

PE04-078

FORD

1/28/2005

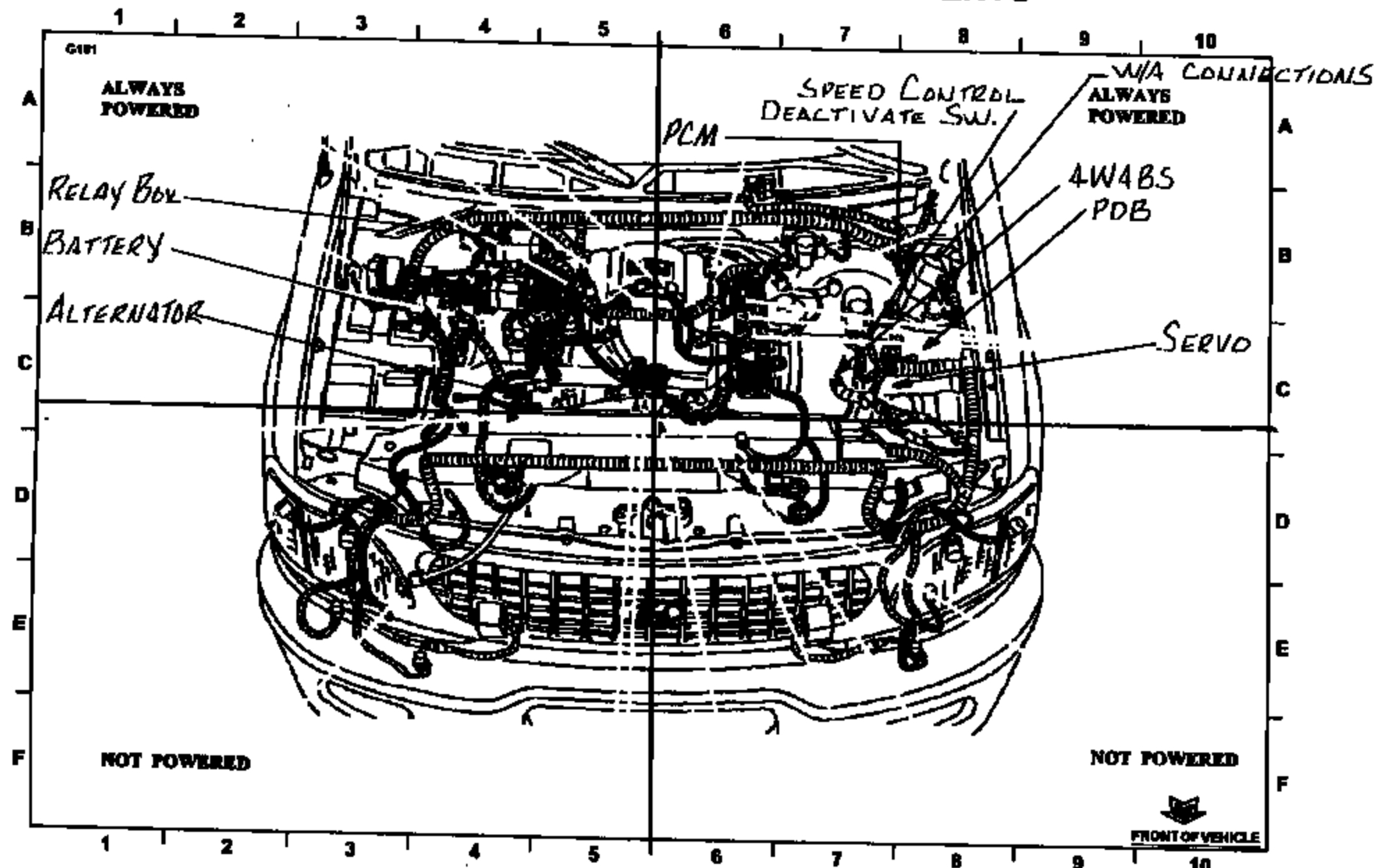
ATTACHMENT J & L1(L1 PART 1 OF 2)

BOOK 10 OF 12

PART 3 OF 6

PE04-078
FORD
1/28/2005
ATTACHMENT J

1999-2001 EXPEDITION AND F-150 CONTINUOUSLY POWERED COMPONENTS

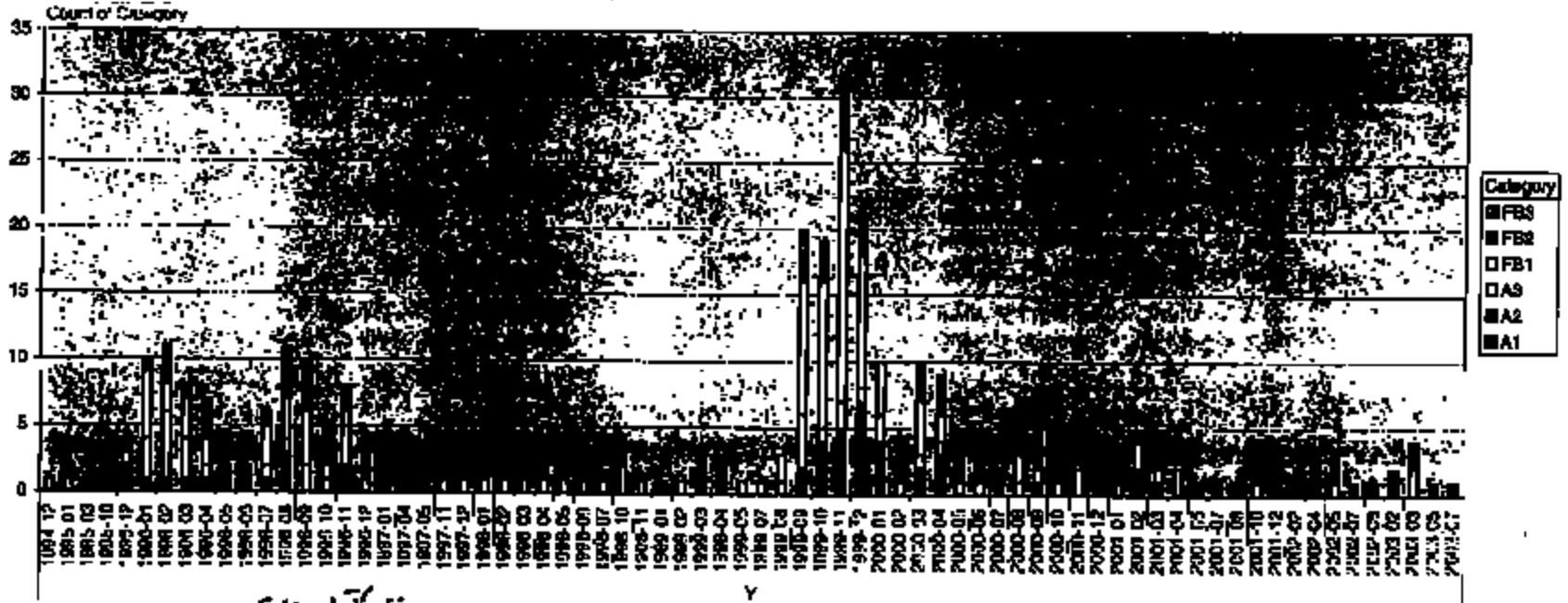


PE04-078
FORD
1/28/2005
ATTACHMENT L1

Make Callon Sr Sigma

- Bob Mull
- Jeff Wood

All F-150 With Build Date
Counts by Build Date

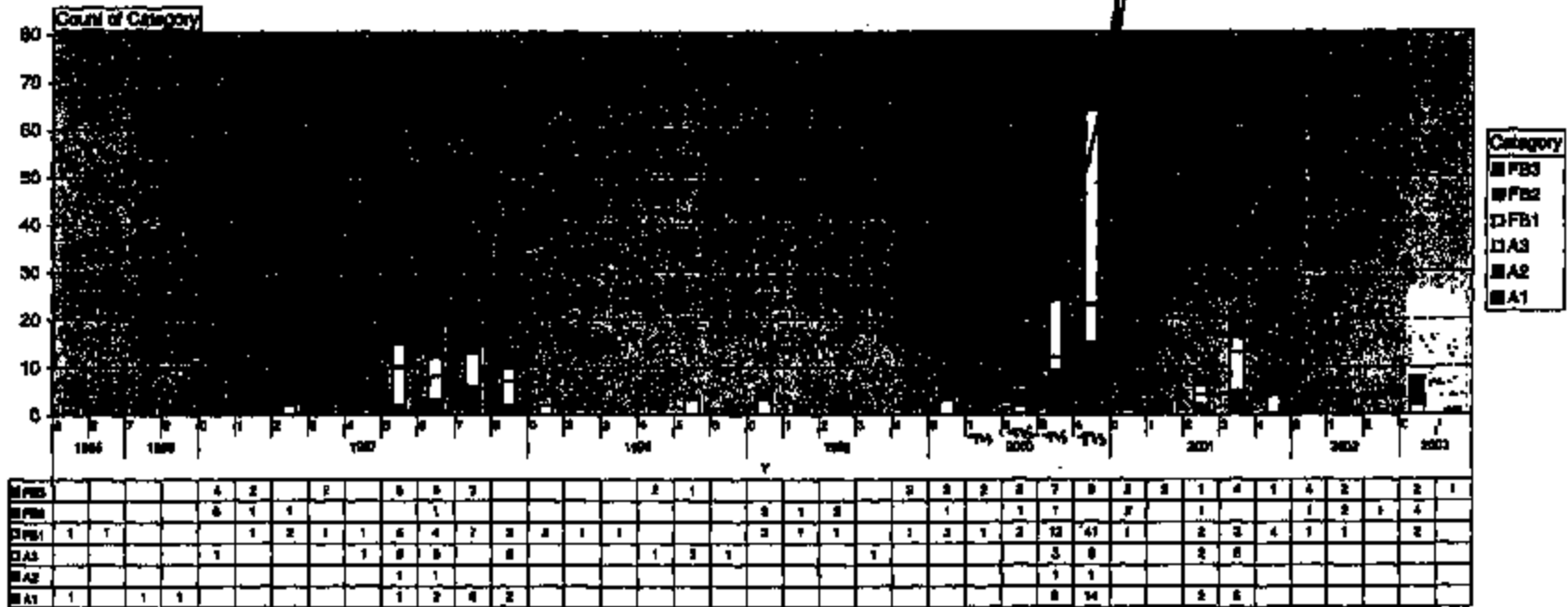


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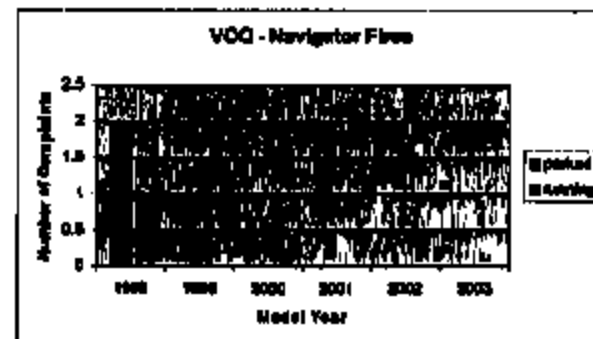
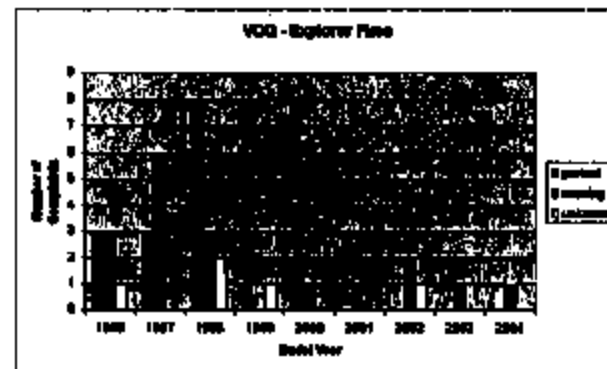
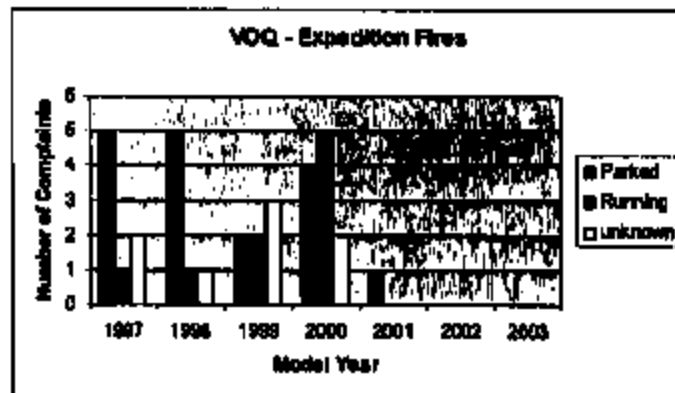
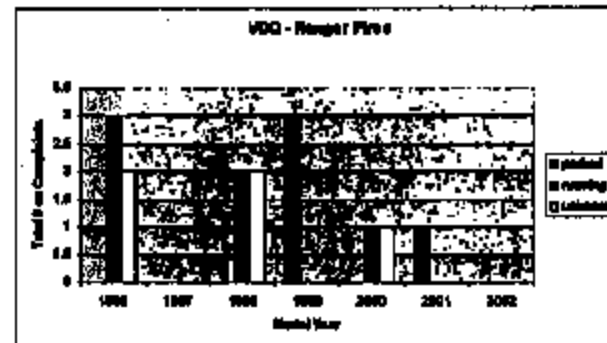
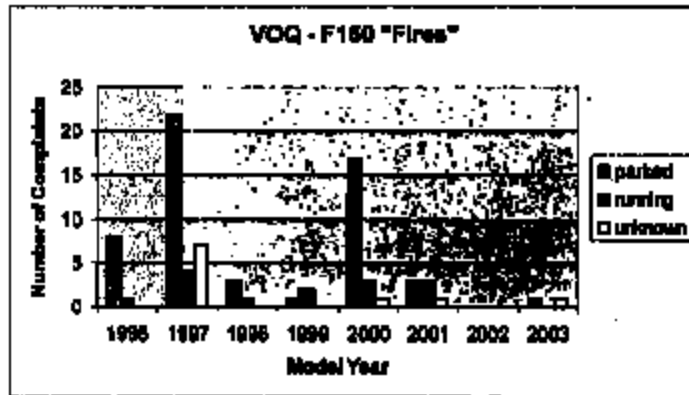
PE24-878 8228

**All F-150 With Build Date
Counts by Model Year/Years-in-Service**



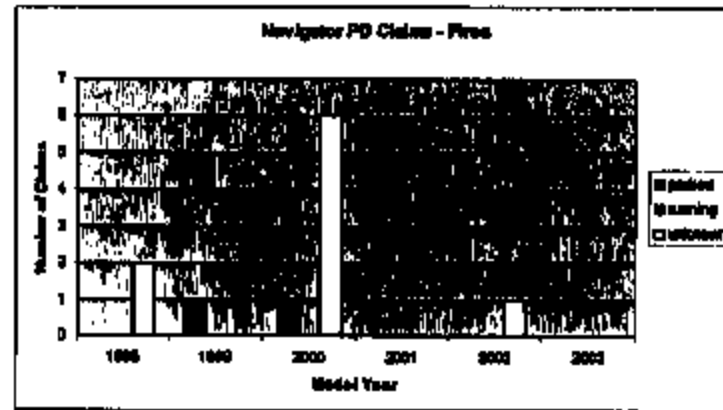
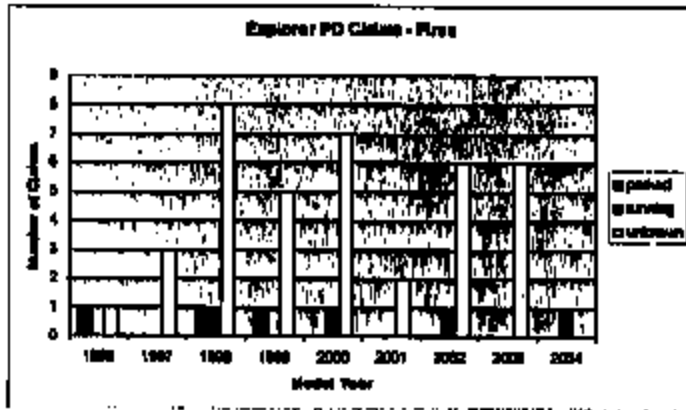
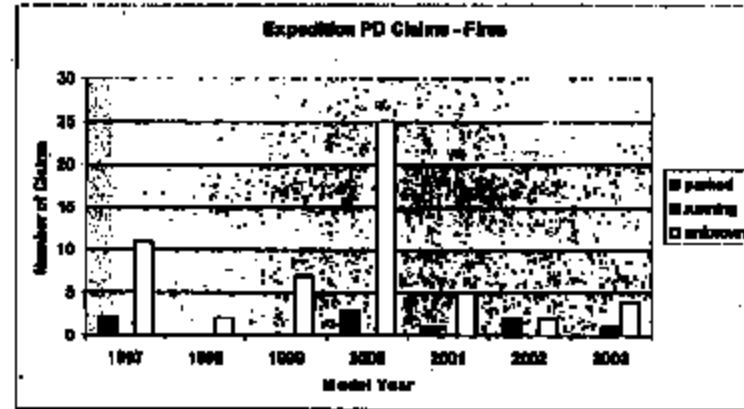
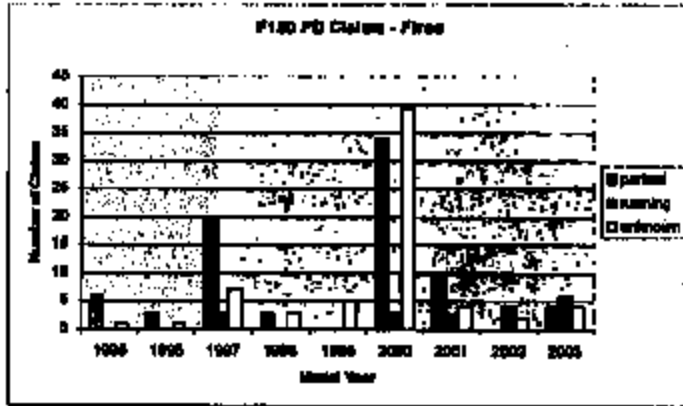
F150MY78

VOQ - Counts



PE04-878 0283

Property Damage - Counts



FEMA-078-0285

NEXT STEPS

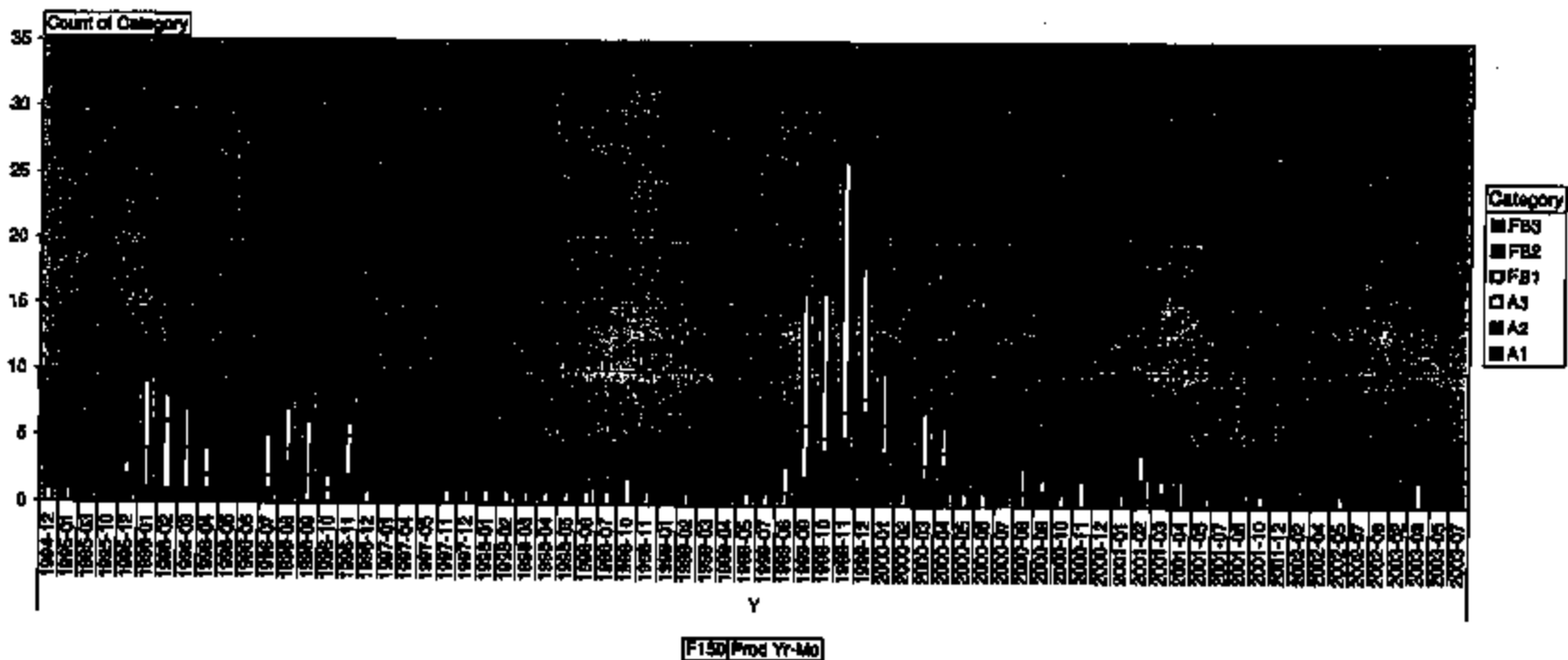
- 1) Design Deep Dive (Fred Porter/Marge Kollar)
- 2) Is/Is Not diagram (Fred Porter)
- 3) Obtain switches from dealers, 20 for 2000MY and 20 from 1998-1999MY (Steve Reimers/Dean McClenaghan)
- 4) Analyze and test 60 switches obtained in mini-clinic and 40 dealer returned switches (Fred Porter)
- 5) Details requested from OGC for 72 legal cases involving Expedition/Navigator. Dec. 15. (Eric Britton/Donna Crawley)
- 6) Design Analysis summary of open and closed cases involving Speed Control Deac Switch Allegations. Nov. 24. (Eric Britton/Alan Robinson)
- 7) Complete the review customer complaints, warranty data for Expedition/Navigator (Marge Kollar/Mike Kwiatkowski)
- 8) Add fresh VOQ data to the existing charts. (Eric Britton)
- 9) Review related EAA reports not in CQIS, requested from Consumer's Affairs. (Marge Kollar)

6)

SCDS F150

1000 070 0201

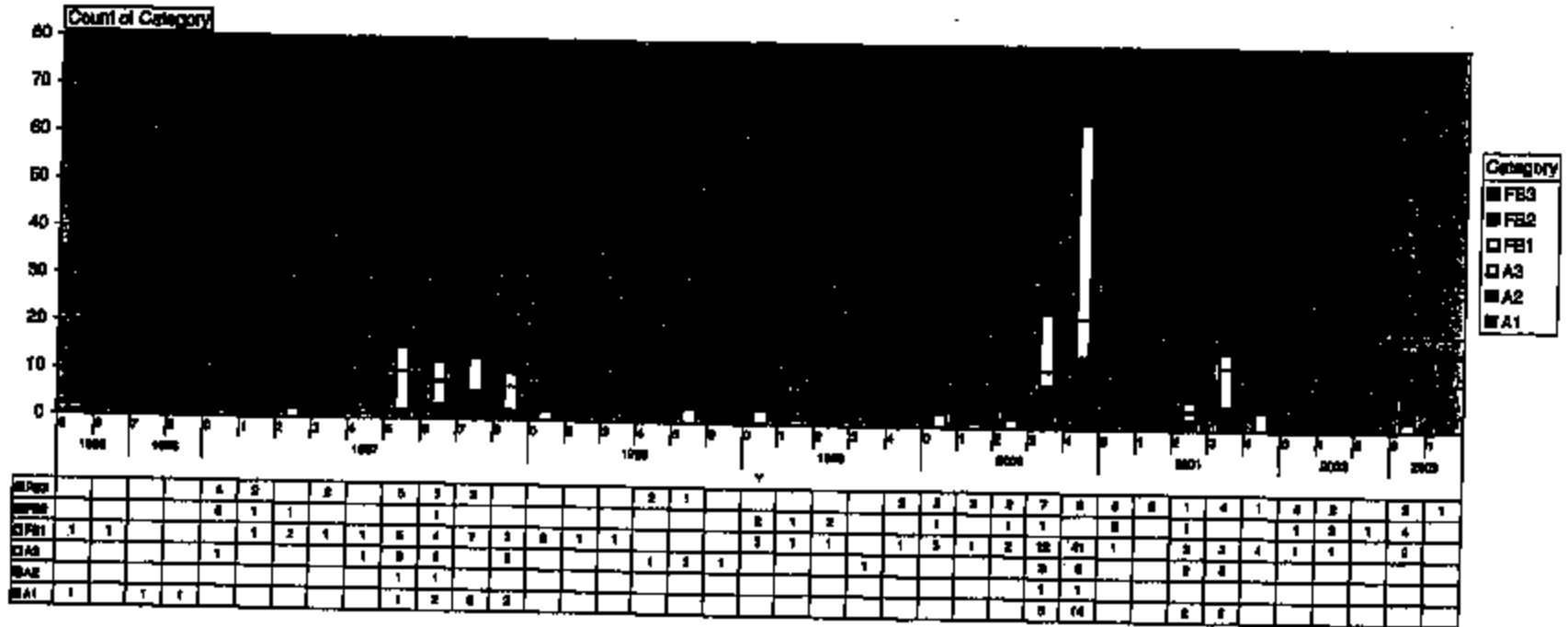
Alt F-15D With Build Data
Counts by Build Date



PROD-878 0302

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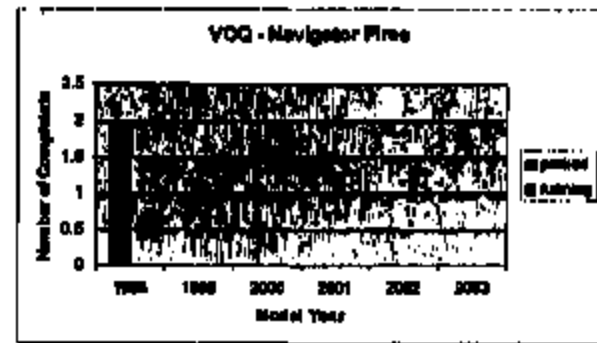
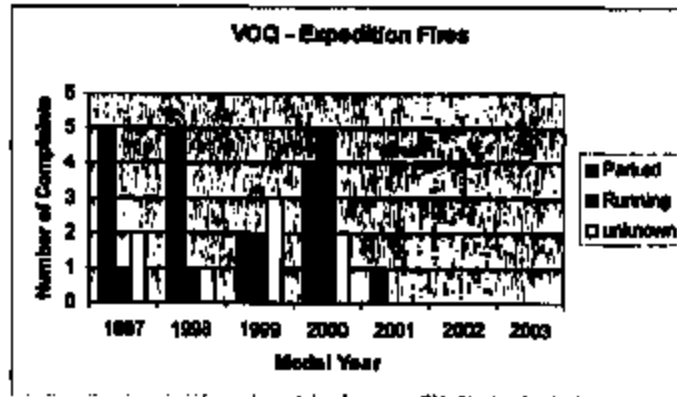
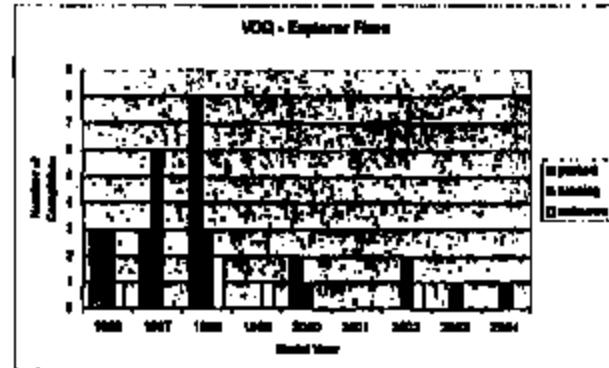
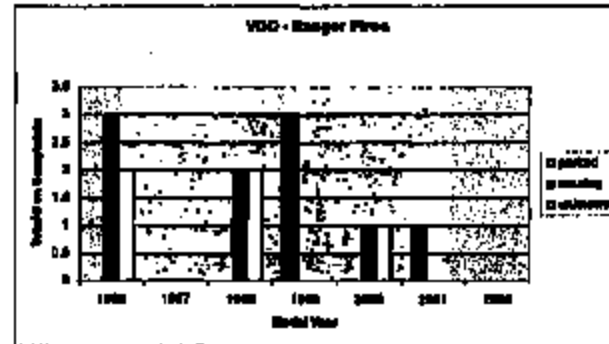
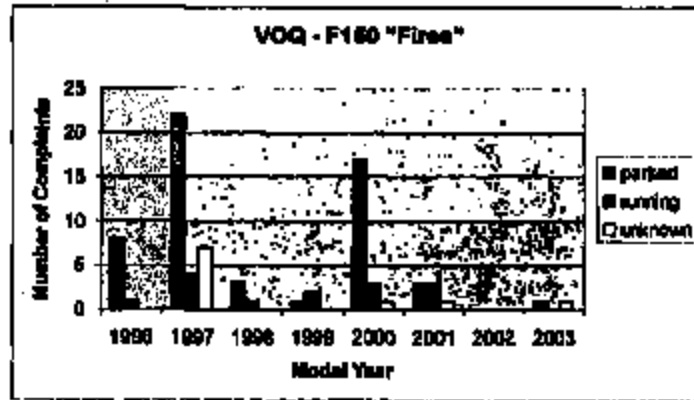
**All F-16D With Build Date
Counts by Model Year/Years-in-Service**



F16DNYIS

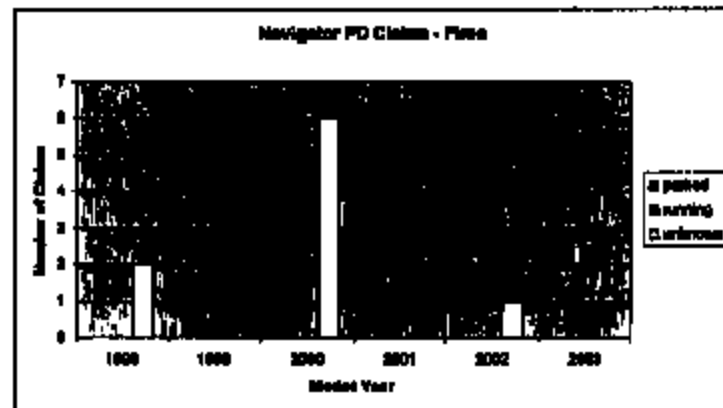
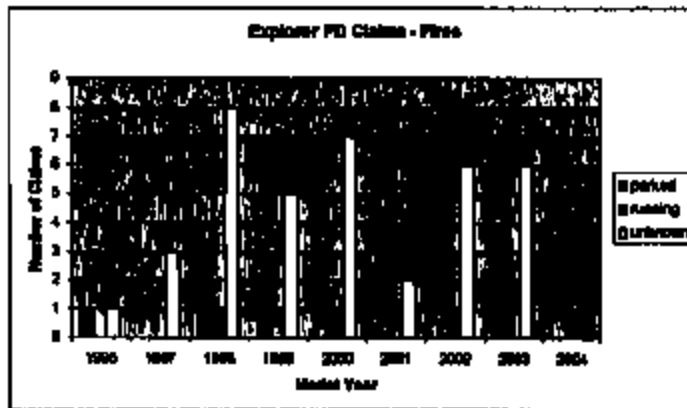
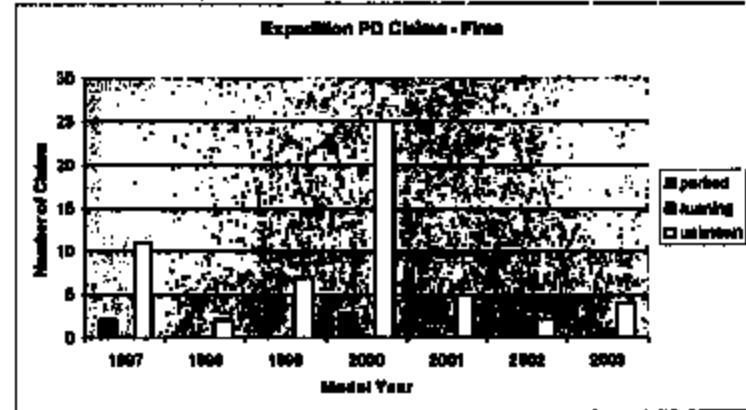
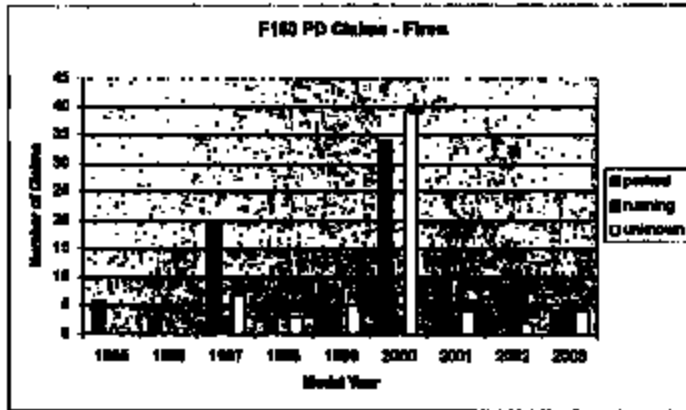
FORM 878 03/03

VOQ - Counts



FD-4-078 0087

Property Damage - Counts

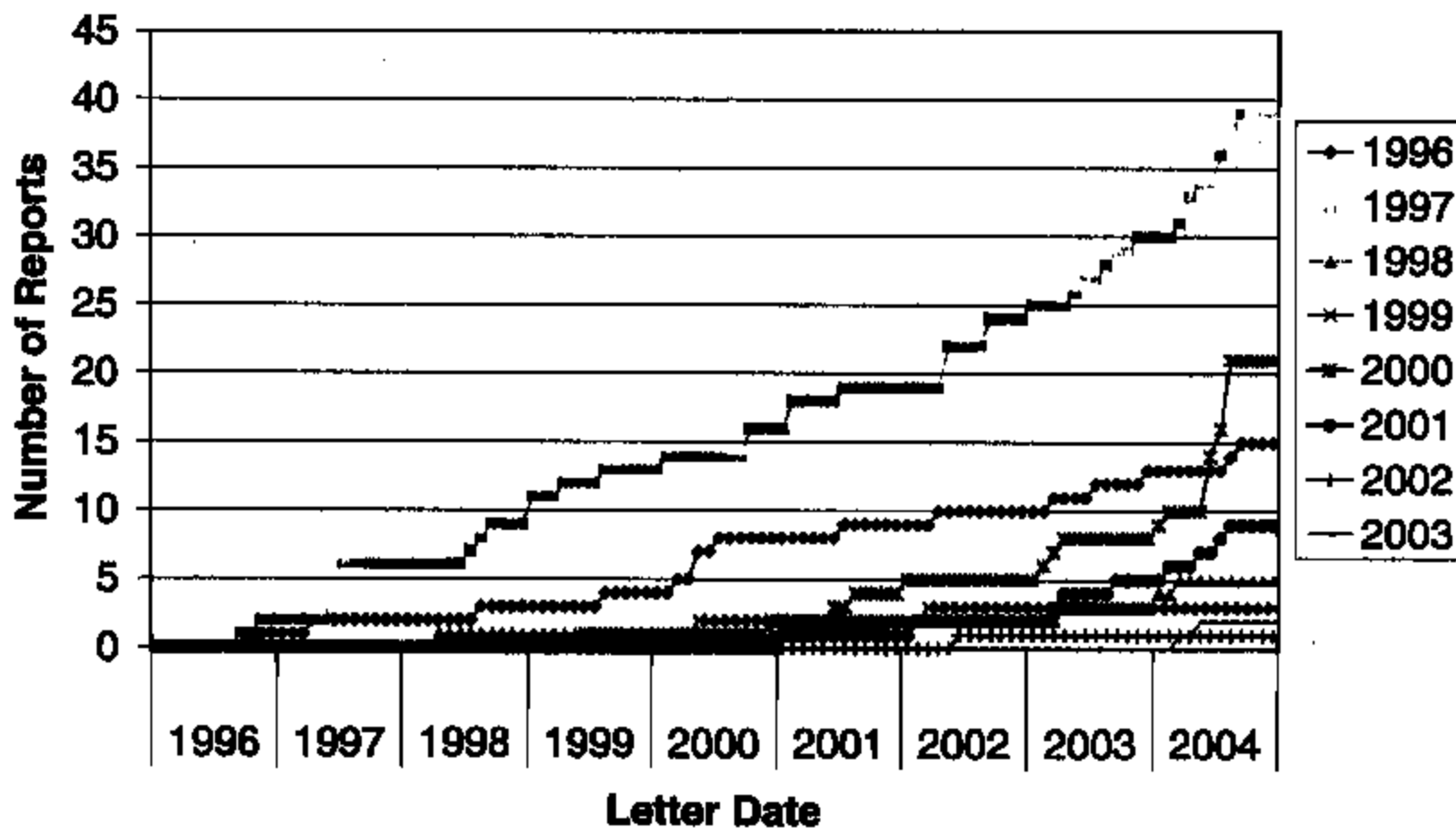


PERM-878 6308

NEXT STEPS

- 1) Design Deep Dive (Fred Porter/Marge Kollar)
- 2) Is/Is Not diagram (Fred Porter)
- 3) Obtain switches from dealers, 20 for 2000MY and 20 from 1998-1999MY (Steve Reimers/Dean McClenaghan)
- 4) Analyze and test 60 switches obtained in mini-clinic and 40 dealer returned switches (Fred Porter)
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- 6) Design Analysis summary of open and closed cases involving Speed Control Deac Switch Allegations. Nov. 24. (Eric Britton/Alan Robinson)
- 7) Complete the review customer complaints, warranty data for Expedition/Navigator [REDACTED]
- 8) Add fresh VOQ data to the existing charts. (Eric Britton)
- 9) Review related EAA reports not in CQIS, requested from Consumer's Affairs. (Marge Kollar)

F150 VOQ Fires



PC04-876 0397

LMMS

DLR Record ID	Source Code	Model Year	Date of Loss	Alleged Commodity	Modifier	VIN	Production Date	Mileage	Summary
23397	MORBS	2000	#####	Cruise <input type="checkbox"/> parked		1FTRX17	Dec/199	71,000	<p>CUSTOMER SAYS: VEH CURRENTLY AT IND DLR GARAGE = DRIVER AND PASSENGER SEAT BELT WONT WORK WHEN REMOVING = TRUCK CAUGHT ON FIRE YESTURDAY = FIRE OCCURED UNDERNEATH HOOD = CONCERNED HAPPENED WHEN VEH WAS SITTING IN PARKING LOT AND VEH WAS SHUT OFF = I SAW A VISIBLE FLAME AND BLACK SMOKE COMING FROM HOOD- I SMELLED PLASTIC BURNING = TOW VEH WAS THERE AT TIME OF CONCERN = I THINK CAUSE OF FIRE OF CRUISE CONTROL DEACTIVATION SWITCH = THE MASTER BRAKE FLUID RESERVOIR CAUGHT ON FIRE = THIS WAS TOLD TO ME BY INDP GARAGE AND TRIPLE A TOWING SERVICE = VEH IS NOT OPERATIONAL BUT NOT BURNED DOWN = MY INSURANCE CARRIER SAID THEY WILL HAVE ADJUSTER COME OUT AND INSPECT VEH = WOULD RATHER NOT GO THROUGH MY INSURANCE CARRIER = SEEKING FORD TO REPAIR VEH WITHOUT CHARGE AS THIS IS SAFETY ISSUE PER CUSTOMER, DEALER SAYS: DLR REFERRED CALL TO CRC CAC ADVISED: - I WILL FORWARD THIS INFORMATION TO OUR CONSUMER AFFAIRS GROUP. SOMEBODY FROM CONSUMER AFFAIRS WILL CONTACT YOU IN 2 BUSINESS DAYS. PLEASE NOTIFY YOUR INSURANCE CARRIER AND REPORT THIS INCIDENT.</p> <p>CSR ADVISED CUST OF NO CONTA</p>

VOQ

ODI No	Model Yr	Model	Vin	Failure Date	Miles	Part Name	Alleged Component	Modifier	Summary
####	1998	F150	1FTEX15H5T	#####		SERVIC E BRAKES <input type="checkbox"/> HYDRAU	cruise deapc switch	runnin <input type="checkbox"/>	<p>WHILE DRIVING ABS AND BRAKE WARNING LIGHT CAME ON STOPPED TO CHECK PROBLEM AND SAW FIRE. HAD TO REPLACE MASTER CYLANDER AND SOME WIRING. 3 OTHER PEOPLED INCLUDING MOTHER IN LAWS VAN HAVE HAD PROBLEM. *AK</p>

VOQ

CDN No	Model Yr	Model	Vin	Failure Date	mileage	Part Name	Alleged Component	Modifier	Summary
####	2001	F150	1FTRX 17WX █	#####		ELECTRICAL SYSTEM :WIRING	cruise deacc switch	parked	NOTICED CRUISE CONTROL WENT OUT DID NOT THINK MUCH ABOUT IT. SMELLED BURNING DROVE INTO MY DRIVE WAY WENT IN HOUSE STARTED DINNER MY HUSBAND WENT OUT TO RUN TO THE CORNER STORE AND MY TRUCK WAS ON FIRE. BURNT INSIDE OF ENGINE YES OLD PARTS ARE THERE NOTHING HAS BEEN REPAIRED AS OF YET. VERY DANGEROUS SITUATION COULD OF BEEN HURT OR MY CHILD COULD OF BEEN HURT. COULD OF BEEN PROPERTY DAMAGE IF I HAD NOT CAUGHT THE FIRE WHEN I DID COULD OF BURNED MY HOUSE DOWN AND OTHERS AROUND ME.
####	1997	F150	blank	#####	88400	ELECTRICAL SYSTEM	engine compartment	parked	MAY 27TH 2004 I DROVE MY FORD F150 PICK UP FROM A WORK SITE TO MY HOME ARRIVING AT ABOUT 9:40 P.M. I NOTICED THE BRAKE LIGHT WAS ON AND DOUBLE CHECKED TO MAKE SURE THE BRAKE WAS OFF. THE LIGHT REMAINED ON AND I THOUGHT I WOULD CHECK THAT OUT ON THE WEEKEND. THE TRUCK RAN NORMALLY ON THE RIDE HOME. I WENT TO SLEEP AND WAS AWAKENED BY OUR DOG'S BARKING AT 12:30 A.M. TO DISCOVER THAT THE FORD F150 PICK UP WAS ENGULFED IN FLAMES. THE FLAMES WERE COMING OUT OF THE ENGINE COMPARTMENT AND BEGINNING TO SPREAD TO THE CAB. THE FIRE DEPARTMENT WAS CALLED AND THEY ARRIVED QUICKLY AND IT TOOK ABOUT FIVE MINUTES WITH THE HOSE FULLY ON THE FIRE TO PUT IT OUT. THERE WERE PERSONAL ITEMS LOST IN THE TRUCK THERE WAS DAMAGE TO THE HOUSE PAINT BUBBLED PLANTS WERE KILLED THE DRIVE WAY WAS STAINED AND DAMAGED AND WE WERE ALL TRAUMATIZED.*AK
####	1997	F150	1FTDF 17W3 VL	#####		SERVICE BRAKES	cruise deacc switch	unknown	CONSUMER STATED THAT WITHOUT WARNING THE BRAKES LEAKED FLUID. THE DEALER WAS NOTIFIED. *AK THE SWITCH ON THE MASTER CYLINDER STARTED TO LEAK ON THE ABS WIRING AND STARTED THE FIRE. *SCC *JB
####	1997	F150	1FTDF 1789V K	#####	80318	SERVICE BRAKES	cruise deacc switch	unknown	A SHORT IN THE WIRING AROUND THE MASTER CYLINDER FOR THE BRAKES CAUSED THE RESEVOIR TO CATCH ON FIRE AND BURN.*AK
####	2001	F150	blank	#####		SERVICE BRAKES	cruise deacc switch	parked	WHEN SHUTTING VEHICLE OFF MASTER CYLINDER CAUGHT ON FIRE. *AK
####	1997	F150	1FTDF 16W1 VN	#####		ELECTRICAL SYSTEM :WIRING :FRONT UNDER HOOD	power distribution box	parked	TRUCK WAS PARKED IN THE PARKING LOT OF MY PLACE OF BUSINESS FOR ABOUT 2 HOURS THEN CALIGHT ON FIRE. IT APPEARED THAT THE FIRE STARTED IN THE FUSE BOX UNDER THE HOOD. IT MELTED EVERYTHING ON THE LEFT SIDE OF THE ENGINE. THE PLASTIC BRAKE FLUID RESERVOIR MELTED ADDING BRAKE FLUID TO THE FIRE. THE SHORT CAUSED THE BATTERY TO GET SO HOT THAT THE PLASTIC CASING MELTED. THERE WAS NO INDICATION OF A PROBLEM WHILE DRIVING THE VEHICLE TO WORK.

PE24-878 PAGE 3

VOQ

ODI No	Model Yr	Model	VIN	Failure Date	Miles	Part Name	Alleged Component	Modifier	Summary
####	1997	F150	1FTDX 178SV K		75000	VEHICLE SPEED CONTROL CRUISE CONTROL	cruise deacc switch	parked	VEHICLE CAUGHT FIRE WHILE PARKED FOR FIVE HOURS. *PH CONSUMER ALSO STATED THAT CRUISE CONTROL TAIL LIGHT FAILED. CAUSE OF FIRE WAS UNKNOWN HOWEVER CONSUMER HAD A TELL TALE INDICATION THAT CRUISE CONTROL DE-ACTIVATION SWITCH COULD BE THE CAUSE. SINCE THE SWITCH WHEN IT CATCHES FIRE IT IGNITES THE BRAKE FLUID THUS CAUSING VEHICLE TO BURN. FORD IS AWARE OF THE PROBLEM BUT REFUSED TO ACKNOWLEDGE RESPONSIBILITY OF THE INCIDENT. *LA
####	2000	F150	1FTZX 1723Y K	#####		VEHICLE SPEED CONTROL CRUISE CONTROL	cruise deacc switch	parked	PARKED MY FORD F150 IN THE SCHOOL PARKING LOT AT 7:30 AM. AT 8:15 I WAS CALLED TO THE FRONT OF THE BUILDING BECAUSE MY TRUCK HAD STARTED ON FIRE AND WAS BEING PUT OUT WITH A FIRE EXTINGUISHER BY THE SCHOOL POLICE OFFICER. THE INSURANCE COMPANY BELIEVES THE FIRE WAS CAUSED BY MY CRUISE CONTROL (HAD NOT WORKED IN THREE TO FOUR MONTHS). CAUSED \$50123 WORTH OF DAMAGE TO THE TRUCK.*AK
####	2001	F150	1FTRX 17L41 N	#####	80000	ELECTRICAL SYSTEM WIRING	cruise deacc switch	parked	VEHICLE HAD APPROX. 80K MILES. WAS PARKED IN DRIVEWAY FOR ABOUT ONE HALF HOUR. NEIGHBOR SAW FIRE ON THE GROUND UNDER THE DRIVERS SIDE OF THE ENGINE COMPARTMENT TOWARD THE REAR(FIREWALL). CRUISE CONTROL OUT WORKING ABOUT 2 WEEKS PRIOR TO THE FIRE. FIRE ORIGIN IS IN VICINITY OF BRAKE MASTER CYLINDER. TYPICAL OF CRUISE CONTROL DEACTIVATION SWITCH FAILURE. PARTS WERE RECOVERED BUT ALUMINUM BAND ON HEXPORT BODY WAS MELTED AWAY THEREFORE DO NOT HAVE DATE CODE. *JB
####	2000	F150	1FTRF 07L6Y K	2-Jul-04	48000	ELECTRICAL SYSTEM WIRING FRONT UNDER HOOD	cruise deacc switch	parked	FIRE IN 2000 FORD F-150 PICKUP TRUCK. PARKED VEHICLE IN DRIVEWAY. FIVE MINUTES LATER TRUCK WAS SEEN ON FIRE. HAD 48000 MILES ON ODOMETER. FIRE ORIGIN AT BRAKE MASTER CYLINDER. SPEED CONTROL DEACTIVATION SWITCH STILL IN POSITION BUT FIRE DAMAGED. X-RAYS OF PLASTIC SWITCH HEAD SHOW ONE CONTACT TOTALLY DESTROYED BY ELECTRICAL ARCING. FUSE FOR THE SCDS WAS BLOWN AFTER THE FIRE. *AK
####	2000	F150	2FTRX 17WB YC	#####		SERVICE BRAKES	brake master cylinder	parked	THE VEHICLE WAS PARKED IN THE CAR PORT WHEN IT CAUGHT FIRE. THE FIRE WAS CAUSED BY THE MASTER CYLINDER PLUG WHICH CAUSED BRAKE FLUID TO LEAK ON THE MANFOLD. *AK *SC *JB
####	2000	F150	1FTRX 17L6Y N	#####	63004	VEHICLE SPEED CONTROL	cruise deacc switch	parked	THE CONSUMER WENT TO THE VEHICLE IN MORNING AND FOUND SMOKE AND FIRE DAMAGE AT THE FRONT DRIVER'S SIDE WHEEL WELL. THE ALLEGED FIRE OCCURRED DUE TO A DEFECTIVE CRUISE CONTROL DEACTIVATION SWITCH. *NM

PE04-078 0404

VOQ

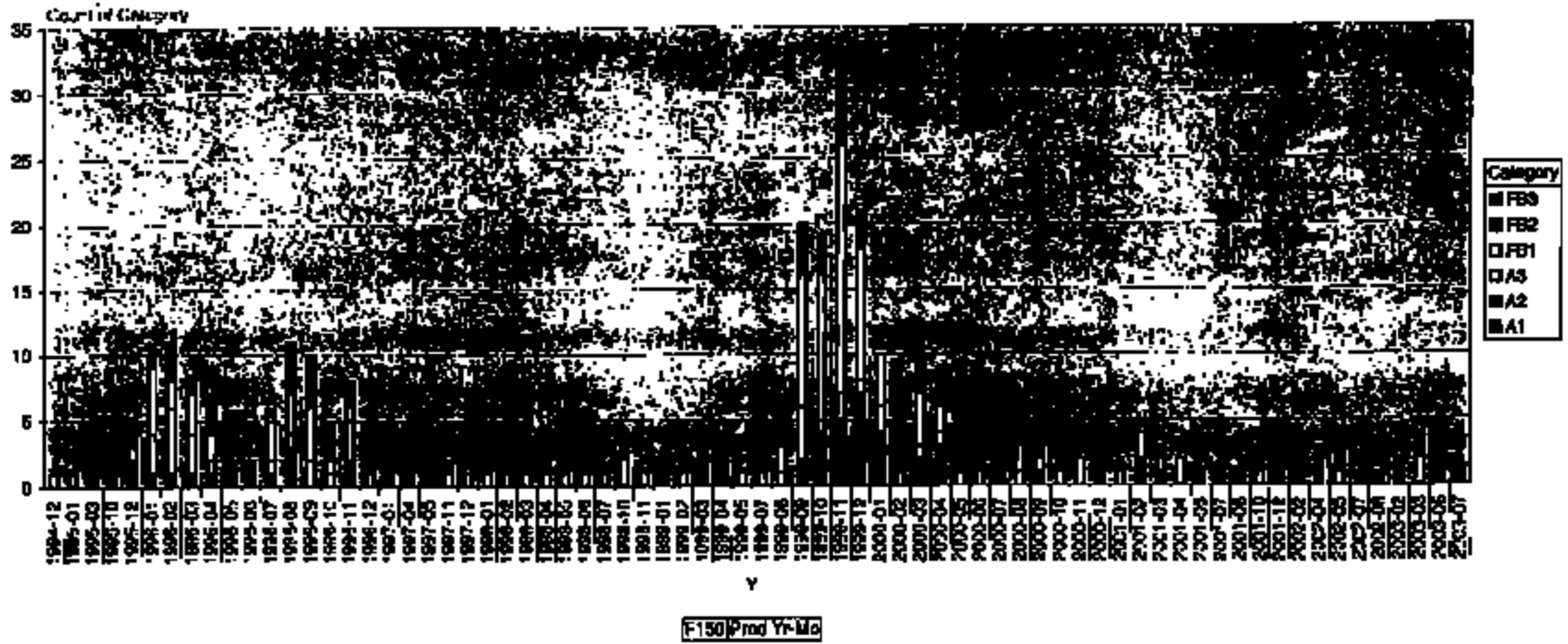
ODI No	Model Yr	Model	Vin	Failure Date	Miles	Part Name	Alleged Component	Modifier	Summary
####	2000	F150	1FTRX18LXYN	#####	1E+05	VEHICLE SPEED CONTROL CRUISE CONTROL	cruse deacc switch	parked	2000 FORD F150 PICKUP TRUCK WITH APPROX. 120000 MILES CAUGHT FIRE IN THE ENGINE COMPARTMENT AFTER BEING PARKED ABOUT 5 HOURS. FIRE LOCATION WAS AT THE LEFT SIDE OF THE ENGINE COMPARTMENT. THE CAUSE OF THE FIRE IS BELIVED TO BE THE SCDS (SPEED CONTROL DISENGAGEMENT SWITCH). FIRE DAMAGED TRUCK AND EDGE OF CARPORT. *AK
####	2000	F150	2FTZX0728YC	#####		ENGINE AND ENGINE COOLING EXHAUST	cruse deacc switch	parked	ENGINE COMPARTMENT FIRE ON DRIVER'S SIDE AFTER SITTING 2 TO 3 HOURS. FIRE SEEMED TO BE AT THE BRAKE MASTER CYLINDER. POSSIBLE SPEED CONTROL DEACTIVATION SWITCH. FIRE PUT OUT VERY SHORTLY AFTER IT STARTED. INSURANCE COMPANY NATIONWIDE 888-883-2432 EXT 130 GEORGE ALEXANDER. PHOTOGRAPHS TAKEN. *AK
####	1997	F150	1FTEX17L6VK	#####	2E+05	SERVICE BRAKES HYDRAULIC	brake master cylinder	parked	FIRE ORIGINATED IN LR QUADRANT OF ENGINE COMPARTMENT. OWNER HAD PARKED VEHICLE IN DRIVEWAY 15-30 MINUTES PRIOR TO FIRE. VEHICLE NOT RUNNING AT TIME OF FIRE. ORIGIN IS AT OR NEAR MASTER BRAKE CYLINDER.*AK
####	1998	F150	1FTEF16Y8TL	#####	1E+05	ELECTRICAL SYSTEM :WIRING :FRONT UNDER HOOD	engine compartment	parked	NEIGHBOR WOKE ME UP ABOUT 11:30 PM TELLING ME THAT MY TRUCK WAS ON FIRE. IT HAD BEEN PARKED FOR ABOUT 5 HOURS. THE FIRE WAS UNDER THE HOOD ON DRIVERS SIDE. VEHICLE IS A TOTAL LOSS. FORD REFUSES TO ACKNOWLEDGE THAT THERE IS A PROBLEM. THEY SAID THAT THEY ARE NOT RESPONSIBLE AND IT'S MY PROBLEM.*AK
####	2000	F150	2FTRX17L8YC	#####		ENGINE AND ENGINE COOLING	engine compartment	parked	UNDER HOOD FIRE AFTER HAVING BEEN PARKE WITH THE KEYS OUT OF THE IGNITION FOR 1.5 HOURS. THE FIRE WAS IN THE ENGINE COMPARTMENT AND BURNED A HOLE IN THE HOOD ON THE DRIVERS SIDE NEAR THE FIRE WALL.
####	1997	F150	blank	#####	82000	ELECTRICAL SYSTEM :WIRING :FRONT UNDER HOOD	cruse deacc switch	parked	ON NOV. 5TH I PARKED MY 1997 F150 TRUCK AT WORK AT 7:00AM. BETWEEN 10:30 AND 11:00 I GET A CALL THAT THE FIRE DEPARTMENT IS PUTTING A FIRE OUT UNDER NEATH MY TRUCKS HOOD. IT TOOK 4 HOURS AFTER THE TRUCK WAS PARKED TO START A FIRE. IF IT WASN'T FOR ME PARKING CLOSE TO A GUARDS STATION IT WOULD OF BEEN WORSE. MY CONCERN IS THAT THIS COULD OF HAPPENED AFTER I PARKED IN MY GARAGE AT HOME WHICH WOULD OF PUT ME AND MY FAMILY IN DANGER. AFTER THIS FIRE I CALLED THE FORD HEADQUARTERS AND MADE A COMPLAINT. I ALSO DID SOME RESEARCH ON THE INTERNET UNDER 1997 BRAKE MASTER CLLINDER FIRES BECAUSE THATS WHERE THE FIRE FIGHTERS SAID IT STARTED AND I WAS SURPRISED TO FIND NUMEROUS ARTICLES ABOUT THE SAME PROBLEM.*AK

VOQ

QID No	Model Yr	Model	Vin	Failure Date	Notes	Part Name	Alleged Component	Modifier	Summary
###	1997	F150	1FTDX 1788V N	###/###/###		ELECTRICAL SYSTEM	engine compartment	unknown	FIRE IN 1997 FORD F-150. WITNESS SAW INITIAL FIRE IN ENGINE COMPARTMENT ON DRIVERS SIDE NEAR BULKHEAD. RECOVERED HEXPORT BODY BUT SWITCH CONTACTS MISSING. *LA
###	1997	F150	1FTDX 172VN C	###/###/###	1E+06	ENGINE AND ENGINE COOLING ENGINE	cruise disc switch	parked	THE ENGINE DEVELOPED A SEVERE KNOCK WHEN STARTED ONE MORNING. THE PROBLEM WAS A COMPLETE FAILURE AT THE MAIN CRANKSHAFT SEVERE WEAR AT VALVE ASSEMBLY AND CORROSION THROUGHOUT COOLING CHAMBERS. FORD DID A RECALL ON THE HEAD GASKET THE YEAR BEFORE CHANGING HEAD GASKET HOSES & COOLANT. THE TRUCK IS USED BY HOUSE WIFE DRIVING THE CHILDREN TO SCHOOL. EVEN THOUGH OTHERS HAVE REPORTED OF SAME ENGINE FAILURE ON 4.2L FORD DENIES ANY PROBLEM. 5 MONTHS LATER WHILE THE TRUCK WHILE THE TRUCK WAS SITTING IN THE DRIVEWAY THE ENGINE WIRING CAUGHT ON FIRE MELTING THE PLASTIC MASTER CYLINDER FUELING THE FLAMES TO MELT ALL CIRCUITS AND PLASTIC. THE ABS LAMP HAD LIT EARLIER IN THE WEEK ADDED BRAKE FLUID TO RESERVOIR AND THE LAMP WENT OUT. INDEPENDENT FIRE INVESTIGATOR SAYS EVIDENCE POINTS TO A DEFECT IN THE ABS MASTER CYLINDER WIRING IN THE ENGINE COMPARTMENT. *TS *JB **DMSH VOQ ENTRY POSTED AFTER 12-12-02 CUT OVER TO ARTEMIS**782417

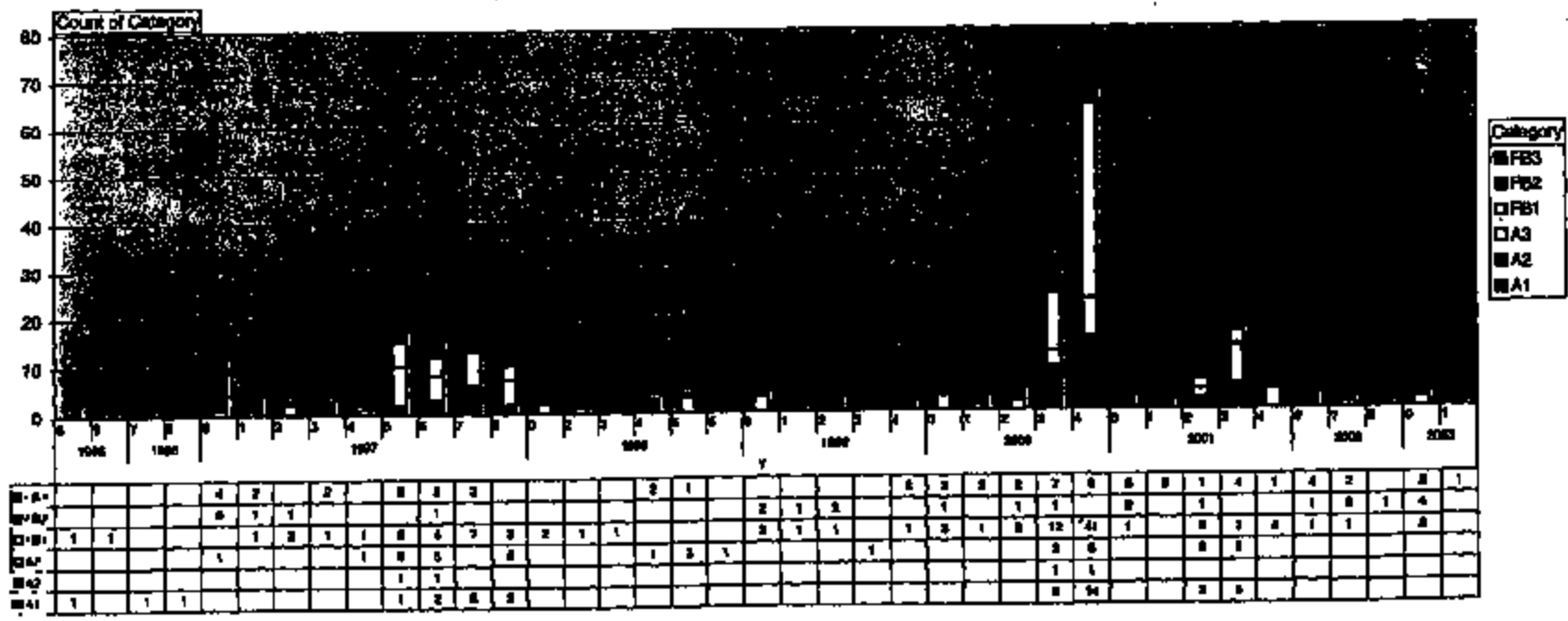
F284-678 0408

All F-150 With Build Date
Counts by Build Date



PC-M-878 8487

**All F-150 With Build Date
Counts by Model Year/Years-In-Service**



ME84-878 0408

Dave Kapt $\frac{1}{10}$ Monday, travel Sunday
Dennis 15 (97) + 198

Items - list of items
- photos as installed
- skins if necessary,
-

- casing front,
- switch rope
- fuel, mileage, VIN,
- critical photos
- Laminar wind + dust, noise

$\frac{1}{10}$ $\frac{1}{10}$ Cryptic Road, will stop, need few days.

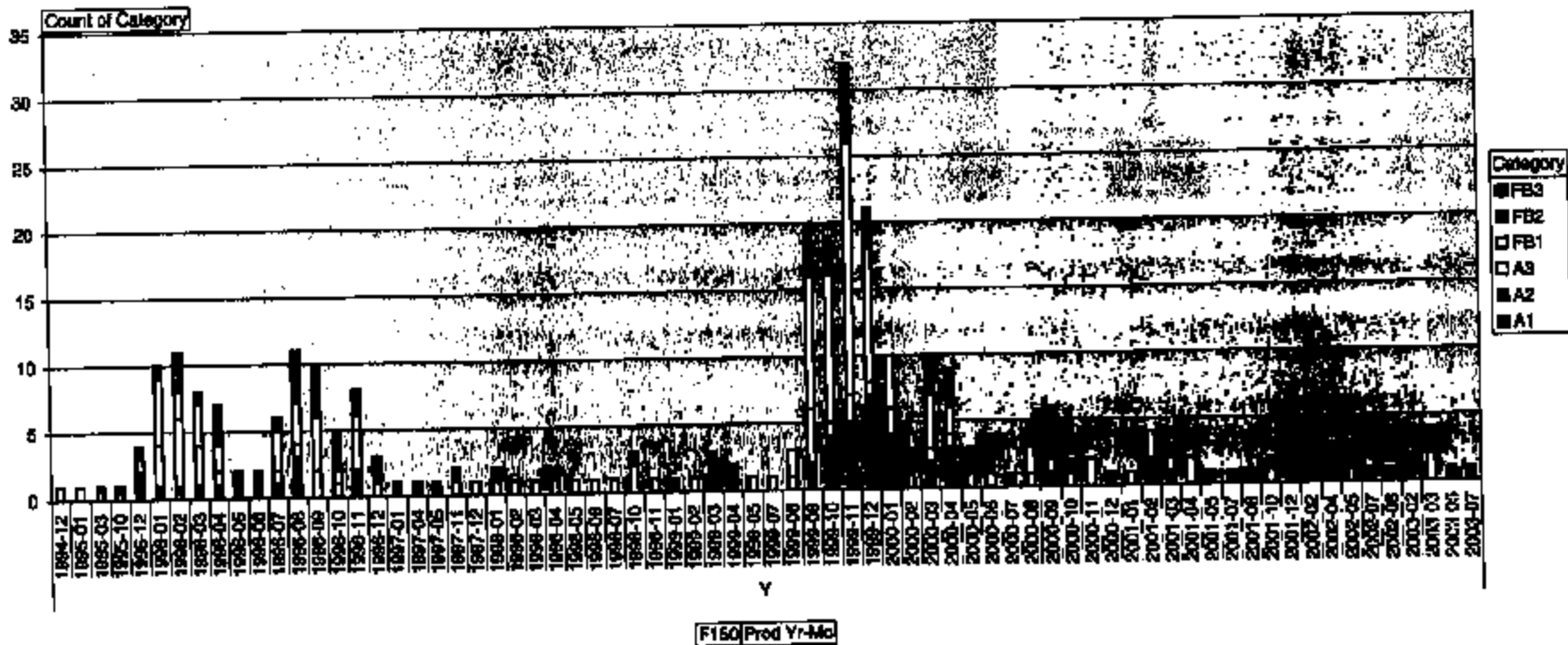
- Order water/pans.
- UM?
- SBC?

P2 first.

21. Graphs
22. Part usage chart
23. Anecdotal verbatims
24. ~~Wiper notes~~ recall info' { 01524 WIPER MOTOR
00522 FUEL LINE
25. EN/FN NHTSA Presentation
26. EN/FN Closure
27. KEY OFF PARTS
28. GT ~~Amory~~
29. EDDS STUFF / REPORT REVIEWS
30. ~~etc~~
31. OTHER
 - A) CCRL PAPERS
 - B) ~~WIPER MOTOR~~ NHTSA ENQUIRY

FEB-67 0414

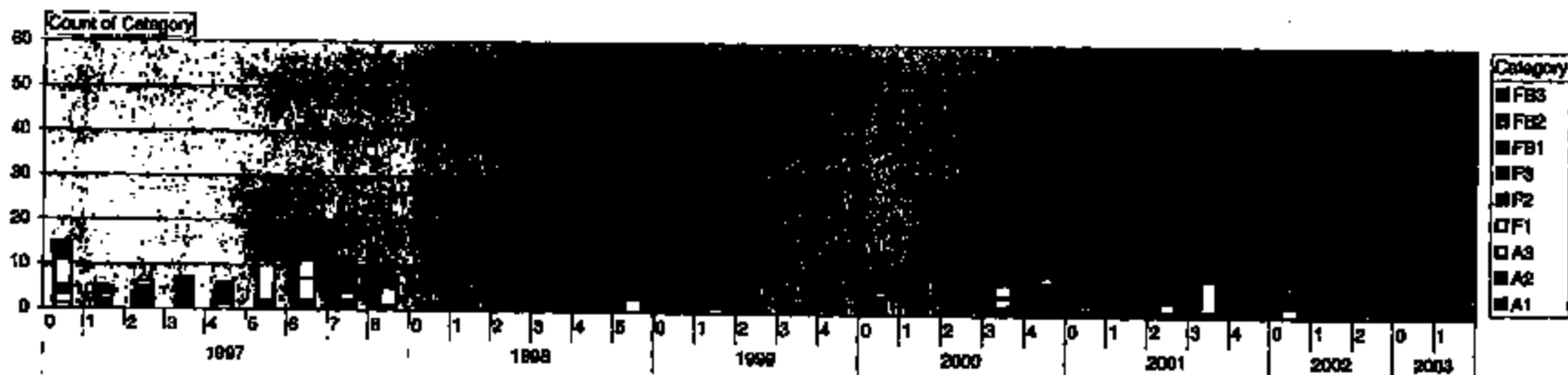
All F-150 With Build Date
Counts by Build Date



PER4-878 0415

W.

Years-in-service: All F-150 With Build Dates

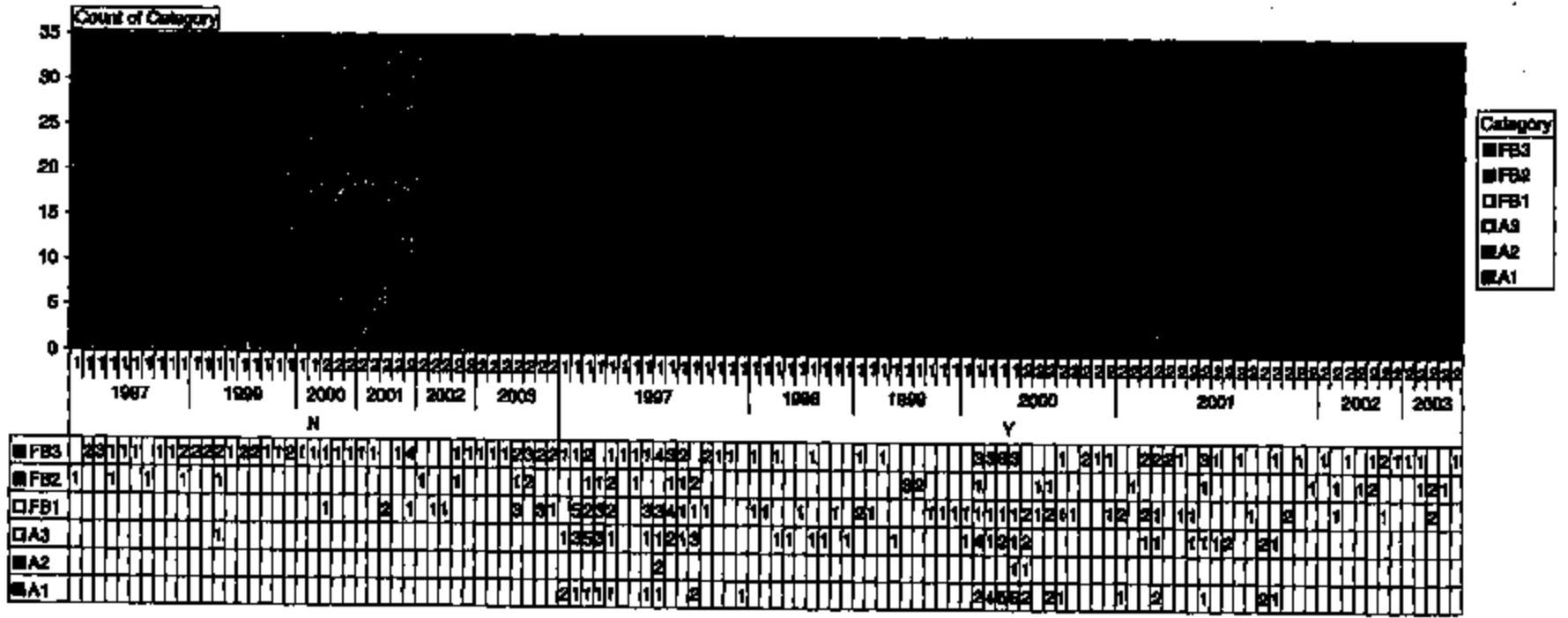


	1997	1998	1999	2000	2001	2002	2003
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FB1		1	2	1	1	5	4
F3	2		2	1	2	4	1
F2		1	7	3	1		1
F1	2			1	1	4	2
A3	1			5	8	5	4
A2				1	1		
A1				3	1	2	1

F150(MY)IS

without LMM S

**All F-Series With Build Date
Counts by Model Year/Build Date**

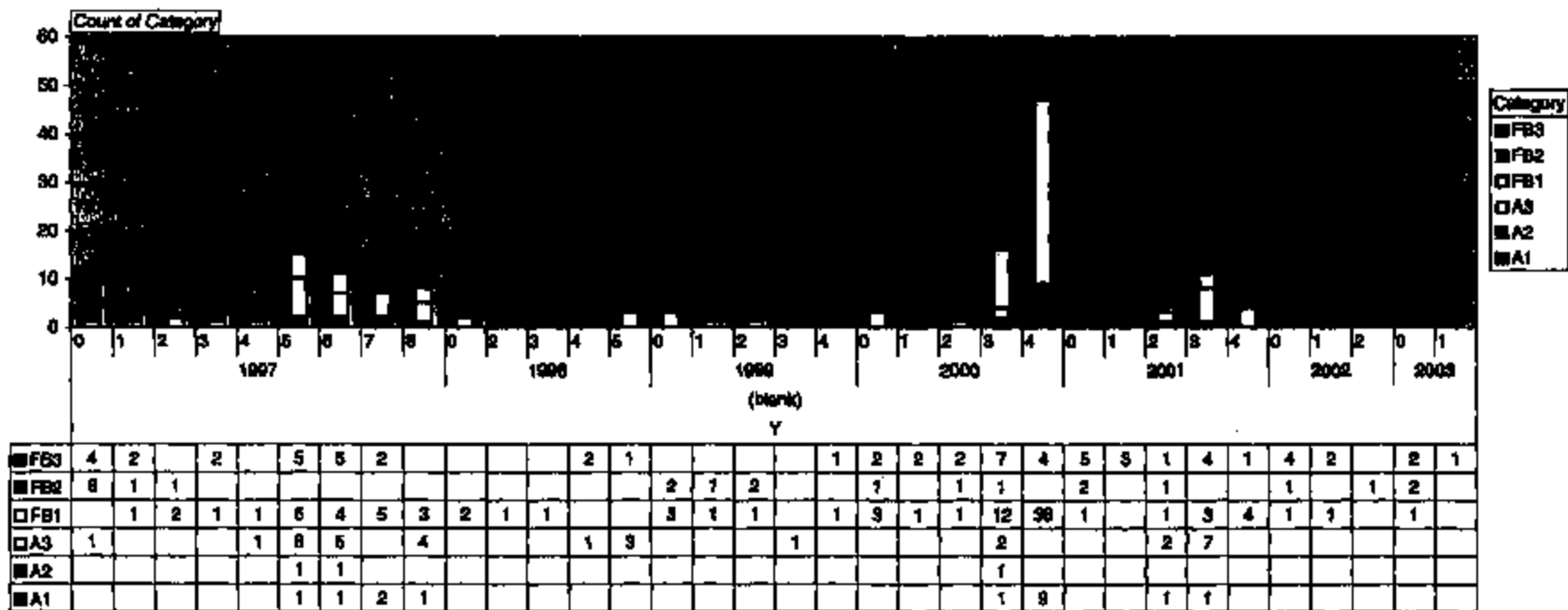


F150 MY/Prod Yr-Mo

FD-904-878 0412

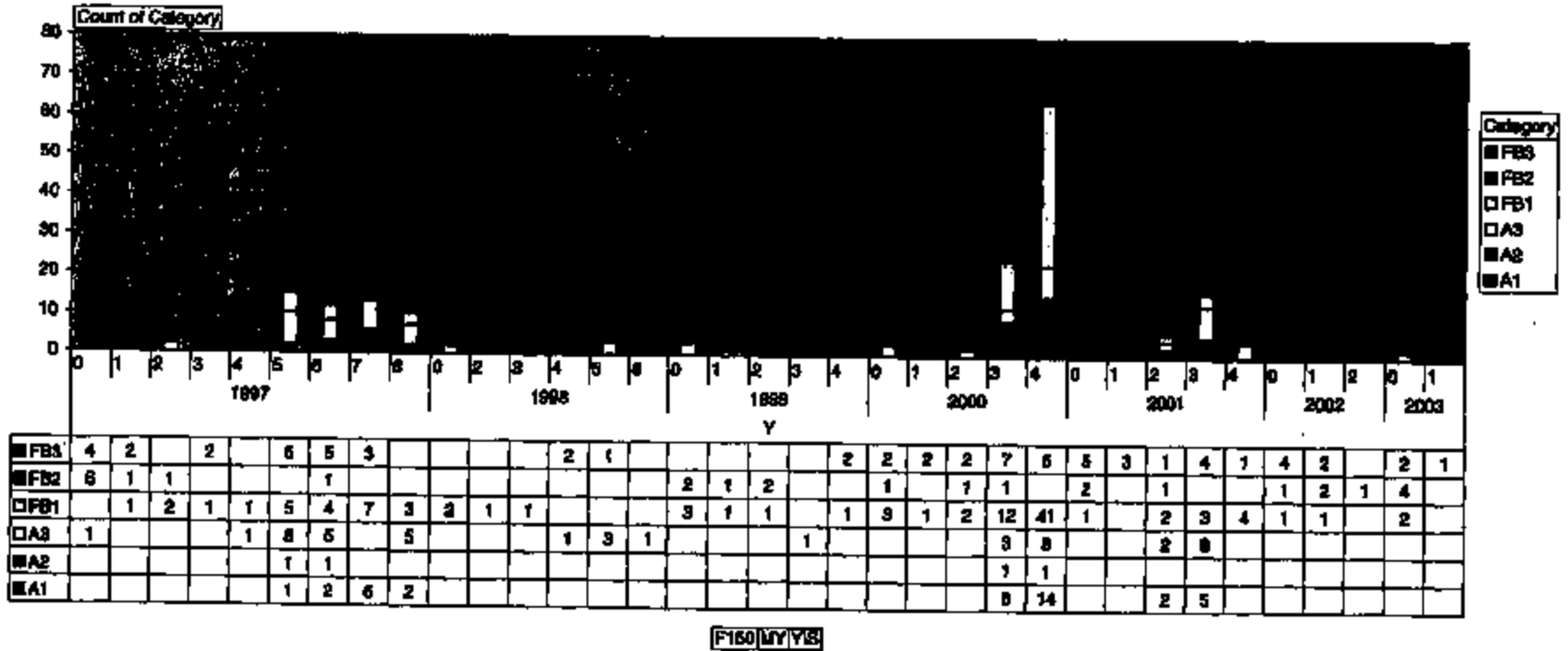
4/11

**All F-150 With Build Date
Counts (not including lawsuits), by Model Year/Years-in-Service**



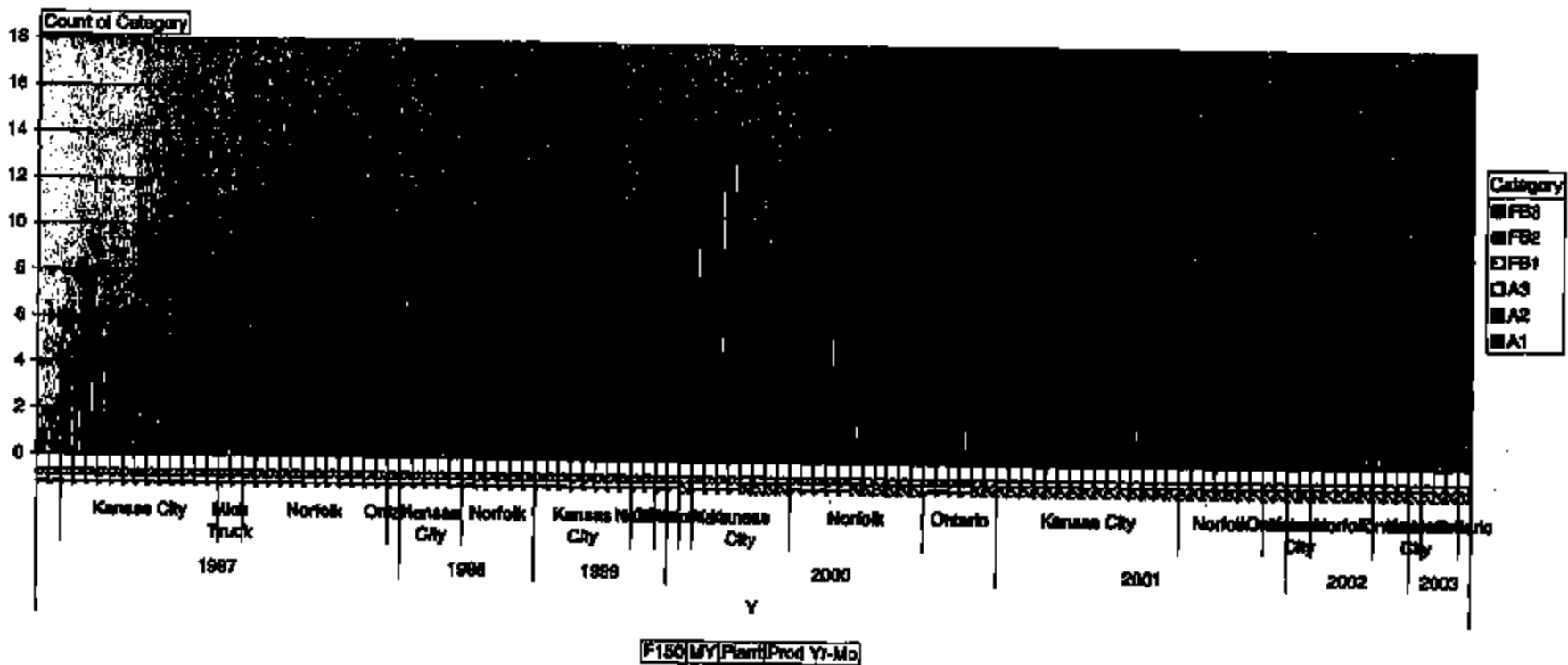
F150 SURM Y18

**All F-150 With Build Date
Counts by Model Year/Years-In-Service**



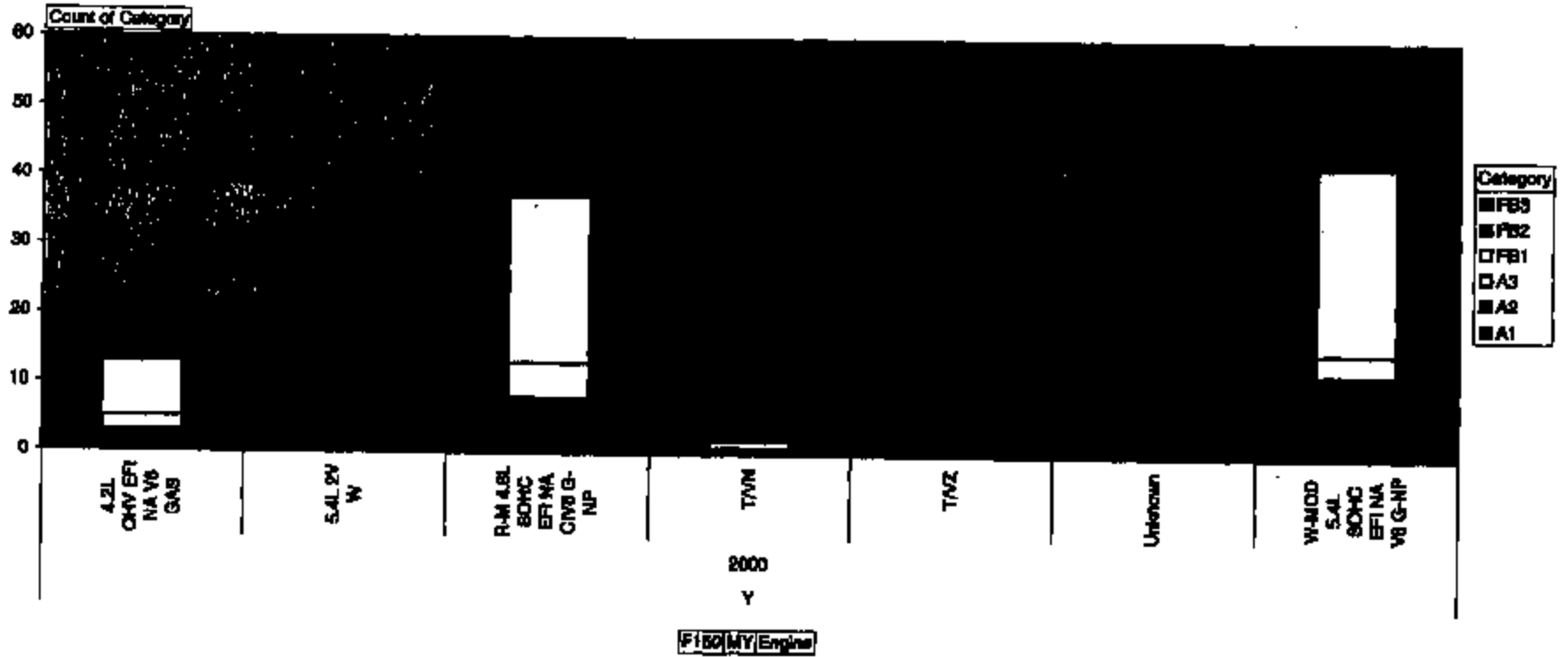
FD-1-078 0428

**All F-150 With Build Date
Counts by Model Year/Plant/Build Date**



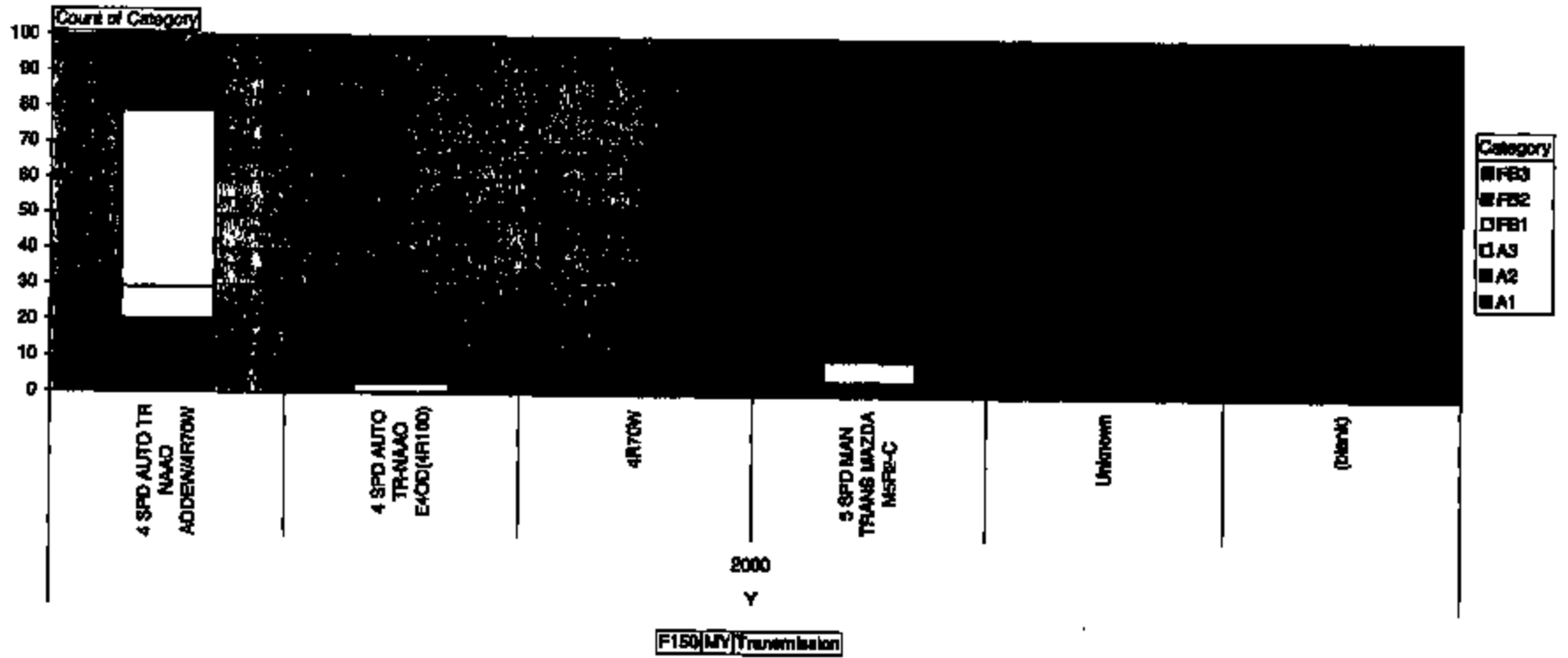
PROD-878 0421

All F-160 With Build Date
Counts by 2000 Model Year/Engine



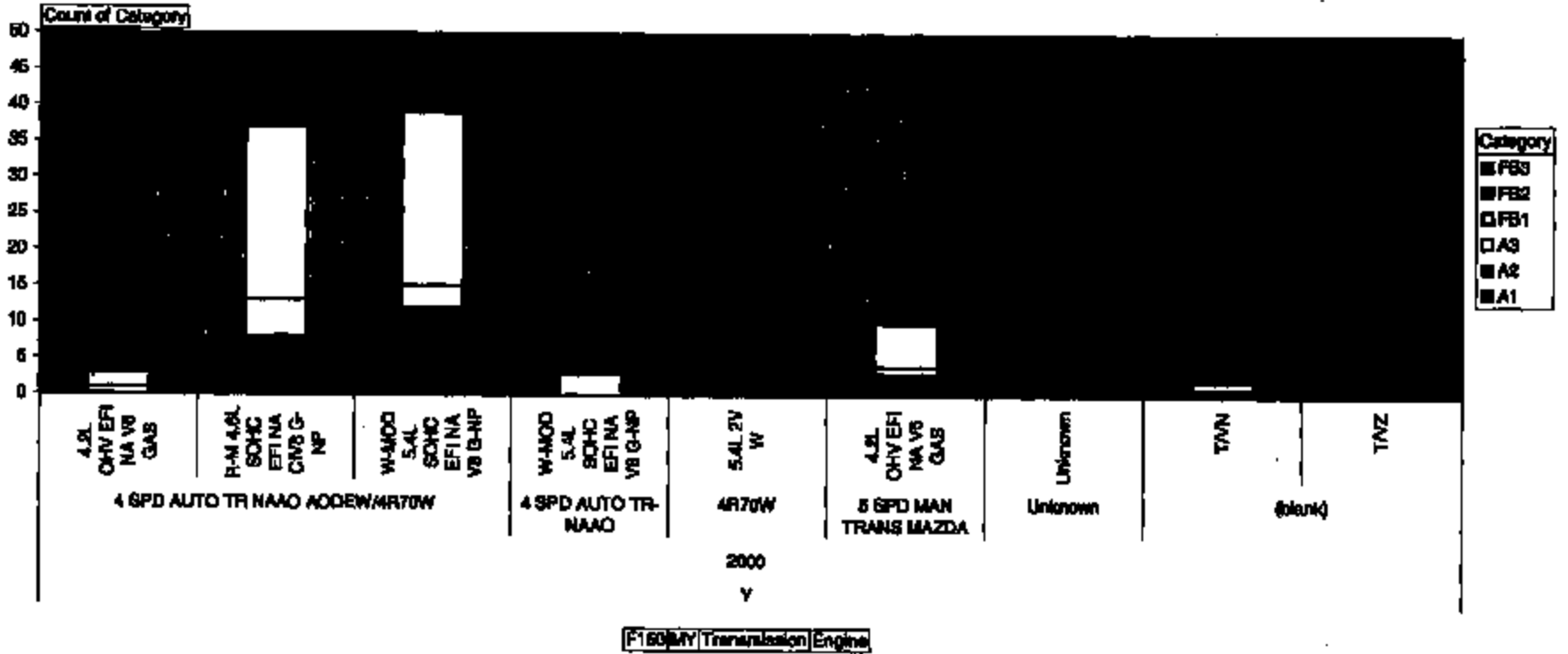
FD-918 (Rev. 8-22-02)

All F-150 With Build Data
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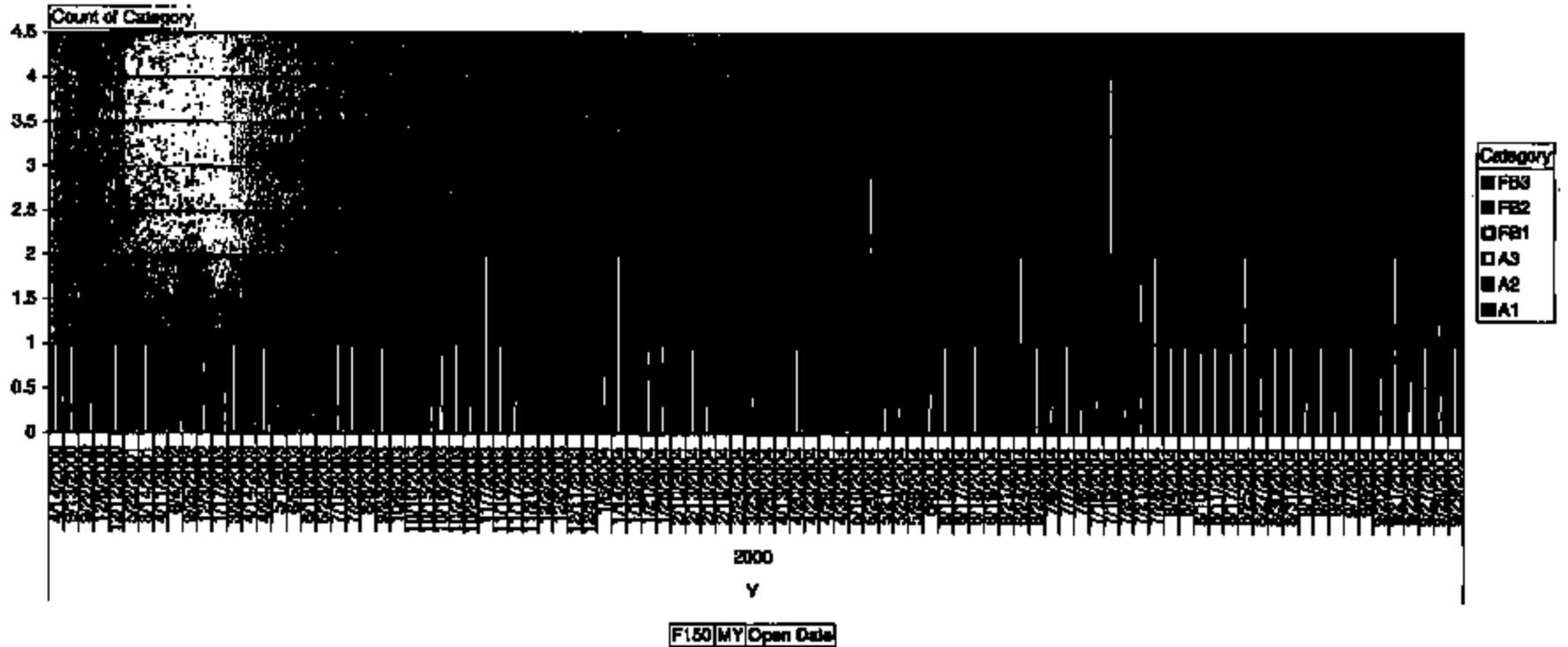
P004-678 SA23

All F-150 With Build Date
Counts by 2000 Model Year/Transmission/Engine



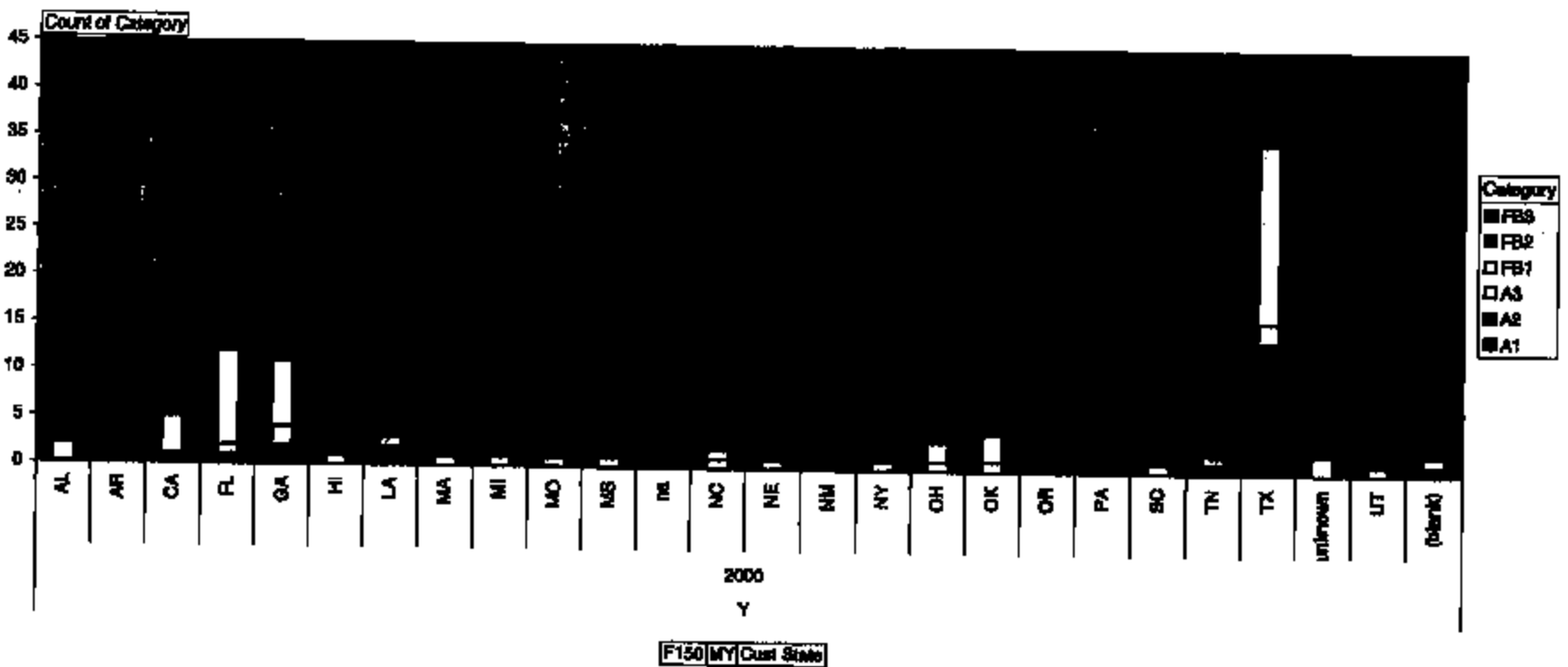
FEB-07/9 0A24

All F-150 With Build Date
Counts by 2000 Model Year/Open Date



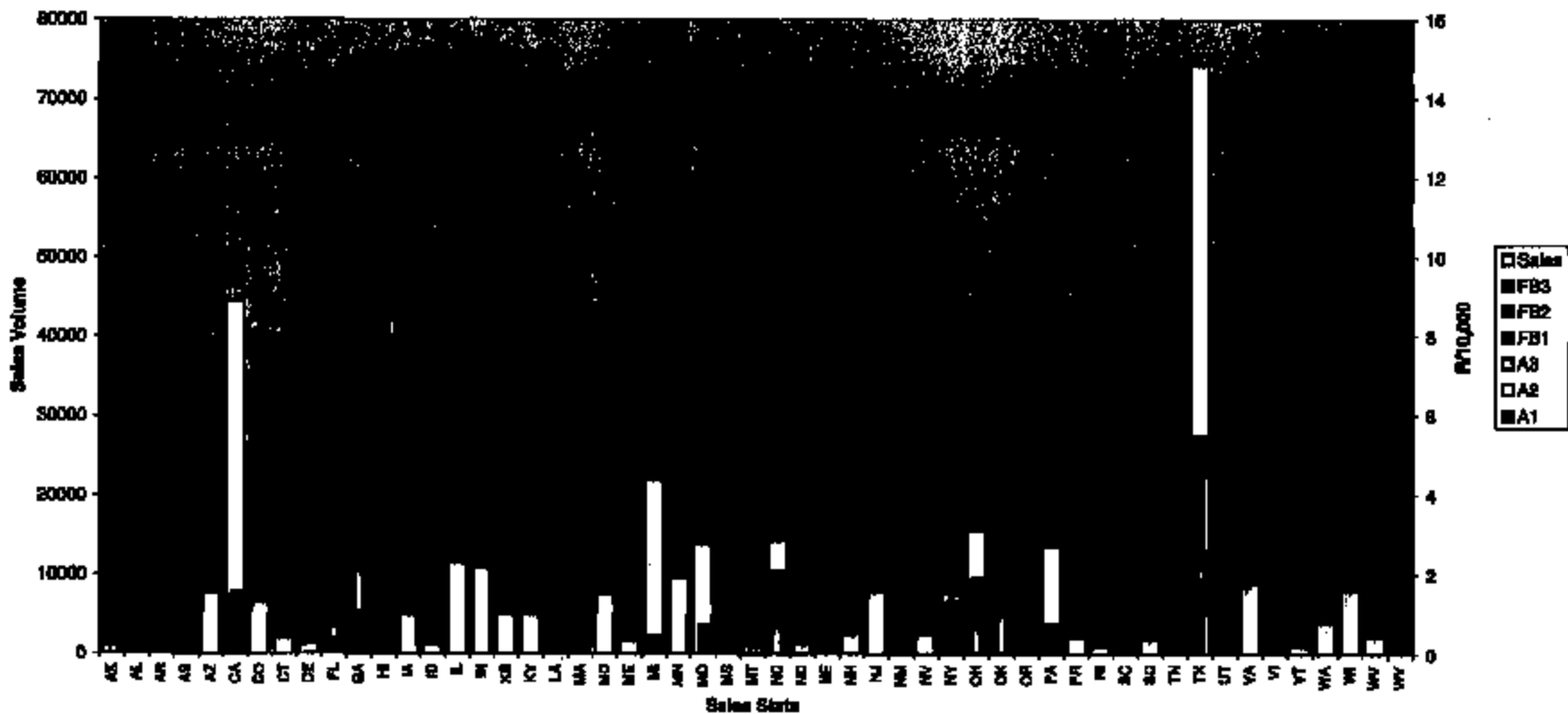
FE04-078 0425

All F-150 With Build Date
Counts by 2000 Model Year/State



PC204-RTB 04/28

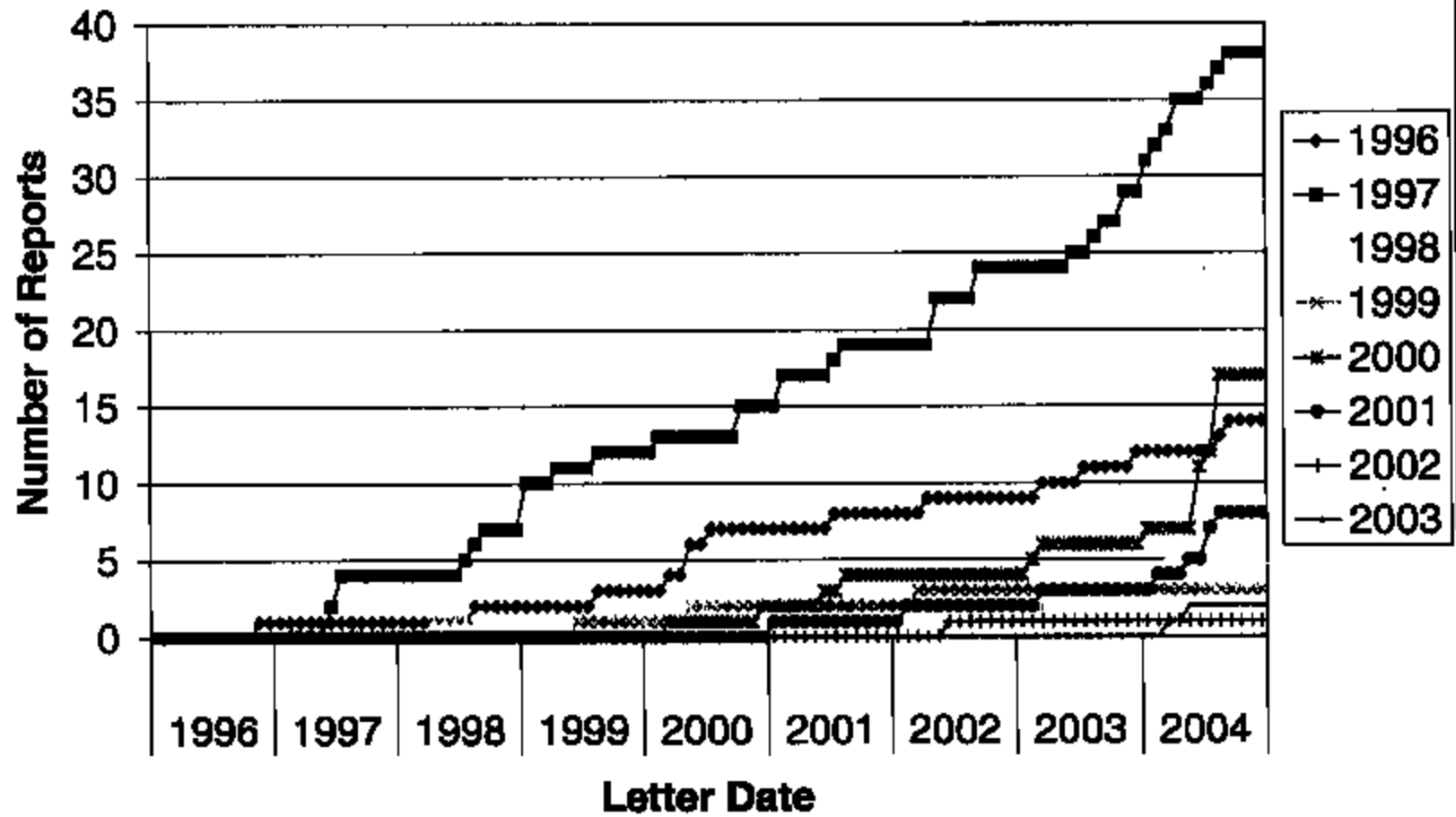
2000 MY F-Series



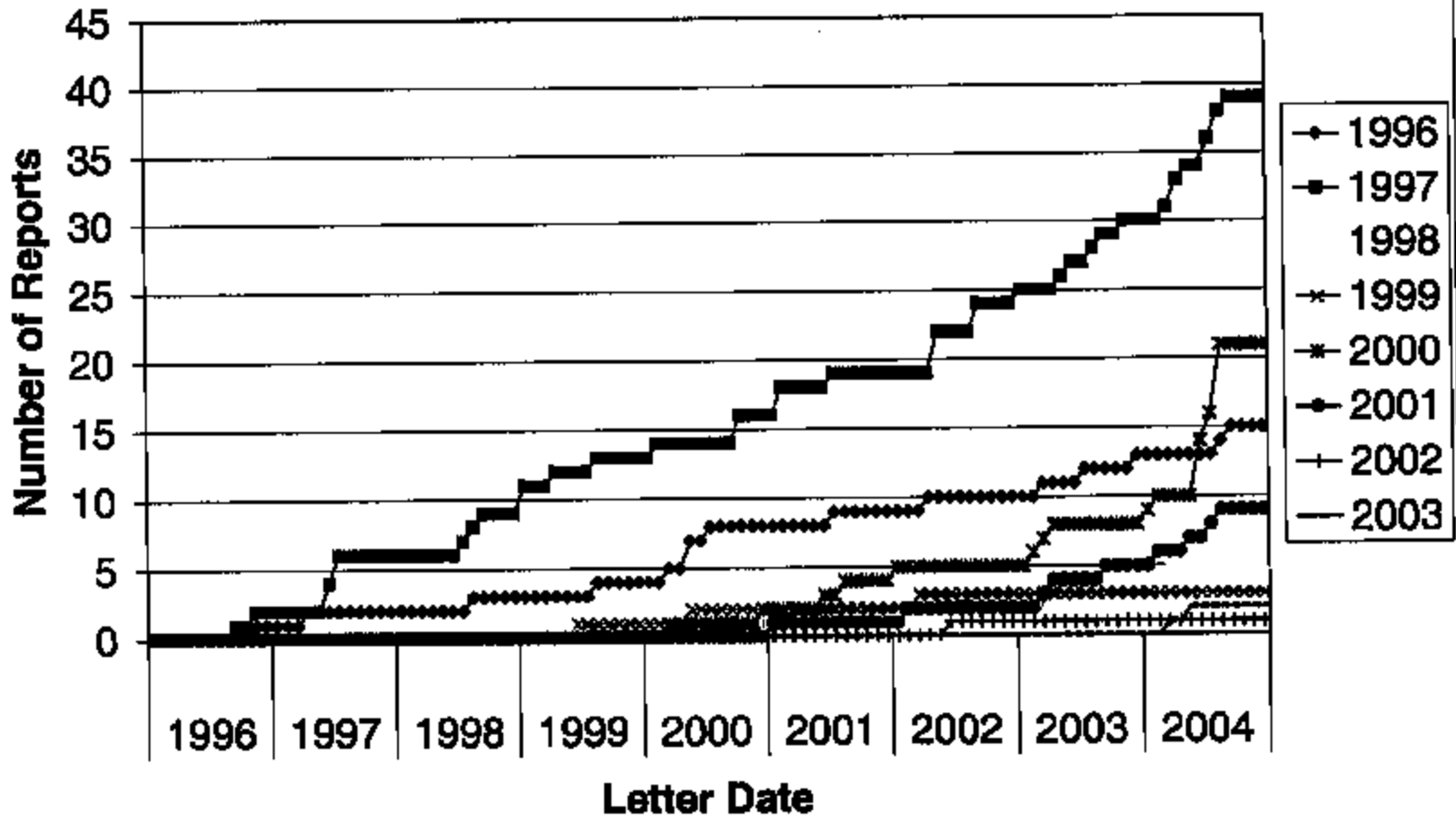
FED-878 0428

46

F150 VOQ Fires



F150 VOQ Fires



F150 VQG Fires

Alleged Component	Modifier	Dupe	Summary
cruise deac switch	running		WHILE DRIVING ABS AND BRAKE WARNING LIGHT CAME ON STOPPED TO CHECK PROBLEM AND SAW FIRE. HAD TO REPLACE MASTER CYLANDER AND SOME WIRING. 3 OTHER PEOPLE INCLUDING MOTHER IN LAWS VAN HAVE HAD PROBLEM. *AK
cruise deac switch	parked		THE ENGINE DEVELOPED A SEVERE KNOCK WHEN STARTED ONE MORNING. THE PROBLEM WAS A COMPLETE FAILURE AT THE MAIN CRANKSHAFT SEVERE WEAR AT VALVE ASSEMBLY AND CORROSION THROUGHOUT COOLING CHAMBERS. FORD DID A RECALL ON THE HEAD GASKET THE YEAR BEFORE CHANGING HEAD GASKET HOSES & COOLANT. THE TRUCK IS USES BY HOUSE WIFE DRIVING THE CHILDREN TO SCHOOL. EVEN THOUGH OTHERS HAVE REPORTED OF SAME ENGINE FAILURE ON 4.2L FORD DENIES ANY PROBLEM. 5 MONTHS LATER WHILE THE TRUCK WHILE THE TRUCK WAS SITTING IN THE DRIVEWAY THE ENGINE WIRING CAUGHT ON FIRE MELTING THE PLASTIC MASTER CYLINDER FUELING THE FLAMES TO MELT ALL CIRCUITIES AND PLASTIC. THE ABS LAMP HAD LIT EARLIER IN THE WEEK ADDED BRAKE FLUID TO RESERVOIR AND THE LAMP WENT OUT. INDEPENDENT FIRE INVESTIGATOR SAYS EVIDENCE POINTS TO A DEFECT IN THE ABS/MASTER CYLINDER WIRING IN THE ENGINE COMPARTMENT. *TS *JB ***DMSII IVOQ ENTRY POSTED AFTER 12-12-02 CUT OVER TO ARTEMIS***762417
cruise deac switch	unknown		A SHORT IN THE WIRING AROUND THE MASTER CYLINDER FOR THE BRAKES CAUSED THE RESEVOIR TO CATCH ON FIRE AND BURN.*AK
cruise deac switch	unknown		CONSUMER STATED THAT WITHOUT WARNING THE BRAKES LEAKED FLUID. THE DEALER WAS NOTIFIED. *AK THE SWITCH ON THE MASTER CYLINDER STARTED TO LEAK ON THE ABS WIRING AND STARTED THE FIRE. *SCC *JB

F150-076 0411

F150 VOQ Fires

Alleged Component	Modifier	Dupe	Summary
cruise deac switch	parked		ON NOV. 5TH I PARKED MY 1997 F150 TRUCK AT WORK AT 7:00AM. BETWEEN 10:30 AND 11:00 I GET A CALL THAT THE FIRE DEPARTMENT IS PUTTING A FIRE OUT UNDER NEATH MY TRUCKS HOOD. IT TOOK 4 HOURS AFTER THE TRUCK WAS PARKED TO START A FIRE. IF IT WASN'T FOR ME PARKING CLOSE TO A GUARDS STATION IT WOULD OF BEEN WORSE. MY CONCERN IS THAT THIS COULD OF HAPPENED AFTER I PARKED IN MY GARAGE AT HOME WHICH WOULD OF PUT ME AND MY FAMILY IN DANGER. AFTER THIS FIRE I CALLED THE FORD HEADQUARTERS AND MADE A COMPLAINT. I ALSO DID SOME RESEARCH ON THE INTERNET UNDER 1997 BRAKE MASTER CLLINDER FIRES BECAUSE THATS WHERE THE FIRE FIGHTERS SAID IT STARTED AND I WAS SURPRISED TO FIND NUMEROUS ARTICLES ABOUT THE SAME PROBLEM.*AK
cruise deac switch	parked		VEHICLE CAUGHT FIRE WHILE PARKED FOR FIVE HOURS. *PH CONSUMER ALSO STATED THAT CRUISE CONTROL TAIL LIGHT FAILED. CAUSE OF FIRE WAS UNKNOWN HOWEVER CONSUMER HAD A TELL TALE INDICATION THAT CRUISE CONTROL DE-ACTIVATION SWITCH COULD BE THE CAUSE. SINCE THE SWITCH WHEN IT CATCHES FIRE IT IGNITES THE BRAKE FLUID THUS CAUSING VEHICLE TO BURN. FORD IS AWARE OF THE PROBLEM BUT REFUSED TO ACKNOWLEDGE RESPONSIBILITY OF THE INCIDENT. *LA
cruise deac switch	parked		THE CONSUMER WENT TO THE VEHICLE IN MORNING AND FOUND SMOKE AND FIRE DAMAGE AT THE FRONT DRIVER'S SIDE WHEEL WELL. THE ALLEGED FIRE OCCURRED DUE TO A DEFECTIVE CRUISE CONTROL DEACTIVATION SWITCH. *NM
cruise deac switch	parked		PARKED MY FORD F150 IN THE SCHOOL PARKING LOT AT 7:30 AM. AT 8:15 I WAS CALLED TO THE FRONT OF THE BUILDING BECAUSE MY TRUCK HAD STARTED ON FIRE AND WAS BEING PUT OUT WITH A FIRE EXTINGUISHER BY THE SCHOOL POLICE OFFICER. THE INSURANCE COMPANY BELIEVES THE FIRE WAS CAUSED BY MY CRUISE CONTROL (HAD NOT WORKED IN THREE TO FOUR MONTHS). CAUSED \$50123 WORTH OF DAMAGE TO THE TRUCK.*AK

FE04-078 0442

F150 VOQ Fires

Alleged Component	Modifier	Dupe	Summary
cruise deacc switch	parked		FIRE IN 2000 FORD F-150 PICKUP TRUCK. PARKED VEHICLE IN DRIVEWAY. FIVE MINUTES LATER TRUCK WAS SEEN ON FIRE. HAD 46000 MILES ON ODOMETER. FIRE ORIGIN AT BRAKE MASTER CYLINDER. SPEED CONTROL DEACTIVATION SWITCH STILL IN POSITION BUT FIRE DAMAGED. XRAY'S OF PLASTIC SWITCH HEAD SHOW ONE CONTACT TOTALLY DESTROYED BY ELECTRICAL ARCING. FUSE FOR THE SCDS WAS BLOWN AFTER THE FIRE. *AK
cruise deacc switch	parked		2000 FORD F150 PICKUP TRUCK WITH APPROX. 128000 MILES CAUGHT FIRE IN THE ENGINE COMPARTMENT AFTER BEING PARKED ABOUT 5 HOURS. FIRE LOCATION WAS AT THE LEFT SIDE OF THE ENGINE COMPARTMENT. THE CAUSE OF THE FIRE IS BELIVED TO BE THE SCDS (SPEED CONTROL DISENGAGEMENT SWITCH). FIRE DAMAGED TRUCK AND EDGE OF CARPORT. *AK
cruise deacc switch	parked		ENGINE COMPARTMENT FIRE ON DRIVER'S SIDE AFTER SITTING 2 TO 3 HOURS. FIRE SEEMED TO BE AT THE BRAKE MASTER CYLINDER. POSSIBLE SPEED CONTROL DEACTIVATION SWITCH. FIRE PUT OUT VERY SHORTLY AFTER IT STARTED. INSURANCE COMPANY NATIONWIDE 888-583-2432 EXT 130 GEORGE ALEXANDER. PHOTOGRAPHS TAKEN. *AK
cruise deacc switch	parked		WHEN SHUTTING VEHICLE OFF MASTER CYLINDER CAUGHT ON FIRE. *AK
cruise deacc switch	parked		NOTICED CRUISE CONTROL WENT OUT DID NOT THINK MUCH ABOUT IT. SMELLED BURNING DROVE INTO MY DRIVE WAY WENT IN HOUSE STARTED DINNER MY HUSBAND WENT OUT TO RUN TO THE CORNER STORE AND MY TRUCK WAS ON FIRE. BURNT INSIDE OF ENGINE YES OLD PARTS ARE THERE NOTHING HAS BEEN REPAIRED AS OF YET. VERY DANGEROUS SITUATION COULD OF BEEN HURT OR MY CHILD COULD OF BEEN HURT. COULD OF BEEN PROPERTY DAMAGE IF I HAD NOT CAUGHT THE FIRE WHEN I DID COULD OF BURNED MY HOUSE DOWN AND OTHERS AROUND ME.

PEBA-878 8443

F150 V0Q Fires

Alleged Component	Modifier	Dupe	Summary
cruise dead switch	parked		VEHICLE HAD APPROX. 60K MILES. WAS PARKED IN DRIVEWAY FOR ABOUT ONE HALF HOUR. NEIGHBOR SAW FIRE ON THE GROUND UNDER THE DRIVERS SIDE OF THE ENGINE COMPARTMENT TOWARD THE REAR(FIREWALL). CRUISE CONTROL QUIT WORKING ABOUT 2 WEEKS PRIOR TO THE FIRE. FIRE ORIGIN IS IN VICINITY OF BRAKE MASTER CYLINDER. TYPICAL OF CRUISE CONTROL DEACTIVATION SWITCH FAILURE. PARTS WERE RECOVERED BUT ALUMINIUM BAND ON HEXPORT BODY WAS MELTED AWAY THEREFORE DO NOT HAVE DATE CODE. *JB

PC84-878 8444



VL / MY	92	93	94	95	96	97	98	99	00	01	02
Town Car	1 Prop 45° up	1 Prop 45° up	3 Prop 45° up	3 Prop 45° up	X Prop 45° up	X Prop 45° up					
Crown Victoria	1 Prop 45° up	1 Prop 45° up	3 Prop 45° up	3 Prop 45° up	X Prop 45° up	X Prop 45° up					
Grand Marquis	1 Prop 45° up	1 Prop 45° up	3 Prop 45° up	3 Prop 45° up	X Prop 45° up	X Prop 45° up					
Econoline / Club Wagon	X Frame up	X Frame up	5 MastC up	X MastC down	X MastC down	X MastC down	5 MastC down	5 MastC down	X MastC down	X MastC down	X MastC down
F-Series		5	5 MastC up	X MastC up	X MastC up	5 MastC up	5 MastC up	5 MastC up	5 MastC up	5 MastC up	5 MastC up
Bronco		5	5	X	X MastC up						
Escape*										5	5
Explorer				5	5 MastC up	5 MastC up	5 MastC up	5 MastC up	5 MastC up	5 MastC up	5 MastC up
Sport/Sport Trac										5 MastC up	5 MastC up
Mountaineer						5 MastC up	5 MastC up	5 MastC up	5 MastC up	5 MastC up	5 MastC up
Ranger				5	5 MastC up	5 MastC up	5 MastC up	5 MastC up	5 MastC up	5 MastC up	5 MastC up
Expedition						5 MastC up	5 MastC up	5 MastC up	5 MastC up	5 MastC up	5 MastC up
Navigator							5 MastC up	5 MastC up	5 MastC up	5 MastC up	5 MastC up
Excursion									5 MastC up	5 MastC up	5 MastC up
Taurus SHO		7	7	7							
Mark VIII		1 Prop horiz	1 Prop horiz	3 FBL down	X FBL down	X FBL down	3 FBL down				
Windstar				4 MastC down	4 MastC down	4 MastC down	4 MastC down	4 MastC down	4 MastC down	4 MastC down	4 MastC down
Capri			8								

Prop - Proportioning Valve Frame - Frame Rail MastC - Master Cylinder FBL - Front Brake Line

* TI reports that they sell the F3TA-9F924-CA to Tokico for the Escape. The Escape speed control does not use this switch for deactivation.

	Ford P/N	TI P/N	Act (psi)	Rel (psi)	Base	Hexport	Thread	
1	F2VC-9F924-AB	77PSL2-1	90-160	20	Brown	J512	3/8-24M	Snap
2	F6LC-9F924-AA	77PSL2-3	200-300	40	Black	J512	3/8-24M	Snap
3	F2AC-9F924-AA	77PSL3-1	90-200	20	Natural	J512	3/8-24M	Quiet
4	F58A-9F924-AA	77PSL3-2	90-160	20	Grey	J512	3/8-24M	Quiet
5	F3TA-9F924-CA	77PSL3-3	200-300	40	Red	J512	3/8-24M	Snap
6	94DA-9F924-AA	77PSL4-1	90-160	20	Natural	O-ring	M10x1.0M	Quiet
7	F3DC-9F924-AA	77PSL5-2	90-160	20	Natural	Snubber	3/8-24M	Quiet
8	94JA-9F924-AB	77PSL6-1	90-160	20	Grey	O-ring	3/8-24M	Quiet

EQ82-825 3489

PE84-878 8458

Speed Control Strategies

Vehicle Line	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Town Car		Intro (PAT)											
Crown Vic/Grand Marq		Intro (PAT)											
Mark VII / VIII				Intro (PAT)									
Continental								Lead					
LS													
Taurus SHO 3.2L			Intro (PAT)										
Taurus / Sable													
T-Bird / Cougar													
Mustang													
Tempo / Topaz													
Contour / Mystique													
Escort / Tracer													
Focus													
Econoline		Intro (PAT)											
F-Series			Intro (PAT)										
Aerostar													(Run)
Windstar				Intro (Run)									
Explorer w/o IVD					Intro (Run)			(PAT)				(Run)	
Explorer w/ IVD													
Explorer Sport/SprTrec													
Ranger												Intro (Run)	
Escape					Intro (Run)			(PAT)					(Run)

FE04-878 0451



F150 Ford Fires

Model Yr	Letter Code	State	Mileage	Alleged Component	Condition	Summary
1998	29-Jul-01	IN		cruike disc switch	running	
1998	0-Mar-00	TX		dash	parked	FIRE STARTED AFTER VEHICLE WAS PARKED. STARTED UNDER DASH NEAR BRAKE PEDAL ON FIREWALL. *AK
1998	18-May-00	CO		dash	running	WAS DRIVING VEHICLE & SMELLED SMOKE. ATTEMPTED TO EXIT FREEWAY. TWO BLOCKS AFTER LEAVING FREEWAY VEHICLE CAUGHT ON FIRE. FLAMES WERE COMING FROM UNDERNEATH THE DASHBOARD AREA. FIRE DEPARTMENT ARRIVED & PUT FLAMES OUT. NO INDICATION OF CAUSE. *AK
1998	10-Dec-08	TX		electrical	parked	THE CONSUMER NOTICED THE TRUCK STARTED BURNING LATE AT NIGHT. THE FIRE DEPARTMENT PUT OUT THE FIRE. THE INSURANCE INVESTIGATOR STATED THAT THE FIRE WAS COMPUTER RELATED. THE VEHICLE WAS TOTALLED. *AK THE FIRE WAS CAUSED BY A FAULTY COMPUTER BGC. *ECC *J
1998	5-May-00	FL		engine compartment	parked	DROVE VEHICLE AND PARKED IT FOR ABOUT AN HOUR. FIRE BROKE OUT UNDERNEATH THE HOOD AND BURNED THE INSTRUMENT PANEL. NO PRIOR WARNING OR NO PREVIOUS PROBLEMS WITH VEHICLE. PLEASE PROVIDE FURTHER INFORMATION. *AK
1998	12-May-00	FL		engine compartment	parked	WHEN VEHICLE WAS PARKED FOR ABOUT 45 MINUTES SUDDENLY AN ELECTRICAL FIRE BROKE OUT UNDER THE HOOD CAUSING VEHICLE TO BURN UP. DEALER HAS NOT BEEN CONTACTED. *AK
1998	12-Sep-04	CA	120000	engine compartment	parked	NEIGHBOR WOKE ME UP ABOUT 11:30 PM TELLING ME THAT MY TRUCK WAS ON FIRE. IT HAD BEEN PARKED FOR ABOUT 8 HOURS. THE FIRE WAS UNDER THE HOOD ON DRIVERS SIDE. VEHICLE IS A TOTAL LOSS. FORD REFUSES TO ACKNOWLEDGE THAT THERE IS A PROBLEM. THEY SAID THAT THEY ARE NOT RESPONSIBLE AND IT'S MY PROBLEM. *AK
1998	15-Aug-04	GA	85000	engine compartment	parked	MY WIFE (CAME HOME FROM WORK) WAS TALKING ON THE PHONE AND NOTICE SMOKE DRIPPING BY THE SLIDING GLASS WINDOWS. SHE WENT OUT ONTO THE BACK DECK AND SAW THAT THE 1998 FORD F-150 (4-WHEEL DRIVE) WAS ON FIRE UNDER THE HOOD. (AUGUST 8 2004) THE TRUCK WAS PARKED AT THE BASEMENT LEVEL ON OUR HOUSE. SHE HEARD THE TRUCK REPEATLY TRYING TO START AS IF SOMEONE WAS IN SIDED SHE THOUGHT THAT I HAD COME HOME AND SAW THE FIRE AND WAS TRYING TO MOVE IT AWAY FROM OUR HOUSE. SHE CALL 911. THE FRONT OF THE HOOD WAS COMPLETELY ENGLIFIED IN FLAMES. SHE WENT TO THE BEDROOM WINDOW TO SEE IF I HAD PULLED UP BUT I HAD NOT ARRIVED HOME YET. SHE WENT BACK OUT OF THE DECK AND THE TRUCK WAS STILL TRYING TO START. THE FIRE HAD BROKE THE FRONT WINDSHIELD AND HAD MELTED THE TIRES. OUR SON'S TRUCK WAS PARKED BESIDE IT. HE HAD DAMAGE TO THE HEADLAMP(S) FRONT HOOD AND REAR VIEW MIRROR OF HIS TRUCK. THE VINYL SIDING WHICH WAS ON THE SECOND LEVEL OF OUR HOUSE HAD MELTED. WE HAD DRIVEN THE TRUCK ON SUNDAY AUGUST 8TH TO GET GROCERY. THE TRUCK HAD NOT BEEN DRIVEN SINCE THEN THE VEHICLE HAD PREVIOUSLY BEEN PARKED IN MY MOTHER-IN-LAW'S CARRIAGE. SHE IS 70 YEARS OLD AND IS WIDOWED. H
1998	7-Jul-03	OK	100500	engine compartment	parked	VEHICLE HAD BEEN PARKED FOR APPROXIMATELY 1 HOUR AND 10 MINUTES. VEHICLE CAUGHT ON FIRE UNDER HOOD. BURNED WIRING. ALL PLASTIC UNDER HOOD ON DRIVERS SIDE HOOD AND DRIVERS SIDE FRONT FENDER. CALLED FIRE DEPT. PUT OUT WITH FIRE EXTINGUISHER. *AK

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F150 Ford Fires

Model Yr	Letter Date	State	Alleged Component	Condition	Summary
1986	15-Apr-87	GA	Fuel line	running	GOING 35MPH A FRONTAL COLLISION OCCURRED WHERE ON IMPACT A FIRE CAME FROM BOTH SIDES OF THE HOOD CAUSING TOTAL DAMAGE TO THE VEHICLE. AFTERWARDS I SAW FUEL COMING OUT OF ONE OF ITS FUEL LINES. *AK
1986	12-Apr-02	FL	lights	unknown	VEHICLE CAUGHT ON FIRE DUE TO BACKUP LIGHTS STAYING ON. BULBS WOULD LEAN ONTO PLASTIC AND PLASTIC WOULD CATCH ON FIRE. DEALER CONTACTED. *AK
1986	6-Nov-88	WY	seat	parked	VEHICLE'S SIDE BENCH SEAT CAUGHT ON FIRE AFTER A WATER BOTTLE SAT FOR 6 MINUTES. APPARENTLY THE REFLECTION THROUGH THE WINDOW AND GLASS CAUSED THE CLOTH MATERIAL TO CATCH ON FIRE. *AK
1986	10-Aug-88	SC	steering column electrical	running	WHILE DRIVING AN ELECTRICAL SHORT IN THE WIRING CAUSED THE VEHICLE TO CATCH ON FIRE IN THE STEERING COLUMN. PLEASE PROVIDE DETAILS. *AK
1986	12-Jul-90	KS	steering column electrical	unknown	VEHICLE CAUGHT ON FIRE IN THE STEERING COLUMN AREA DUE SHORTAGE IN THE ELECTRICAL WIRING HARNESS. PLEASE GIVE ANY FURTHER DETAILS. *AK
1986	30-Mar-03	IA	unknown	parked	OUR FORD F150 CAUGHT ON FIRE IN OUR DRIVEWAY FOR NO APPARENT REASON. THANK GOD IT DID NOT START OUR NEIGHBORS HOUSE ON FIRE. ALSO THANK GOD THAT IT WAS NOT IN OUR GARAGE AT THE TIME. *NLM
1986	29-Aug-99	TX	unknown	parked	STARTER ENGAGED WHILE VEHICLE WAS PARKED AND UNOCCUPIED RESULTING IN WIRING OVERHEATING AND FIRE OCCURRING. NLM
1987	12-Sep-04	TX	brake master cylinder	parked	FIRE ORIGINATED IN LR QUADRANT OF ENGINE COMPARTMENT. OWNER HAD PARKED VEHICLE IN DRIVEWAY 15-30 MINUTES PRIOR TO FIRE. VEHICLE NOT RUNNING AT TIME OF FIRE. ORIGIN IS AT OR NEAR MASTER BRAKE CYLINDER. *AK
1987	7-Apr-04	TX	crisis desc switch	parked	[REDACTED]
1987	11-Nov-03	CT	crisis desc switch	parked	ON NOV. 8TH I PARKED MY 1987 F150 TRUCK AT WORK AT 7:00AM. BETWEEN 10:30 AND 11:00 I GET A CALL THAT THE FIRE DEPARTMENT IS PUTTING A FIRE OUT UNDER NEATH MY TRUCKS HOOD. IT TOOK 4 HOURS AFTER THE TRUCK WAS PARKED TO START A FIRE. IF IT WASNT FOR ME PARKING CLOSE TO A GUARDS STATION IT WOULD OF BEEN WORSE. MY CONCERN IS THAT THIS COULD OF HAPPENED AFTER I PARKED IN MY GARAGE AT HOME WHICH WOULD OF PUT ME AND MY FAMILY IN DANGER. AFTER THIS FIRE I CALLED THE FORD HEADQUARTERS AND MADE A COMPLAINT. I ALSO DID SOME RESEARCH ON THE INTERNET UNDER 1987 BRAKE MASTER CLLINDER FIRES BECAUSE THATS WHERE THE FIRE FIGHTERS SAID IT STARTED AND I WAS SURPRISED TO FIND NUMEROUS ARTICLES ABOUT THE SAME PROBLEM. *AK

PEM-878 8494

F180 VEH FIRE

Model Yr	Vehicle Date	State	Miles	Alleged Component	Location	Summary
1997	29-May-02	TX	120000	cruise dec switch	parked	
1997	14-Aug-03	NY	99315	cruise dec switch	unknown	A SHORT IN THE WIRING AROUND THE MASTER CYLINDER FOR THE BRAKES CAUSED THE RESVOIR TO DATCH ON FIRE AND BURN. *AK
1997	22-Sep-03	FL		cruise dec switch	unknown	
1997	17-Jul-07	IN		dash	parked	VEHICLE WAS PARKED AND CALIGHT ON FIRE. THERE WAS A BIG HOLE IN THE DASH AND THE FIRE DEPARTMENT PUT WATER INTO THE DASH TO STOP THE FIRE. THE WHOLE INSIDE WAS BURKED UP AND DAMAGED FROM THE FIRE. *AK THE HORN RELAYS AND HORN PADE WERE REPLACED THREE TIMES. *YH
1997	20-Jun-07	OK		dash	parked	WHILE VEHICLE WAS PARKED DRIVER SMELLED SMOKE. OPENED UP THE HOOD AND WENT BACK TO VEHICLE AND THE DASH EXPLODED, FIRST BEFORE ALL THIS HAPPENED. VEHICLE DIED OUT. SO WENT TO LOOK FOR THE PROBLEM AND THAT IS WHEN SMELLED SMOKE AND SEEN THE DASH ON FIRE. *AK
1997	19-Sep-03	SC		electical	parked	VEHICLE CALIGHT ON FIRE AFTER BEING PARKED FOR APPROXIMATELY 8-11 HOURS DUE TO AN ELECTRICAL PROBLEM. *AK
1997	4-Jun-97	TX		electical	parked	VEHICLE WAS PARKED IN DRIVE WITH ENGINE TURNED OFF WHEN FIRE STARTED. FIRE STARTED APPROX. 30 MINUTES AFTER PARKING. FIRE DEPT. SAID FIRE STARTED FROM WIRING HARNESS. *AK
1997	8-May-04	LA		electical	parked	JUST LIKE THE THREE OTHER PEOPLE I FOUND ON THIS SITE MY HUSBANDS F180 CALIGHT FIRE. WE HAD WENT TO THE DOCTORS OFFICE AND HAD BEEN PARK ABOUT AN HOUR AND A HALF WHEN THEY ANNOUNCED THAT A TRUCK WAS ON FIRE. WE RAN OUT TO FIND IT WAS OURS. THE FIRE DEPT. SAID IT WAS AN ELECTRICAL PROBLEM THAT STARTED THE FIRE. M.V. IN LA. *AK
1997	14-Feb-03	NE		engine compartment	parked	A FIRE STARTED UNDER THE HOOD NEAR THE RIGHT FRONT WHEEL WELL. JUST PRIOR I THOUGHT I HEARD THE STARTER BUT LOOKED OUTSIDE AND SAW NO ONE IN THE TRUCK. SHORTLY AFTER THE FIRE STARTED. THE TRUCK HAD NOT BEEN USED FOR 24 HOURS.

FEMA-BTS 0499

F150 Hood Fire

Model Yr	Label Date	State	VIN	Alleged Component	Location	Description
1997	7-Jul-04	CA	9B400	engine compartment	parked	[REDACTED]
1997	12-Jun-05	MO	90000	engine compartment	parked	MY 1997 FORD F150 SPONTANEOUSLY COMBUSTED IN FRONT OF MY HOUSE AFTER BEING PARKED FOR ABOUT 18 HOURS OVERNIGHT. THERE WAS A SHORT HORN BURSTO FOLLOWED BY A POPO THEN A FIRE ERUPTED UNDER THE HOOD. THE INCIDENT OCCURRED ABOUT 8:30 AMO WHILE I WAS STILL IN BEDO HALF-ASLEEPD AFTER MY CLOCK RADIO HAD JUST COME ON. A NEIGHBOR LOOKED OUT OF HER WINDOW AFTER HEARING THE HORNDO BUT DIDNT SEE ANYONE AROUND THE VEHICLE. SHE THEN HEARD THE POPO AND SAW THE FIRE START. SHE CALLED 911D THEN CALLED ME. BY THE TIME I GOT OUTSIDED THE ENTIRE ENGINE COMPARTMENT WAS ENGULFED IN FLAME. I RAN BACK IN THE HOUSE TO GET A FIRE EXTINGUISHERD BUT BY THE TIME I GOT BACK OUTSIDED THE ENTIRE CAB WAS ALSO ON FIRE. A STUNNED CROWD OF NEIGHBORS AND I WATCHED AS THE FIRE TRUCK ARRIVED AND PUT THE FIRE OUT. *JB
1997	8-Aug-04	PA	100008	engine compartment	parked	THE PICK UP ENGINE COMPARTMENT CAUGHT ON FIRE WITHIN 8 MINUTES OF BEING PARKED AND TURNED OFF. THE PICK UP WAS TOTALED. THE INSURANCE ADJUSTER WILL INSPECT THE PICK UP TO DETERMINE THE CAUSE OF THE FIRE.*AK
1997	26-May-02	NM		engine compartment	parked	VEHICLE WAS PARKED AT APPROX. 11 PM ON MAY 8THO AT APPROX. 12:30 AM I WAS AWAKENED BY THE SOUND OF A HORN BLOWING O I LOOKED OUT THE WINDOW AND I SEEN THAT MY TRUCK WAS ON FIREO A NEIGHBOR LADY HAD DRIVEN BY AND NOTICED IT AND WENT HOME TO CALL THE FIRE DEPARTMENT. SHE SAID THAT IT WAS BURNING ON THE DRIVERS SIDE BY THE TIREO THAT IS WHY I THINK IT MIGHT HAVE BEEN AN ELECTRICAL SHORTO FOR THAT IS WHERE ALL THE MAIN ELECTRICAL FUSE BLOCKS ARE LOCATED.*AK
1997	7-Jun-98	TX		engine compartment	burning	VEHICLE CAUGHT FIRE IN THE ENGINE WHILE DRIVING. THE CAUSE OF THE FIRE HAS NOT BEEN FOUND. VEHICLE WAS TOTALED. *AK
1997	15-Jul-04	TX		engine compartment	unknown	FIRE IN 1997 FORD F-150. WITNESSES SAW INITIAL FIRE IN ENGINE COMPARTMENT ON DRIVERS SIDE NEAR BULK-HEAD. RECOVERED HEDPORT BODY BUT SWITCH CONTACTS MISSING. *LA
1997	11-Jul-01	TX		engine compartment	unknown	THE WIRING HARNESS ON THE DRIVERS SIDE UNDER THE HOOD FAILED RESULTING IN FIRE. MLM

PEM-878 8495

F150 Fuel Fires

Model Yr	Letter Date	State	Make	Model	Allegation/Description	Incident	Summary
1997	15-Jan-99	LA			engine compartment electrical	parked	CAME IN FROM THE PASTURE AROUND 7-8:00 P.M. PARKED TRUCK UNDER CARPORT. WOKE UP AROUND 8:00 A.M. AND FIRE WAS COMING OUT FROM UNDER BOTH FRONT FENDER WELLS AND THE CAB WAS FULL OF SMOKE AND FIRE. BY THE TIME THE FIRE DEPARTMENT GOT TO THE HOUSED IT WAS ENGULFED IN FLAMES WHICH RESULTED IN TOTAL LOSS OF HOME AND TRUCK. A FIRE INVESTIGATOR FEELS THE CAUSE OF THE VEHICLE FIRE WAS CAUSED BY A SHORT IN THE ELECTRICAL SYSTEM. *SLC
1997	15-Jul-98	OK			exhaust	running	THERE IS GRASS/WHEAT AND WEEDS THAT PACK IN TIGHTLY BETWEEN THE TRANSMISSION CROSSMEMBER AND EXHAUST MANIFOLD CROSSOVERS; CATCHES ON FIRE. THE SPARKS IN THE FIELDS CAUSING THE FIELD TO CATCH ON FIRE. TUCKER FORD HAD TRIED TO CONTACT FORD. DEALER/MANUFACTURER CANNOT DUPLICATE THE PROBLEM *AK
1997	4-Aug-98	TX			exhaust	running	WEEDS PACK UP IN AND AROUND CROSS MEMBER OF CROSS OVER EXHAUST SYSTEM WHICH LEADS TO A DRYING OUT OF WEEDS RESULTING IN FIRES. (CCAW)
1997	28-Sep-02	TX	64489		Fuel line	parked	THE VEHICLE CAUGHT ON FIRE WHILE PARKED. VEHICLE'S FUEL LINE HAD BEEN FIXED 2 MONTHS PRIOR UNDER RECALL 00V231090. *ALM *JG
1997	14-Jan-04	CA			Fuel line	running	WHILE I WAS DRIVING MY F-150 TRUCK ON HIGHWAY 8-210 WEST OF BONARDO SPRINGS CALIFORNIA THE TRUCK CAUGHT FIRE. I PULLED OVER TO THE EDGE OF THE ROAD AND GOT OUT. A TOW TRUCK DRIVER WHO WAS DRIVING BEHIND ME PUT OUT FLAMES IN THE CAB WITH A FIRE EXTINGUISHER. THEN THE CAB BURST INTO FLAMES AND HE PULLED ME AWAY FROM THE TRUCK AND CALLED THE POLICE AND FIRE DEPARTMENT ON HIS RADIO. THOUGH THE TRUCK WAS TURNED OFF THE FIRE CONTINUED AND ENVELOPED THE TRUCK IN FLAMES; DESPITE THE WATER PUMPED ONTO IT FROM THE FIRE TRUCK. I LEARNED THERE WAS A RECALL FOR F-150 TRUCKS FOR A DEFECTIVE FUEL LINE THAT COULD (NO DOUBT HAS) CAUSE FIRES. FORD MOTOR COMPANY CLAIMED THAT THE RECALL DID NOT INCLUDE MY TRUCK BECAUSE IT WAS MADE IN WAYNE AND ONLY F-150'S BUILT IN NORFOLK AND KANSAS CITY WERE INVOLVED. YET MY TRUCK BURNED TO A SHELL. IT SEEMS OBVIOUS THAT THE FIRE WAS SUCKING FUEL FROM THE TANK EVEN THOUGH I HAD SHUT OFF THE ENGINE; OBVIOUS THAT THE LEAKING FUEL HAD IGNITED UNDER THE HOOD AND THE FIRE GOT WELL-ADVANCED BEFORE I WAS EVEN AWARE OF IT AND WAS TOO BIG TO BE PUT OUT
1997	9-Aug-01	CA			Fuel line	running	WHILE DRIVING VEHICLE CAUGHT ON FIRE; CONSUMER BELIEVES IT WAS DUE TO A LEAK IN THE FUEL LINE; BECAUSE THERE WAS A RECALL ISSUED FOR HIS MAKE MODEL AND YEAR; HOWEVER CONSUMER WAS INFORMED THAT HIS VEHICLE IDENTIFICATION NUMBER WAS NOT INCLUDED IN THE RECALL. *JG
1997	16-Jan-04	DC			Fuel line	unknown	REQUEST FOR ANY NEW INFORMATION ABOUT THE RECALL OF FORD F-150 AND FIRES CAUSED BY A FAULTY FUEL LINE. *PH (NAR TRANSFERED TO EXE SEC FOR CONTROL) *CB *JG
1997	23-Jan-03	CA			Fuel line	unknown	FOIA REQUEST ANY NEW INFORMATION ABOUT THE RECALL OF THE 1997 FORD F-150 PICKUP TRUCKS AND FIRES CAUSED BY THE FAULTY FUEL LINE; THE CONSUMER 1997 FORD 150 WAS DESTROYED BY A FIRE IN NOVEMBER 2000; REF 00200189/1798/ SHELTON 3/10/2001 *PH (NAR) *CB THE CONSUMER WANTED TO KNOW IF HIS VEHICLE WAS INCLUDED IN RECALL 00V23100. *JG
1997	18-Oct-00	ND			Fuel line	unknown	FUEL LINES ARE SPRAYING GAS ALL OVER THE EXHAUST SYSTEM. CONSUMER IS AFRAID IT COULD CAUSE A FIRE. CONSUMER WILL CONTACT MANUFACTURER TO SEE IF RECALL 00V231090/ MANUFACTURER'S RECALL 00532 AFFECTS THE VEHICLE *AK

FE04-978 8457

F150 Ford Fires

Model Yr	Letter Date	State	VIN	Alleged Component	Model	Summary
1997	2-Feb-04	NY		Fuel system	unknown	FOIA REQUEST ANY RECORD RELATING TO FIRE RISK TO THE FORD F150 TRUCK WITH ENCLOSED VIN NUMBER AS TO WHY IT WAS NOT INCLUDED IN RECALL CAMPAIGN V-2210 VEHICLE WAS DESTROYED BY FUEL SYSTEM FIRE. 'PH (MAY) '03 'JB
1997	23-Apr-04	TN	128000	Fuse box	parked	MY 1997 FORD F-150 HAD AN ELECTRICAL FIRE YESTERDAY. IT HAD BEEN PARKED FOR OVER THIRTY MINUTES WHEN SOMEONE TOLD ME IT WAS ON FIRE. AFTER I PUT THE FIRE OUT AND THE FIRE DEPARTMENT CAME, THEY SAID THE FIRE STARTED AROUND THE FUSE BOX AREA. I HAVE READ THAT OTHERS HAVE HAD THE SAME FIRE, I HAVE HAD. 'AK
1997	11-Sep-88	MI		heat shield	running	WHILE DRIVING 65 MPH THE CARDBOARD PART THAT DAMPENS THE SOUND (ROAD NOISE) FROM COMING INTO THE CABO FELL DOWN ON TOP OF THE MUFFLER AND VEHICLE CAUGHT ON FIRE. CONSUMER STOPPED AND PUT THE FIRE OUT. DEALER WILL INVESTIGATE THE PROBLEM. 'AK
1997	26-Apr-86	AR		heat shield	running	WHILE DRIVING VEHICLE FIRE CAME UP FROM BETWEEN THE CAB AND BED OF TRUCK. FIRE INVESTIGATORS CAME TO THE CONCLUSION THAT THERE IS A DESIGN FLAW IN THE MODEL TRUCK WHICH ALLOWS DEBRIS TO ACCUMULATE UNDER THE SHIELD WHICH THEN IGNITED AND THEN IGNITED THE SILICONE SEALER ON THE SHIELD WHICH ALLOWED THE FIRE TO IGNITE THE BACK SEAT.
1997	11-Nov-86	CO		heat shield	running	DESIGN OF THE CATALYTIC CONVERTER AND SHIELD ALLOWS FOR ACCUMULATION OF GRASS AND OTHER DEBRIS. FIRE RESULTED FROM GRASS BURNING.
1997	23-Sep-88	OK		malfire	running	THE PICKUP TRUCK MISFIRES CONSTANTLY WHICH OSAGE FORD KEPT FOR SEVERAL WEEKS. NOT ABLE TO CORRECT PROBLEM. OSAGE FORD REQUESTED THAT DRIVER PURCHASE ANOTHER NEW TRUCK. PLEASE DESCRIBE DETAILS. 'AK
1997	15-Oct-00	TN		power distribution box	parked	TRUCK WAS PARKED IN THE PARKING LOT OF MY PLACE OF BUSINESS FOR ABOUT 2 HOURS. THEN CAUGHT ON FIRE. IT APPEARED THAT THE FIRE STARTED IN THE FUSE BOX UNDER THE HOOD. IT MELTED EVERYTHING ON THE LEFT SIDE OF THE ENGINE. THE PLASTIC BRAKE FLUID RESERVOIR MELTED ADDING BRAKE FLUID TO THE FIRE. THE SHORT CAUSED THE BATTERY TO GET SO HOT THAT THE PLASTIC CASING MELTED. THERE WAS NO INDICATION OF A PROBLEM WHILE DRIVING THE VEHICLE TO WORK.
1997	2-Mar-04	TN	101000	power distribution box	parked	LIKE JBD WHO FILED AN EARLIER COMPLAINT MY 1997 FORD F-150 ALSO SPONTANEOUSLY BURST INTO FLAMES FROM THE ENGINE COMPARTMENT AFTER HAVING BEEN PARKED IN MY DRIVEWAY FOR ABOUT 10 HOURS OVER NIGHT. THE ENGINE HAD NOT BEEN RUN. WAS NOT HOT AND HAD NO MALFUNCTIONING PARTS TO MY KNOWLEDGE. I WAS AWAKENED BY THE SOUND OF MY TRUCKS HORN. THE FIRE BURNED THE ENGINE COMPLETELY. DESTROYED THE HOOD, CAB AND THE ENTIRE OF THE FRONT END OF THE TRUCK BEFORE IT COULD BE PUT OUT BY THE FIRE DEPARTMENT. THE FIRE MARSHAL INDICATED THAT THERE WAS NO SIGN OF MALICIOUS INTENT OR VANDALISM. ACCORDING TO THE FIRE MARSHAL THE FIRE ORIGINATED IN THE ELECTRICAL RELAY JUNCTION BOX LOCATED OVER THE DRIVER'S SIDE FRONT TIRE. 'AK
1997	18-May-02	FL		undercarriage	unknown	CONSUMER STATES THAT THE VEHICLE HAS CAUGHT ON FIRE TWICED. THE FIRE STARTS UNDERNEATH THE VEHICLE WHERE THE MUFFLER IS. CONTACTED DEALER AND THE DEALER IS NOT WILLING TO DO ANYTHING. 'JB '04

PE04-078 049B

F150 Ford Fire

Model Yr	Letter Date	State	VIN	Alleged Component	Location	Summary
1997	2-Jul-97	CA		undercarriage	unknown	VEHICLE CAUGHT ON FIRE UNDERNEATH AND BETWEEN THE BED AND CAB OF TRUCK. *AK
1997	13-Jan-99	LA		unknown	parked	WHILE PARKED VEHICLE CAUGHT ON FIRE.
1997	28-Aug-04	TX	160	unknown	parked	AN EXPLOSION WOKE US UP AT APPROX 4:08 AM ON JULY 08. OUR 1997 FORD F150 PICK UP WAS ON FIRE AND DESTROYED A 3051 4 RUNNING 2001 LARSON BOAT(GARPORT ETC.*AK
1997	7-May-03	TX		unknown	parked	WHILE THE VEHICLE WAS PARKED IN THE DRIVEWAYS IT CAUGHT ON FIRE. *LR
1997	28-Aug-99	TX		unknown	parked	VEHICLE CAUGHT FIRE WHILE PARKED IN PARKING LOT. NO APPARENT CAUSE AND NO PREVIOUS INDICATIONS OF COMPONENT FAILURE. VEHICLE WAS A TOTAL LOSS
1997	15-Feb-01	GA		unknown	unknown	THE CONSUMER'S VEHICLE CAUGHT FIRE PRIOR TO RECALL NOTICE 00V-2310 CONSUMER IS HAVING TROUBLE RECEIVING INFORMATION FROM THE FORD REPRESENTATIVES. NLM
1997	28-Feb-01	CA		unknown	unknown	WHILE DRIVING THE CONSUMER SUDDENLY SMELLED SMOKE AND THEN SAW SMOKE INSIDE THE CAB IN SECONDS THE SMOKE WAS BLINDING AND SUFFOCATING AS THE CONSUMER PULLED THE VEHICLE OVER THE FIRE QUICKLY APPEARED INSIDE THE VEHICLE AND WITHIN 15 MIN THE VEHICLE WAS TOTALLY ENGULFED(AFTER THE FIRE THE CONSUMER LEARNED OF RECALL 00V-101 BUT THE DEALER DENIED RECALL DUE TO VIN. NLM
1996	27-Apr-03	MA	44402	distributor	running	STARTED VEHICLE(THEN COULD SMELL AN ODDOR(ABOUT 30 SECONDS LATER IT SMELLED LIKE A BELT BURNING. AFTER OPENING THE HOOD AND SEEING A FIRE ON THE DISTRIBUTOR CAP WHERE THE 4 WIRES PLUG IN. I(SO ENGINE AND PUT OUT FIRE WITH EXTINGUISHER. *NLM
1996	4-Mar-01	VA		engine compartment	parked	VEHICLE WAS SITTING AROUND ABOUT TWENTY MINUTES IN OFF POSITION AND CONSUMER SMELLED AN ANTI FREEZE ODOOR BEFORE EXITING VEHICLE. AFTER RETURNING FROM SHOPPING(VEHICLE WAS ON FIRE IN ENGINE COMPARTMENT. FIRE DEPARTMENT WAS CALLED(CAUSE OF THE FIRE HAS YET TO BE DETERMINED. PLEASE PROVIDE ANY FURTHER DETAILS. *AK
1996	14-Apr-06	SC		engine compartment	parked	WHILE PARKED THE VEHICLE CAUGHT ON FIRE UNDER THE HOOD. THE CAUSE OF THE FIRE WAS IN THE WIRING. THE VEHICLE IS CURRENTLY AT DEALER FOR REPAIR. *AK
1998	8-Mar-04	NC	183080	engine compartment	parked	MY TRUCK CAUGHT ON FIRE. IT HAD NOT BEEN DRIVEN FOR ABOUT 24 HOURS BEFORE THE INCIDENT. I WENT OUT TO GET SOMETHING OUT OF MY TRUCK AND EVERYTHING WAS NORMAL. THIRTY MINUTES LATER WE HEARD A HORN BLARING OUTSIDE. WHEN MY WIFE LOOKED OUT THE WINDOW(SHE YELLED THAT OUR TRUCK WAS ON FIRE. THE FIRE DEPT GOT HERE WITHIN 5 MINS BY THEN THE HOOD HAD MELTED(THE BATTERY HAD EXPLODED(THE WINDSHIELD BLEW IN AND ONE TIRE HAD EXPLODED. THE FIRE APPEARED TO HAVE STARTED ON THE DRIVER'S SIDE OF THE ENGINE COMPARTMENT. SOMEWHERE NEAR THE FUSE BOX THE FIRE DEPT COULD NOT DETERMINE THE EXACT CAUSE.*AK

FEM-078 B459

F150 Ford Fires

Model Yr	Letter Code	State	VIN	Alleged Component	Location	Summary
1999	15-Jan-04	MD		rear of vehicle	running	THE CONSUMER STATED THAT WHILE SHE WAS DRIVING THE REAR END OF THE VEHICLE BURST INTO FLAMES. THERE WAS NO PRIOR WARNING THAT SOMETHING WAS WRONG. A GENTLEMAN FOLLOWED HER AND TOLD HER THAT THERE WERE FLAMES SHOOTING OUT OF THE BACK OF HER VEHICLE. THE CONSUMER INDICATED THAT THE VEHICLE DRIVES PERFECTLY WITH NO SIGN OF TROUBLE. THE FIRE DEPT WAS CALLED AND THE FIRE WAS PUT OUT. THE CONSUMER WAS TAKING HER HUSBAND WHO IS CONFINED TO A WHEELCHAIR ON AN ERRAND. SHE BELIEVES IF IT WERE NOT FOR THE KIND GENTLEMAN WHO HELPED HER THAT HER HUSBAND COULD HAVE BURNED TO DEATH. *NM
1999	20-Mar-02	NC		a/c compressor	running	THERE WAS NO WARNING OR SOUNDS INDICATING A PROBLEMLAC STARTED BLOWING HOT AIR. I PULLED OVER AND LOOKED UNDER THE HOOD AND FOUND THE COMPRESSOR ON FIRE. THIS COULD HAVE HAD A DEVASTATING ENDING HAD MY WIFE BEEN DRIVING BECAUSE SHE WOULD HAVE KEPT GOING. THIS IS VERY UPSETTING TO THINK OF WHAT COULD HAVE HAPPENED. THIS COULD HAVE VERY EASILY ENDED MY FAMILY HAD THE TRUCK TOTALLY CAUGHT ON FIRE WITH MY WIFE DRIVING WITH OUR CHILDREN. *AK
1999	4-Jun-06	TN		engine compartment	parked	VEHICLE WAS SETTING FOR FIVE MINUTES AND ENGINE COMPARTMENT CAUGHT ON FIRE. VEHICLE WAS TOTALLED. MANUFACTURER HAS BEEN NOTIFIED. *AK
1999	9-May-00	FL		engine compartment	running	POSSIBLE ENGINE FAILURE CAUSED THE VEHICLE TO CATCH FIRE IN THE ENGINE COMPARTMENT. VEHICLE WAS ONLY 18 MONTHS OLD WHEN FIRE OCCURRED. *NM
2000	8-Jul-04	TX		brake master cylinder	parked	
2000	18-Jan-04	MD	63084	cruise deacc switch	parked	THE CONSUMER WENT TO THE VEHICLE IN MORNING AND FOUND SMOKE AND FIRE DAMAGE AT THE FRONT DRIVERS SIDE WHEEL WELL. THE ALLEGED FIRE OCCURRED DUE TO A DEFECTIVE CRUISE CONTROL DEACTIVATION SWITCH. *NM
2000	26-Jun-04	TX		cruise deacc switch	parked	
2000	30-Aug-04	FL		cruise deacc switch	parked	ENGINE COMPARTMENT FIRE ON DRIVERS SIDE AFTER SITTING 2 TO 3 HOURS. FIRE SEEMED TO BE AT THE BRAKE MASTER CYLINDER. POSSIBLE SPEED CONTROL DEACTIVATION SWITCH. FIRE PUT OUT VERY SHORTLY AFTER IT STARTED. INSURANCE COMPANY NATIONWIDE 800-808-2432 EXT 130 GEORGE ALEXANDER. PHOTOGRAPHS TAKEN. *AK
2000	5-Aug-04	TX	48040	cruise deacc switch	parked	FIRE IN 2000 FORD F-150 PICKUP TRUCK. PARKED VEHICLE IN DRIVEWAY. FIVE MINUTES LATER TRUCK WAS SEEN ON FIRE. HAD 4800 MILES ON ODOMETER. FIRE ORIGIN AT BRAKE MASTER CYLINDER. SPEED CONTROL DEACTIVATION SWITCH STILL IN POSITION BUT FIRE DAMAGED. X-RAYS OF PLASTIC SWITCH HEAD SHOW ONE CONTACT TOTALLY DESTROYED BY ELECTRICAL ARCING. FUSE FOR THE SC08 WAS BLOWN AFTER THE FIRE. *AK

PS04-078 0000

F150 V64 Fires

2000 1/27
2/04
(9)

Model Yr	Vehicle Date	State	Miles	Affected Component	Result	Incident
2000	31-Aug-04	NC	128000	cruise dead switch	parked	2000 FORD F150 PICKUP TRUCK WITH APPROX. 128000 MILES CAUGHT FIRE IN THE ENGINE COMPARTMENT AFTER BEING PARKED ABOUT 8 HOURS. FIRE LOCATION WAS AT THE LEFT SIDE OF THE ENGINE COMPARTMENT. THE CAUSE OF THE FIRE IS BELIEVED TO BE THE SCDS (SPEED CONTROL DISENGAGEMENT SWITCH). FIRE DAMAGED TRUCK AND EDGE OF CARPORT. *AK
2000	21-Jun-04	FL	64000	engine compartment	parked	WHILE VEHICLE WAS PARKED A FIRE STARTED IN THE ENGINE COMPARTMENT. DEALERSHIP WAS NOTIFIED BUT DID NOT RESOLVE THE PROBLEM. *AK
2000	31-Jul-04	AL	0	engine compartment	parked	
2000	9-Feb-04	GA	88000	engine compartment	parked	CONSUMER PARKED VEHICLE IN DRIVEWAY AT 2:30 PM. AT 9:30 PM CONSUMER WAS AWAKENED BY A POPPING SOUND OUTSIDE. WHEN CONSUMER GOT OUTSIDE THE FRONT END OF THE VEHICLE WAS ON FIRE. CONSUMER PUT THE VEHICLE IN NEUTRAL AND ROLLED IT BACK FROM THE HOUSE. FIRE DEPARTMENT ARRIVED BUT THE FIRE EVENTUALLY CONSUMED THE VEHICLE. CONSUMER FELT THAT AN ELECTRICAL PROBLEM CAUSED THE FIRE. *AK
2000	28-Apr-03	OH		engine compartment	parked	THE CONSUMER TURNED THE VEHICLE OFF AND MOMENTS LATER THE HORN BEGAN 'BLARING' AND THEN THE VEHICLE CAUGHT FIRE UNDER THE HOOD. *JB
2000	27-Dec-00	MO		engine compartment	parked	VEHICLE WAS IN NO START CONDITION. TWO DAYS LATER WHILE VEHICLE NOT DRIVING THERE WAS A FIRE IN ENGINE COMPARTMENT. COULD NOT DETERMINE CAUSE. *AK
2000	17-Jan-02	MS		engine compartment	running	A LIGHT WAS COMING FROM AIR CONDITIONER VENT. PULLED OVER AND NOTICED FIRE UNDER HOOD. TRIED TO PUT FIRE OUT BUT FIRE WAS OUT OF CONTROL AND BURNED VEHICLE TO THE GROUND. INSURANCE COMPANY WAS CALLED. TECHNICIAN STATED FUSE NEEDED TO BE REPLACED. PLEASE PROVIDE FURTHER INFORMATION. *AK
2000	7-Jun-01	TX		engine compartment	running	WHILE DRIVING VEHICLE STARTED TO RUN ROUGHLY. SUDDENLY VEHICLE CAUGHT ON FIRE. MANAGED TO PULL OVER AND STOPPED. LIFTED HOOD AND FLAMES WERE COMING FROM BACK NEAR ENGINE. FLAMES WERE EXTINGUISHED. *AK
2000	13-Feb-03	FL	80080	engine compartment	unknown	THE VEHICLE CAUGHT ON FIRE WHICH ORIGINATED IN THE ENGINE COMPARTMENT. *JB. THE FIRE WAS CAUSED BY A DEFECT IN THE WIRING WHICH CAUSED THE ELECTRICAL FIRE. *JB
2000	12-Aug-04	MS		engine compartment	unknown	ELECTRICAL SYSTEM WIRING FRONT UNDERHOOD

FE04-878 0481

F150 Truck Fires

Model Yr	Letter Date	State	VIN	Alleged Component	Modifier	Summary
2000	17-Aug-04	OH	70000	engine electrical	running	FORD F150 404 SPORT EXTENDED CAB 5.4L V8 ELECTRICAL FAILURE CAUSED ENGINE TO SPONTANEOUSLY COMBUST INTO ROARING FLAMES. TRUCK WAS A TOTAL LOSS. TRUCK WAS NOT RUNNING NOR BEING ATTEMPTED TO START AT THE TIME. TRUCK HAD NOT BEEN DRIVEN FOR 5 HOURS PRIOR TO THE FIRE. FORD MOTOR CO WILL DO NOTHING TO CORRECT OR EVEN DISCUSS THIS PROBLEM. THEY CLAIM THERE IS NOT A PROBLEM WITH THIS TRUCK DESPITE THE 178 TECHNICAL SERVICE BULLETINS ON THE TRUCK AND THE NUMEROUS TIMES SPONTANEOUS COMBUSTION OF THIS VEHICLE HAS BEEN REPORTED TO THE US DEPT OF TRANS. IF ANYONE CAN PROVIDE ANY INFORMATION OR NEEDS ANY INFORMATION PLEASE FEEL FREE TO CONTACT ME 813-225-1247 CATHERINE . *JB
2000	25-Jun-04	FL		ignition switch	parked	WHILE IN THE STREET VEHICLE WAS IN PARK AND THE KEY WAS TAKEN OUT OF THE IGNITION SWITCH. THEN VEHICLE CAUGHT ON FIRE UNDER THE HOOD FOLLOWED BY BLACK SMOKE AND LARGE FLAMES. THE FIRE DEPARTMENT INDICATED THAT IGNITION SWITCH CAUSED THE FIRE. *AK
2000	14-Mar-00	MO		static electricity	parked	VEHICLE EXPERIENCED A FIRE WHILE CONSUMER'S SON WAS FILLING THE FUEL TANK AT A GAS STATION. LOCAL FIRE DEPARTMENT ARRIVED AND EXTINGUISHED THE FIRE. FIRE DEPARTMENT INFORMED CONSUMER THAT STATIC ELECTRICITY MAY HAVE BEEN THE CAUSE OF THE FIRE. INSURANCE NOTIFIED. *AK
2000	29-Aug-01	MI		unknown	parked	WHILE VEHICLE WAS PARKED IN DRIVEWAY AROUND 6:00 PM AND AROUND 2:00 AM VEHICLE HAD CAUGHT ON FIRE. CONTACTED FORD CUSTOMER SERVICE AND FORD HAD NO INFORMATION. CONSUMER HAD TO DEAL DIRECTLY WITH DEALERSHIP. *AK
2000	1-Jun-04	TX	80050	unknown	parked	VEHICLE WAS PARKED IN A CARPORT AND ABOUT ONE PM THAT NIGHT CONSUMER HEARD SOMETHING THAT SOUNDED LIKE THUNDER. WHEN THE CONSUMER LOOKED OUTSIDE VEHICLE WAS ON FIRE ALONG WITH THE CARPORT. WHILE ATTEMPTING TO EXTINGUISH THE FLAMES CONSUMER SLIPPED AND SUFFERED A BACK SPRAIN. THE FIRE DEPARTMENT EXTINGUISHED THE FIRE. VEHICLE WAS TOTALLED AND THE CARPORT HAD TO BE REPLACED. *AK
2000	24-Jun-04	LA	46859	unknown	parked	THE CONSUMER STATED HE HAD DRIVEN HIS TRUCK FOR APPROX. ONE HOUR HE THEN PARKED THE VEHICLE THEN ABOUT 2 PM THE TRUCK SUDDENLY BEGAN TO BURN. THE CONSUMER STATED THAT THE TRUCK COMPLETELY BURNED. THE FIRE MARSHALL STATED THAT IT COULD HAVE BEEN AN ELECTRICAL SHORT THAT IGNITED. HE STATED HE HAD NO WARNING THAT ANYTHING WAS WRONG WITH THE VEHICLE. *JB *SC *JB
2000	6-Mar-05	LA	53000	unknown	parked	WHEN THE VEHICLE WAS TURNED OFF IT CAUGHT ON FIRE. *JB
2001	12-Aug-04	FL	0	alternator	unknown	FIRE INVESTIGATION DATE OF LOSS: 7/20/04 2001 FORD F-150 1P1ZK17201N RIGHT SIDE OF THE ENGINE COMPARTMENT FIRED. CAUSE: LIFTING STRAP BROKE AND FELL ONTO THE ALTERNATOR POWER TERMINAL LONG TERM CONTACT WORE THROUGH PLASTIC COVERING STRAP. TOTAL LOSS
2001	15-Sep-03	AZ		ignition dash switch	parked	WHEN SHUTTING VEHICLE OFF MASTER CYLINDER CAUGHT ON FIRE. *AK

PER-878 0482

Model Yr	Letter Date	State	Make	Model	Component	Location	Summary
2001	12-May-04	TX			cruike dead switch	parked	
2001	8-Jul-04	TX	60000		cruike dead switch	parked	
2001	3-Apr-03	TX			dash static electricity	unknown parked	THERE WAS A FIRE IN THE DASH. MIL SCC *JB WHILE REFUELING THE GASOLINE TANKS THE NOZZLE CAUGHT FIRE AND BURNED THE SIDE OF THE TRUCK. THE VEHICLE WAS OFF. DRIVER DOES NOT SMOKS AND THERE WAS NO IMMEDIATE KNOWN REASON FOR THE FIRE TO START. NO CELL PHONE USAGE. KEYS WERE NOT IN THE IGNITION. POSSIBLE STATIC ELECTRICITY. *AK
2001	18-Feb-02	TX			unknown	parked	CAME HOME FROM WORK. LEFT IN ANOTHER VEHICLE. RECEIVED PHONE CALL FROM LANDLORD THAT TRUCK WAS ON FIRE AND HAD CAUGHT HOUSE ON FIRE. FAMILY FORCED TO MOVE AFTER HAVING ONLY MOVED TO THE HOME 2 WEEKS PRIOR. TRUCK DESTROYED AS WELL AS HOME AND FURNISHINGS AND PERSONAL BELONGINGS. EXTENSIVE EXPENSE AND EMOTIONAL TRAUMA. *AK
2001	7-Jul-04	TX			unknown	running	I TOOK MY 2001 F180 TRUCK IN FOR SERVICE AND I WAS TOLD THE FUEL PUMP NEEDED TO BE REPLACED THE NEXT CALL I GOT WAS TO TELL ME MY TRUCK HAD CAUGHT ON FIRE DURING THE TEST DRIVE AND BURNT TO THE GROUND NEITHER AC COLLINS FORD OR FORD MOTOR COMPANY WILL CLAIM RESPONSIBILITY FOR THIS THEY BOTH SAY IT WAS NOT THEIR FAULT BUT FORD NEVER SENT AN INSPECTOR. *AK
2001	4-Jun-01	TX			wiper motor	running	WHILE DRIVING HOME FROM NEW HAMPSHIRE SUDDENLY THERE WAS A FIRE IN THE WINDSHIELD WIPER MOTOR. I HAD THE WIPERS ON AT A SLOW SPEED AS IT WAS MELTING OUTSIDE. I PUT THE FIRE OUT WITH SNOW FROM THE ROADSIDE. AS WE CONTINUED HOME THE RADIO WENT DEAD. THE BATTERY WENT TO LOW AND THE LIGHTS STARTED FLICKING ON AND OFF. AS A RESULT OF THE FIRE THE WINDSHIELD CRACKED AND CONTINUED ALL THE WAY ACROSS FROM ONE SIDE TO THE OTHER. I LUCKILY FOUND AN OPEN FORD DEALER THAT GAVE US A SMALL RENTAL AND REPAIRED THE TRUCK. *JB
2001	12-May-03	MA	45000		wiper motor	running	A FIRE STARTED AT WINDSHIELD WIPER CIRCUIT BOARD WHILE THE VEHICLE WAS BEING STARTED. THE MANUFACTURER AND DEALER WERE NOTIFIED. *JM
2001	5-Feb-04	ME	85000		seat	parked	VEHICLE WAS PARKED OUTSIDE AND CONSUMER SMELLED SMOKE COMING FROM UNDERNEATH DRIVER'S POWER ADJUSTING SEAT. DEALERSHIP WAS AWARE OF PROBLEM. *AK CONSUMER HAD VEHICLE ONLY EIGHT DAYS. CONSUMER WENT ON A TRIP WHICH WAS ONLY 55 MILES OUT OF THE WAY. CONSUMER PARKED VEHICLE AND TWO HOURS LATER CAME BACK TO FIND VEHICLE ON FIRE. *JG
2003	20-Jun-02	PA					

FORD-078-0463

F150 V6Q Fires

Model Yr	Letter Code	State	Vehicle	Alleged Component	Model	Description
2003	16-Mar-04	FL	5628	dash	perked	WHILE THE VEHICLE WAS PARKED ON THE DRIVEWAY IT CAUGHT ON FIRE. FLAMES AND SMOKE CAME UNDER THE DASHBOARD. *AK
2003	4-May-04	WV	10000	Fuel rail	unknown	ODOR OF GASOLINE CAUGHT ON FIRE. AN INVESTIGATOR DETERMINED THAT THE FIRE ORIGINATED IN THE ENGINE COMPARTMENT AND HAD SPILLED FROM GASOLINE VAPORS. IT WAS DETERMINED THAT THE FUEL RAIL HAD CRACKED CAUSING THE FUEL LEAK. *AK

PNDA-87B 0404

→ found . CA
. AK
. JB

Item No	ODI No	File Date	State	Miles	Alleged Component	Modifier	Summary
240	10067141	16-Apr-04	TX	75000	cruise deac switch	parked	
50	10079038	28-Jun-04	TX		cruise deac switch	parked	
224	10033738	12-Aug-03	FL		cruise deac switch	unknown	
46	10072506	12-May-04	TX		cruise deac switch	parked	
83	748789	25-Jul-01	IN		cruise deac switch	running	

PC84-978 8465

				cruise deacc switch	parked
385	10080448	8-Jun-08 TX	80000		
				cruise deacc switch	parked
43	10008350	3-May-08 TX	120000		



PER4-078 0488

Model Year	Make	Model	State of Incident	Year of Incident	Make of Incident	Vehicle	Year of Repair	Make of Repair	Type of Repair	Other Information	Category
1999	Ford	F150	080402 TX	1999	Ford	1999	08	11	18	Vehicle was smoking near the master cylinder. smoking stopped. Driver vehicle home vehicle caught on the later but did not have a fire. ...	Cracks Door Switch
2000	Ford	F150	080702 TX	2000	Ford	2000	08	11	18	... by accident in engine compartment near the master cylinder.	Cracks Door Switch
2001	Ford	F150	080102 TX	2001	Ford	2001	08	11	18	... in engine compartment or under oil cap lid.	Cracks Door Switch
2001	Ford	F150	080104 TX	2001	Ford	2001	08	11	18	... the rear steering system.	Cracks Door Switch
2001-2003 F150	Ford	F150	080302 TX	2001	Ford	2001	08	11	18	... the lock cylinder.	Cracks Door Switch
2001	Ford	F150	080304 TX	2001	Ford	2001	08	11	18	Vehicle struck on the hood and hood hinge and part of hood.	Cracks Door Switch
2000	Ford	F150	080102 TX	2000	Ford	2000	08	11	18	... hood hinge assembly and hood hinge.	Cracks Door Switch

182

		MOVS	LEMS	
95	✓	1	5	
96		0	0	
97		3	9	
98		1	1	
99		0	2	
00		0	20	
01		0	4	
02		0	2	
03		0	10	
04		0	0	
Total		5	53	= 57

PERA-OTB 2487

Investigation #	Model Year	Make	Model	Date of Incident	State of Incident	NH	Vehicle	Year	Year	Year	Year	Year	Year	Year	Year	Year	Year	Year	Type of Incident	Other Information (Allegations)	Comments
PD-04-0330-2009-F150-01	2009	Ford	F150	03/29/09	TX	SP10717.97													Claim under denial letter - Fire started in interior (vehicle equipped with VCR in engine).	Interior management issue	
PD-04-0332-2009-F150-01	2009	Ford	F150	03/23/09	TX	SP10704.00													Interior under denial letter - Interior under denial letter.	VCR	
PD-05-0335-2009-F150-01	2009	Ford	F150	03/18/09	VA	SP10727.00													Interior under denial letter - Interior under denial letter.	Interior issue	
PD-05-0323-2009-F150-01	2009	Ford	F150	03/23/09	NH														Wiper seal performed prior to being sold as used truck, wiper motor burned up resulting damage while on vehicle in NH being back to MA.	wiper motor	
PD-06-0471-2007-F150-01	2007	Ford	F150	02/20/08	NY	SP10740.00													Alleged wiper motor bug (2/1/08)	wiper motor	
Data at Present: Wiper Motor Recall 01R23																					

	MARS	LHMS
95	1 unknown	5 unknown
96	0	1 brake
97	1 electrical	13 2 brakes 1 electrical 1 pft 6 wiper
98	0	3 1 elect 1 wiper 1 unknown
99	0	3 1 elec 1 pft 1 wiper
00	3 1 brake 1 unknown 1 pft	29 10 brake 2 electrical 5 pft 1 unknown
01	0	8 1 brake 1 elect 6 wiper
02	0	1 electrical
03	0	12 1 elect 3 pft 6 wiper
04	0	1 wiper
<hr/>		
Total	5	76 = 81

PE04-078 0480

2004 SQ F160 LIMA - Fire Switch Allegations

Case Number	Model Year	Make	Model	Date of Incident	Make of Incident	VIN	Death	Injuries	HydroComp	SynchrComp	AutoComp	HydroComp	SynchrComp	AutoComp	TRB/AD Analyst	Type of Incident	Other Information	Disposition
FD-04-0188-2000-F160-01	2000	Ford	F160	02/28/2004	TX				23	11					ME		Alternator fan	Unknown
FD-04-0312-1997-F160-01	1997	Ford	F160	07/22/2004	LA				23	11					ME		Alternator fan	Unknown
FD-04-1227-2000-F160-01	2000	Ford	F160	12/27/2003	TX				23	11					ME		Battery cable over battery post	Battery cable
FD-04-0313-2000-F160-01	2000	Ford	F160	07/15/2004					23	16					ME		Fuse failure in apt of downstream	Cruise Dept Switch
FD-04-0316-2001-F160-01	2001	Ford	F160	07/16/2004	TX				23	18	11				ME		Fuse failure in apt of downstream	Cruise Dept Switch
FD-04-0000-1997-F160-01	1997	Ford	F160	07/01/2004					23	18					ME		Steering wheel air bag damaged a 1998 Cadillac SLT	Cruise Dept Switch
FD-04-0312-2000-F160-01	2000	Ford	F160	07/15/2004	TX				23	16	11				ME		Medical fan over intake transfer cylinder	Cruise Dept Switch
FD-04-1228-2000-F160-02	2000	Ford	F160	12/28/2003	TX				23	13					ME		Vehicle caught fire - brake pedal caught fire - brake pedal caught fire - brake pedal caught fire - brake	Cruise Dept Switch
FD-04-0218-2000-F160-01	2000	Ford	F160	02/18/2004	TX				23	16					ME		Vehicle caught fire - brake pedal caught fire - brake pedal caught fire - brake	Cruise Dept Switch
FD-04-0530-2000-F160-01	2000	Ford	F160	05/30/2004	MS				23	11					ME		Vehicle caught fire - brake pedal caught fire - brake pedal caught fire - brake	Cruise Dept Switch
FD-04-0412-2000-F160-01	2000	Ford	F160	04/12/2004	TX				23	11					ME		Vehicle caught fire - brake pedal caught fire - brake pedal caught fire - brake	Cruise Dept Switch
FD-04-0300-2000-F160-01	2000	Ford	F160	03/00/2004	TX				23	11					ME		Vehicle caught fire - brake pedal caught fire - brake pedal caught fire - brake	Cruise Dept Switch
FD-04-0312-2000-F160-01	2000	Ford	F160	07/12/2004					23	10					ME		Vehicle caught fire - brake pedal caught fire - brake pedal caught fire - brake	Cruise Dept Switch
FD-04-0711-2000-F160-01	2000	Ford	F160	07/11/2004					23	11					ME		Approved electrical modification in engine compartment	Unknown
FD-04-0713-2000-F160-01	2000	Ford	F160	07/13/2004					23	11					ME		Approved electrical modification in engine compartment	Unknown
FD-04-0270-2000-F160-01	2000	Ford	F160	02/20/2004	TX				26	7					JO		Fuel leak near the fuel pump filter	Fuel leak
FD-04-0402-2000-F160-01	2000	Ford	F160	04/02/2004	LA				26						JO		Vehicle compromised a fire vehicle destroyed by fire, no other details	Unknown
FD-04-0703-2000-F160-01	2000	Ford	F160	07/03/2004	TX				26						JO		Vehicle compromised a fire vehicle destroyed by fire, no other details	Unknown
FD-04-0405-2001-F160-01	2001	Ford	F160	04/05/2004	TX				26						JO		Vehicle compromised a fire vehicle destroyed by fire, no other details	Unknown
FD-04-0701-2001-F160-01	2001	Ford	F160	07/01/2004					26						JO		Vehicle compromised a fire vehicle destroyed by fire, no other details	Unknown
FD-04-0417-1999-F160-01	1999	Ford	F160	04/17/2004					26	6					JO		Engine compartment fire, total loss	Unknown engine compartment
FD-04-0211-2001-F160-01	2001	Ford	F160	02/11/2004	TX				26						JO		Engine compartment fire, total loss	Unknown engine compartment
FD-04-0211-2000-F160-1	2000	Ford	F160	02/11/2004	TX				26						JO		Engine compartment fire, total loss	Unknown engine compartment
FD-03-0814-2004-F160-01	2004	Ford	F160	08/14/2004	LA				26						JO		Vehicle caught fire in driveway at a home while parked.	Unknown (unintended)
FD-04-0717-2000-F160-01	2000	Ford	F160	07/17/2004	MI				26						JO		Vehicle was parked inside empty booth at repair shop, vehicle burned through to shop and shop.	Unknown (unintended)
FD-04-0628-1997-F160-01	1997	Ford	F160	06/28/2004	TX				26						JO		Fire in home was extinguished by water in the F160 by the occupant.	Unknown (unintended)
FD-04-0621-1997-F160-01	1997	Ford	F160	06/21/2004	TX				26	11					ME		Vehicle compromised a fire vehicle destroyed by fire, no other details	Unknown (unintended)
FD-04-0718-1997-F160-01	1997	Ford	F160	07/18/2004					26						JO		Vehicle caught fire and destroyed home	Unknown (unintended)

FD-04-070 04/7/0



FD-302 (Rev. 11-17-60)





FD-4-678 0506

Key Off Components - Expedition/Navigator

Before - Add in 1999

4WABS	Instrument Cluster
Accessory Delay Relay	Interior Lamp Relay
Adjustable Pedal Sw	Left Rear Air Spring Solenoid
Air Bag Diagnostic Module	Main Light Sw
Air Suspension Compressor Motor	Memory Seat Set Sw
Air Suspension Service Sw	Multi-Function Sw
Air Suspension Vent Solenoid	Overhead Trip Computer
All Lock Relay	Park Lamp Relay
All Unlock Relay	Passenger Door Lock Sw
Alternator	Passenger Heated Seat Module
Amplifier	Passenger Power Seat Sw
Autolamp Module	PATS Module
Auxiliary A/C Relay	PCM Module
Auxiliary Power	PCM Relay
Blower Relay	PDB - Engine Compt.
Brake On/Off Sw	Power Mirror Sw
Brake Pedal Position Sw	Remote Anti-Theft Module
CD Changer	Radio
Charge Air Cooler Pump Relay	Air Suspension Compressor Relay
Cigar Lighter	Rear Integrated Control Panel
Clock	Rear Wiper Up Relay
Console Auxiliary Power	Rear Wiper Down Relay
Cooling Fan Relay	Right Rear Air Spring Solenoid Sw
Driver Door Lock Sw	Shift On Fly Relay
Driver Door Unlock Relay	Speed Control Deactivate Sw (Brake Pressure)
Driver Seat Control Sw	Speed Control Servo
Driver Heated Seat Module	Start Interrupt Relay
Driver Seat Module (Memory)	Starter Motor/Solenoid
DRL Module	Sub-Woofers Power
EATC	Torque on Demand Relay
Fog Lamp Relay	Trailer Tow Back-Up Lamp Relay
Fuel Pump Relay	Trailer Tow Brake Control
Fuse Panel IP	Trailer Tow Exterior Lamp Relay
GEM	Trailer Tow Left Turn Relay
Hazard Flasher Relay	Trailer Tow Right Turn Relay
Headlamp Relay	Transfer Case Electronic Shift Relay
Heated Grid Relay	Transfer Case Shift Module
Horn Relay	Transmission Control Sw
Ignition Sw	Vent Window Moonroof Relay

PED4-078 0587

Key Off Components – F150

4WABS	Instrument Cluster
Accessory Delay Relay	Interior Lamp Relay
Air Bag Diagnostic Module	Left Rear Air Spring Solenoid
Air Suspension Compressor Motor	Main Light Sw
Air Suspension Vent Solenoid	Multi-Function Sw
All Lock Relay	Park Lamp Relay
All Unlock Relay	Passenger Door Lock Sw
Alternator	PCM Module
Amplifier	PCM Relay
Autolamp Module	PDB - Engine Compt.
Auxiliary Power	Power Mirror Sw
Blower Relay	RAB Module
Brake On/Off Sw	Radio
Brake Pedal Position Sw	Rear Air Suspension Compressor Relay
CD Changer	Right Rear Air Spring Solenoid Sw
Charge Air Cooler Pump Relay	Shift On Fly Relay
Cigar Lighter	Speed Control Deactivate Sw (Brake Pressure)
Clutch Pedal Position Sw	Speed Control Servo
Driver Door Lock Sw	Start Interrupt Relay
Driver Door Unlock Relay	Starter Motor/Solenoid
Driver Seat Control Sw	Trailer Tow Back -Up Lamp Relay
DRL Module	Trailer Tow Brake Control
Fog Lamp Relay	Trailer Tow Exterior Lamp Relay
Fuel Pump Relay	Trailer Tow Left Turn Relay
Fuse Panel IP	Trailer Tow Right Turn Relay
GEM	Transfer Case Electronic Shift Relay
Hazard Flasher Relay	Transfer Case Shift Module
Headlamp Relay	Transmission Control Sw
Horn Relay	WOT Relay
Ignition Sw	

F004-078 0000



PE04-078 0348

F-Series Satisfaction Survey

Q1. Model Year 7
2002; 2001; 2000; 1999; 1998; 1997; 1996

Q2. Mileage 8
Under 20,000; 20,000-29,999; 30,000-39,999; 40,000-49,999; 50,000-59,999; 60,000-69,999; 70,000-79,999; Over 80,000

Q3. Vehicle Line 9
F-150; F-250; F-350

Q4. Percentage of city/highway driving 10
City 0%, 25%, 50%, 75%, 100% Highway 0%, 25%, 50%, 75%, 100%

Q5. Have you ever had any warning lamps illuminate on your dash? Yes/No 12
If yes, please check all that apply:
 Brake Light
 Parking Brake Light
 ABS Light
 Engine Light
 Battery Light
 Other

Q6. If you answered yes to question 5, did you visit the dealership for service? Yes/No 19

Q7. How often do you use your cruise control?
Very Frequently
Frequently
Sometimes
Not Often
Hardly Ever
Never

Q8. Please rate your satisfaction on the following cruise control functions using a 1-5 scale.
5 being most satisfied, 1 being least satisfied

Engagement 4 21
Disengagement 4 22
Performance while engaged 4 23

Q9. Have you ever visited the dealership for service on the cruise control? Yes/No 24

Q10. Do you use your powerpoint(s)/auxiliary power outlet(s)? Yes/No

Q11. Please rate your satisfaction on the following powerpoint(s)/auxiliary power outlet(s) questions using a 1-5 scale.
5 being most satisfied, 1 being least satisfied

Convenience of location(s)
Number of powerpoints

Q12. Are you willing to be contacted in the future? Yes/No

Q13. Are you willing to participate in a mini-clinic? Yes/No

257 - take note
~~W. M. Miller~~
Wiley & Partners
read list to
Kyan,
30 min. ca.
2nd case
June.



PEM-878 8561

-9F924-

Category Definitions for Inquiry: 1

Category	Definition
1 A1	U/H Fire, Non-Crash, Key-off, SCD Switch Failure
2 A2	U/H Fire, Non-Crash, Key-on, SCD Switch Failure
3 A3	U/H Fire, Non-Crash, Amb Key, SCD Switch Failure
4 A4	Smoke/Melt - No Fire, SCD Switch Failure
5 A5	Lost Cruise Func, SCD Switch Failure
6 B1	Smoke/Melt - No Fire, Amb Source
7 B2	Repair SCD Switch, Amb Failure
8 B3	Lost Cruise Func, Amb Failure - MULTIPLE PARTS REPLACED
9 B4	Repair SCD Switch - Stuck in Park, Brake Lamp, Leak, Dead Battery, NO BRAKE LIGHTS
10 C	Non Responsive (Lost Cruise Function-not SCD Switch) STEERING WHEEL SWITCH, SERVO
11 F1	U/H Fire, Non-Crash, Key-off, No SCD Switch Failure
12 F2	U/H Fire, Non-Crash, Key-on, No SCD Switch Failure - ALTERNATOR, FUEL LEAK
13 F3	U/H Fire, Non-Crash, Amb Key, No SCD Switch Failure
14 FB1	U/H Fire, Non-Crash, Key-off, Amb SCD Switch Failure
15 FB2	U/H Fire, Non-Crash, Key-on, Amb SCD Switch Failure
16 FB3	U/H Fire, Non-Crash, Amb Key, Amb SCD Switch Failure - GENERAL U/H FIRE
17 FB4	Ambiguous Fire Source, Non-Crash GENERAL GARAGE FIRE, MAY BE EXTERNAL SOURCE
18 Q	Ask Mike

SPEED CONTROL DEFECTIVE
THAT:
CRUISE CONTROL REACTIVATING
BRAKE PRESSURE
PRESSURE SENSOR SWITCH
SWITCH IN MASTER CYLINDER

F known
PT TO
3e
note
9/15/
note



PE04-878 0504

Design Analysis -
of the 41 Fuel Rods
in (11) (1),

Miss Hoffman later,
Ann L. Poole.

MORS III Reports for Inquiry 1

Inquiry: 1 Source: MORS III
Region: 24 ORLANDO Issue: LEGAL Zone: A3 Case: 448481774
VIN: 1FTRW06L41 Engine: L Veh Type: T Opened: 6/29/2004
Closed: 6/30/2004

Last Name: [REDACTED] Title: MR First Name: [REDACTED] Status: CLOSED
Address: [REDACTED] City: BIG PINE KEY State: FL ZIP: [REDACTED]
Phone: [REDACTED]

Model Year: 2001 Model: F160 4X4 CREWCAB FLA Mileage: 50000 Build Date:
Dealer Name: WORLD FORD/KENDALL Sales Code: F24005 P and A: 04820

Reason Code: 0782 LEGAL - ACCIDENT / FIRE

Symptoms: 704145 FIRE/SMOKE VISIBLE FLAME UNDERHOOD

Origin: CAGE38 US CONCERN CASE BASE PHONE 6/29/2004 3:02:28 PM
Action: 719 ADVISE CUST INFORMATION WILL BE SENT TO CONSUMER AFFAIRS 04484817740792 70414507

FIRE/ACCIDENT F

CUSTOMER SAID: -" ATTN : SAME ISSUE AS IN HISTORICAL "- VE
H CAUGHT ON FIRE A WEEK AGO LAST WEDNESDAY ON 06/18/04.- CUS
T WAS ABLE TO CONTROL THE SMOKE/VISIBLE FLAME UNDER THE HOOD
- NO POLICE REPORT WAS FILED.- CUST CONTACTED THE INSURANCE
CO, INSURANCE CO WILL NOT PAY FOR A MECHANICAL PROBLEM.-

S/M SAYS THIS IS A COMMON PROBLEM ON FORD TRUCKS, THEY HAVE
SEEN IT IN TRUCKS/NAVIGATORS.- VEH CURRENTLY AT THE FORD CLUB
HP., VEH IS REPAIRABLE.- CUST IS SEEKING FINANCIAL ASSISTANC
E, DEALER SAID: - WORLD FORD / KENDALL 15551 SOUTH DIXIE H
WY MIAMI, FL 33157 TEL: (3 05) 238-8211- S/M SAYS THIS IS A
COMMON PROBLEM ON FORD TRUCKS, THEY HAVE BEEN IT IN TRUCKS/
NAVIGATORS.CRC ADVISED: - I WILL FORWARD THIS INFORMATION TO
OUR CONSUMER AFFAIRS GROUP. SOMEBODY FROM CONSUMER AFFAIRS
WILL CONTACT YOU IN 2 BUSINESS DAYS. PLEASE NOTIFY YOUR IN
SURANCE CARRIER AND REPORT THIS INCIDENT.

Origin: CALGL CONSUMER AFFAIRS - LITIGATION PREVENTION OTHER 6/30/2004 4:19:35 PM
Action: LP302 SEND ACKNOWLEDGEMENT LETTER TO CUSTOMER 04484817740792 70414507

CUSTOMER SHOULD CONTINUE TO WORK WITH INSURANCE FOR ASSISTA
NCE. LETTER SENT TO CUSTOMER.

Inquiry: 1

Source: MORIS III

Region: 24 ORLANDO

Issue: LEGAL

Zone: A3

Case: 448481774

VBI: 1FTRWGLA1*

Engine: L

Veh Type: T

Opened: 8/29/2004

Closed: 8/30/2004

Origin: CALGL CONSUMER AFFAIRS - LITIGATION PREVENTION OTHER 8/30/2004 4:20:30 PM

Action: LP4000 FINAL CASE DISPOSITION

4484817740782 70414587

CUSTOMER SHOULD CONTINUE TO WORK WITH INSURANCE FOR ASSISTANCE. LETTER SENT TO CUSTOMER.

HI-STAY SCDS SWITCH

KIT BOX

1L1Z-00000-00-00
BRASS PLATE
KIT

30472

1 0

00

CONTENTS MADE IN
4VY1T-14A411-AA MEXICO

ALL OTHER COMPONENTS OF S.A. CROWN
FORD V4 2007

Ford Motor Company™

Ford Motor Company™

Ford Motor Company™

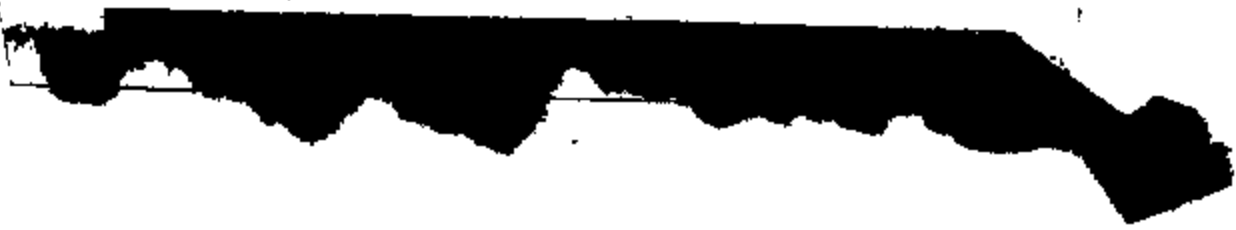
EXHIBIT

Ford Motor Company



Ford Motor Company

FORD-076 0598





FD-36 (Rev. 5-22-64)



CRITICAL CONCERNS REVIEW GROUP (NORTH AMERICA)

- Page 1 -

File:	MISC	Opened:	November 11, 1999	Closed:	November 11, 1999
VLD→ Lead	TVC Dee T. Kapur	Assisting Activities:		CAMPAIGN:	NONE
		RVT-EESE		Contacts:	Jack Williams - 99612 Greg Gault - 01160

MODELS:	1997 EXPEDITION
Input Source:	FCSD-CQIS REPORT
Concern Description:	Vehicle caught fire underhood

Mtr.#/Date: _____ CONCERN INVESTIGATION DATA _____

1753/Nov 11 Walk-in by Bob McCarthy. CQIS report attached:

- XHWAH006 - 1997 Expedition in Eureka, IL, with 39,318 miles. Vehicle caught fire underhood. Found right hand fender well melted, extensive damage to wiring and accessories in that area. Harness #12A501 melted and burnt down to starter halfway across cowl. Replaced wiring, melted and burnt trim. Second battery, starter wires out of harness way.

RVT closure attached:

- Vehicle out of warranty. Owners insurance paid for repairs.
 - Towed to dealer on August 3, 1999.
 - Repairs completed on August 19, 1999.
 - Claim was reported on August 23, 1999.
 - CCRG opened on September 17, 1999.
 - Engineering called dealer on October 4, 1999. No pictures taken, no way to view vehicle. Vehicle and all parts returned to owner. Owner turned all over to insurance company. No parts available for review.
 - Dealer replaced: Battery, battery cable, relays, shields, ABS module, PCM harness, cowl, windshield washer hose.
- Recommend closure due to lack of information, vehicle has been repaired and no parts are available to review. Condition/information does not indicate any potential relationship to any known issues in 1997 MY.

OGC = One (1) insurance claim due to electronic control module which is not this condition. CCRG agrees with closing. Isolated, undefinable incident.

Closed.

Not GDS

* Note printed by EMCCART1 on 4 Oct 1999 at 09:17:34 *

From: EMCCART1--DRBN006
To: LEDWARDS--DRBN005
cc: EMCCART1--DRBN006

Date and time 10/04/99 09:17:12

From: McCarthy, R.M.
Subject: CQIS Report - KEWAN006

USAFET(UTC -04:00)

Lynn:

Report indicating an underhood fire in a 1997 Expedition.

Regards,
Bob McCarthy - Safety Recall-Truck Programs
Diagnostic Service Center II, Suite 788
Tel-313.317.2489 // Fax 313.845.1024

* Note printed by RMCCART1 on 4 Oct 1999 at 09:17:38 *

From: RMCCART1--DRBN006
TO: UPRINCE --FORDNA1
cc: LEWARDS--DRBN006

Date and time 10/04/99 09:15:52
RMCCART1--DRBN006

From: McCarthy, R.M.
Subject: Friday Phone Call - CQIS XBNAN006

USART(UTC -04:00)

Uackia:

I've attached a copy of the CQIS subject report, and have highlighted the dealer information contained within the report.

If I've interpreted your call correctly, you were looking to contact the dealer and possibly inspect the vehicle. The dealer calling about the concern is located in Mureka, Illinois and the contact information is included in the report.

Hope this information is what you were looking for.

Any further questions, please contact me at x72489.

NOTE: [REDACTED]: Call from AVT personnel regarding vehicle fire. A copy of the CQIS report will be forwarded to you in a separate note.

Regards,
Bob McCarthy - Safety Recall-Truck Programs
Diagnostic Service Center II, Suite 768
Tel-313.337.2489 // Fax 313.845.1024

Rpt#: XHWAH006 EDSR**Rpt: 08/23/1999 Odom: 39,318 M****Vehicle: 1997 EXPEDITION 4X4,4DR ,MPV 1FMFU18LXV [REDACTED] Bld: 01/12/1997****Engine: 5.4L SOHC Cnb: 748FR07A Trans: E4OD Axc: 3900F3.73L A/C: YES****Dealer Id: 20249 MANGOLD FORD MERCURY INC Pth: (309) 467-2344****State: Illinois City: Eureka Orig/Caller: ALAN CUNNINGHAM****Symptom: 7 04 1 45 UKN SRC ,FIRE/SMOKE,VISIBLE FLAME,UNDERHOOD****Addl Sym: Status: CCRG: A Sts: 08/26/1999****Flc Caus. Comp: WIRING ASSY EEC SENS - RPL Condition Code:****Region Code: 41 Region Name: Chicago - 41****CONCERN: VEHICLE CAUGHT ON FIRE UNDER HOOD.****REPAIR: FOUND RIGHT HAND FENDER WELL MELTED, EXTENSIVE DAMAGE TO WIRING AND ACCESSORIES IN THAT AREA. HARNESS #12A581 MELTED AND BURNT DOWN TO STARTER HALFWAY ACROSS COWL. REPLACED WIRING, MELTED AND BURNT TRIM. SECOND BATTERY. STARTER WIRES OUT OF HARMS WAY.**

Rpt#: XHWAH000 EDSR

Rpt: 08/23/1999 Color: 88,318 M

Vehicle: 1997 EXPEDITION 4X4,4DR ,MPV 1FMFU16LXY [REDACTED] Bld: 01/12/1997

Engine: 5.4L SOHC Cyl: 746FR07A Trans: E40D Axs: 3800F3.73L A/C: YES

Dealer #: 26249 MANGOLD FORD MERCURY INC Ph#: (309) 467-2344

State: Illinois City: Eureka Orig/Call: ALAN CUNNINGHAM

Symptom: 7 04 1 45 UNK SRC ,FIRE/SMOKE,VISIBLE FLAME,UNDERHOOD

Addl Sym: Status: CCRG: A Sta: 08/28/1999

Ftc Caus. Comp: WIRING ASSY EEC SENS - RPL Condition Code:

Region Code: 41 Region Name: Chicago - 41

CONCERN: VEHICLE CAUGHT ON FIRE UNDER HOOD.

REPAIR: FOUND RIGHT HAND FENDER WELL MELTED, EXTENSIVE DAMAGE TO WIRING AND ACCESSORIES IN THAT AREA. HARNESS #12A501 MELTED AND BURNT DOWN TO STARTER HALFWAY ACROSS COWL. REPLACED WIRING, MELTED AND BURNT TRIM. SECOND BATTERY, STARTER WIRES OUT OF HARMS WAY.

1997 EXPEDITION UNDERHOOD EVENT

Concern

The vehicle was a 1997 Expedition, 5.4L, 4x4 with 39,318 miles. The vehicle came in with extensive damage to the wiring and other accessories in the cowl and right side inner fender areas. The dealer reported, the cowl wiring harness (#12A581) had melted across the cowl and had proceeded down to the starter.

CQIS report number: XHWAH006

Problem Investigation

1. The vehicle was purchased on February 1, 1997, this along with the mileage being over 36,000 therefore deemed out of warranty. The owners insurance paid for all of the repairs.
2. The vehicle was towed to the dealer on August 3, 1999.
3. The repairs were evaluated by the owner, the owner's insurance company, and the dealership.
4. The repairs were completed on August 19, 1999.
5. The claim was reported on August 23, 1999.
6. The CCRG case was opened on September 27, 1999.
7. Engineering received information October 4, 1999 and immediately called the dealer to set-up a visit to view the vehicle. There were no pictures taken, no way to view the vehicle.
8. The vehicle and all of the parts were returned to the owner.
9. The owner turned over all of the parts to his/her insurance company. No parts are available for review.

The following parts had been replaced by the dealer:

- Battery
- Battery Cable
- Relays
- Shields
- ABS Module
- PCM Harness
- Cowl
- Windshield washer hose

Recommendations

1. Close this case to CCRG due to lack of information.
2. Engineering will continue to monitor this case/issue for 90 days for future information.

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Origination date: 11/11/99



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