin: 0;">ODI RESUME</h2>		
	<p>INVESTIGATION: RQ01-002          DATE OPENED: 09-20-01      DATE CLOSED: SEP 6 2002          SUBJECT: Engine Compartment Fires          PROMPTED BY: IE01-042          PRINCIPAL ENGINEER: F. Borris</p>		
<p>MANUFACTURER: Ford Motor Company          MODEL(S): Town Car, Crown Victoria, Grand Marquis          MODEL YEAR(S): 1992-1997          VEHICLE POPULATION: 1,890,389</p>			
<p>PROBLEM DESCRIPTION: The speed control deactivation switch can develop an internal short resulting in a fire.</p>			
<p>FAILURE REPORT SUMMARY</p>			
	ODI	MANUFACTURER	TOTAL
COMPLAINTS:	16	31	47
CRASHES:	0	0	0
# INJURIES:	0	0	0
# FATALS:	0	0	0
<p>ACTION: The Recall Query has been upgrade to an Engineering Analysis.</p>			
ENGINEER:	 DATE: 9/6/02	DIV CH:  DATE: 9/6/02	OFC DIR:  DATE: 9/1/02
<p>SUMMARY: In its Letter dated May 13, 1999 to ODI, Ford indicated that it had issued a safety recall (NHTSA Recall number 99V-124 or Ford 99S15) concerning an faulty 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.</p> <p>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.</p> <p>An Engineering Analysis is warranted to determine if a safety defect trend exists.</p>			

9/9/02

**Plaud, Zaida (Z.)**

From: Ott, David (D.J.)  
Sent: Thursday, January 16, 2003 11:55 AM  
To: Plaud, Zaida (Z.); Wickenhelser, Francis (F.J.)  
Cc: Nevi, Ray (R.A.)  
Subject: FW: EA02-025 Engine Compartment Fire



Microsoft Word

R001-002.1

DISPOSE of Copies (Black Stamped) by:	
RETAIN Record Copy (Red Stamped) Time	2003
Schedule Number:	2700

Zaida, please log this as RQ01-002.1

Joe, let's talk when you have a minute or two.

-----Original Message-----

From: York, Bruce <NHTSA> [mailto:Bruce.York@nhtsa.dot.gov]  
Sent: Tuesday, January 14, 2003 10:12 AM  
To: dott@ford.com  
Cc: York, Bruce <NHTSA>; Quandt, Jeff <NHTSA>  
Subject: RE: EA02-025 Engine Compartment Fires

David,

Its been a few weeks since we spoke. I hope your holidays went well. When we spoke a few weeks ago, I mentioned that I would be sending over a spread sheet with a list of VINs that I am trying to get some additional information on. I have attached a spread sheet to this e-mail that includes these numbers. Could you take a look at this attached spread sheet and complete the following information by filling in the appropriate column:

Based on the VIN, was the vehicle included in recall 99V124?

If the vehicle was included in recall 99V124, was the recall performed prior to the fire?

If the vehicle was included in recall 99V124, what date was the service performed?

Please provide the build dated for each of the VINs in the spread sheet that are not already complete.

Also provide the incident date and in service date for the VINs that do not already have the information complete.

I appreciate you helping me fill in this information. If you have any questions, please call at the number below. If you are calling back today I can be reached at 703-338-5873.

Thank You,

Bruce York  
Department of Transportation  
Office of Defects Investigation  
(202) 386-6938  
(800) 986-9678 Ext. 66938

>>> dott@ford.com 12/04/02 13:06 PM >>>

I believe the information contained in Appendix I of our 2/15/99 response to the PE provides the complete list of vehicles, by model year, that used this switch. This list shows that '93-'95 MY Mark VIII vehicles also used the switch

Other matrices that reflected speed control deactivation switch usage across other vehicle lines were developed by our engineering community through their normal course of business, however these matrices include information on switches that differ from the switch used on the subject vehicles.

Regards,

David J. Ott  
External Investigations and TREAD Reporting Manager  
Automotive Safety Office  
Fairlane Plaza South, Ste. 500  
330 Town Center Drive  
Dearborn, MI 48126

Phone: 313-33-76645  
Fax: 313-59-42268

-----Original Message-----

From: York, Bruce <NHTSA> [mailto:Bruce.York@nhtsa.dot.gov]  
Sent: Tuesday, December 03, 2002 12:12 PM  
To: dott@ford.com  
Subject: RE: EA02-025 Engine Compartment Fires

David,

Thanks for the information. Was this switch used on any other Ford, Lincoln, Mercury vehicles? I have some spread sheet that shows it used on Broncos, Capri, Club Wagons, Explorers and others.

Thank You,

Bruce York  
Department Of Transportation  
Office of Defects Investigation  
(202) 366-6938  
(800) 986-9678 Ext. 66938

>>> dott@ford.com 12/03/02 11:56AM >>>

The subject speed control deactivation switch (was used on Town Car vehicles built between November, 1991 (1992 MY) and November, 1997 (1997 MY). It was also used on Crown Victoria and Grand Marquis vehicles built between February, 1992 (1992 MY) and November 1997 (1997 MY). This is the same part number switch as that used on the recalled vehicles (99S15).

Regards,

David J. Ott  
External Investigations and TREAD Reporting Manager  
Automotive Safety Office  
Fairlane Plaza South, Ste. 500  
330 Town Center Drive  
Dearborn, MI 48126

Phone: 313-33-76645  
Fax: 313-59-42268

-----Original Message-----

From: York, Bruce <NHTSA> [mailto:Bruce.York@nhtsa.dot.gov]  
Sent: Tuesday, December 03, 2002 11:02 AM  
To: dott@ford.com  
Subject: EA02-025 Engine Compartment Fires

Dave,

As we spoke about today, I am looking for a complete model and model year list of Ford, Lincoln, or Mercury vehicles that used a speed control deactivation switch that is the same or substantially similar to the switch that was the subject of Ford recall 99S15. I believe the part number for this switch is xxxx 9F924 xx. Once I have a chance to review this list of model and model years, I will send over a list of VINs to get some information on.

Thanks for your help on this.

Thank You,

Bruce York  
Department Of Transportation  
Office of Defects Investigation  
(202) 366-6938  
(800) 986-9678 Ext. 66938



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

JUL 7 2003

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

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Schedule Number: 27.03	

**CERTIFIED MAIL**  
**RETURN RECEIPT REQUESTED**

Mr. James Vondale, Director  
Automotive Safety Office  
Environmental and Safety Compliance  
Ford Motor Company  
330 Town Center Drive, Suite 400  
Dearborn, MI 48126

NVS-213bby  
EA02-025

Dear Mr. Vondale:

As you know, the Office of Defects Investigation (ODI) of the National Highway Traffic Safety Administration (NHTSA) has upgraded its investigation of under hood fires in model year (MY) 1992 through 1997 Ford Town Car/Crown Victoria/Grand Marquis to an Engineering Analysis (EA02-025). This letter is to request additional information to assist us in our investigation.

This office has received 26 additional reports of engine compartment fire in MY 1992 through 1997 Ford Town Car/Crown Victoria/Grand Marquis. A copy of each of the reports is enclosed for your information.

Unless otherwise stated in the text, the following definitions apply to these information requests:

- **Subject vehicles:** All MY 1992 through 1997 Ford Crown Victoria, Lincoln Town Car, Mercury Grand Marquis.
- **Subject recall:** NHTSA Recall No. 99V-124 (Ford No. 99S15).
- **Subject components:** All Speed Control Deactivation Switches used in the subject vehicles or vehicles covered under Recall NHTSA 99V-124.
- **Ford:** Ford Motor Company, all of its past and present officers and employees, whether assigned to its principal offices or any of its field or other locations, including all of its divisions, subsidiaries (whether or not incorporated) and affiliated enterprises and all of their headquarters, regional, zone and other offices and their employees, and all agents, contractors, consultants, attorneys and law firms and other persons engaged directly or indirectly (e.g., employee of a consultant) by or under the control of Ford (including all



DOT AUTO SAFETY HOTLINE  
1-888-DASH-2-DOT

EA02-025 17105



business units and persons previously referred to), who are or, in or after 1991, were involved in any way with any of the following related to the alleged defect in the subject vehicles:

- a. Design, engineering, analysis, modification or production (e.g. quality control);
- b. Testing, assessment or evaluation;
- c. Consideration, or recognition of potential or actual defects, reporting, record-keeping and information management, (e.g., complaints, field reports, warranty information, part sales), analysis, claims, or lawsuits; or
- d. Communication to, from or intended for zone representatives, fleets, dealers, or other field locations, including but not limited to people who have the capacity to obtain information from dealers.

- **Alleged defect:** Any malfunction of the speed control deactivation switch resulting in loss of the speed control function, melting of switch materials, smoke, fire, or ignition of engine compartment materials or components

- **Document:** "Document(s)" is used in the broadest sense of the word and shall mean all original written, printed, typed, recorded, or graphic matter whatsoever, however produced or reproduced, of every kind, nature, and description, and all non-identical copies of both sides thereof, including, but not limited to, papers, letters, memoranda, correspondence, communications, electronic mail (e-mail) messages (existing in hard copy and/or in electronic storage), faxes, mailgrams, telegrams, cables, telex messages, notes, annotations, working papers, drafts, minutes, records, audio and video recordings, data, databases, other information bases, summaries, charts, tables, graphics, other visual displays, photographs, statements, interviews, opinions, reports, newspaper articles, studies, analyses, evaluations, interpretations, contracts, agreements, jottings, agendas, bulletins, notices, announcements, instructions, blueprints, drawings, as-builts, changes, manuals, publications, work schedules, journals, statistical data, desk, portable and computer calendars, appointment books, diaries, travel reports, lists, tabulations, computer printouts, data processing program libraries, data processing inputs and outputs, microfilms, microfiches, statements for services, resolutions, financial statements, governmental records, business records, personnel records, work orders, pleadings, discovery in any form, affidavits, motions, responses to discovery, all transcripts, administrative filings and all mechanical, magnetic, photographic and electronic records or recordings of any kind, including any storage media associated with computers, including, but not limited to, information on hard drives, floppy disks, backup tapes, and zip drives, electronic communications, including but not limited to, the Internet and shall include any drafts or revisions pertaining to any of the foregoing, all other things similar to any of the foregoing, however denominated by Ford, any other data compilations from which information can be obtained, translated if necessary, into a usable form and any other documents. For purposes of this request, any document, which contains any note, comment, addition, deletion, insertion, annotation, or otherwise comprises a non-identical copy of another document shall be treated as a separate document subject to production. In all cases where original and any non-identical copies are not available, "document(s)" also means any identical copies of the original and all non-identical copies thereof. Any document, record, graph, chart, film or photograph originally produced in

color must be provided in color. Furnish all documents whether verified by the manufacturer or not. If a document is not in the English language, provide both the original document and an English translation of the document.

- **Other terms:** To the extent that they are used in these information requests, the terms "claim," "consumer complaint," "dealer field report," "field report," "fire," "fleet," "good will," "make," "model," "model year," "notice," "property damage," "property damage claim," "rollover," "type," "warranty," "warranty adjustment," and "warranty claim," whether used in singular or in plural form, have the same meaning as found in 49 CFR 579.4.

In order for my staff to evaluate the alleged defect, certain information is required. Pursuant to 49 U.S.C. § 30166, please provide numbered responses to the following information requests. Insofar as Ford has previously provided a document to ODI, Ford may produce it again or identify the document, the document submission to ODI in which it was included and the precise location in that submission where the document is located. When documents are produced, the documents shall be produced in an identified, organized manner that corresponds with the organization of this information request letter (including all individual requests and subparts). When documents are produced and the documents would not, standing alone, be self-explanatory, the production of documents shall be supplemented and accompanied by explanation.

Please repeat the applicable request verbatim above each response. After Ford's response to each request, identify the source of the information and indicate the last date the information was gathered. If requested information is unavailable, so state and provide a brief explanation. Along with your written response, please provide this information in Microsoft Word 2000, or a compatible format, entitled "IR Response." Your response Questions 1 through 7 of this letter should be comprehensive and should not exclude records submitted in response to prior submissions to ODI (e.g., RQ01-002).

1. State, by model, model year, subject recall inclusion ("in-scope" or "not-in-scope"), the number of subject vehicles Ford has manufactured for sale or lease in the United States. Separately, for each subject vehicle manufactured to date Ford, state the following:
  - a. Vehicle identification number (VIN);
  - b. Make;
  - c. Model;
  - d. Model Year;
  - e. Date of manufacture;
  - f. Date warranty coverage commenced;
  - g. The plant where the vehicle was produced;
  - h. Whether the vehicle was included in the scope of the subject recall;
  - i. Whether the subject recall was performed on the vehicle;
  - j. If applicable, the date the subject recall was completed; and,
  - k. The State in the United States where the vehicle was originally sold or leased (or delivered for sale or lease).

Provide the table in Microsoft Access 2000, or a compatible format, entitled "PRODUCTION DATA." See Enclosure I, Data Collection Disc, for a pre-formatted table designed for this submission.

2. State the number of each of the following, received by Ford, or of which Ford are otherwise aware, which relate to, or may relate to, the alleged defect in the subject vehicles:
- Consumer complaints, including those from fleet operators;
  - Field reports, including dealer field reports;
  - Reports involving a crash, injury, or fatality, based on claims against the manufacturer involving a death or injury, notices received by the manufacturer alleging or proving that a death or injury was caused by a possible defect in a subject vehicle, property damage claims, consumer complaints, or field reports;
  - Third-party arbitration proceedings where Ford is or was a party to the arbitration; and,
  - Lawsuits, both pending and closed, in which Ford is or was a defendant or codefendant.

For subjects "a" through "e," state the total number of each item (e.g., consumer complaints, field reports, etc.) separately. Multiple incidents involving the same vehicle are to be counted separately. Multiple reports of the same incident are also to be counted separately (i.e., a consumer complaint and a field report involving the same incident in which a crash occurred are to be counted as a crash report, a field report and a consumer complaint).

In addition, for items "c" through "e," provide a summary description of the alleged problem and causal and contributing factors and Ford's assessment of the problem, with a summary of the significant underlying facts and evidence. For items "d" and "e", identify the parties to the action, as well as the caption, court, docket number, and date on which the complaint or other document initiating the action was filed.

3. Separately for each item (complaint, report, claim, notice, or matter) within the scope of your response to Request No. 2, state the following information:
- Ford's file number or other identifier used;
  - The category of the item, as identified in Request No. 2 (i.e., consumer complaint, field report, etc.);
  - Vehicle owner or fleet name (and fleet contact person), address, and telephone number;
  - Vehicle's VIN;
  - Vehicle's make, model and model year;
  - Vehicle's mileage at time of incident;
  - Incident date;
  - Report or claim date;
  - Whether a crash is alleged;
  - Whether a fire is alleged;
  - If a fire is alleged, the quadrant of the engine compartment where the fire started (front left, front right, rear left, rear right)
  - Whether property damage is alleged;
  - Number of alleged injuries, if any;
  - Number of alleged fatalities, if any;
  - Ford component and system codes;

- p. Complaint summary; and
- q. Consumer comments.

Provide this information in Microsoft Access 2000, or a compatible format, entitled "REQUEST NUMBER TWO DATA." See Enclosure 1, Data Collection Disc, for a pre-formatted table designed for this submission.

4. Produce copies of all documents related to each item within the scope of Request No. 2. Organize the documents separately by category (i.e., consumer complaints, field reports, etc.) and describe the method Ford used for organizing the documents.
5. State, by model and model year, a total count for all of the following categories of claims, collectively, that have been paid by Ford to date that relate to, or may relate to, the alleged defect in the subject vehicles or subject components: warranty claims; extended warranty claims; claims for good will services that were provided; field, zone, or similar adjustments and reimbursements; and warranty claims or repairs made in accordance with a procedure specified in a technical service bulletin or customer satisfaction campaign.

Separately, for each such claim, state the following information:

- a. Ford's claim number;
- b. Vehicle owner or fleet name (and fleet contact person) and telephone number;
- c. VIN;
- d. Repair date;
- e. Vehicle mileage at time of repair;
- f. Repairing dealer's or facility's name, telephone number, city and state or ZIP code;
- g. Labor operation number;
- h. Problem code;
- i. Replacement part number(s) and description(s);
- j. Concern stated by customer; and
- k. Comment, by dealer/technician relating to claim and/or repair;

Provide this information in Microsoft Access 2000, or a compatible format, entitled "WARRANTY DATA." See Enclosure 1, Data Collection Disc, for a pre-formatted table designed for this submission.

6. Describe in detail the search criteria used by Ford to identify the claims identified in response to Request No. 5, including the labor operations, problem codes, part numbers and any other pertinent parameters used. Provide a list of all labor operations, labor operation descriptions, problem codes, and problem code descriptions applicable to the alleged defect in the subject vehicles. State, by make and model year, the terms of the new vehicle warranty coverage offered by Ford on the subject vehicles (i.e., the number of months and mileage for which coverage is provided and the vehicle systems that are covered). Describe any extended warranty coverage option(s) related to the alleged defect that Ford offered for the subject vehicles and state by option, model, and model year, the number of vehicles that are covered under each such extended warranty.

7. Produce copies of all service, warranty, and other documents that relate to, or may relate to, the alleged defect in the subject vehicles, that Ford has issued to any dealers, regional or zone offices, field offices, fleet purchasers, or other entities. This includes, but is not limited to, bulletins, advisories, informational documents, training documents, or other documents or communications, with the exception of standard shop manuals. Also include the latest draft copy of any communication that manufacturer's short name is planning to issue within the next 120 days.
8. Describe all assessments, analyses, tests, test results, studies, surveys, simulations, investigations, inquiries and/or evaluations (collectively, "actions") that relate to, or may relate to, the alleged defect or any of the subject components installed in the subject vehicles that have been conducted, are being conducted, are planned, or are being planned by, or for, Ford. For each such action, provide the following information:
  - a. Action title or identifier;
  - b. The actual or planned start date;
  - c. The actual or expected end date;
  - d. Brief summary of the subject and objective of the action;
  - e. Engineering group(s)/supplier(s) responsible for designing and for conducting the action; and,
  - f. A brief summary of the findings and/or conclusions resulting from the action.

For each action identified, provide copies of all documents related to the action, regardless of whether the documents are in interim, draft, or final form. Organize the documents chronologically by action.

9. Describe all modifications or changes made by, or on behalf of, Ford in the design, material composition, manufacture, quality control, supply, or installation of the subject component, from the start of production to date, which relate to, or may relate to, the alleged defect in the subject vehicles. For each such modification or change, provide the following information:
  - a. The date or approximate date on which the modification or change was incorporated into vehicle production;
  - b. A detailed description of the modification or change;
  - c. The reason(s) for the modification or change;
  - d. The part numbers (service and engineering) of the original component;
  - e. The part number (service and engineering) of the modified component;
  - f. Whether the original unmodified component was withdrawn from production and/or sale, and if so, when;
  - g. When the modified component was made available as a service component; and,
  - h. Whether the modified component can be interchanged with earlier production components.

Also, provide the above information for any modification or change that Ford is aware of which may be incorporated into vehicle production within the next 120 days.

10. State the number of each of the following that Ford has sold that may be used in the subject vehicles by component name, part number (both service and engineering/production), model

and model year of the vehicle in which it is used and month/year of sale (including the cut-off date for sales, if applicable):

- a. Subject components; and
- b. Any kits that have been released, or developed, by Ford for use in service repairs to the subject component/assembly.

For each component part number, provide the supplier's name, address, and appropriate point of contact (name, title, and telephone number) Also identify by make, model and model year, any other vehicles of which Ford is aware that contain the identical component, whether installed in production or in service, and state the applicable dates of production or service usage.

11. Furnish a copy of the design, test, and quality assurance specifications and drawings for the subject components.
12. Provide the peak operating and hot soak temperatures in the area of the subject component on each of the model year subject vehicles.
13. Furnish a detailed comparison of the alleged defect in the subject vehicles and the condition addressed by the subject recall. Include in your comparison the following information:
  - a. The differences between the causal or contributory factor(s) in the two populations (e.g., design, duty cycle);
  - b. Any design, manufacturing, or use conditions that may explain differences in failure frequencies between different platforms and/or models equipped with the subject engines;
  - c. The differences in the failure mechanism(s) in the two populations (if any), based on returned part analysis or other data (state the basis for Ford's assessment);
  - d. The failure mode(s);
  - e. The differences in the risk to motor vehicle safety (if any) that are posed by the alleged defect and the condition addressed in the subject recall;
  - f. The design lifetime in miles and time for the subject component and any scheduled maintenance or inspection that should be performed on this part;
  - g. The predicted service lifetimes of the subject components in the two populations based on Ford's analysis of failure data measured against vehicle age and vehicle mileage (i.e., warranty and complaints);
  - h. What warnings, if any, the operator and the other persons both inside and outside the vehicle would have that the alleged defect was occurring or subject component was malfunctioning; and
  - i. The reports included with this inquiry.

This letter is being sent to Ford pursuant to 49 U.S.C. § 30166, which authorizes NHTSA to conduct any investigation that may be necessary to enforce Chapter 301 of Title 49 and to request reports and the production of things. It constitutes a new request for information. Ford's failure to respond promptly and fully to this letter could subject Ford to civil penalties pursuant to 49 U.S.C. § 30165 or lead to an action for injunctive relief pursuant to 49 U.S.C. § 30163. (Other remedies and sanctions are available as well.) Please note that maximum civil penalties under 49 U.S.C. § 30165 have increased as a result of the recent enactment of the Transportation

Recall Enhancement, Accountability, and Documentation (TREAD) Act, Public Law No. 106-414 (signed November 1, 2000). Section 5(a) of the TREAD Act, codified at 49 U.S.C. § 30165(b), provides for civil penalties of up to \$5,000 per day, with a maximum of \$15 million for a related series of violations, for failing or refusing to perform an act required under 49 U.S.C. § 30166. This includes failing to respond to ODI information requests.

If Ford cannot respond to any specific request or subpart(s) thereof, please state the reason why it is unable to do so. If on the basis of attorney-client, attorney work product, or other privilege, Ford does not submit one or more requested documents or items of information in response to this information request, Ford must provide a privilege log identifying each document or item withheld, and stating the date, subject or title, the name and position of the person(s) from, and the person(s) to whom it was sent, and the name and position of any other recipient (to include all carbon copies or blind carbon copies), the nature of that information or material, and the basis for the claim of privilege and why that privilege applies.

Ford's response to this letter, in duplicate, together with a copy of any confidentiality request, must be submitted to this office by August 29, 2003. Please refer to BA02-025 in Ford's response to this letter. If Ford finds that it is unable to provide all of the information requested within the time allotted, Ford must request an extension from me at (202) 366-5207 no later than five business days before the response due date. If Ford is unable to provide all of the information requested by the original deadline, it must submit a partial response by the original deadline with whatever information Ford then has available, even if an extension has been granted.

If Ford claims that any of the information or documents provided in response to this information request constitute confidential commercial material within the meaning of 5 U.S.C. § 552(b)(4), or are protected from disclosure pursuant to 18 U.S.C. § 1905, Ford must submit supporting information together with the materials that are the subject of the confidentiality request, in accordance with 49 CFR Part 512, to the Office of Chief Counsel (NCC-113), National Highway Traffic Safety Administration, Room 5219, 400 Seventh Street, S.W., Washington, D.C. 20590. Ford is required to submit two copies of the documents containing allegedly confidential information (except only one copy of blueprints) and one copy of the documents from which information claimed to be confidential has been deleted.

If you have any technical questions concerning this matter, please call Bruce York of my staff at (202) 366-6938.

Sincerely,



Kathleen C. DeMeyer, Director  
Office of Defects Investigation  
Enforcement

Enclosure: One CD ROM titled Data Collection Disc containing three files



**CRITICAL CONCERNS REVIEW GROUP (NORTH AMERICA)**

FILE #:	MISC.	Opened:	November 3, 1998	Closed:	September 21, 1999
VLD → (Lead)	Mike Zevakink LVC	Assigning Activities:	FIELD ACTION:		
Contacts: →		ASO / OPD-Chassis	99S15		
		Bill Abramczyk - 23284	John McInerney - 20278		

MODELS:	1992-93 TOWN CAR
Input Source	NHTSA Inquiry PE98-055 Upgraded to EA99-006 (March 16, 1999)
Concern Description:	Engine compartment fires while parked and engine not running

Mtg. #/Date:

**CONCERN INVESTIGATION DATA**1652/Nov 3  
1998

Walk-in by Lynn Edwards. NHTSA Inquiry PE98-055 - Resume attached.  
This PE (Preliminary Evaluation) concerns underhood fires in 1992-93 Town Cars.  
**PROBLEM DESCRIPTION:**

- Engine Compartment fires on driver's side in area of left front wheel well and brake master cylinder.

**SUMMARY:** (not verbatim)

- 21 reports indicating vehicles caught on fire while parked and engines not running. Ten indicate a fire at left front wheel well. Two indicate fire at master cylinder which is adjacent to front fender wheel area. Remaining nine reports indicate fire in engine compartment. Of these 21 reports, five involved some level of damage to vehicle owner's carport, garage or home.

ASO - Safety Investigations will set-up a kick-off meeting when actual inquiry is received.

Put under 'C - GOVERNMENT INVESTIGATIONS'

1658/Nov 24  
1998

ASO:

- Inquiry received. Kick-Off meeting December 2, 1998.

1669/Jan 19  
1999

ASO Kick-Off meeting held.

1675/Feb 9  
1999

ASO:

- Tech Review set for February 11, 1999.

1677/Feb 16  
1999

Tech Review held. Assignments given.

1685/Mar 16  
1999

ASO: NHTSA has upgraded to EA99-006.

- The Office of Defects Investigation has received 47 reports indicating the vehicles caught on fire while parked and engine not running. The reports that contain specific information generally indicate the area of fire origin to be on the driver's side in an area between the left front wheel and the brake master cylinder. In the PE response, Ford provided 64 additional reports that could be relevant to this investigation.
- The investigation has been upgraded for further study.

1696/May 4  
1999

LVC / ASO:

- Tech Review held.

1700/May 11  
1999

The FRC recommended Campaign #99S15 "Speed Control - Brake Pressure Switch"  
Hold for NHTSA agreement.

1736/Sep 21  
1999

NHTSA has closed.

Closed.

W. M. Abramczyk  
P. A. Anton  
S. C. Bauer  
D. K. Breseke  
L. W. Camp  
L. M. Edwards  
D. L. Ferretti

F. Gaunt  
K. E. Kirschke  
R. P. Kolassa  
J. E. Kunz  
R. A. Nevi  
J. H. Renouf  
R. J. Slampak

P. R. Weber  
R. J. Wheelock  
L. A. Wilkins  
  
J. Logel

REPORT OF TELECON WITH NETSA

DATE: 10/27/98 NHTSA INDIVIDUAL: J. Taylor

INQUIRY NUMBER: PE98-055

SUBJECT: 1992-93 Lincoln Town Car  
Under Hood Fires

ACTION:

☒ New Investigation Date: 10/27/98  
☐ Upgraded Investigation Date: \_\_\_\_\_ New Number \_\_\_\_\_  
☐ Closed Investigation Date: \_\_\_\_\_

COMMENTS:

See Attached Resume.  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



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

# ODI RESUME

INVESTIGATION: PE98-055  
SUBJECT: Under Hood Fires  
PROMPTED BY: Consumer complaints/TE98-018  
PRINCIPAL INVESTIGATOR: John Abbott

DATE OPENED: 27-OCT-98

MANUFACTURER: Ford Motor Co. (Ford)  
MODELS: Lincoln Town Car  
MODEL YEARS 1992 and 1993  
POPULATION: 223,000 (Wards Automotive)

PROBLEM DESCRIPTION: Engine compartment fires on the driver's side in the area of the left front wheel well and the brake master cylinder.

## FAILURE REPORT SUMMARY

	ODI	MANUFACTURER	TOTAL
COMPLAINTS:	12	0	12
CRASHES:	0	0	0
INJ CRASHES:	0	0	0
# INJURIES:	0	0	0
FAT CRASHES:	0	0	0
# FATALS:	0	0	0
OTHER	9	0	9

DESCRIPTION OF OTHER: Engine compartment fire, area or origin unknown, vehicle not running

ACTION: A preliminary evaluation has been opened

INVESTIGATOR: *John Abbott*

DIV CHF *Thomas Zogger*

DEC DIR *[Signature]*

10/26/98

10/27/98

10-27-98

DATE

DATE

DATE

SUMMARY: The Office of Defects Investigation has received 21 reports indicating the vehicles caught on fire while parked and the engines not running. Ten of the reports indicate a fire at the left front fender wheel well area (see photograph on page 2), two indicate a fire at the master cylinder, which is adjacent to the left front fender wheel well area, and the remaining nine reports indicate a fire in the engine compartment. Of these 21 reports, five involved some level of damage to the vehicle owner's carport, garage or home.

This investigation has been opened to further study the issue

(CONTINUED)

*JK*  
10-27-98

PE98-055 continued

1992 Lincoln Town Car (LNLM81W2NY [REDACTED])





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

T. J. BOHAN---

NOV 24 1998

30 NOV 98 2:10

**CERTIFIED MAIL  
RETURN RECEIPT REQUESTED**

30 NOV 98 12:16

L. W. CAMP

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

DISPOSE of Copies (Check Stamped) by:	
RETAIN Master Copy (Not Stamped) Thru:	2018
Schedule Number:	27.03

L.W. Camp, Director  
Automotive Safety and Engineering Standards Office  
Ford Motor Company  
330 Town Center Drive  
Dearborn, MI 48126

NEA-1216  
PB98-055

Dear Mr. Camp:

This letter is to advise you that the Office of Defects Investigation (ODI) of the National Highway Traffic Safety Administration (NHTSA) is conducting a Preliminary Evaluation concerning engine compartment fires in certain Lincoln Town Car vehicles manufactured by the Ford Motor Company.

This office has received 21 reports of engine compartment fires in 1992 and 1993 Lincoln Town Cars. The fires in these vehicles are reported to have started while the vehicles were parked and the engines not running. Ten of the reports indicate a fire at the left front fender wheel well area (see photograph, page 6), two indicate a fire at the master cylinder, which is adjacent to the left front fender wheel well area, and the remaining nine reports indicate a fire in the engine compartment. Additionally, five of the reports indicate the vehicle owner's carport, garage, or home, was also damaged as a result of the fire.

A copy of each of the reports is enclosed for your information.

Unless otherwise stated in the text, the following definitions apply to this information request:

- **Subject vehicles:** all 1992 and 1993 Lincoln Town Car vehicles.
- **Ford:** Ford Motor Company, all of its past and present officers, employees, whether assigned to its principal offices or to any of its field or other locations, including all of its divisions, subsidiaries (whether or not incorporated) and affiliated enterprises and all of their headquarters, regional, zone and other offices and their employees, and all agents, contractors, consultants, attorneys and law firms and other persons engaged by or under the control of Ford Motor Company (including all business units and persons previously referred to) who are or were involved in any way with (a) design, analysis, modification or production; (b) testing, assessment or evaluation; or (c) record-keeping, claims, or lawsuits relating to the alleged defect in the subject vehicles.



AUTO SAFETY HOTLINE  
800/424-9393  
Wash. D.C. Area (202) 356-0153

- **Alleged defect:** all under hood fires, or other thermal anomalies, from any source or origin, of any description, level, degree, or magnitude, occurring in the left, or drivers side, of the engine compartment. This would include fires in the area of the left front wheel, or left front fender.
- **Documents:** in the broadest sense of the word, shall mean all written, printed, typed, recorded or graphic matter whatsoever, however produced or reproduced, of every kind, nature, and description, including but not limited to, papers, records, letters, correspondence, memoranda, communications, electronic mail messages (existing in hard copy and/or in electronic storage), files, notes, annotations, working papers, drafts, minutes, records, resolutions, books, pleadings, responses to discovery, administrative and judicial filings, all transcripts and other recordings of any kind, affidavits, materials and things produced in discovery, statements, summaries, interviews, opinions, reports, newspaper articles, studies, analysis, evaluations, interpretations, applications, agreements, jottings, agendas, bulletins, notices, announcements, instructions, designs, specifications, blueprints, as-builts, manuals, brochures, publications, schedules, journals, statistical data, lists, tabulations, computer printouts, data processing input, data in storage, and data output, microfilm, microfiche, data from optical scanning or recording, photographs, tangible things, and all records kept by electronic, photographic, or mechanical means, any drafts or revisions pertaining to any of the foregoing, and all other things similar to any of the foregoing however denominated and any other data compilations from which information can be obtained, translated if necessary, into reasonably usable form and any other documents.

In order for my staff to evaluate the alleged defect, certain information is required. Pursuant to 49 U.S.C. § 30166, please provide numbered responses to the following questions. Please repeat each question verbatim before the response. If you have previously furnished ODI with information that is responsive to any item(s) in this request, you need not resubmit that information, but your responses must cross-reference (by date of response and question number) the earlier submission. If Ford cannot answer any specific question, please state the reason why it is unable to do so. If you claim that any information or material responsive to the following items need not be divulged to the NHTSA because it is privileged, or the work product of an attorney, state the nature of that information or material and identify any document in which it is found by, date, subject or title, name and position of person from and person to whom it was sent, and name and position of any other recipient. You must also describe any privilege that you claim, and explain why you believe it applies.

1. State the total number of subject vehicles sold in the United States by model year.
2. State the number incidents, known to Ford, in which the alleged defect has been reported to have occurred in the subject vehicles. Furnish copies of all documents, from any and all sources, including documents which may not originally have been submitted to Ford, which

are in Ford's possession or control, or of which it is otherwise aware, that pertain, in any way, to any of these incidents. This should include, but is not limited to, all documents possessed by Ford, or of which it is otherwise aware, pertaining to the reports included with this letter. Furnish all documents whether or not Ford has verified the validity of each document. For each incident in this response please provide the vehicle owner's name, address, and telephone number; and identify all vehicles by vehicle identification number, model year, date of manufacture, date of retail sale, date of incident, mileage at the time of the incident, and problem description. For all incidents involving lawsuits please identify the caption, court, docket number, and filing date of each lawsuit and a copy of the complaint document initiating the lawsuit. Sort all incidents by cause and area or component of origin.

3. State the total number vehicles sold in the United States by model name and model year that have engine compartment configurations (i.e., components and component location, wiring harnesses and harness location) the same as the subject vehicles. Provide a response to question number two for all vehicles identified in your answer to this question.

4. State the number of all warranty claims, including extended warranty claims, and "goodwill," field or zone adjustments received by Ford that relate to the alleged defect in the subject vehicles by calendar year, calendar month, and problem identification. Identify all owners by name, address, and telephone number, and all vehicles by vehicle identification number, model name, model year, date of manufacture, date of retail sale, date of incident, mileage at the time of the incident, and problem description.

5. Identify all electrical circuits by name, number, and wire color, located in the left side of the engine compartment that are, or remain, energized by the battery when the ignition key is in the off position. For all circuits identified, provide a schematic drawing which identifies the harness(es) in which they reside, the harness location(s), and the components to which power is supplied.

6. Identify and describe all inspections, tests or other analyses conducted by Ford, its contractors, suppliers, or by any other entities, regarding the inspection of any subject vehicles that relate to the alleged defect, to date. Identify, by name and address, the entity that conducted each such test or analysis. Furnish copies of all reports, surveys, notes, tables, graphs or other documents that pertain to each such test or analysis. State when each test or analysis was initiated and concluded, or whether it is still in progress. Include in your response a description of a worst case scenario.

7. If Ford has issued any bulletins, advisories, or other communications to distributors, retailers, consumers, or any other entity pertaining to the alleged defect in the subject vehicles, provide a copy of each such document. If no such documents have been issued, so state.

8. Identify and describe all significant modifications or changes made by or on behalf of Ford in the manufacture, design, or material composition of all components in the subject vehicles that may relate to the alleged defect. The following information must be included for each such modification or change:
  - a. the approximate date on which the modification or change was incorporated into production;
  - b. a description of the modification or change;
  - c. the reason for the modification or change; and
  - d. whether the modified or changed components can be interchanged with earlier production components.
9. Provide Ford's assessment of the alleged defect in the subject vehicles, including:
  - a. all causal or contributory factors;
  - b. the failure mode;
  - c. the risk to occupant safety it poses; and
  - d. whether there are any circumstances that would provide the vehicle owner or others with warning of its existence.

Your response to this letter, in duplicate, must be submitted to this office by January 6, 1999. Please include in your response the identification codes referenced on page 1 of this letter. If you find that you are unable to provide all of the information requested within the time allotted, you must request an extension from Mr. Thomas Z. Cooper not later than five days from the due date. If you are unable to provide all of the information requested by the original deadline, you must submit a partial response by that date with whatever information you have available, even if you have received an extension.

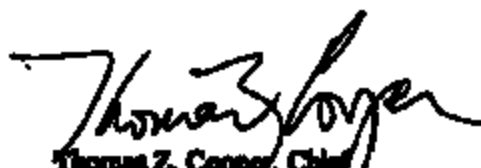
This letter is being sent to your company pursuant to 49 U.S.C. § 30166, which authorizes NHTSA to conduct any investigation that may be necessary to enforce Chapter 301 of Title 49, U.S. Code. Your failure to respond promptly and fully to this letter could subject Ford to civil penalties pursuant to 49 U.S.C. § 30165 or lead to an action for injunctive relief pursuant to 49 U.S.C. § 30163.

If you consider any portion of your response to be confidential information, include that material in a separate enclosure marked "CONFIDENTIAL." In addition, you must submit a copy of all such material to the Office of Chief Counsel (NCC-30), National Highway Traffic Safety Administration, 400 Seventh Street, SW, Washington, DC 20590, and comply with all other requirements for the submission of confidential business information stated in 49 CFR Part 512.



If you have any technical questions concerning this matter, please contact Mr. John Abbott of my staff at (202) 366-5221.

Sincerely,



Thomas Z. Cooper, Chief  
Vehicle Integrity Division  
Office of Defects Investigation

Enclosures: 12 VOQ's: 813241, 824016, 808265, 821667, 979634, 521137, 804418, 541041  
820316, 536206, 819621, 823462; 5 fire department reports; 2 internet reports; and  
2 fire investigator reports

NHTSA/NEA/ODI  
NEA-12/ABBOTT:dnd:6-5221:11/17/98  
cc:  
NEA-01  
NEA-12/Subj/Chron/  
Document: L/ABBOTT/Towcar.IR



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

DISPOSE of Copies (Black Stamped) by: RETAIN Record Copy (Red Stamped) Thru:	7019
Schedule Number:	27.03

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

JAN 11 1999

**CERTIFIED MAIL**  
**RETURN RECEIPT REQUESTED**

W. J. Bohan, Manager  
Automotive Safety Office  
Ford Motor Company, Suite 500  
330 Town Center Drive  
Dearborn, MI 48126

NSA-12jfk  
PE98-055

Dear Mr. Bohan:

As you know, Ford's response to the Office of Defect Investigation's (ODI) Information Request (IR) letter dated November 24, 1998, is due January 15, 1999. Question 3 of the IR requests Ford to identify other vehicles that "have engine compart[ment] (sic) configurations (i.e., components and component location, wiring harnesses and harness location) the same as the subject vehicles" and respond to Question 2 (providing incident/fire information etc.) for those identified other vehicles. Mr. Nevi called me to discuss the scope of questions 2 and 3. As a result of that discussion, I am modifying the IR letter

I understand that while the Lincoln Town Car shares the same platform with the Ford Crown Victoria and Mercury Grand Marquis, specific components under the hood may be shared with many other Ford vehicles. In Mr. Nevi's opinion, if Ford were to answer questions 2 and 3 at this time, without focusing in on certain components, the resulting response would contain a very complex matrix of vehicles and components, take valuable resources and time from obtaining the information for ODI on the Lincoln Town Car vehicles, and would not likely provide more certainty to the identification of a specific component that may be responsible for the potential defect trend. Therefore, in the interest of providing a timely response to the IR letter, we agreed that Ford shall provide all information requested as it relates to the subject vehicles (the 1992 and 1993 Lincoln Town Cars) by the due date of January 22, 1999. We request that the additional information, in response to Question 2 as it relates to other identified vehicles, be provided by February 15, 1999 and focus on specific components to be identified by ODI following our examination of fire damaged vehicles. This shall allow ODI to identify potential components that may exhibit a defect trend contributing to the risk of engine compartment fires.

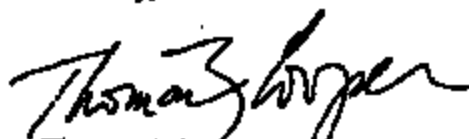


AUTO SAFETY HOTLINE  
800 424-9393  
Wash. D.C. Area (202) 366-0123

ERG2-025 17283

If you have any further questions, please do not hesitate to call me.

Sincerely,

A handwritten signature in black ink, appearing to read "Thomas Z. Cooper". The signature is fluid and cursive, with the first name "Thomas" being more prominent than the last name "Cooper".

Thomas Z. Cooper, Chief  
Vehicle Integrity Division  
Office of Defects Investigation

W. M. Abramczyk  
P. A. Anton  
S. C. Bauer  
D. K. Breseke  
L. W. Camp  
L. M. Edwards  
D. L. Ferretti

F. Gaunt  
K. E. Kirschke  
R. P. Kolassa  
J. E. Kunz  
R. A. Nevi  
J. H. Renouf  
R. J. Slampak

F. R. Weber  
R. J. Wheelock  
L. A. Wilkins  
  
R. T. Biskup  
K. C. Kozlowski  
J. D. Logel  
K. L. Shaughnessy

ODI RESUME DISTRIBUTION

DATE: 3-15-99 NHTSA INDIVIDUAL: John Abbott

INQUIRY NUMBER: PE 98-055

SUBJECT: 92-93 Town Car  
Underhood - Fires

ACTION:

☐ New Investigation Date: \_\_\_\_\_

☒ Upgraded Investigation Date: 3-11-99 New Number EA 99-006

☐ Closed Investigation Date: \_\_\_\_\_

COMMENTS:

See Attached Resume.  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



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

## ODI RESUME

INVESTIGATION: PE98-055  
SUBJECT: Under Hood Fires  
PROMPTED BY: Consumer complaints/TE98-018  
PRINCIPAL INVESTIGATOR: John Abbott

DATE OPENED: 27-OCT-98  
DATE UPGRADED: 11-MAR-99

MANUFACTURER: Ford Motor Co (Ford)  
MODELS: Lincoln Town Car  
MODEL YEARS: 1992 and 1993  
POPULATION: 222,500

PROBLEM DESCRIPTION: Engine compartment fires on the driver's side in the area of the left front wheel well and the brake master cylinder.

### FAILURE REPORT SUMMARY

	ODI	MANUFACTURER	TOTAL
COMPLAINTS:	47	64	111
CRASHES:	0	0	0
INJ CRASHES:	0	0	0
# INJURIES:	0	0	0
FAT CRASHES:	0	0	0
# FATALS:	0	0	0
OTHER:	7	13	20

DESCRIPTION OF OTHER: 20 of the reports indicate some level of fire damage to the vehicle owner's carport, garage or home

ACTION: Upgrade to Engineering Analysis

INVESTIGATOR: *John Abbott*

DIV CHIEF: *Thomas J. Byrne*

OFC DIR: *[Signature]*

*3/11/99*  
DATE

*3/11/99*  
DATE

*3/11/99*  
DATE

SUMMARY: The Office of Defects Investigation has received 47 reports indicating the vehicles caught on fire while parked and the engines not running. The reports that contain specific information generally indicate the area of fire origin to be on the driver's side in an area between the left front wheel and the brake master cylinder (see photograph on page 2). In the PE response, Ford provided 64 additional reports that could be relevant to this investigation.

This investigation has been upgraded for further study.

(CONTINUED)

PE98-055 continued:



1992 Lincoln Town Car (1LNLM81W2NY [REDACTED])



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

## ODI RESUME

INVESTIGATION: EA99-006  
SUBJECT: Under Hood Fires  
PROMPTED BY: PE98-055  
PRINCIPAL INVESTIGATOR: John Abbott

DATE OPENED: 11-MAR-99

MANUFACTURER: Ford Motor Co. (Ford)  
MODELS: Lincoln Town Car  
MODEL YEARS: 1992 and 1993  
POPULATION: 222,500

PROBLEM DESCRIPTION: Engine compartment fires on the driver's side in the area of the left front wheel well and the brake master cylinder.

### FAILURE REPORT SUMMARY

	ODI	MANUFACTURER	TOTAL
COMPLAINTS:	47	64	111
CRASHES:	0	0	0
INJ CRASHES:	0	0	0
# INJURIES:	0	0	0
FAT CRASHES:	0	0	0
# FATALS:	0	0	0
OTHER:	7	13	20

DESCRIPTION OF OTHER: 20 of the reports indicate some level of fire damage to the vehicle owner's carport, garage or home.

ACTION: Open Engineering Analysis

INVESTIGATOR: *[Signature]*

DIV CH: *[Signature]*

OFC DIR: *[Signature]*

3/6/99

3/11/99

3/11/99

DATE

DATE

DATE

SUMMARY: The Office of Defects Investigation has received 47 reports indicating the vehicles caught on fire while parked and the engines not running. The reports that contain specific information generally indicate the area of fire origin to be on the driver's side in an area between the left front wheel and the brake master cylinder (see photograph on page 2). In the PE response, Ford provided 64 additional reports that could be relevant to this investigation.

This investigation has been upgraded for further study

(CONTINUED)

\*\*\*\*\*  
\* Note printed by LEONARDE on 7 May 1999 at 06:49:55 \*  
\*\*\*\*\*

From: KSUBIETA--DHEW306 Date and time 05/06/99 19:04:07  
To: Recall Number Assignment Distribution

FROM: Kelly Subieta USAET(UTC -04:00)  
Subject: New Number "99815" Assigned on May 6, 1999

Safety Recall 99815 has been assigned to 1992-93 Town Car, Crown Victoria and Grand Marquis Vehicles Equipped with Speed Control - Brake Pressure Switch (99X32).

14-D Author: Tim Donovan

The 14-D Team/Author will be responsible for reviewing Prevent Action closure with the Engineering Directors on July 30, 1999, at the Engineering Directors' Campaign Prevent Meeting.

This review will focus on implementation of Prevent Action (step 13) requiring evidence of incorporation and overall quality of event including systemic root cause and appropriate prevent action selection to capture lessons learned.

Please contact Dave Craig (DCRAIG) upon receipt of this notice for further information and direction.

Regards,

Kelly Subieta

PCSD, Recall/Service Programs, Recall/OWP Coordinator  
313-248-8817 Fax: 313-645-1024 Internet: KSUBIETA@Ford.com



**No EA Inquiry Sent**

Bill Abramczyk	Roger Kolassa	Dave Yu
Paul Anton	John Kunz	
Scott Bauer	Ray Nevi	
Bill Bohan	Zaida Plaud	
Lou Camp	Joe Renouf	Rob Biskup FX 42921
Lynn Edwards	Ron Slampak	Tim Green FX 86862
Dan Ferretti	Paul Weber	Kate Kozlowski FX 42921
Frank Gaunt	Bob Wheelock	Jay Logel FX 00019
Kevin Kirschke	Linda Wilkins	Karen Shaughnessy FX 71165

# ODI RESUME DISTRIBUTION

DATE: May 20 1999 NHTSA INDIVIDUAL: John Abbott

INQUIRY NUMBER: EA 99-006

SUBJECT: 92-93 Town Car, Cr. Vio, Dr. Mary  
Underwood, Fined

## ACTION:

☐ New Investigation Date: \_\_\_\_\_

☐ Upgraded Investigation Date: \_\_\_\_\_ New Number \_\_\_\_\_

☒ Closed Investigation Date: 5-19-99

## COMMENTS:

See Attached Resume.

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

nhtsa-odi  
as



## ODI RESUME

INVESTIGATION: EA99-006  
SUBJECT: Under Hood Fires  
PROMPTED BY: PE98-055  
PRINCIPAL INVESTIGATOR: John Abbott

DATE CLOSED: 19 - MAY-99  
DATE OPENED: 11 - MAR-99

MANUFACTURER: Ford Motor Co. (Ford)  
MODELS: Lincoln Town Car, Ford Crown Victoria and Mercury Grand Marquis  
MODEL YEARS: 1992 and 1993  
POPULATION: 279,000

PROBLEM DESCRIPTION: Engine compartment fires on the driver's side in the area of the left front wheel well and the brake master cylinder.

### FAILURE REPORT SUMMARY

	ODI	MANUFACTURER	TOTAL
COMPLAINTS:	49	64	113
CRASHES:	0	0	0
INJ CRASHES:	0	0	0
# INJURIES:	0	0	0
FAT CRASHES:	0	0	0
# FATALS:	0	0	0
OTHER:	7	13	20

DESCRIPTION OF OTHER: 20 of the reports indicate some level of fire damage to the vehicle owner's carport, garage or home.

ACTION: Close Engineering Analysis EA 99-006. By letter of May 13, 1999 the Ford Motor Company has notified NHTSA that it will conduct a safety recall. The assigned NHTSA recall number is 99V-124.

INVESTIGATOR: *John Abbott*

DIV CH: *Thomas J. Ryan*

OFC DIR: *John*

*5/19/99*

*5/19/99*

*5/19/99*

DATE

DATE

DATE

SUMMARY: During this investigation the Office of Defects Investigation received 49 reports from vehicle owners indicating their vehicles caught on fire while parked and the engines not running. The reports that contain specific information generally indicate the area of fire origin to be on the driver's side in an area between the left front wheel and the brake master cylinder (see photograph on page 2). In its response to ODI's information request letter, Ford provided 64 additional reports relevant to the subject of this investigation.

#### Defect:

Ford's defect information report identifies the defect as "....electrical overheating of the speed control deactivation switch."

#### Remedy:

Dealers will install a new speed control deactivation switch and connector shell.

(CONTINUED)

Vehicles Involved:

1992 and 1993 Lincoln Town Car vehicles built from November 4, 1991 through November 30, 1992 and 1992 and 1993 Ford Crown Victoria and Mercury Grand Marquis vehicles built from February 5, 1992 through November 30, 1992.

1992 Lincoln Town Car (1LNLM81WZNY [REDACTED])



# **CRITICAL CONCERNS REVIEW GROUP (NORTH AMERICA)**

- Page 1 -

File: →	MISC	Opened:	April 18, 2000	Closed:	July 11, 2000
VLD → (Lead)	Mike J. Evans North American Car	Assisting Activities: WDMQ/RVT		CAMPAIGN:	NONE
				Contacts:	Melenie Gurnz - 42672 Tom Masters - 08957 Rob English - 73228 Rob Wenzel - 42486 Joe Nema - 08133

MODELS:	1994 TOWN CAR
Input Sources:	WDMQ
Concern Description:	Fire damage in engine compartment

**Meta/Date:**

## **CONCERN INVESTIGATION DATA**

- 1794/Apr 18 2000 Walk-in by Steve Parlin and Melenie Gurnz.
- Product Report from Al Jazirah Vehicles Agencies - 1994 Town Car, mileage not given. Extensive fire damage in engine compartment. Damage concentrated on left side of engine.
  - NOTE: I suspect this could be caused by cruise control de-activation switch as for recall 99S15B which affected 93 models.
- WDMQ:
- Response to above 99S15 comment: The reason we suspect this vehicle fire may be due to 99S15 is simply the location of the burnt out area. This vehicle, unlike the others is not totally burnt out and the majority of the damage can be clearly seen to be in the Speed Control Motor area. Of course this fact in itself does not constitute clear proof of the cause but is in my opinion highly suspicious.
  - Vehicle build date was 9/15/1993. 99S15 out-off date was 11/30/92.
- ASO Car Safety Investigations:
- RVT should follow this.
- 1799/May 9 RVT engineering working on, report out next week.
- 1801/May 16 NAT-CCC
- Working with RVT. Trying to get more details on the car. Was a rental car in Florida for some time, then was in Louisiana, then shipped overseas with 130,000 miles.
  - There was a certain noise level on vehicles at the time of recall but had ruled this model out because wasn't a peak as were those included in recall.
- CCRG:
- Requested RVT/NAC to revisit data whether has changed.
- 1813/Jun 27 NAC:
- No incidents in 1994.
  - Will talk with WDMQ regarding the Saudi Arabia incident, draft a closure.
- 1816/Jul 11 RVT closure attached:
- Attempted to obtain photos of vehicle. WDMQ said vehicle was removed from dealership by customer without any photos taken.
  - Design Analysis noted no need to inspect vehicle since not reported to have exhibited other deactivation switch failure symptoms. Vehicle was outside 99S15 and vehicle not affected by U.S. litigation.
  - No fire trend with the switch was identified.

Closed.

MELB 2 Cam 2.

## Product Concern Report

MANDATORY FIELDS FOR ALL VEHICLE CONCERNS - ENTER ALL DD/MM/YY FORMAT

Repairing Facility P & A Code: **KOK22** Market or Dealer Name: **Al Jazrah Vehicles**VIN No. **1LNLM82W6R** Mileage: **?**Originators Name: **ANDY FRASER** Telephone: **00 966 231 99 44 ext 526**OASIS Symptom Code: **WALACE NOT RESPONSIBLE.**Customer's Description of Vehicle Concern: **Vehicle was struck Fire Damage.**  
**UNDER BONNET FIRE**

Technician Description of Concern, Diagnosis and Repair:

**Extensive fire damage in engine compartment. Damage concentrated on left side of engine**Eng or Trans Concerns: Engine Build Date: **13/09/93** Transmission Build Date: **09/06/00**Dealer/Local Installed Accessories: **none** Fleet Vehicle: ☐ Yes ☐ NoDiagnostic Trouble Codes: **32/3/2400** Ambient Temperature: **00030°F** ☐ °C ☒Repair Date: **000000** Action: ☐ Replace ☐ Adjust ☐ Repair ☐ Clean ☒ No Action TakenCasual Part Name: Casual Part Number: **BY THIS TIME**Are Replaced Part(s) Available: ☐ Yes ☐ No Was Repair Effective: ☐ Yes ☐ NoMANDATORY FIELDS FOR VEHICLES NOT SOURCED FROM NORTH AMERICA OR EUROPE  
OR WHEN RELATED TO CONCERNEngine: Capacity: **4.6** L Type: **V8** Output:☒ Petrol/Gasoline ☐ Diesel ☐ Other Fuel (Specify):Transmission: ☒ Automatic ☐ Manual ☐ 4WD☒ Anti Theft Equipment ☒ A/C ☒ Power Steering ☒ Anti-Lock Brakes ☐ Traction ControlBody Type: Build Date: **09/93** Model Year: **1994** Model:Tyre/Tire Size: **000/000/0000** Manufacturer: Model:

## VEHICLES WITH SIMILAR CONCERN/COMPLAINTS

Via No. **None** Mileage: **000000** ☐ miles ☐ km**I SUSPECT THIS COULD BE CAUSED**Via No. **BY CAUSE CONTACT DE-ACTIVATION** Mileage: ☐ miles ☐ km**SWITCH AS FOR RECALL 995158 WHICH AFFECTED 03 AWD'S**Via No. Mileage: ☐ miles ☐ km**THIS NEEDS URGENT INVESTIGATION.***Fraser*

**Recalls**

**Worldwide Direct Market Operations**  
**Phone: 313-884-2672**  
**Fax: 313-845-2817**

**27 March, 2000**

**To: Andy Fraser**  
**Service Supervisor**  
**Al Jazirah Vehicles Agencies**  
**966 1 231 1811**

**From: Melanie Gunz**  
**Product Concern Supervisor**

**Subject: Town Car (1LNLM82W6RY [REDACTED])**

**Hello Andy**

**I received your fax regarding the underhood fire on the subject VIN. Your concern has been entered into the database.**

**I ran OASIS on the vehicle, and did not find any open recalls, but I noted the build date of the vehicle was 9/15/1993. I then pulled Safety Recall 99S15, and read the particulars on the Recall, and noted that the build date range for affected Town Cars was 11/4/1991 to 11/30/1992.**

**I'm wondering if there is some particular reason why you believe this vehicle may have experienced the concern discussed in 99S15? This vehicle wasn't included in the recall population, because it was built later than the affected units, so apparently Eng'g did not believe this concern posed a risk to the vehicle.**

**The best recommendation that I can provide regarding this matter is to have the customer address the issue with the insurance company, and if the insurance company believes there is reason to subrogate a claim to Ford, it will do so.**

**cc: David MacKinnon 971 4 332 7299**  
**Lauri Alvarez (Allen Park)**  
**Jim Johnson (Allen Park)**

11NLMB2W5KY

03/27/2000 09:34:53

1994 TOWN CAR

4 DR SEDAN SIGNATURE

4.6L SOHC (ROMEO)

418JR0GA 4 SPD OD AODE

AXLE CODE: JY

\*OPEN CAMPAIGNS

NO CAMPAIGN MESSAGE(S) FOUND

\*WARRANTY START DATE 09/30/1993 BUILD DATE 09/15/1993 START ODOM  
LESS THAN TWO DEALER APPROVED AWA REPAIR VISITS PAID TO DATE  
NO ESP INFORMATION AVAILABLE

FOR MORE INFO <ETN>, M. MENU OR 99. BYE



Gumz, Melanie (M.)

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From: JOHN GARTHWAITE [jgarthwaite@ryd.a|azira@ford.com.sa]  
Sent: Monday, April 03, 2000 5:40 AM  
To: Melanie Gumz — #2672  
Subject: Your Letter to Andy Fraser 27 March 2000 re 92 Town Car with Fire Damage

Melanie,

I am answering on Andy's behalf re the above subject.  
The reason that we suspect this vehicle fire may be due to SCS15 is  
simply  
the location  
Of the burnt out area. This vehicle, unlike the others is not totally  
burnt  
out and the majority of the damage can be clearly seen to be in the  
Speed  
Control Motor area. Of course this fact in itself does not constitute  
clear  
proof of the cause but is in my opinion highly suspicious.  
I have tried to establish a correlation between the Part Numbers of the  
speed Control De-Activation Switch on 1992 models with that of  
1994/95/96  
but I am been told that the latter numbers can not be traced. By  
eyesight  
the actual parts look the same. If indeed the Part Numbers are the same  
it  
would then seem to follow that 95/96/98 vehicles are vulnerable to the  
same  
condition. This is not a happy thought. Maybe you would want to check  
this  
out.

Best Regards

J G

T58 92/93  
This car '94  
Speed Control Switch

---

**SAFETY RECALL  
99S15**

Certain 1992 and 1993 Crown Victoria, Grand Marquis  
Lincoln Town Cars with Speed Control - Speed Control  
Deactivation Switch

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**Service Recall Bulletin**

May, 1999

To:  
All Ford and Lincoln Mercury Dealers

Subject:  
Safety Recall 99S15 Including Supplement # 1: Certain 1992 and 1993 Crown  
Victoria, Grand Marquis, and Lincoln Town Cars with Speed Control - Speed  
Control Deactivation Switch

**AFFECTED VEHICLES**

Certain 1992 and 1993 Crown Victoria and Grand Marquis with Speed Control built  
at the St. Thomas assembly plant from February 5, 1992 through November 30,  
1992. Also, certain 1992 and 1993 Town Cars built at the Wixom Assembly plant  
from November 4, 1991 through November 30, 1992.

**REASON FOR RECALL**

Some Speed Control Deactivation Switches on the affected vehicles may develop a  
resistive short in the electrical circuit that may potentially result in an underhood  
fire. A fire is possible both when the vehicle is running and when the vehicle engine  
is off. Also, the short may disable the speed control system or cause a fuse to  
open.

**SERVICE ACTION**

Repair parts will not be available until mid-June, 1999. Until parts are available, the  
interim repair described in Attachment III should be used. When parts are available  
the permanent repair must be completed to close this recall.

**Interim Repair:** This repair should be performed immediately to eliminate the possibility of a fire. This interim repair involves disconnecting the electrical connector from the Speed Control Deactivation Switch, taping the connector end to protect it from contamination and securing the connector with a tie-strap. The speed control system will be inoperative until the permanent repair is performed.

**Permanent Repair:** The parts for this repair are expected to become available the middle of June, 1999. This repair will involve the replacement of the Speed Control Deactivation Switch with a new switch. In addition, the switch hard-shell connector will be replaced to eliminate the possibility of undetected heat damage to the connector.

**QUESTIONS?**

Claims Information 1-800-423-8851

Other Recall Questions 1-800-325-5621

**Attachments**

**Attachment I**

- Administrative Information

**Attachment II**

- Labor Allowances
- Parts Ordering Information
- Disposition of Removed Parts

**Attachment III**

- Technical Information

Sincerely,



A. R. O'Neill

Director

Vehicle Service and Programs

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**ATTACHMENT I**

**Safety Recall 99515**

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**Certain 1992 and 1993 Crown Victoria, Grand Marquis, and Lincoln Town Cars with Speed Control - Speed Control Deactivation Switch**

**OASIS**

You must use OASIS to determine if a vehicle is eligible for this recall.

Please note that the Interim Repair will not remove the VIN from OASIS.

**PLEASE NOTE**

Correct all vehicles in stock before delivery. Federal law requires dealers to

complete any outstanding safety 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 \$1,100 per vehicle.

**PROMPTLY CORRECT**

Promptly correct affected vehicles on the enclosed list and other eligible vehicles which are brought to your dealership.

**DEALER-OWNER CONTACT**

Immediately contact any affected owner whose name is not on the list. Give the owner a copy of the Owner Letter and schedule a service date.

**REGIONAL CONTACT**

Advise regional office if an owner:

- cannot be contacted
- does not make a service date

**CLAIMS PREPARATION AND SUBMISSION**

- Enter claims using DWE.
- Refer to ACESII Manual for claims preparation and submission information.
- After performing the Permanent Repair, the replaced parts must be returned to the Warranty Parts Return Center for inspection (See Attachment II page 2). FCS 700 tags will be sent as soon as the claim for the Permanent Repair is submitted.

**OWNER REFUNDS**

Ford Motor will only refund for owner-paid repairs made before the date of the Owner Letter (or after the date of the Owner Letter if an emergency repair was made away from the servicing dealer.) Refer to ACESII Manual for Refund information.

**ATTACHMENT II****Safety Recall 99S15**

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**Certain 1992 and 1993 Crown Victoria, Grand Marquis, and Lincoln Town Cars with Speed Control - Speed Control Deactivation Switch****LABOR ALLOWANCES****Inspection**

Operation Description	Labor Allowances	Labor Operation
Inspection Only (Vehicle has vacuum operated speed control system)	0.2 Hour	99S15A

**Interim Repair**

Operation Description	Labor Allowances	Labor Operation
Remove, Tape and Secure the Speed Control Deactivation Switch *	0.3 Hour	99S15E*
Administrative Allowance	0.1 Hour	Misc. Expense Code "ADMIN"

**Permanent Repair**

Operation Description	Labor Allowances	Labor Operation
Replace Speed Control Deactivation Switch and Hard-shell Connector	0.5 Hour	99S15B
Administrative Allowance	0.1 Hour	Misc. Expense Code "ADMIN"

**PARTS REQUIREMENTS****Parts Ordering Information**

Parts will not be direct shipped for this recall. Order your parts requirement through normal order processing channels as noted below:

Stock Orders	Effective immediately	Normal order process
Interim Orders	Effective immediately	Normal order process
Emergency Orders	after July 1, 1999	Normal order process
Emergency Orders	before July 1, 1999	Call 1-800-325-3621

Part Number	Description	Quantity
XW7Z-9G652-AA	Speed Control Deactivation Switch Kit	1

**DEALER PRICE**

For latest prices, check or call your:

- DOES II
- Updated Price Book

**EXCESS STOCK RETURN**

Excess stock returned for credit must have been purchased from Ford Customer Service Division in accordance with Policy Procedure Bulletin 4000.

**DISPOSITION OF REMOVED PARTS****Parts Return Requested (after completion of Permanent Repair):**

We are requesting that the removed parts be returned to Ford Motor Company:

- Speed Control Deactivation Switch.
- Switch Hardshell Connector.

**Packaging and Shipping:**

- Speed Control Deactivation Switch
  - Do not drain the brake fluid from inside the Speed Control Deactivation Switch.
  - Use the plastic cap from the new switch to trap and seal as much oil inside the switch as possible.

- Switch Hardshell Connector
  - Connect the hardshell connector to the Speed Control Deactivation Switch.
  - Attach the FCS 700 tag to the part.
  - Place the part in a plastic bag and secure with twist-tie.
- Shipping Instructions
  - Follow direction on FCS 700 tag.
  - See Section 3 of the ACES II manual for more details.

## ATTACHMENT III

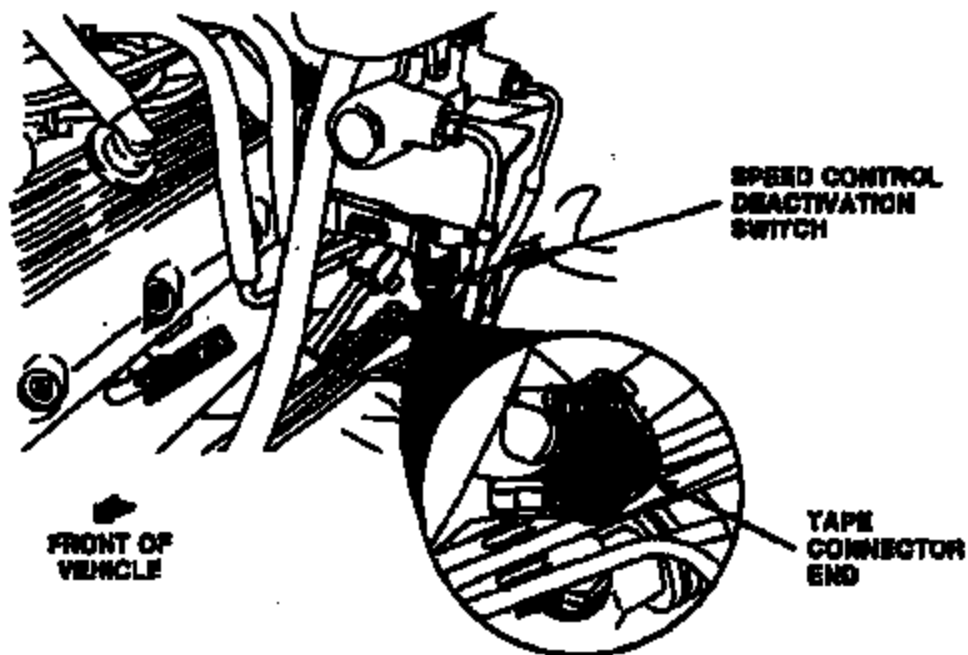
### Safety Recall 99S15

## INTERIM REPAIR

### DISABLE SPEED CONTROL DEACTIVATION SWITCH

#### SERVICE PROCEDURES

1. Inspect the vehicle for the type of speed control servo installed.
  - If the vehicle is equipped with a (round) vacuum operated-type servo, no further action is required. Release the vehicle to the owner.
  - If the vehicle is equipped with a (square) electronic-type servo, proceed to Step 2.
2. Disconnect the electrical connector from the speed control deactivation switch. See Figure 1.



RT99S15A

Figure 1

3. Tape the end of the connector to prevent contamination from entering the end of the connector.
4. Tie strap the connector to the wiring harness located on the left splash shield.

## PERMANENT REPAIR

### SPEED CONTROL DEACTIVATION SWITCH AND CONNECTOR REPLACEMENT

#### AFFECTED VEHICLES:

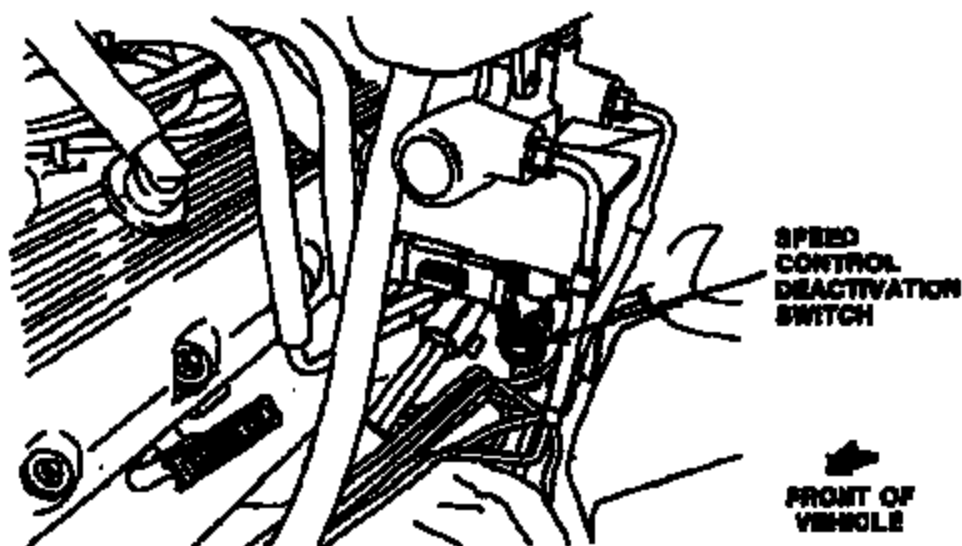
CERTAIN 1992 AND 1993 CROWN VICTORIA, GRAND MARQUIS AND TOWN CAR WITH SPEED CONTROL

#### OVERVIEW

This repair involves replacement of the speed control deactivation switch and the hard shell of the switch electrical connector. The connector terminals will be removed from the old connector hard shell and inserted into the new connector hard shell.

#### PROCEDURE

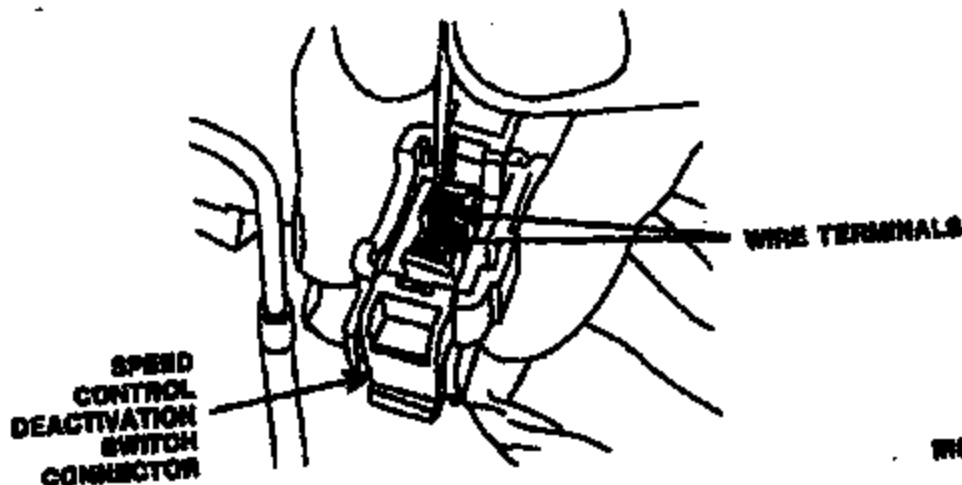
1. Inspect the vehicle for the type of speed control servo installed.
  - If the vehicle is equipped with a (round) vacuum operated-type servo, no further action is required. Release the vehicle to the owner.
  - If the vehicle is equipped with a (square) electronic-type servo, proceed to Step 2.
2. Install a memory saver and disconnect the negative battery terminal.
3. Disconnect the electrical connector from the speed control deactivation switch. See Figure 2.



DR006150

Figure 2

4. Remove the locking wedge from the end of the connector. Then, disengage the locking tabs and remove the wire terminals from the connector. See Figure 3.



W00015C

Figure 3

5. Obtain the new connector from the kit. Insert both wire terminal ends through the connector seal and into the connector hard shell. (The wire terminal ends may be installed into either of the connector cavities).
6. Check the connector to make sure the locking tabs have engaged both terminal ends. Also, make sure the seal is fully seated in the back of the connector. Then, install the red locking wedge to secure the terminals in the connector.
7. Obtain the speed control deactivation switch from the parts kit.
8. Remove the old speed control deactivation switch.
9. Fill the new speed control deactivation switch with High Performance DOT 3 Brake Fluid and install the speed control deactivation switch. Tighten the switch to 18 Nm (13 lb-ft).
10. Attach the electrical connector to the speed control deactivation switch.
11. Connect the battery negative cable and remove the memory saver.
12. Raise the vehicle on a hoist.
13. Connect a clear drain tube to the RH rear bleeder screw and the other end in a container partially filled with the recommended brake fluid.
14. Have an assistant pump the brake pedal and then hold firm pressure on the brake pedal.
15. Loosen the RH rear bleeder screw until a stream of brake fluid comes out. While the assistant maintains pressure on the brake pedal, tighten the bleeder screw.
  - Repeat until clear, bubble-free fluid comes out.
  - Refill the brake master cylinder reservoir as necessary.
16. Repeat Steps 12-14 for the LH rear bleeder screw.
17. Lower the vehicle.

A.R. O'Neill  
Director  
Vehicle Service and Programs  
Ford Customer Service Division



Ford Motor Company  
P.O. Box 1904  
Dearborn, Michigan 48121

Serial Number: 12345678901234567 99S15

Mr. John Sample  
123 Main Street  
Anywhere, USA 12345

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



## Safety Act.

Ford Motor Company has decided that a defect which relates to motor vehicle safety exists in certain 1992 and 1993 Crown Victoria, Grand Marquis, and Lincoln Town Cars with Speed Control.

### SAFETY DEFECT

Some Speed Control Deactivation Switches on the affected vehicles may develop a resistive short in the electrical circuit that may potentially result in an underhood fire. A fire is possible both when the vehicle is running and when the vehicle engine is off. Also, the short may disable the speed control system or cause the brake light fuse to open.

### REPAIRS

Repair parts may not be available until mid-June, 1999. If your dealer is not able to obtain the parts needed for this recall, an Interim Repair can be performed at no charge to you. However a second visit to your dealer will be required at a later date to have the permanent repair performed. We regret this inconvenience, but your safety is our primary concern.

**Interim Repair:** If parts are not available, the Interim Repair should be performed immediately. This repair involves disconnecting the electrical connector from the Speed Control Deactivation Switch and protecting the connector end from contamination. The Speed Control system will be inoperative until the Permanent Repair is performed; normal vehicle operation without Speed Control is not affected.

**Permanent Repair:** Parts for this repair are expected to become available the middle of June, 1999. This repair will involve the replacement of the Speed Control Deactivation Switch with a new switch. In addition, the switch hard-shell connector will be replaced to eliminate the possibility of undetected heat damage to the connector.

### HOW LONG WILL IT TAKE?

The time needed for either of the repairs is less than one-half day. However, due to service scheduling issues, your dealer may need your vehicle for a longer period of time. Please call your dealer for a service date.

Call your dealer without delay. Ask for a service date and whether parts are in stock for Safety Recall 99S15.

If your dealer does not have the parts in stock, they can be ordered before scheduling your service date. If available, parts would be expected to arrive within a week after ordering. If parts are not available, your dealer can perform the Interim Repair free of charge. When parts are available, your dealer will perform the Permanent Repair free of charge.

When you bring your vehicle in, show the dealer this letter. If you misplace this letter, your dealer will still do the work, free of charge.

### REFUNDS

If you paid to have this service done before the date of this letter, Ford is offering a full refund. For the refund, please give your paid original receipt to your Ford or Lincoln Mercury dealer. To avoid delays, do not send receipts to Ford Motor Company.

### CHANGED ADDRESS OR SOLD THE VEHICLE?

Please fill out the enclosed prepaid postcard and mail it to us if you have changed your address or sold the vehicle.

If the dealer doesn't make the repair promptly and without charge, you may contact the Ford Customer Assistance Center, P. O. Box 6248, Dearborn, Michigan 48121. You also may send a complaint to the Administrator, National Highway Traffic Safety Administration, 400 Seventh Street, S. W., Washington, D. C. 20590 or call the toll free Auto Safety Hotline 1-800-424-9393 (Washington, D. C. area residents may call 366-0123).

We regret the inconvenience this service may cause you, but we want you to have the work done for your safety and satisfaction with your Ford or Lincoln-built vehicle.

Sincerely,



A. R. O'Neill  
Director  
Vehicle Service and Programs

**SAFETY RECALL**  
**99S15**

## CCRG Investigation '94 Town Car - Fire Damage in Engine Compartment

### I. Background

RVT EESE OPD was informed of a 1994 Town Car vehicle in Saudi Arabia having engine compartment fire damage potentially caused by the Speed Control Deactivation Switch.

### A. Investigation of Speed Control Deactivation Switch as possible cause

#### A. RVT Electrical searched history of VIN 1LNLM82W8RY639272 in CQIS & AWS Data Base

- 1) AWS didn't show any service to Speed Control deactivation switch. A search for the switch (by part number XW7Z-9G852-AA or FZVC-9F824-AB) in this vehicle's repair history also turned up nothing.
- 2) There are three CQIS reports for this vehicle. Two reports (#SBHGA411 and WIOBEV016) did not indicate any concern with the Speed Control System. The third report (#FYC48C017 EXPORT) concerns the CCRG engine compartment fire.
- 3) A search for repairs performed on this vehicle by Al Jazirah Vehicles (code K0K22) in Saudi Arabia prior to the engine compartment fire turned up no repairs at all to vehicle.

Note: The data base search revealed that the vehicle was exported to the Middle East with high miles on it. CQIS report (WIOBEV016, dated 9/17/98) indicates the vehicle was serviced in Louisiana with an odometer mileage of 115,078.

#### B. Searched for defect trend in Town Car / Crown Vic / Grand Marquis

- 1) RVT Electrical searched CQIS and MORS (between years 1994 And 1997) for vehicle fires with symptoms of Speed Control Deactivation Switch failures. No defect trend was found.

#### C. Attempted to get vehicle evidence

- 1) RVT Electrical requested pictures of fire damage. WDMC Product Concern Supervisor forwarded an Email saying the vehicle was removed from the Dealership (by the customer) without any photo evidence taken.
- 2) RVT Electrical asked Design Analysis to consider investigating the vehicle. Design Analysis said that since this vehicle wasn't reported to have exhibited other Deactivation Switch failure symptoms (i.e. difficulty shifting out of park, speed control inoperative, excessive brake pedal travel, fuse 12 blown, dead battery, or brake warning lamp on), vehicle was outside of the QSS15 Recall, and the vehicle wasn't affected by US litigation - Design Analysis didn't see a need to investigate.

### II. Recommendation

RVT Electrical recommends no field action to be taken on the 1994 Town Car since no fire defect trend with the switch was identified.

  
Rob Wozniak,  
Electrical Systems Engineer  
RVT EESE OPD

Provided to Ford (Feb 4, 1988)

PESS-082- Additional Fire Report Opening

ST	Yd	STY	Yd	Summary
Fire Inv.	LA 1111111111	02	7	Fire in engine compartment left side.
Fire Inv.	FL 1111111111	02	Jan-88	Engine compartment fire left side (PORT ST. LUCIE)
Fire Inv.	FL 1111111111	02	7	Engine fire, Nissan 180
VOO	FL 1111111111	02	Dec-88	Fire in the engine compartment on driver's side, replace FVV-SPDCA, repair vehicle
VOO	LA 1111111111	02	Nov-88	Fire at driver side front wheel area and bottom of windshield
Fire Inv.	FL 1111111111	02	7	Engine compartment fire, short of brake pressure switch
Telephone	LA 1111111111	02	7	Engine compartment fire left side of engine while parked
VOO	LA 1111111111	02	Oct-88	Fire in engine compartment near left front wheel, structure fire destroyed house
Fire Inv.	LA 1111111111	02	Dec-88	Fire left side of engine compartment, BARKER FORD—NORWA, LA
Fire Inv.	LA 1111111111	02	Jan-88	Fire left side of engine compartment
Fire Inv.	FL 1111111111	02	Aug-88	Extinguished fire by driver's side rear of the engine compartment
Fire Inv.	FL 1111111111	02	Aug-88	Extinguished fire in driver's side rear of the engine compartment
Fire Inv.	FL 1111111111	02	Aug-88	Extinguished fire in driver's side rear of the engine compartment

Houston Subpage Yd [LA 1111111111] 02 7 Fire left side of engine compartment

Houston Subpage Yd [LA 1111111111] 02 7 Fire left side of engine compartment



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

# ODI RESUME

INVESTIGATION: EA99-006  
SUBJECT: Under Hood Fires  
PROMPTED BY: PB98-055  
PRINCIPAL INVESTIGATOR: John Abbott

DATE CLOSED: 19 - MAY-99  
DATE OPENED: 11 - MAR-99

MANUFACTURER: Ford Motor Co. (Ford)  
MODELS: Lincoln Town Car, Ford Crown Victoria and Mercury Grand Marquis  
MODEL YEARS: 1992 and 1993  
POPULATION: 279,000

DISPOSE of Copies  
(Mark Stamped) by:  
RETAIN Record Copy  
(Mark Stamped) Thru: 2019  
Schedule Number: 27.03

PROBLEM DESCRIPTION: Engine compartment fires on the driver's side in the area of the left front wheel well and the brake master cylinder.

## FAILURE REPORT SUMMARY

	ODI	MANUFACTURER	TOTAL
COMPLAINTS:	49	64	113
CRASHES:	0	0	0
IN CRASHES:	0	0	0
# INJURIES:	0	0	0
FAT CRASHES:	0	0	0
# FATALS:	0	0	0
OTHER:	7	13	20

DESCRIPTION OF OTHER: 20 of the reports indicate some level of fire damage to the vehicle owner's carport, garage or home.

ACTION: Close Engineering Analysis EA 99-006. By letter of May 13, 1999 the Ford Motor Company has notified NHTSA that it will conduct a safety recall. The assigned NHTSA recall number is 99V-124.

INVESTIGATOR: *John Abbott*

DIV CH: *Thomas J. Ryan*

OFC DIR: *John*

5/19/99  
DATE

5/17/99  
DATE

5/19/99  
DATE

SUMMARY: During this investigation the Office of Defects Investigation received 49 reports from vehicle owners indicating their vehicles caught on fire while parked and the engines not running. The reports that contain specific information generally indicate the area of fire origin to be on the driver's side in an area between the left front wheel and the brake master cylinder (see photograph on page 2). In its response to ODI's information request letter, Ford provided 64 additional reports relevant to the subject of this investigation.

### Defect:

Ford's defect information report identifies the defect as "...electrical overheating of the speed control deactivation switch."

### Remedy:

Dealers will install a new speed control deactivation switch and connector shell.

(CONTINUED)


BAV9-006 continued

Vehicles Involved:

1992 and 1993 Lincoln Town Car vehicles built from November 4, 1991 through November 30, 1992 and 1992 and 1993 Ford Crown Victoria and Mercury Grand Marquis vehicles built from February 5, 1992 through November 30, 1992.

1992 Lincoln Town Car (LIN) MS1W2N [REDACTED]  
Serial (357-1012 B, H)



Auto Safety Hotline		FOR AGENCY USE ONLY USE	
 <b>U.S. Department of Transportation</b> <b>National Highway Traffic Safety Administration</b>		<b>Vehicle Owner's Questionnaire</b> <b>NATIONWIDE 1-800-434-8333</b> <b>DO METRO AREA (202) 386-0123</b> <b>INTERNET: <a href="http://www.nhtsa.dot.gov">http://www.nhtsa.dot.gov</a></b>	
<b>OWNER INFORMATION (Type or Print)</b> <div style="background-color: black; width: 150px; height: 20px; display: inline-block;"></div> <b>482782</b> <b>NAPLES FL</b>		<b>Date Received</b> <b>30 Dec 1998</b>	<b>Reference No.</b> <b>832879</b>
<b>Do you authorize NHTSA to provide a copy of this report to the manufacturer of your vehicle?</b> <input type="checkbox"/> YES <input type="checkbox"/> NO <b>In the absence of an authorization, NHTSA WILL NOT provide your name and address to the vehicle manufacturer.</b>		<b>Work Number</b> <b>Phone Number</b>	
<b>Signature of Owner</b> _____ <b>Date</b> ____/____/____			
<b>VEHICLE INFORMATION</b>			
<b>Vehicle (last, first, middle initial)</b> <b>CLARENCE</b>	<b>Vehicle Make</b> <b>LINCOLN</b>	<b>Vehicle Model</b> <b>TOWN CAR</b>	<b>Vehicle Year</b> <b>1992</b>
<b>Purchase Date</b> <input type="checkbox"/> New <input checked="" type="checkbox"/> Used	<b>Dealer's Name</b> <b>City</b> _____ <b>State</b> _____ <b>Zip Code</b> _____	<b>Engine Size</b> <b>VOL/COOL</b> _____ <b>No Cylinders</b> _____	<b>Trans</b> <input type="checkbox"/> Direct <input type="checkbox"/> On <input type="checkbox"/> Full Injection
<b>Transmission Type</b> <input type="checkbox"/> Manual <input type="checkbox"/> Automatic	<b>Antilock Brakes</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<b>Passenger System</b> <input type="checkbox"/> Detachable Airbag <input type="checkbox"/> Airbag <input type="checkbox"/> Passenger Airbag <input type="checkbox"/> 3-Point Belt <input type="checkbox"/> 3-Point Belt	<b>Crash Control</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Vehicle Type</b> <input type="checkbox"/> Car <input type="checkbox"/> Sports (A) <input type="checkbox"/> Truck <input type="checkbox"/> Motorcycle <input type="checkbox"/> Van <input type="checkbox"/> Minivan <input type="checkbox"/> Other	<b>Body Style</b> <input type="checkbox"/> 2-Door <input type="checkbox"/> 4-Door <input type="checkbox"/> Station Wagon <input type="checkbox"/> Pick Up Truck <input type="checkbox"/> Other		
<b>FAILED COMPONENT(PART(S)) INFORMATION</b>			
<b>Component description</b> <b>ENGINE</b>	<b>Part Name(s)</b> <b>ENGINE</b>	<b>Location</b> <input type="checkbox"/> Left <input type="checkbox"/> Right <input type="checkbox"/> Front <input type="checkbox"/> Rear	<b>Failed Part(s)</b> <input type="checkbox"/> Original <input type="checkbox"/> Replacement
<b>No. of Failures</b> <b>12/23/98</b>	<b>Details of Failure(s)</b> <b>Mileage at failure(s)</b> <b>Vehicle Speed at failure(s)</b>	<b>Failed Part(s) Available?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No	<b>NHTSA Preliminary Complaint?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No
<b>APPLICABLE INCIDENT INFORMATION</b>			
<i>(Please describe in detail the incident(s), failure(s), crash(es), and injuries) on the back of this form</i>			
<b>Crash</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<b>Fire</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<b>Number of Persons Injured</b> <b>Number of Fatalities</b>	<b>Estimated Property Damage</b> <b>Reported to Police</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>NARRATIVE DESCRIPTION OF FAILURE(S), INCIDENT(S), INJURY(IES)</b>			
<b>WHILE VEHICLE WAS IN PARKED AND THE ENGINE OFF A FIRE STARTED IN THE ENGINE COMPARTMENT AREA ON THE DRIVER'S SIDE CAUSE UNKNOWN. PLEASE GIVE ANY FURTHER DETAILS. *AK</b>			
<b>66644 L/M</b>		<b>394997 12/23/98</b>	
<b>SWAGY - SPD</b> <b>Can T. DEAC</b>		<b>LINE F2VY-9F92A-A</b> <b>LINE DELACED</b> <b>PVI-643-8615</b>	



The Privacy Act of 1974-Public Law 93-576 This information is requested pursuant to such subsequent amendments. You are under no obligation to respond to this questionnaire. Your response, whether a manufacturer should take appropriate action to correct a safety defect. If the NHTSA preliminary investigation indicates that a manufacturer, your response, or a detailed summary thereof, may be used in support of the agency's action.

10-700-100 (Rev. 8/95)

U.S. Department of Transportation National Highway Traffic Safety Administration		Auto Safety Hotline <b>Vehicle Owner's Questionnaire</b> NATIONWIDE 1-800-424-6333 DC METRO AREA (202) 386-6123 INTERNET: <a href="http://www.nhtsa.dot.gov">http://www.nhtsa.dot.gov</a>		FOR AGENCY USE ONLY 117	
OWNER INFORMATION (Type or Print)		Date Received <b>30 Dec 1998</b>		Officer CLM CLM CLM	
[Redacted] <b>492078</b>		Work Number		Reference No. <b>882546</b>	
<b>SHREVEPORT LA</b>		Phone Number			
Do you authorize NHTSA to provide a copy of this report to the manufacturer of your vehicle? <input type="checkbox"/> YES <input type="checkbox"/> NO In the absence of an authorization, NHTSA WILL NOT provide your name and address to the vehicle manufacturer.					
Signature of Owner _____ Date _____					
VEHICLE INFORMATION					
Vehicle Ident. No. (VIN) <i>(Excluded at bottom of vehicle or other label)</i> <b>FILL IN HANDWRITING</b>		Vehicle Make <b>LINCOLN</b>		Vehicle Year <b>1995</b>	
Current Odometer Reading		Vehicle Model <b>TOWN CAR</b>			
Purchase Date		Dealer's Name		Engine Size <b>3.0L V6</b>	
<input type="checkbox"/> New <input checked="" type="checkbox"/> Used		City _____ State _____ Zip Code _____		No. Cylinders <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5 <input type="checkbox"/> 6 <input type="checkbox"/> 7 <input type="checkbox"/> 8 <input type="checkbox"/> 9 <input type="checkbox"/> 10 <input type="checkbox"/> 11 <input type="checkbox"/> 12	
Transmission Type <input type="checkbox"/> Manual <input type="checkbox"/> Automatic		Anti-lock Brakes <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		Rearview System <input type="checkbox"/> Day/Night Mirror <input type="checkbox"/> Mirror/Defog <input type="checkbox"/> 5-Point Belt <input checked="" type="checkbox"/> 3-Point Belt	
Cruise Control <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Drive Train <input type="checkbox"/> Front <input type="checkbox"/> Rear <input type="checkbox"/> 4-Wheel		Vehicle Type <input type="checkbox"/> Car <input type="checkbox"/> Sports Car <input type="checkbox"/> Truck <input type="checkbox"/> Motorcycle <input type="checkbox"/> Other	
Safety Seats <input type="checkbox"/> 0-2 <input type="checkbox"/> 3-4 <input type="checkbox"/> 5-6 <input type="checkbox"/> 7-8 <input type="checkbox"/> 9-10 <input type="checkbox"/> 11-12					
FAILED COMPONENT(PART) INFORMATION					
Component <b>ENGINE/OTHER PARTS</b>		Location <input type="checkbox"/> Left <input type="checkbox"/> Right <input type="checkbox"/> Front <input type="checkbox"/> Rear		Failed Part(s) <input type="checkbox"/> Original <input type="checkbox"/> Replacement	
No. of Failures <b>1</b>		Date of Failure <b>20-007-98</b>		Failed Part(s) Available? <input type="checkbox"/> Yes <input type="checkbox"/> No	
Mileage at Failure <b>15</b>		Vehicle Speed at Failure		NHTSA Previously Contacted? <input type="checkbox"/> Yes <input type="checkbox"/> No	
APPLICABLE INCIDENT INFORMATION					
<i>(Please describe in detail the incident(s), failure(s), crash(es), and injuries on the back of this form.)</i>					
Crash <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Fire <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		Number of Persons Injured <b>0</b>	
Number of Failures <b>0</b>		Estimated Property Damage <b>0</b>		Reported to Police <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
NARRATIVE DESCRIPTION OF FAILURE(S)/INCIDENT(S)/INJURY(ES)					
<b>THE VEHICLE WAS PARKED WHEN IT CAUGHT ON FIRE. THE FIRE OCCURRED IN THE ENGINE COMPARTMENT NEAR THE LEFT FRONT WHEEL. THE FIRE DEPARTMENT PUT FLAMES OUT. THE INSURANCE ADJUSTOR WILL BE COMING TO CHECK VEHICLE OUT. *AK</b>					
<b>STRUCTURE 1:145 /DIS-RAJED HANCT</b>					
CONTINUE ON BACK IF NEEDED					
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 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.					

NHTSA Form 117 (Rev. 5/91)



Auto Safety Hotline		FOR AGENCY USE ONLY	
 <b>U.S. Department of Transportation</b> National Highway Traffic Safety Administration		<b>Vehicle Owner's Questionnaire</b> NATIONWIDE 1-800-424-9393 DC METRO AREA (202) 366-0129 INTERNET: <a href="http://www.nhtsa.dot.gov">http://www.nhtsa.dot.gov</a>	
<b>OWNER INFORMATION (Type or Print)</b> Name <u>[REDACTED]</u> Street <u>[REDACTED]</u> Apt. No. <u>[REDACTED]</u> City <u>Silsbee</u> State <u>TX</u> Zip Code <u>[REDACTED]</u>		Date Received <b>RECEIVED</b> 99 JAN -5 AM 11:11 OFFICE OF DEFECTS INVESTIGATION Reference No. <b>543218</b>	
Do you authorize NHTSA to provide a copy of this report to the manufacturer of your vehicle? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO In the absence of an authorization, NHTSA will not provide your name and address to the vehicle manufacturer.			
Signature of Owner <u>[REDACTED]</u> Date <u>12.2.98</u>		Day Time Telephone No. <u>[REDACTED]</u>	
VEHICLE INFORMATION			
Vehicle Ident. No. (VIN) <u>1LNLMR3WNT</u>	Vehicle Make <u>Lincoln</u>	Vehicle Model <u>Partick</u>	Vehicle Year <u>1992</u>
Purchase Date <u>[REDACTED]</u>	Dealer's Name <u>[REDACTED]</u>	Engine Size (Displacement) <u>5</u>	Engine Configuration <u>[REDACTED]</u>
<input type="checkbox"/> New <input type="checkbox"/> Used	City <u>[REDACTED]</u> State <u>[REDACTED]</u> Zip Code <u>[REDACTED]</u>	No. Cylinders <u>5</u>	<input type="checkbox"/> Turbo <input type="checkbox"/> Diesel <input type="checkbox"/> Gas <input type="checkbox"/> Fuel Injection
Transmission Type <input type="checkbox"/> Manual <input checked="" type="checkbox"/> Automatic	Antilock Brakes <input type="checkbox"/> Yes <input type="checkbox"/> No	Restraint System <input checked="" type="checkbox"/> Deployable Airbag <input type="checkbox"/> Manual <input type="checkbox"/> Passenger Airbag <input type="checkbox"/> 3-Point Belt <input type="checkbox"/> 5-Point Belt	Guides Control <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Drive Shaft <input type="checkbox"/> Front <input type="checkbox"/> Rear <input type="checkbox"/> 4-Wheel	Vehicle Type <input checked="" type="checkbox"/> Car <input type="checkbox"/> Sports Car <input type="checkbox"/> Truck <input type="checkbox"/> Van <input type="checkbox"/> Minivan <input type="checkbox"/> Other	Body Style <input type="checkbox"/> 2-Door <input type="checkbox"/> 4-Door <input type="checkbox"/> Station Wagon <input type="checkbox"/> Pick Up Truck <input type="checkbox"/> Other	
FAILED COMPONENT(S)/PART(S) INFORMATION			
Component	Part Name(s)	Location <input type="checkbox"/> Left <input type="checkbox"/> Right <input type="checkbox"/> Front <input type="checkbox"/> Rear	Failed Part(s) <input type="checkbox"/> Cracked <input type="checkbox"/> Bent <input type="checkbox"/> Other
No. of Failures	Describe of Failure(s) Where of Failure(s) Vehicle Speed at Failure(s)	Failed Part(s) Available? <input type="checkbox"/> Yes <input type="checkbox"/> No	NHTSA Previously Contacted? <input type="checkbox"/> Yes <input type="checkbox"/> No
APPLICABLE INCIDENT INFORMATION			
(Please describe in detail the incident(s), failure(s), crash(es), and injury(ies) on the back of this form)			
Crash <input type="checkbox"/> Yes <input type="checkbox"/> No	Fire <input type="checkbox"/> Yes <input type="checkbox"/> No	Number Persons Injured	Number of Fatalities
Estimated Property Damage		Reported to Police <input type="checkbox"/> Yes <input type="checkbox"/> No	
INFORMATION ON TIRE FAILURE(S) (IF APPLICABLE)			
To report defective or failed tires provide the following DOT Number, Tire Manufacturer, Tire Name, Tire Size (include all numbers and letters). Note: Tire information not required for normal operation tires.			
DOT		Manufacturer	Tire Name
			Complete Tire Size
 <p><b>U.S. DOT safety standard code</b>          The number may be on the inner side of the tire and have up to 11 letters and numbers. Usually located near the hinge on side opposite wheel or on either side of blackwall tire.</p>			
<p>The Privacy Act of 1974—Public Law 93-579 This information is requested pursuant to authority vested in the National Highway Traffic Safety Administration and subsequent agreements. You are under no obligation to respond to this questionnaire. Your answers 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 responses, or a confidential summary thereof, may be used in support of the agency's action.</p>			

AUTO SAFETY NOTICE		FOR AGENCY USE ONLY	
<b>VEHICLE OWNER'S QUESTIONNAIRE</b> NHTSA 1-800-424-6268 400 MICHIGAN AVE. S.W. WASHINGTON, D.C. 20540-0123		<b>RECEIVED</b> 88 DEC 29 AM 10:23 OFFICE OF SAFETY INVESTIGATION <b>543167</b> DAY TIME TELEPHONE NO. (AREA CODE)	
OWNER INFORMATION (TYPE OR PRINT)		REFERENCE NO.	
NAME AND ADDRESS			
Marrero, LA			
Do you authorize NHTSA to provide a copy of this report to the manufacturer of your vehicle? YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>			
In the absence of an authorization, NHTSA WILL NOT provide your name or address to the vehicle manufacturer.			
SIGNATURE OF OWNER		DATE 12/23/98	
VEHICLE INFORMATION			
VEHICLE IDENTIFICATION NO. 1-L46M82W6P4		VEHICLE MAKE Lincoln	VEHICLE MODEL Town car
MODEL YEAR 1993			
CURRENT CHASSIS NUMBER 65000		DATE PURCHASED 11/95	
VEHICLE TYPE <input checked="" type="checkbox"/> NEW <input checked="" type="checkbox"/> USED		DEALER'S NAME, CITY & STATE Laniar's Lincoln Mercury 1490 West 1st St. P.O. Box 1718 Norcross, GA 30059	
TRANSMISSION TYPE <input type="checkbox"/> MANUAL <input checked="" type="checkbox"/> AUTOMATIC		ENGINE SIZE (DIS/CC) 4.9L TURBO DIESEL NO. CYLINDERS 6	
ANTILOCK BRAKE <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		STEERING <input type="checkbox"/> FRONT <input type="checkbox"/> REAR <input checked="" type="checkbox"/> FOUR	
PASSENGER SIDE AIRBAG <input checked="" type="checkbox"/> PASSENGER SIDE AIRBAG <input type="checkbox"/> 2-POINT BELT <input type="checkbox"/> 4-POINT BELT		BODY STYLE <input type="checkbox"/> STATION WAGON <input type="checkbox"/> HATCHBACK <input type="checkbox"/> VAN <input type="checkbox"/> PICKUP TRUCK <input type="checkbox"/> OTHER	
FAILED COMPONENT(PART) INFORMATION (REPORT TYPE INFORMATION ON BACK)			
COMPONENT	PART NUMBER	LOCATION <input type="checkbox"/> LEFT <input type="checkbox"/> RIGHT <input type="checkbox"/> FRONT <input type="checkbox"/> REAR	FAILED PARTS <input type="checkbox"/> ORIGINAL <input type="checkbox"/> REPLACEMENT
NO. OF FAILURES	DATE(S) OF FAILURE(S) NOV 9, 1998	MANUFACTURER CONTACTED <input type="checkbox"/> YES <input type="checkbox"/> NO	NHTSA PREVIOUSLY CONTACTED <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
RELEASE AT FAILURE(S) 65		VEHICLE USED AT FAILURE(S)	
APPLICABLE ACCIDENT INFORMATION			
ACCIDENT <input type="checkbox"/> YES <input type="checkbox"/> NO	FIRE <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	NUMBER PERSONS INJURED	NUMBER OF FATALITIES
PROPERTY DAMAGE \$0.00		POLICE REPORTED <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
NARRATIVE DESCRIPTION OF FAILURE(S), ACCIDENT(S), INJURY(IES) Fire Dept. Reports.			
My vehicle was parked at a restaurant approximately 10-15 minutes. It suddenly broke into flames while parked. A report was made by the Marrero-Esfelle Co. Fire Co #1. 2248 Barataria, LA 70072 Fax # 339-5985. A report was made by my local TV station, WULF Channel 4 that Lincoln Town car 92-23 caught fire while parked. I confirmed this report with the station.			
CONTINUE ON BACK IF NEEDED			
This Privacy Act of 1974 Public Law 95-553		NHTSA 1-800-424-6268	
This information is requested pursuant to authority vested in the National Highway Traffic Safety Act and subsequent amendments. You are hereby notified that this information is requested in this questionnaire. Your response may		NHTSA 1-800-424-6268	



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

## ODI RESUME

INVESTIGATION: BA99-006  
SUBJECT: Under Hood Fires  
PROMPTED BY: PE91-055  
PRINCIPAL INVESTIGATOR: John Abbott

DATE OPENED: 11-MAR-99

MANUFACTURER: Ford Motor Co. (Ford)  
MODELS: Lincoln Town Car  
MODEL YEARS: 1992 and 1993  
POPULATION: 222,500

DISPOSE of Copies (Check Stamped) by:	
RETAIN Record Copy (Check Stamped) Thru:	2019
Schedule Number:	27.03

PROBLEM DESCRIPTION: Engine compartment fires on the driver's side in the area of the left front wheel well and the brake master cylinder.

### FAILURE REPORT SUMMARY

	ODI	MANUFACTURER	TOTAL
COMPLAINTS:	47	64	111
CRASHES:	0	0	0
INT CRASHES:	0	0	0
# INJURIES:	0	0	0
FAT CRASHES:	0	0	0
# FATALS:	0	0	0
OTHER:	7	13	20

DESCRIPTION OF OTHER: 20 of the reports indicate some level of fire damage to the vehicle owner's carport, garage or home.

ACTION: Open Engineering Analysis

INVESTIGATOR: *John Abbott*

DIV CH: *Theresa Rogers*

OPC DIR: *VH*

*3/4/99*  
DATE

*3/11/99*  
DATE

*3/11/99*  
DATE

SUMMARY: The Office of Defects Investigation has received 47 reports indicating the vehicles caught on fire while parked and the engines not running. The reports that contain specific information generally indicate the area of fire origin to be on the driver's side in an area between the left front wheel and the brake master cylinder (see photograph on page 2). In the PE response, Ford provided 64 additional reports that could be relevant to this investigation.


This investigation has been upgraded for further study

(CONTINUED)


PR98-055 continued:




1992 Lincoln Town Car (1LNLM81W2NY [REDACTED])

 <b>SAFETY NOTICE</b> <b>VEHICLE OWNER'S QUESTIONNAIRE</b> NATIONAL 1-800-424-9393 DO NOTED AREA 202-366-6100		FOR AGENCY USE ONLY	
<b>OWNER INFORMATION (TYPE OR PRINT)</b> <b>NAME AND ADDRESS</b> <div style="background-color: black; width: 200px; height: 40px; margin: 5px 0;"></div> <div style="background-color: black; width: 100px; height: 20px; margin: 5px 0;"></div>		<b>DATE RECEIVED</b> 99 FEB -3 PM 12:05 <b>OFFICE OF INVESTIGATION</b> <b>DAY TIME TELEPHONE NO.</b> 543718	
Do you authorize NHTSA to provide a copy of this report to the manufacturer of your vehicle? YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> In the absence of an authorization, NHTSA WILL NOT provide your name or address to the vehicle manufacturer.		<b>SIGNATURE OF OWNER</b> <div style="background-color: black; width: 150px; height: 20px; display: inline-block;"></div> <b>DATE</b> 12/28/98	
<b>VEHICLE INFORMATION</b>			
<b>VEHICLE IDENTIFICATION NO.</b> 1XJ26185PT		<b>VEHICLE MAKE</b> LINCOLN	<b>VEHICLE MODEL</b> TOWN CAR
<b>MODEL YEAR</b> 1993		<b>VEHICLE TYPE</b> TOWN CAR	
<b>VEHICLE COLOR</b> 1 1 2 0 0 0		<b>DATE PURCHASED</b> 7/23/93 <b>DEALER'S NAME CITY &amp; STATE</b> WAS WAREVILLE I/M NEW DON JACKSON I/M OXON OFF GEORGIA	
<b>TRANSMISSION TYPE</b> <input type="checkbox"/> MANUAL <input checked="" type="checkbox"/> AUTOMATIC		<b>ENGINE SIZE (CMCC)</b> 4.6L <b>NO. CYLINDERS</b> 6 <b>FUEL INJECTION</b>	
<b>AXLE RATIO</b> <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		<b>DRIVETRAIN</b> <input type="checkbox"/> FRONT <input checked="" type="checkbox"/> REAR <input type="checkbox"/> 4-WHEEL	
<b>SALES TAX</b> <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		<b>SALES TAX</b> <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
<b>FAILED COMPONENT(S) INFORMATION (REPORT TYPE INFORMATION ON EACH)</b>			
<b>COMPONENT</b> UNKNOWN	<b>PART NAME</b> UNKNOWN	<b>LOCATION</b> <input checked="" type="checkbox"/> LEFT FRONT <input type="checkbox"/> RIGHT REAR	<b>FAILED PARTS</b> <input checked="" type="checkbox"/> ORIGINAL REPLACEMENT
<b>NO. OF FAILURES</b> ONE	<b>DATE OF FAILURE</b> 12/10/98 <b>MILEAGE AT FAILURE</b> 112,000 <b>VEHICLE USED AT FAILURE</b> FREQUENT	<b>MANUFACTURER CONTACTED</b> <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<b>NHTSA PREVIOUSLY CONTACTED</b> <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
<b>APPLICABLE ACCIDENT INFORMATION</b>			
<b>ACCIDENT</b> <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<b>FIRE</b> <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<b>NUMBER PERSONS INJURED</b> UNKNOWN	<b>NUMBER OF FATALITIES</b> 0
<b>PROPERTY DAMAGE</b> <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		<b>POLICE REPORTED</b> <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
<b>NARRATIVE DESCRIPTION OF FAILURE(S), ACCIDENT(S), INJURY(ES)</b> <p>Vehicle was driven a short distance and then parked at 7:36 am under carport. A family member heard an explosion in carport at 8:00 am and discovered the auto's engine compartment was fully engulfed in flames. Fire Department was called but by the time the fire was extinguished, [REDACTED] lost the 98 Lincoln, a 74 VW, 88 Ford Econoline, their home and their neighbor's home was heavily damaged.</p>			
CONTINUE ON BACK IF NEEDED			
The Privacy Act of 1974 Public Law 93-576 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 improve 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.		No need to submit the NHTSA in determining whether a manufacturer should take appropriate action to improve 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.	

Form Approved E.O. 12812-2000

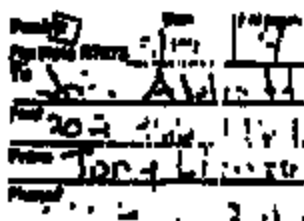
Auto Safety Hotline		FOR AGENCY USE ONLY	
 <b>Vehicle Owner's Questionnaire</b> NATIONAL 1-800-424-6389 DC METRO AREA (202) 368-0133 INTERNET: <a href="http://www.nhtsa.dot.gov">http://www.nhtsa.dot.gov</a>		Date Received <b>12 Feb 1999</b>	
OWNER INFORMATION (Print or Type)  <b>WARNER ROBBINS</b> <b>GA</b> <b>501642</b>		Reference No. <b>234778</b>	
Do you authorize NHTSA to provide a copy of this report to the manufacturer of your vehicle? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO In the absence of an authorization, NHTSA WILL NOT provide your name and address to the vehicle manufacturer.		Mark Number Home Number	
Signature of Owner _____ Date <u>1/1</u>			
VEHICLE INFORMATION			
Vehicle Ident. No. (VIN) (Record or label of identifying number on driver's side)	Vehicle Make	Vehicle Model	Vehicle Year
<b>16NLMDB1W2N4</b>	<b>LINCOLN</b>	<b>TOWN CAR</b>	<b>1992</b>
Purchase Date	Dealer's Name	Propane Use	Current Odometer Reading
<input checked="" type="checkbox"/> New <input type="checkbox"/> Used	City _____ State _____ Zip Code _____	<input type="checkbox"/> None <input type="checkbox"/> Steel <input type="checkbox"/> Gas <input type="checkbox"/> Propane	
Transmission Type	Anti-lock Brakes	Restraint System	Cruise Control
<input type="checkbox"/> Manual <input type="checkbox"/> Automatic	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Driver's Airbag <input type="checkbox"/> Passenger's Airbag <input type="checkbox"/> 2-Point Belt <input type="checkbox"/> 3-Point Belt	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Vehicle Type	Body Style	Propane Use	Current Odometer Reading
<input type="checkbox"/> Car <input type="checkbox"/> Sports Car <input type="checkbox"/> Van <input type="checkbox"/> Truck <input type="checkbox"/> Motorcycle <input type="checkbox"/> Other	<input type="checkbox"/> 2-Door <input type="checkbox"/> 4-Door <input type="checkbox"/> Station Wagon <input type="checkbox"/> Pick Up Truck <input type="checkbox"/> Other		
FAILED COMPONENT(S)/PART(S) INFORMATION			
Component	Part Name(s)	Location	Failed Part(s)
<b>66300008</b>	<b>FUEL/FUEL INJECTION SYSTEM</b>	<input type="checkbox"/> Left <input type="checkbox"/> Right <input type="checkbox"/> Front <input type="checkbox"/> Rear	<input type="checkbox"/> Original <input type="checkbox"/> Replacement
No. of Failures	Details of Failure(s) <b>SE-SE-SE</b>	Failed Part(s) Available?	NHTSA Previously Contacted?
	Mileage at Failure(s) <b>500</b>	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
	Vehicle Speed at Failure(s)		
APPLICABLE INCIDENT INFORMATION			
Please describe in detail the incident(s), failure(s), crash(es), and injury(ies) on the back of this form.			
Crash	Fat	Number of Persons Injured	Number of Fatalities
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
Estimated Property Damage		Reported to Police	
		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
NARRATIVE DESCRIPTION OF FAILURE(S)/INCIDENT(S)/INJURY(ES)			
<b>VEHICLE CAUGHT ON FIRE UNDERNEATH THE HOOD, ON DRIVER'S LEFT SIDE. FIRE DEPT CLAIMED WAS LEAKING FUEL INJECTORS. PLEASE PROVIDE FURTHER INFORMATION AND VIN. *AK</b>			
CONTINUE ON BACK IF NEEDED			
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 to this questionnaire. Your responses 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 responses, or a statistical summary thereof, may be used in support of the agency's action.			

 <b>AUTO SAFETY HOTLINE</b> <b>VEHICLE OWNER'S QUESTIONNAIRE</b> INFORMATION 1-800-424-9388 200 METRO AREA 202-366-4100		<b>FOR AGENCY USE ONLY</b> DATE RECEIVED <b>RECEIVED</b> <b>COPIED</b> 2/11/05 DEFECTS <b>544199</b> DAY TIME TELEPHONE NO. (AREA CODE)	
<b>OWNER INFORMATION (TYPE OR PRINT)</b> NAME and ADDRESS <div style="background-color: black; width: 200px; height: 40px; margin: 5px 0;"></div>		REFERENCE NO.	
Do you authorize NHTSA to provide a copy of this report to the manufacturer of your vehicle? YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> In the absence of an authorization, NHTSA WILL NOT provide your name or address to the vehicle manufacturer.			
SIGNATURE OF OWNER <div style="background-color: black; width: 200px; height: 20px; display: inline-block;"></div>		DATE <b>2-22-99</b>	
<b>VEHICLE INFORMATION</b>			
VEHICLE IDENTIFICATION NO. <b>1FATLH822P4K</b>		VEHICLE MAKE - <b>LINCOLN</b>	
VEHICLE MODEL <b>TOWN CAR</b>		MODEL YEAR <b>1992</b>	
CURRENT ODOMETER READING <div style="border: 1px solid black; padding: 2px; display: inline-block;"> <b>57000</b> </div>		DATE PURCHASED <b>7/84</b> <input type="checkbox"/> NEW <input checked="" type="checkbox"/> USED	
DEALER'S NAME, CITY & STATE <b>FRANK JACKSON L/M</b> <b>7555 ROSWELL RD.</b> <b>DOORWOOD, GA. 30242</b>		ENGINE SIZE (DISCOOL) & GE. <input type="checkbox"/> TURBO <input type="checkbox"/> DIESEL NO. CYLINDERS <input type="checkbox"/> FUEL INJECTION	
TRANSMISSION TYPE <input type="checkbox"/> MANUAL <input checked="" type="checkbox"/> AUTOMATIC	AIRBAG BRACKETS <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	AIRBAG SYSTEM <input checked="" type="checkbox"/> DRIVER'S SIDE AIRBAG <input type="checkbox"/> MOTORCYCLE <input checked="" type="checkbox"/> PASSENGER'S SIDE AIRBAG <input checked="" type="checkbox"/> 2-POINT BELT <input type="checkbox"/> 3-POINT BELT	BODY STYLE STAMPA 4 DR <input checked="" type="checkbox"/> 2 DR <input type="checkbox"/> HATCH BK <input type="checkbox"/> VAN <input type="checkbox"/> PICK UP TRK <input type="checkbox"/> OTHER
<b>FAILED COMPONENT(S) INFORMATION (REPORT TYPE INFORMATION ON BACK)</b>			
COMPONENT <b>UNKNOWN</b>	PART NUMBER <b>UNKNOWN</b>	LOCATION <input checked="" type="checkbox"/> LEFT FRONT <input type="checkbox"/> RIGHT REAR	FAILED PART(S) <input checked="" type="checkbox"/> ORIGINAL REPLACEMENT
NO. OF FAILURES <b>ONE</b>	DATE(S) OF FAILURE(S) <b>OCTOBER 4, 1998</b> MILEAGE AT FAILURE(S) <b>67,800</b> VEHICLE SPEED AT FAILURE(S) <b>UNKNOWN</b>	MANUFACTURER CONTACTED <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	NHTSA PREVIOUSLY CONTACTED <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
<b>APPLICABLE ACCIDENT INFORMATION</b>			
ACCIDENT <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	FIRE <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	NUMBER PERSONS INJURED <b>UNKNOWN</b>	NUMBER OF FATALITIES <b>NONE</b>
PROPERTY DAMAGE <b>\$150,000</b>		POLICE REPORTED <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
NARRATIVE DESCRIPTION OF FAILURE(S), ACCIDENT(S), INJURY(ES)			
<p>The owner parked her Lincoln under the carport at her residence on Saturday, October 3, 1998, and did not move the auto. On Sunday, October 4, 1998, our client noticed a bright light coming from the carport area at approximately 11:00 p.m. Our client looked in the carport and saw flames coming from under the hood of the Lincoln on the driver's side. The client called the Fire Department minutes later and then heard an explosion. Before the fire was extinguished, the Lincoln was destroyed, a 1994 Ford Explorer also parked in the carport was destroyed and over \$250,000.00 in damages was sustained by our client's home and the loss of personal effects.</p>			
The Privacy Act of 1974 Public Law 93-579 This information is requested pursuant to authority vested in the Federal 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 determines that a manufacturer's action is inadequate or that a manufacturer's action is not warranted, your response, or a statistical summary thereof, may be used in support of the agency's action.	

**FIRE MARSHAL'S  
OFFICE**



P.O. Box 8030  
2400 Rhode Island Ave.  
Fort Pierce, FL 34948



**St. Lucie County  
Fire District**

(888) 462-2312 • FAX (888) 462-2323

**FIRE INVESTIGATION REPORT**

**"CONFIDENTIAL"**

**DATE: 1/11/99**

**CASE NUMBER: 99-04**

**RUN NUMBER: 696**

**TIME OF FIRE: 20:12**

**INVESTIGATION DATE: 01/11/99**

**INVESTIGATION TIME: 21:37**

**FIRE CAUSE: Accidental/Engine compartment**

**DAY OF WEEK: Mon.**

**LOCATION: [REDACTED] Ft. Pierce, FL**

**DESCRIPTION: Vehicle fire with two exposures**

**VIN: 1LNLMKW0N1 [REDACTED]**

**TAG: FBL-349**

**DOLLAR VALUE: 12,800.00 / 200.00 / 500.00**

**DOLLAR LOSS: 12,700.00**

**INSURANCE COMPANY: State Farm Keith Mayfield**

**POLICY NUMBER: 892-0010-50**

**PROPERTY INSURED VALUE:**

**CONTENTS INSURED VALUE:**

**MORTGAGE COMPANY:**

**ACCOUNT NUMBER:**



**OWNER NAME:**

**RACE:** White

**SEX:** Female

**DOB:** 8/21/58

**POB:** NY

**ADDRESS:** 41 St Lucie, FL

**ADDITIONAL OWNERS SEE NARRATIVE:** n/a

**OCCUPANT NAME:** Vehicle parked

**RACE:**

**SEX:**

**DOB:**

**POB:**

**ADDRESS:**

**ADDITIONAL OCCUPANTS SEE NARRATIVE:** n/a

**INJURED/FATALITIES NAME:** n/a

**RACE:**

**SEX:**

**DOB:**

**POB:**

**ADDRESS:**

**ADDITIONAL FATALITIES/INJURED SEE NARRATIVE:** n/a

**ARRESTED NAME:** n/a

**RACE:**

**SEX:**

**DOB:**

**POB:**

**ADDRESS:**

**ADDITIONAL ARRESTS SEE NARRATIVE:** n/a

**NARRATIVE:****NARRATION SUMMARY:**

Monday, January 11, 1999 at 20:37 hrs. I was requested to investigate the origin and cause of a vehicle fire that occurred at 20:12 hrs. in the parking lot of [REDACTED] Port St. Lucie, Florida. Upon my arrival at 21:27 hrs. I met with fire suppression personnel who advised that the vehicle was parked in the parking lot by the owner, prior to her starting work at 3 p.m. this day. It was then brought to my attention that two vehicles parked next to the fire incident sustained fire exposure damage.

**SCENE DESCRIPTION:**

The vehicle a four door, white 1993 Lincoln Town Car was observed parked with the front facing to the east in the parking lot of [REDACTED]. The vehicle bore a Florida license tag FHL-349 and the vin # 1LNLM21W0NY [REDACTED]. Fire damage was apparent. Fire patterns indicate the fire traveled from the front of the vehicle to the rear of the vehicle. Parked directly to the north of the suspect vehicle was a blue, two door 1989 Dodge Aries, tag # QDK-67H, which sustained minor fire damage to the rear quarter panel and tire. This vehicle was parked with the front facing to the west. Parked directly to the south of the suspect vehicle was a red, four door 1995 Ford Taurus, QLD-16W, which sustained minor heat and smoke damage. Photographs were taken at this time.

**SCENE EXAMINATION:**

An exterior review of the vehicle, starting with the rear of the vehicle, moving in a clockwise manner, revealed heavy fire damage to the front moving to the rear of the vehicle. The front fenders and hood were consumed by the fire. The windshield was also destroyed by the fire. The rear tires were inflated and unremarkable. Exterior fire patterns indicate fire extension from the engine compartment. An interior review indicated the fire had progressed through the cowl assembly (fire wall) and through the front windshield. Although the dash board and instrument cluster were damaged by the fire it

was still recognizable. Fire damage to the remainder was in the upper portion of the interior moving downward and back.

The investigation then focused on the engine compartment. Fire patterns observed within the engine compartment indicate the fire progressed through the engine compartment from the driver side to the passenger side. A closer examination of the area between the fire wall, inner fender and the engine (drivers side) revealed extensive fire damage to the mechanical components of the vehicle. No unexpected odors were present.

#### CONCLUSION:

Based on the fire scene examination and the information obtained the area of origin was located on the drivers side of the engine compartment. The ignition source could not be determined. For further information refer to the report of State Investigator Greg Gilkey. This file will be considered closed, however, should circumstance warrant supplement reports will be added into this file.

*Anthony P. Lento*  
Anthony P. Lento

Fire Investigator





<b>AUTO SAFETY SYSTEM</b> <b>VEHICLE OWNER'S QUESTIONNAIRE</b> <small>NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION          400 MARYLAND AVENUE, N.W.          WASHINGTON, D.C. 20541-0101</small>		<b>FOR AGENCY USE ONLY</b> DATE RECEIVED _____ BY _____ OFFICE _____ SUPERVISOR _____ REFERENCE NO. _____	
OTHER INFORMATION (TYPE OR PRINT)		DAY TIME TELEPHONE NO. (AREA CODE) _____	
NAME AND ADDRESS <div style="background-color: black; width: 100%; height: 40px;"></div>		DATE 12/28/98	
Do you authorize NHTSA to provide a copy of this report to the manufacturer of your vehicle? YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> In the absence of an authorization, NHTSA WILL NOT provide your name or address to the vehicle manufacturer.			
SIGNATURE OF OWNER _____		DATE 12/28/98	
<b>VEHICLE INFORMATION</b>			
VEHICLE IDENTIFICATION NO. 1XLEA8180PT	VEHICLE MAKE LINCOLN	VEHICLE MODEL TOWN CAR	MODEL YEAR 1993
VEHICLE AT BOTTOM OF VEHICLE OR OTHER'S USE		DEALER'S NAME, CITY & STATE WAS DAVENPORT L/H SON DON JACOBSON L/H	
PURCHASE PRICE \$17,200.00 DATE PURCHASED 7/23/93 <input checked="" type="checkbox"/> NEW <input type="checkbox"/> USED	ENGINE SIZE (CHECK ONE) 4.6L <input checked="" type="checkbox"/> TURBO DIESEL <input type="checkbox"/> NO. CYLINDERS 6 <input checked="" type="checkbox"/> FUEL INJECTION <input type="checkbox"/>		
TRANSMISSION TYPE <input type="checkbox"/> MANUAL <input checked="" type="checkbox"/> AUTOMATIC	AIRBAGS <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	SEATBELT SYSTEM <input checked="" type="checkbox"/> OVERSHOULDER AIRBAG <input type="checkbox"/> MOTORBELT <input checked="" type="checkbox"/> PASSENGER-SIDE AIRBAG <input type="checkbox"/> 2-POINT BELT <input type="checkbox"/> 3-POINT BELT	SEATBELT <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
		SEATBELT <input type="checkbox"/> FRONT <input checked="" type="checkbox"/> REAR <input type="checkbox"/> OTHER	BODY STYLE STATION WAGON <input checked="" type="checkbox"/> SEDAN <input type="checkbox"/> VAN <input type="checkbox"/> PICKUP <input type="checkbox"/> OTHER
<b>FAILED COMPONENT(S) INFORMATION (REPORT TYPE INFORMATION ON BACK)</b>			
COMPONENT ENGINE	PART NUMBER UNKNOWN	LOCATION <input checked="" type="checkbox"/> LEFT FRONT <input type="checkbox"/> RIGHT REAR	FAILED PART(S) <input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> REPLACEMENT
NO. OF FAILURES ONE	DATE OF FAILURE 12/10/98	MILEAGE AT FAILURE 112,000	NHTSA PREVIOUSLY CONTACTED <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
VEHICLE USED AT FAILURE PARKED			
<b>APPLICABLE ACCIDENT INFORMATION</b>			
ACCIDENT <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	FINE <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	NUMBER PERSONS INJURED UNKNOWN	NUMBER OF FATALITIES 0
PROPERTY DAMAGE \$12,500		POLICE REPORTED <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
NARRATIVE DESCRIPTION OF FAILURE, ACCIDENT, REPAIRS			
Vehicle was driven a short distance and then parked at 7:38 am under carport. A family member heard an explosion in carport at 8:00 am and discovered the auto's engine compartment was fully engulfed in flames. Fire Department was called but by the time the fire was extinguished, [redacted] lost the 98 Lincoln, a 74 VW, 83 Ford Econoline, their home and their neighbor's home was heavily damaged.			
CONTINUE ON BACK IF NEEDED			
The Privacy Act of 1974 Public Law 95-620 This information is requested pursuant to authority vested in the Federal Highway Traffic Safety Act and subsequent amendments. You are advised no obligation is imposed in this questionnaire. Your response may		be used in order the NHTSA is determining whether a particular class of motor vehicles poses a safety hazard. If the NHTSA determines that a particular class of motor vehicles poses a safety hazard, your response, or a statistical summary thereof, may be used in support of the agency's action.	

**From:** Christensen, Kris (K.S.)  
**Sent:** Tuesday, May 28, 2002 11:20 AM  
**To:** Hoffman, Mark (M.E.)  
**Subject:** RE: Oil Pressure Switch Fire

The switch went to Fred Porter for analysis.

***Kris S. Christensen***

Lincoln-Mercury Critical Concern Manager  
MD X5 1WB02 EVB  
Bus.: (313) 323-8487 Fax: (313) 845-1832  
Pager: (313) 795-3825 or (888) 442-1143  
CDSID: kchrist1 E-mail: kchrist1@ford.com

-----Original Message-----

**From:** Hoffman, Mark (M.E.)  
**Sent:** Tuesday, May 28, 2002 11:18 AM  
**To:** Christensen, Kris (K.S.)  
**Cc:** Hoffman, Mark (M.E.)  
**Subject:** RE: Oil Pressure Switch Fire

Do you know who has this switch that Joe mentions below? I inspected the vehicle a couple weeks ago with John MacInerney and would be interested in being involved in analyzing the switch. Let me know.....

-----Original Message-----

**From:** Christensen, Kris (K.S.)  
**Sent:** Wednesday, April 17, 2002 11:09 AM  
**To:** Hoffman, Mark (M.E.)  
**Subject:** FW: Oil Pressure Switch Fire

-----Original Message-----

**From:** McInerney, John (J.T.)  
**Sent:** Wednesday, April 17, 2002 8:54 AM  
**To:** Christensen, Kris (K.S.)  
**Subject:** FW: Oil Pressure Switch Fire

'morning Kris, does this ring a bell? Did we ever recall this switch? I have asked Thayne for the parts. Call if you get a chance.

-----Original Message-----

**From:** Blackmer, Michael (M.P.)  
**Sent:** Wednesday, April 17, 2002 8:31 AM  
**To:** McInerney, John (J.T.)  
**Subject:** FW: Oil Pressure Switch Fire

FYI...

**Michael Blackmer**  
Police Brand Specialist  
Phone/Fax: (313) 845-8594  
E-mail: mblackme@ford.com

-----Original Message-----

**From:** Hansen, Thayne (T.)  
**Sent:** Wednesday, April 17, 2002 8:25 AM  
**To:** Unkewicz, Joseph (J.)  
**Cc:** Stark, Kevin (K.E.); Sequin, James (J.L.); Hansen, Thayne (T.); Blackmer, Michael (M.P.)  
**Subject:** RE: Oil Pressure Switch Fire

Joe,

Thanks for the info. I will follow the reports through the system. I have checked in a number of areas and have not been able to find any information related to the referenced switch. These are pretty old vehicles, so it is worth digging deeper. The PCR that were submitted will be flagged with an "S" and will go into the EC groups in-box for further review. I do not think that the SSM on the brake fluid spill is related. I do not think that if it was related that we would have published the message as an SSM.

I will let you know if I find anything else.

*Thayne N. Hansen*

Modified Vehicle Specialist  
North American Fleet Service FCSD  
Phone: 313-390-1480  
Fax: 313-248-8580  
[thansen1@ford.com](mailto:thansen1@ford.com) <<mailto:thansen1@ford.com>>

---Original Message---

From: Linkiewicz, Joseph (J.)  
Sent: Tuesday, April 16, 2002 6:18 PM  
To: Hansen, Thayne (T.)  
Subject: Oil Pressure Switch Fire

Thayne,

\_\_\_\_\_ submitted two Product Concerns today. This fleet does not have in-house warranty privileges but the Product Concern seemed to go off without a hick-up.

Their issue is they've had four 94-95 Crown Vics catch fire at the brake pressure switch/connector. They only have VINs for two - 2FACP71WXPX\_\_\_\_\_ and 2FALP71W5SX\_\_\_\_\_. They were able to extinguish the fire today quickly providing me with the parts - F2AC9F924AA and connector 14803 (from memory - I'll send you the parts).

I found a message referencing brake fluid spillage causing corrosion. Could this be the cause? The connector and switch seem to contain a small amount of fluid.

Also, the \_\_\_\_\_ reports a similar fire but the vehicle was too severely burned to indicate where the origin was. The greatest amount of damage was at the power steering pump/master cylinder but these areas contain flammable liquids.

\_\_\_\_\_ also had a 91 Crown Vic burn and the majority of damage was in the same area - VIN 2FACP72F0M\_\_\_\_\_

*Joe Linkiewicz*

Field Manager  
North American Fleet Services  
(407) 875-7448  
[JLINKIEW@FORD.COM](mailto:JLINKIEW@FORD.COM)



**From:** Christensen, Kris (K.S.)  
**Sent:** Friday, February 08, 2002 7:58 AM  
**To:** Elenhauer, Gary (G.D.)  
**Subject:** NHTSA Inquiry - TC/CV/GM Underhood Fires



Panther - NHTSA  
Inquiry - Unde...

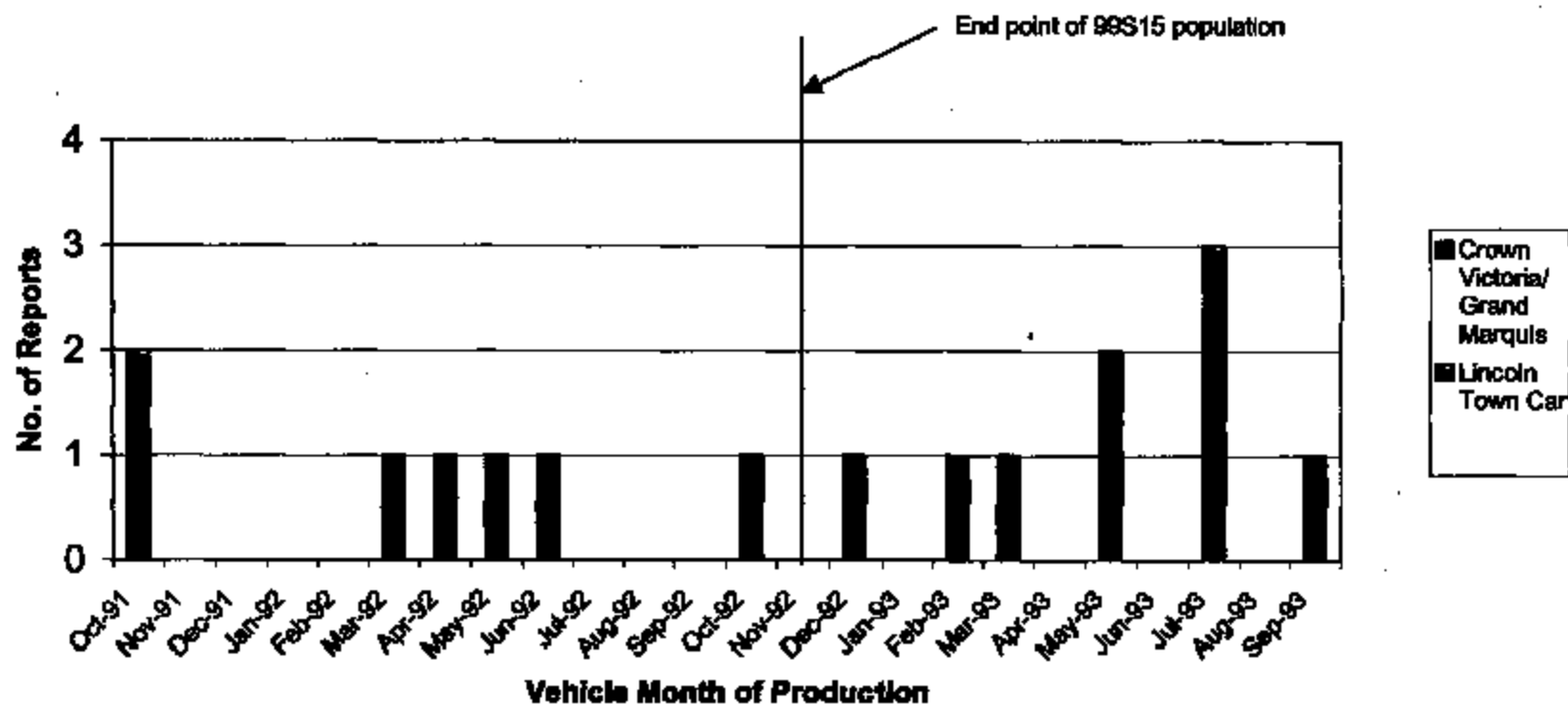
***Kris S. Christensen***

Lincoln-Mercury Critical Concern Manager  
MD X5 1WB02 EVB  
Bus.: (313) 323-8497 Fax: (313) 845-1832  
Pager: (313) 796-3826 or (888) 442-1143  
CDSID: kchrist1 E-mail: kchrist1@ford.com

VIN	MY	Car Line	Date of Production
1LNLM83W4PY	1993	Lincoln Town Car Cartier	03/19/93
2MECM74W7N	1992	Grand Marquis GS	04/14/92
1LNLM82W3PY	1993	Lincoln Town Car Signature	05/28/93
1LNLM81W7NY	1992	Lincoln Town Car Executive	03/18/92
1LNLM81W7PY	1993	Lincoln Town Car Executive	07/29/93
1LNLM81W4PY	1993	Lincoln Town Car Executive	07/29/93
1LNLM82W1NY	1992	Lincoln Town Car Signature	05/26/92
1LNLM82W8PY	1993	Lincoln Town Car Signature	10/09/92
1LNLM81W8RY	1994	Lincoln Town Car Executive	09/07/93
1LNLM81W2PY	1993	Lincoln Town Car Executive	07/20/93
2FACP74W6PX	1993	Crown Victoria LX	02/18/93
1LNLM82W5NY	1992	Lincoln Town Car Signature	10/03/91
1LNLM81W3PY	1993	Lincoln Town Car Executive	05/19/93
1LNLM81W1PY	1993	Lincoln Town Car Executive	12/09/92
1LNLM81W6NY	1992	Lincoln Town Car Executive	10/28/91
1LNLM81W0NY	1992	Lincoln Town Car Executive	08/28/92

	Lincoln Town Car	Crown Victoria/ Grand Marquis
Oct-81	2	
Nov-81		
Dec-81		
Jan-82		
Feb-82		
Mar-82	1	
Apr-82		1
May-82	1	
Jun-82	1	
Jul-82		
Aug-82		
Sep-82		
Oct-82	1	
Nov-82		
Dec-82	1	
Jan-83		
Feb-83		1
Mar-83	1	
Apr-83		
May-83	2	
Jun-83		
Jul-83	3	
Aug-83		
Sep-83	1	

# **NHTSA 99S15 Recall Inquiry** **Panther Car Lines** **(16) Incidents**



**From:** Christensen, Kris (K.S.)  
**Sent:** Thursday, January 24, 2002 3:07 PM  
**To:** Eisenhauer, Gary (G.D.)  
**Subject:** FW: Brake Pressure Activated Cruise Deactivation Switch VOQ and Cust. CQIS

***Kris S. Christensen***

Lincoln-Mercury Critical Concern Manager  
MD X5 1WB02 EVB  
Bus.: (313) 323-8497 Fax: (313) 845-1832  
Pager: (313) 795-3825 or (888) 442-1143  
CDSID: kchrist1 E-mail: kchrist1@ford.com

—Original Message—

**From:** Hagan, Dale (D.)  
**Sent:** Monday, August 20, 2001 8:08 AM  
**To:** Christensen, Kris (K.S.)  
**Subject:** Brake Pressure Activated Cruise Deactivation Switch VOQ and Cust. CQIS

Kris

Attached is the VOQ and customer side of CQIS data you requested. With the customer side of CQIS, please be aware that CQIS coding does not allow for location specific information for the source of the fires. So the data could conceivably contain fires that were started for other causes i.e., fuel leaks, etc. Any questions on the data please call.

Dale Hagan  
ECI Chassis  
313-248-7874



Cruise switch CQIS  
report.xls



Cruise Deactivation  
VOQ Concer...

CCIS Customer Side

Vehicle Line	MY	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
Town Car	90	15	4	4	3	3						
Crown Vic/Grand Marquis	38	8	3		3	6						
Econoline	10	2	7	6	5	4	1	1	4			
F-Series Light		21	32	11	11	18	10	8	5	5		
Bronco		1	5	1								
Explorer/Mountaineer				5	10	16	10	6	3	2	1	
Ranger				5	7	7	6	7	10	3		
Expedition/Navigator						3	1	6	4			
Excursion												
Taurus/Sable		40	49	63								
Mark					2	1						
Windstar				37	9	2	6	3	8			
Capri												

\*Search Code 7 04 1 45 Unk. Source Fire/Smoke Visable Flame Under hood  
 CCIS coding does not allow location specific information as to the cause a fire.

Cruise Description VOQ Concerns

		Town Car	Crown Victoria	Grand Marquis	Econoline	F-Series	Bronco	Explorer	Mountaineer	Ranger	Expedition	Navigator	Excursion	Teane	Must V8
Yr	Source														
1992	Switch	15	2	1											
	Underhood	28	4	7	2										
	Unspecified	15	2	2											
1993	Switch	3	2												
	Underhood	8												13	
	Unspecified	5	1											7	
1994	Switch						5								
	Underhood	1	3											3	
	Unspecified	3	3	1										4	
1995	Switch														
	Underhood						1	1		1				8	
	Unspecified	2	2				2	4						2	
1996	Switch														
	Underhood		3	1	1			8							
	Unspecified	1	3					1		1					
1997	Switch								1						
	Underhood		2	1		1		8	7		1				
	Unspecified				1			1	1		1				
1998	Switch														
	Underhood							4	2		1	1			
	Unspecified							2				1			
1999	Switch														
	Underhood									1	1				
	Unspecified										1				
2000	Switch														
	Underhood														
	Unspecified				1			1							
2001	Switch														
	Underhood														
	Unspecified														
2002	Switch														
	Underhood														
	Unspecified														

