

**PE04-078**

**FORD**

**2/3/2005**

**APPENDIX L1**

**PART 2 OF 5**

Z

0

Z

N

Z

Z

1

Y

Z

2

0

N

Y

N

0

N

N

**Part Name**

**Alleged  
Component**

**Modifier**

SERVICE BRAKES □ HYDRAULIC:FOUNDATION COMPONENTS:MASTER CYLINDER

brake master cylinder

parked

SERVICE BRAKES □ HYDRAULIC:FOUNDATION COMPONENTS:MASTER CYLINDER

brake master cylinder

parked

ELECTRICAL SYSTEM

brake master cylinder

parked

SERVICE BRAKES □ HYDRAULIC:FOUNDATION COMPONENTS:DISC:ROTOR

engine misfire

running

PED4-876 B 8109

VEHICLE SPEED CONTROL

engine misfire

running

FUEL SYSTEM| OTHER: DELIVERY: FUEL PUMP

fuel pump fire hazard

unknown

ELECTRICAL SYSTEM: IGNITION

misfire

ENGINE AND ENGINE COOLING

engine fired up

running

PERM-878 B 0110

ENGINE AND ENGINE COOLING:ENGINE

fire hazard

ELECTRICAL SYSTEM

misfire

running

ENGINE AND ENGINE COOLING:ENGINE

fire hazard

FUEL SYSTEM: GASOLINE:DELIVERY:HOSES, LINES/PIPING, AND FITTINGS

fire hazard

FE04-878 B 0111

ENGINE AND ENGINE COOLING:ENGINE

fire hazard

ENGINE AND ENGINE COOLING:ENGINE

fire hazard

SUSPENSION:REAR:SPRINGS

FUEL SYSTEM (GASOLINE):DELIVERY:HOSES (LINES/PIPING) AND FITTINGS

fire hazard

ENGINE AND ENGINE COOLING

fire hazard

AIR BAGS:FRONTAL

no fire

ENGINE AND ENGINE COOLING:ENGINE

no fire

FUEL SYSTEM: GASOLINE:FUEL INJECTION SYSTEM

no fire

FUEL SYSTEM: GASOLINE:DELIVERY:HOSES: LINES/PIPING: AND FITTINGS

no fire



SERVICE BRAKES: HYDRAULIC: ANTILOCK

no fire

ENGINE AND ENGINE COOLING: ENGINE

misfire

ENGINE AND ENGINE COOLING

spark plug

ENGINE AND ENGINE COOLING: ENGINE: GASOLINE

spark plug

FUEL SYSTEM: GASOLINE: STORAGE: AUXILLARY TANK

fuel pump fire hazard

unknown

PC84-878 B 0114

ENGINE AND ENGINE COOLING:ENGINE

fire hazard

ELECTRICAL SYSTEM:WIRING

fire hazard

ENGINE AND ENGINE COOLING:ENGINE

fire hazard

ENGINE AND ENGINE COOLING:ENGINE:GASOLINE

misfire

ENGINE AND ENGINE COOLING:ENGINE

no fire

ENGINE AND ENGINE COOLING:ENGINE:GASOLINE

misfire

ELECTRICAL SYSTEM:IGNITION

spark plug

running

ENGINE AND ENGINE COOLING:ENGINE

spark plug

AIR BAGS:FRONTAL

pontiac firebird

crash

TIRES:TREAD/BELT

firestone

PE84-878 B 0118

POWER TRAIN:CLUTCH ASSEMBLY

no fire

POWER TRAIN:MANUAL TRANSMISSION

no fire

FUEL SYSTEM:GASOLINE:STORAGE:AUXILLARY TANK:SELECTOR DEVICES

fuel pump fire hazard

TIRES

firestone

PC84-076 9 0117

TIRES

firestone

TIRES:TREAD/BELT

firestone

FUEL SYSTEM □ GASOLINE:STORAGE:AUXILLARY TANK:SELECTOR DEVICES

fuel pump fire hazard

TIRES

tires

PERM-078 B 0118

TIRES

firestone

TIRES

tires

TIRES

tires

TIRES:TREAD/BELT

tires

PEDA-878 B 0110

FUEL SYSTEM: GASOLINE: DELIVERY

fire hazard

TIRES

tires

TIRES

firestone

AIR BAGS: FRONTAL

no fire

PC94-878 B 8128

ENGINE AND ENGINE COOLING:ENGINE

misfire

TIRES

tires

TIRES:TREAD/BELT

firestone

TIRES

tires

PERM-DTB B 0121



SUSPENSION:FRONT:SPRINGS:TORSION BAR

no fire

TIRES:TREAD/BELT

tires

TIRES

tires

TIRES

tires

PERF-078 B 8122

TIRES:BEAD

tires

TIRES

tires

TIRES

tires

TIRES

tires

PER4-878 B 0123

TIRES

tires

TIRES:TREAD/BELT

tires

TIRES

tires

TIRES

tires

PC84-078 B 0124

TIRES

tires

TIRES

tires

TIRES

tires

TIRES

tires

PE04-078 B 0125

TIRES

tires

TIRES:TREAD/BELT

tires

TIRES:TREAD/BELT

firestone

TIRES

tires

PE84-878 B 0128

TIRES:TREAD/BELT

tires

TIRES:TREAD/BELT

tires

WHEELS

tires

TIRES:TREAD/BELT

tires

PC94-878 B 8127

TIRES

tires

TIRES:TREAD/BELT

firestone

TIRES:TREAD/BELT

tires

TIRES:TREAD/BELT

tires

PE94-878 B 9128

ENGINE AND ENGINE COOLING:ENGINE:GASOLINE

backfire

TIRES:TREAD/BELT

tires

TIRES

tires

TIRES:TREAD/BELT

tires

PC01-078 B 0129



TIRES:TREAD/BELT

tires

AIR BAGS:FRONTAL

firewall

crash

ENGINE AND ENGINE COOLING:ENGINE:GASOLINE

spark knock

running

ELECTRICAL SYSTEM:WIRING

misfire

REC-078 B 0130

OTHER

firewall

ENGINE AND ENGINE COOLING:ENGINE:GASOLINE

sparks

ENGINE AND ENGINE COOLING:ENGINE:GASOLINE

fire hazard

PERM-878 B 0131

**Dupe**

**Summary**

- dupe** FIRE ORIGINATED IN LR QUADRANT OF ENGINE COMPARTMENT. OCCURRED WHILE PARKED AND NOT RUNNING. ORIGIN IS AT MASTER BRAKE CYLINDER. \*AK
- dupe** FIRE ORIGINATED IN LR QUADRANT OF ENGINE COMPARTMENT. VEHICLE HAD BEEN PARKED AND ENGINE NOT RUNNING FOR 10-12 HOURS PRIOR TO FIRE. FIRE ORIGINATED AT MASTER BRAKE CYLINDER. \*AK
- dupe** FIRE ORIGINATED IN VEHICLE WHILE PARKED AND RUNNING. OWNER HAD PARKED VEHICLE AND EXITED IT TO OPEN A GATE. SMELLED SMOKE AND OBSERVED SMOKE ISSUING FROM UNDER LR HOOD. OBSERVED A SMALL FIRE AT THE LOCATION OF THE CRUISE CONTROL DE-ACTIVATION SWITCH. FIRE
- delete** 2004 FORD F150 XLT 4WD SUPERCAB(BRAKES CONSTANTLY SQUEALING)CONDITIONS WERE NORMAL EVEN BRAKING.I NEVER HAD TO SLAM ON THE BRAKES. \*VE BROUGHT MY VEHICLE BACK TO FORD DEALERSHIP THREE TIMES OVER A PERIOD OF 4 MONTHS.CORRECTIVE ACTIONS ARE SCUFFING THE

delete

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delete

1998 FORD F-150 DUAL GASOLINE TANKS□ FRONT FUEL PUMP FAILURE CAUSES REAR FUEL TANK TO PRESSURIZE FRONT FUEL TANK□ CAUSING FUEL TO LEAK FROM FRONT FUEL TANK FILL PIPE□ FRONT TANK IS CAUSED TO BE OVERFILLED AND UNDER PRESSURE□ UPON REMOVAL OF FRONT FILL CAP

delete

IGNITION COIL MISFIRING□ VEHICLE EXHIBITED OCCASIONAL MISS FIRE. UPON COLD START AFTER SITTING FOR SEVERAL DAYS PLUME OF BLUE SMOKE FROM TAIL PIPE WAS NOTICED. DEALER COULD NOT DUPLICATE EVENT BUT DETERMINED #1 IGNITION COIL WAS FIRING AT REDUCED CAPACI

delete

CONSUMER ATTEMPTED TO START THE VEHICLE WHILE PARKED. AFTER SEVERAL ATTEMPTS THE ENGINE FIRED UP. CONSUMER HEARD A LOUD KNOCKING SOUND COMING FROM THE ENGINE. VEHICLE WAS TAKEN TO THE DEALER FOR A CHECK UP. DEALER EXAMINED THE VEHICLE□ AND FOUND THA

delete 1999 FORD F150 BLOWN HEAD GASKET RIGHT SIDE CANT AFFORD TO PAY 4700.00 DOLLARS TO REPLACE GASKET & HEAD. FORD KNOWS THEY HAVE A PROBLEM WITH THE GASGETS ON THE TRITON MOTROS BUT FAIL TO TAKE BLAME. THIS IS A FIRE HAZARD WHEN OIL IS LEAKING ON THE EXHAUST

delete I HAVE A 2003 F-150 SUPERCREW THAT I PURCHASED SEPTEMBER 20 2003. IN OCTOBER 2003 WHEN THE ODOMETER WAS CHANGING FROM 999 MILES THE VEHICLE SEEMED TO HAVE AN ELECTRICAL SHORT AND THE DASH LIGHTS FLASHED FOR A COUPLE SECONDS. THEN THE ODOMETER CHANGED TO 2

delete RIGHT SIDE HEAD GASKET ON 5.4 V8 LEAKING AGAIN AT 72000 MILES. HEADS REPLACED ONCE AND GASKETS REPLACED TWICE. OUT OF WARRANTY NOW, WE NEED A RECALL. OIL DRIPS ON HOT EXHAUST AND SMOKES FIRE HAZARD. \*AK

delete I OWN A 1992 FORD F250 AND A 96 FORD F150. BOTH HAVE DUAL TANKS.ON BOTH VEHICLES THE FRONT FUEL GAUGE HAS STOPPED FUNCTIONING AND WHEN USING THE REAR TANK IT TRANFERS FUEL TO THE FRONT TANK RESULTING IN FUEL SPILLING OUT.WITH THE GUAGES NOT FUNCTIONING TH

delete WHILE CRUISING AT 65 MPH A SPARK PLUG BLEW OUT OF THE CYLINDER INTO THE FUEL RAIL. LUCKILY NO FIRE WAS STARTED. THIS SEEMS TO BE A COMMON PROBLEM IN THE 5.4L ENGINE. AS EVEN FORD HAS CHANGED THE DESIGN OF NEWER 5.4L ENGINES□ BUT HAS DONE NOTHING FOR EARLI

delete 2001 FORD F150 "LIGHTNING" 5.4L V8. BLEW OUT THE 3RD SPARK PLUG BACK ON THE PASSENGER SIDE HEAD. THIS IS DUE TO A SMALL NUMBER OF THREADS THAT HOLD THE SPARK PLUGS IN THE HEAD ON 1999-2003 FORD F150 LIGHTNINGS□ AS WELL AS OTHER FORD PRODUCTS THAT UTILIZ

delete THERE ARE TWO SITUATIONS: #1: MULTIPLE REAR SPRING FAILURES ON SEVERAL F150 S-CAB 4WD VEHICLES FROM 1995 THRU 2000 BUILD DATE. THE MAIN LEAF CRACKS AT AXLE SPRING PERCH RESULTING IN A PUNCTURE OF BED FLOOR ON SOME INCIDENTS. ALL REQUIRING SPRING REPLA

delete ON MONDAY AUGUST 11□ 2003 I NOTICED A STRONG ODOR OF GASOLINE ON MY 1998 FORD F-150 PICKUP. I FOUND THAT GASOLINE WAS RUNNING ALONG THE DRIVER SIDE FRAME AND LEAKING RATHER HEAVILY ONTO THE PAYMENT. I IMMEDIATELY DROVE TO A NEARBY AUTOMOTIVE SERVICE CENTE

delete

THE SPARK PLUG IN THE 3RD CYLINDER BACK ON THE PASSENGER SIDE BLEW OUT OF THE ENGINE CAUSING 1800 DOLLARS DAMAGE TO THE ENGINE. THIS IS NOT AN ISOLATED INCIDENT AND HAS HAPPENED TO SEVERAL FORD F150 OWNERS. IT IS THE CONSENSUS OF SEVERAL MECHANICS THAT TH

delete

I WAS IN AN ACCIDENT AND MY AIRBAGS DID NOT DEPLOY. THE FIRE DEPARTMENT AND TROOPERS AND EMS ALL FELT THEY SHOULD HAVE DEPLOYED. \*AK

delete

I DROVE TO WORK THAT MORNING AND EVERYTHING WAS FINE. I WENT TO MY TRUCK TO LEAVE WORK THAT EVENING AND WHEN I CRANKED MY VEHICLE IT MADE A LOUD POP LIKE A BACK FIRE IN THE ENGINE COMPARTMENT AND STARTED RATTLING IMMEDIATELY. I SHUT MY TRUCK OFF AND OPENE

delete

AFTER 2 DAYS OF RAIN I WENT OUT TO START MY 1997 FORD F150. RAIN WATER HAD LEAKED IN FROM FIREWALL AREA ON TO THE INTAKE MANIFOLD AREA AND LEAKED IN THROUGH A FUEL INJECTOR FITTING AND FOUND ITS WAY TO A PISTON . THE FIRST ATTEMPT TO START THE STARTER

delete

FUEL LINE THAT RUNS FROM FIREWALL TO THROTTLE BODY SEEMS TO BE DETERIORATING NEAR DRIVER SIDE MANIFOLD. UNKNOWN CAUSE POSSIBLE HEAT. \*JB

delete

WHEN APPLYING THE BRAKES □ THE PEDAL SEEMS TO JERK AND SLOW TO STOP. WHEN COMING TO A STOP THERE IS A TICKING NOISE □ IT SEEM TO BE COMING FROM THE FIREWALL. THE ABS LIGHT HAS CAME ON SEVERAL OCCASION. I'VE HAD BOTH SET OF BRAKES SERVICED AND ROTORS TURNED

delete

ENGINE MISFIRES IN COLD WEATHER WHILE DRIVING CAUSING SERIOUS LOSS OF POWER FIRST STARTED AT 341 MILES AND CONTINUES TO DATE.\*JB

delete

RE: 2001 FORD SVT LIGHTNING MY VEHICLE VIOLENTLY EJECTED A SPARK PLUG FROM THE ENGINE'S HEAD □ WHILE MERGING ON A HIGHWAY ON-RAMP. UPON FAILURE □ THE VEHICLE OBVIOUSLY STARTED MISFIRING □ BUCKING □ AND WAS A HANDFUL WHEN PULLING OVER TO SIDE OF THE ROAD.

delete

WHILE DRIVING AT 30 MPH A SPARK PLUG (CYLINDER #2) BLEW OUT OF CYLINDER HEAD CRACKING COIL PACK. DEALER ESTIMATE FOR REPLACEMENT OF CYLINDER HEAD IS \$3400. VEHICLE IS OUT OF WARRANTY PERIOD. THIS IS A MANUFACTURING DEFECT THAT IS VERY COMMON IN F150'S

delete

A PORTION OF THE UNUSED FUEL FROM REAR TANK TO BE RETURNED TO THE FRONT TANK □ WHEN THIS OCCURRED THE CAPACITY OF THE FRONT TANK WAS EXCEEDED WHICH CAUSED FUEL SPILLAGE. DEALER NOTIFIED THAT VEHICLE YEAR WAS NOT INCLUDED IN RECALL. CONSUMER COULD SMELL



- delete THE HEAD GASKET ON THE RIGHT SIDE OF THE ENGINE IS BLOWN. CONSUMER IS CONCERNED THAT THE OIL LEAKING OUT OF THE ENGINE COULD CAUSE A FIRE. \*YD \*TS
- delete AFTER INSPECTION OF VEHICLE □ MECHANIC NOTICED THAT MAIN GROUND WIRING WAS HANGING WHICH COULD RESULT IN A SHORT CIRCUIT OR POSSIBLE FIRE. \*AK DEALER FOUND MAIN GROUND CABLE DISCONNECTED. \*TT
- delete OIL LEAKING FROM HEAD GASKETS □ CAUSING BURNED OIL SMELL □ DRIPS ON EXHAUST □ SMOKES ALSO □ SCARED OF FIRE HAZARD. \*AK
- delete CONSUMER STATED VEHICLE BEGAN EXPERIENCING MECHANICAL PROBLEMS □ UPON INSPECTION OF THE PROBLEM □ THE MECHANIC DIAGNOSED THE ISSUE AS A MISFIRE ON CYLINDERS NUMBER 1 AND 3 AND THERE WAS ALSO WATER ON THEM. \*JB
- delete I NOTICED THE SMELL OF HOT OR BURNING OIL EVERY TIME I STOP. I HAD A MECHANIC CHECK FOR THE PROBLEM. HE TOLD ME I HAD A LEAKING HEAD GASKET ON THE RIGHT REAR SIDE OF THE ENGINE. I FEEL IT COULD CAUSE A FIRE. NHTSA HAS BULTNS SB620275 □ SB612444 □ SB612291 H
- delete VEHICLE SKIPS □ MISSES □ BACKFIRES AND HAS VERY LITTLE POWER. NO CHECK ENGINE LIGHT ILLUMINATED. \*JG

delete

I WAS DRIVING DOWN THE HIGHWAY AND ALL OF A SUDDEN THE ENGINE STARTS TO MAKE A POPPING SOUND. I PULLED OVER AND RAISED THE HOOD. THE #3 SPARK PLUG HAD BLOWN OUT FROM ITS SEATING IN THE CYLINDER HEAD. I HAD THE TRUCK TOWED TO THE DEALER AND THEY REPLACED T

delete

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delete

VEHICLE WAS INVOLVED IN A FRONTAL COLLISION WITH A 1998□ PONTIAC□ FIREBIRD AT APPROXIMATE 40 MPH IMPACT. BOTH AIR BAGS DID NOT DEPLOY. DEALER/MANUFACTURER WERE NOTIFIED. \*AK ONE PERSON WAS INJURED IN ACCIDENT□ VEHICLE WAS A TOTAL LOSS. \*SLC

delete

WAS DRIVING 60MPH AND PULLING AN OPEN DUAL AXLE TRAILER□ LEFT REAR TIRE LOST ITS TREAD. WAS MAKING A THUMPING NOISE BEFORE IT CAME OFF. HAD HEARD A NOISE□ AND NOTICED BLACK SMOKE COMING FROM REAR. TIRE MAINTAINED AIR PRESSURE□ EVEN THOUGH IT WAS GONE.

delete

WANTED TO SLOW DOWN ON SNOW COVERED ROAD FOR STOPPED TRAFFIC  
AHEAD/PUSHED IN CLUTCH/ATTEMPTED TO DOWNSHIFT FROM 4TH GEAR/FOUND SHIFT  
LEVER TO BE LOCKED UP/CLUTCH WOULD NOT DISENGAGE/FOUND IT NEAR IMPOSSIBLE  
TO BRAKE VEHICLE TO A STOP/WAS FORCED TO DRIVE V

delete

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AHEAD/PUSHED IN CLUTCH/ATTEMPTED TO DOWNSHIFT FROM 4TH GEAR/FOUND SHIFT  
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TO BRAKE VEHICLE TO A STOP/WAS FORCED TO DRIVE V

delete

THE TRUCK IS EQUIPPED WITH DUAL FUEL TANKS. WHEN BOTH TANKS ARE FILLED AND  
THE REAR TANK IS SELECTED IT PUMPS GAS INTO THE ALREADY FULL FRONT TANK  
CAUSING IT TO RUN OUT OF THE FUEL CAP DOWN THE SIDE OF THE TRUCK ONTO THE  
GROUND. I FEEL THIS COULD EASIL

delete

I WAS DRIVING ON A LOCAL HIGHWAY AT 70 MPH AND LUCKILY MY SISTER WAS DRIVING  
BEHIND ME AND NOTICED MY PASSENGER SIDE REAR TIRE GOING LOW. I BEGAN TO  
MERGE MY TRUCK OVER TO THE EMERGENCY LANE WHEN THE TIRE COMPLETELY  
FAILED AND THE REAR OF THE TRUCK BEGAN

delete TRUCK WAS GIVING A BUMPY RIDE AT VARIOUS SPEEDS. WENT TO MY MECHANIC WHO EXAMINED THE TIRES UPON MY COMPLAINT. HE POINTED OUT ON BOTH FRONT TIRES WHERE THE TREAD WAS STARTING TO SEPARATE FROM THE SIDEWALL. TOLD ME NOT TO DRIVE THE VEHICLE ON THE HIGHWAY A

delete ORIGINAL MANUFACTURING EQUIPMENT ON A 1997 FORD F150 TIRE SIZE P23570R18 WITH 28000 MILES ON THEM. TWO OF FOUR TIRES DEVELOPED SPLITS BETWEEN THE TREAD. ALSO ONE OF THE TWO TIRES REPLACED DEVELOPED SPLITS. \*AK GENERAL 650 AMERIAS BW TIRES DOT NUM

delete 93 V 125 000/FUEL TANK ASSEMBLY: A PORTION OF UNUSED FUEL FROM ONE TANK TO BE RETURNED TO SECOND TANK. WHEN IT OCCURRED THE SECOND TANK EXCEEDED CAUSING FUEL SPILLAGES. SPILL CAN RESULT IN A FIRE WHEN EXPOSED TO A SOURCE OF IGNITION. DEALER/MANUFACTUR

delete CONSUMER STATES THERE IS A THUMPING NOISE WHILE DRIVING TIRES HAVE BEEN ROTATED AND BALANCED ALSO DEALER KEPT THE VEHICLE FOR ONE DAY BUT COULD NOT DUPLICATE THE PROBLEM CONSUMER STATES HE KNOWS THERE IS A PROBLEM WITH THE TIRE HE IS NOT REQUESTING FO

delete MY TIRES INDICATE THE START OF A TIRE SEPARATION ESPECIALLY ON THE FRONT AXLE. I CAN SEE THE STEEL IN THE TIRE THAT HAS APPROXIMATELY 70% TREAD LEFT. I KEEP MY TIRES CLOSE TO 40 LBS OF PRESSURE AS INDICATED ON THE TIRES. THE START OF THE SEPARTION IS A

delete VEHICLE PASSED STATE INSPECTION 04/27/01. ON 05/20/01 WHILE DRIVING ON 2 LANE HWY AT 50MPH THE LEFT FRONT TIRE SEPARATED AT THE OUTER SIDEWALL CAUSING A 'BLOW OUT' 1/3 OF TREAD BECAME DISLODGED FORCING US TO PULL TO SIDE OF ROAD WITH PROBABLE DAMAGE TO

delete MECHANIC WAS CHECKING BRAKES AND GOT HIS FINGER CAUGHT ON A WIRE COMING OUT OF FRONT PASSENGER'S TIRE. IN MIDDLE OF TREAD STEEL BELTS WERE COMING THROUGH AROUND ENTIRE TIRE. CONSUMER HAD A 1998 FORD F150 PICKUP WITH ORIGINAL TIRES SIZE P235/70R1

delete COMPLETE TREAD SEPARATION WHILE DRIVING BETWEEN 55-60MPH. TRUCK VEERED ACROSS ROAD ONTO SHOULDER. DAMAGE ESTIMATES TO TRUCK BETWEEN \$20000-20500. THE ONLY REASON THIS DID NOT RESULT IN AN ACCIDENT WAS THERE WAS LITTLE TRAFFIC AT THE TIME. THIS TREAD SE

delete FUEL LINE IS RUBBING AGAINST UPPER RADIATOR HOSE AND MAY CAUSE A LEAKAGES WHICH COULD LEAD TO A POSSIBLE ENGINE COMPARTMENT FIRE. DEALER / MANUFACTURER WERE NOT NOTIFIED AT THIS TIME. \*AK

delete I LIVE IN THE FLORIDA KEYS WHERE IT IS PRETTY WARM BUT WHERE THE MAXIMUM SPEED LIMIT IS 55MPH AND MOSTLY MUCH LESS. THERE ARE FEW HIGH SPEED (HIGHWAY) MILES ON MY TIRES. HAVING SAID THAT I DROVE TO PORT ORANGE (DAYTONA BEACH) FLORIDA TO SEE MY FATHER

delete BOTH FRONT TIRES ARE CRACKING AND SEPERATING BETWEEN THE TREADS HAD THEM CHECKED AND FOUND THE THE CORDS ARE SEPARATING BETWEEN THE LAYERS OF THE TIRE AND ARE NOT SAFE TO USE !!! I HAVE JUS REPLACED THESE TWO FRONT TIRES WITH ANOTHER BRAND [BFG] AND THER

delete DRIVING TO WORK ON INTERSTATE. HIT 'BLACK ICE' WAS ON RT FAR SIDE WAS THROWN INTO 2' CONCRETE WALL BARRIER ON FAR LFT SIDE OF INTERSTATE @ 50MPH HEAD-ON. SRS DIDN'T DEPLOY. RCEIVED INJURIES: LEFT SHOULDER/ARM (SEATBELT & THROWN INTO DRIVER'S SIDE DO

delete

I HAVE SPENT OVER \$10000 ON MISS-FIRE PROBLEMS IN 1.5 YEARS AND IT WAS FINALLY FOUND THAT ONE OF THE CYLINDER HEADS HAD A FACTORY DEFECT THAT CAUSED A COOLANT LEAK, EVEN THOUGH THE WARRANTY HAS EXPIRED. I HAVE A HARD TIME PAYING \$20000 TO FIX A PROBLEM T

delete

WAS TURNING A CORNER AT 15MPH WHEN RIGHT REAR TIRE BLEW. MAINTAINED CONTROL OF CARAVAN. CHECKED TIRES & ALL HAD CRACKS DOWN THE CENTER OF TREAD. AND WAS ALSO PITTED DOWN TO THE TREAD PATTERN. TIRES WERE INSPECTED PRIOR TO THE BLOWOUT. CONTACTED ROAD SI

delete

I AM VERY DISAPPOINTED WITH THE LOW LEVEL OF CUSTOMER SERVICE I HAVE RECEIVED FROM FIRESTONE. AS A TRUCK DRIVER I KNOW FROM EXPERIENCE THE SIGHT, SOUND, AND FEEL OF TIRE TREAD SEPARATING FROM THE STEEL BELTS...A TIRE LITERALY COMING APART AT T

delete

PE00-020; TIRES SIZE 23570R16. DOTW2. ORIGINAL EQUIPMENT. FORD. F150 1997. REAR DRIVER'S SIDE TIRE BLEWOUT WHILE DRIVING AT APPROXIMATELY 15-20 MPH. SIDEWALL WAS VERY THIN. FORD'S OPINION WAS THAT THOSE TIRES WERE NOT INTENDED FOR TRUCKS. BUT FOR PASSENG

delete

THE DEALERSHIP IS CALLING THE TORSION BAR A 'WEAR AND TEAR ITEM' THEREFORE IT IS CONSIDERED A WARRANTY ITEM AND NOT A MANUFACTURING DEFECT. FOR MY TRUCK WHICH IS USED AS A COMMUTER VEHICLE HAS THE 'OFF-ROAD PACKAGE' AND HAS SEEN A NON-PAVED ROAD ALL

delete

TWO FACTORY ORIGINAL TIRES SUFFERED TREAD SEPARATION AT HIGHWAY SPEEDS IN SUMMER DESERT CONDITIONS. ONE TIRE HAD 43,000 MILES AND THE OTHER ABOUT 45,000 MILES. SEPARATION OCCURED WITHIN SEVERAL MONTHS OF EACH OTHER. DEALER WAS NOTIFIED WHEN THE SECOND

delete

I WAS EXPERIENCING MY VEHICLE PULLING TO THE RIGHT SO I SLOWED DOWN TO ABOUT 65 MPH. I THEN HEARD A LOUD NOISE AND FELT MY TRUCK JUMP. I PULLED TO THE SIDE OF THE ROAD. I SAW THAT MY TREAD WAS COMPLETELY REMOVED FROM THE CROWN OF THE TIRE. THE TREAD

delete

DRIVING ON THE HIGHWAY THE TREAD SEPARATED FROM THE TIRE. THE TIRE DID NOT DEFLATE. THE TREAD DID EXTENSIVE DAMAGE TO THE TRUCK. IT ALMOST SEVERED BOTH GAS LINES, TORE OFF WHEEL SKIRTS, DAMAGED REAR 1/4 PANEL TO THE POINT THAT IT NEEDS TO BE REPLACED. DAMAG



delete

WHILE DRIVING ALONG ALL OF A SUDDEN VEHICLE STARTED PULLING TO THE LEFT. WAS TAKEN BACK TO FORD WHERE A TIRE PROBLEM WAS FOUND. CORD SEPARATED FROM THE TIRE ON THE DRIVER'S FRONT SIDE. ORIGINAL TIRE EQUIPMENT ON A 2000 FORD F350. TIRE MILEAGE ABOUT

delete

WHILE TRAVELING HOME FROM VACATION ON INTERSTATE HWY, DRIVING APPX. 85 MPH. FOR APPX 4 HOURS LEFT REAR TIRE EXPLODED SHREDDING ALL THE WAY AROUND THE RIM ON THE OUTER SIDE. I WENT TO PURCHASE A NEW TIRE AND WAS TOLD THAT A RECALL WAS COMING OUT ON WILDER

delete

I HAVE HAD THREE TIRES COMPLETELY DELAMINATE AND HAVE HAD TO REPLACE 4 OTHERS THAT DEVELOPED "BUBBLES" IN THE TREAD AND WERE TRYING TO DELAMINATE. THE DEALER GCR TRUCK TIRE BLAMED IT ON EVERYTHING BUT THE TIRES. IN THREE INSTANCES I WAS DRIVING AT LOW

delete

THE FIRST INCIDENT WITH AN OCCURENCE DATE OF 10/9/99 WAS WHEN I LOCATED A LUMP IN THE LEFT SIDE FRONT TIRE. WHILE DRIVING AT SLOW SPEEDS THE STEERING WHEEL WOULD MOVE SIDE TO SIDE AS THE LUMP OR RAISED PORTION OF THE WHEEL WOULD COME INTO CONTACT WITH TH

delete THESE ARE THE ORIGINAL TIRES AND THEY DEVELOPED SEVERE SIDE WALL CRACKING. EVENTUALLY THEY WENT FLAT. I WENT TO THE LOCAL DEALER AND HE ACTED AMAZED. HE SAID HE HAD NEVER SEEN THIS HAPPEN BEFORE. HE WOULDNT ADJUST THEM. BUT OFFERED ME A GOOD DEAL ON A NE

delete I WAS DRIVING ON THE EXPRESSWAY DOING 65MPH AND ALL OF A SUDDEN MY TRUCK STARTED OUT OF CONTROL. I PULLED OFF THE SIDE OF THE ROAD AND CHECKED EVERYTHING AND COULDNT SEE ANY PROBLEMS. I RESUMED SPEED UP TO 65 AND IT STARTED JUMPING ALL OVER THE ROAD AGAIN. I

delete I TDRIED TO SUBMIT THIS BUT GOT A MESSAGE THAT WEG SITE WAS UNAVAILABLE. BUT ON RETRYING GOT A MESSAGE ALREADY SUBMITTED. BUT OBVIOUSLY NOT SO. THE TIRES ARE NOT ON RECALL. I INSPECTED THEM ALL ANYWAY. THE LEFT FRON HAD WIRE BELT EDGES STICKING THROUGH

delete FIRST TWO INCIDENTS INVOLVED TIRE BLOWOUTS AT 50-70 MPH. EACH BLOWOUT APPEARS TO START AS A TEAR ALONG THE OUTER EDGE OF THE TREAD WHERE IT MEETS THE BELTS AND THEN TORE TO A POINT IN THE SIDEWALL. ESSENTIALLY TEARING A TRIANGULAR CHUNK OUT FO THE SIDE

delete MY WIFE AND I WENT TO GEORGIA ON VACATION FROM TEXAS. IN MISSISSIPPI WHILE MY WIFE WAS DRIVING AROUND 5-6 PM SHE HAD A TIRE SEPARATION IN THE DRIVERS SIDE REAR. SHE WAS ABLE TO KEEP THE TRUCK UNDER CONTROL AND PULLED OVER TO THE SIDE OF THE ROAD. THE TREA

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delete THE TIRE HAS APPROXIMATLY 10 INCHES OF VISABLE TREAD SEPERATION□ THIS WAS NOTICED WHEN I REPLACED THE WHEELS AND TIRES WITH NEW ONES. THE TIRE IN QUESTION IS NO WHERE NEAR THE WEAR BARS BUILT INTO THE TIRE. I WOULD LIKE TO KNOW IF THERE IS ANY PROBLEM WIT

delete PE00 020 ; CONSUMER WAS TRAVELING ABOUT 70MPH ON THE HIGHWAY AND HEARD A HITTING NOISE. SHE LOOKED THOUGH SIDEVIEW MIRROR □ AND SHE SAW TIRE TREAD FLYING IN THE WIND. SHE WAS ABLE TO CONTROL VEHICLE□ AND PULLED OVER TO A PARKING LOT. REAR TIRE TREAD HA

delete MY DAUGHTER WAS DRIVING DOWN THE ROAD AT 65 ON A RAINY DAY GOING TO COLLEGE REGISTRATION IN NACODOOGES TEXAS AND THE TRUCK JUST STARTED TO SPIN. SHE WENT ACROSS THE MEDIAN NEARLY STIKING ON COMING TRAFFIC ON THE DIVIDED HIGHWAY. THE POLICE WERE CALLED AND

delete WHILE THESE ARE 18" TIRES AND H/T'S THEY FAILED MUCH LIKE THE STORIES ABOUT THE TIRES ON THE FORD EXPLORER. WE WERE TRAVELING AT 75 MPH OR MORE WHEN THE LF FRONT TIRE THREAD SUDDENLY RIPPED OFF AND THEN THE TIRE FAILED COMPLETELY. THE ROAD WAS STRAIGHT

delete

PE00020; TIRE TREAD SEPARATION: WHILE DRIVING ABOUT 70 MPH TREAD ON THE REAR DRIVER'S SIDE TIRE CAME OFF. DRIVER WAS ABLE TO KEPT CONTROL OF A 1988 FORD F150. THREE OTHER PASSENGER'S WERE IN THE VEHICLE. NO ONE WAS INJURED. TIRE WAS A WILDERNESS HT P2

delete

PE-00-020; ORIGINAL EQUIPMENT ON A FORD F150 1998 DOT NUMBER W208 AND TIRE SIZE P23570R16. TWO SEPARATE INCIDENTS WITH TIRES. WHEN DRIVING 65 MPH RIGHT REAR TIRE TREAD SEPARATED FROM SIDEWALL OF THE TIRE TIRE WAS REPLACED WITH SAME TYPE OF TIRE. C

delete

FOR THE 3RD TIME IN THE LAST 10 MONTHS I HAVE HAD THE SAME PROBLEM WITH THE FACTORY RIMS ON MY TRUCK. THE PROBLEM IS A HAIR-LINE CRACK ON THE INSIDE OF THE RIM THAT CAUSES LOSS OF TIRE PRESSURE. ON THE FIRST OCCASSION FORD REPLACED THE WHEEL AT NO CHARGE

delete

PE00020; TIRE TREAD SEPARATION: WHILE DRIVING ABOUT 55 MPH SIDEWALL CAME OFF THE TIRE ON THE FRONT DRIVER'S SIDE. DRIVER WAS ABLE TO CONTROL VEHICLE AND WAS NOT INJURED. TIRE WAS ORIGINAL EQUIPMENT ON A FORD F150 1986. TIRE WAS PRORATED AT 50% ON TH

delete

I BOUGHT THIS VEHICLE NEW IN MARCH 1999. MY TIRES HAVE BEEN ROTATED EVERY 5000 MILES. I HAVE NOT OVERLOADED MY TRUCK OR HAULED ANYTHING HEAVY. MY TIRES ARE WORN ALL THE WAY DOWN TO THE 2/32" WEAR INDICATORS AND ARE VIBRATING AT HIGHWAY SPEEDS AND WOBBLING

delete

BOUGHT THE VEHICLE USED JAN 2000. DEVELOPED VIBRATION CHARACTERISTIC OF OUT-OF-BALANCE TIRES. WHEN I HAD THEM BALANCED AND FRONT END CHECKED ONE TIRE HAD TO BE REPLACED DUE TO TREAD SEPARATION. VEHICLE STILL HAS SLIGHT VIBRATION AT HIGHWAY SPEEDS AND

delete

PE00020; ORIGINAL EQUIPMENT ON A FORD F150 1997 TIRE SIZE P235R16 DOT NUMBER VN081PU107. TWO FRONTAL TIRES AND ENTIRE OUTER EDGE IS DISINTEGRATING AT THE PLACE WHERE TREAD STARTS. TIRES HAVE AROUND 25 THOUSANDS MILES ON THEM AND ARE 18 INCHES. \*AK

delete

DRIVING DOWN THE INTERSTATE AT 55 MPH ALL THE TREAD CAME OFF MY TIRE. THE SHRAPNEL CAUSED \$1200 WORTH OF DAMAGE TO MY WHEEL WELL AND GAS TANK. IT TORE OFF THE TUBE FROM THE GAS TANK WHICH ALLOWS ONE TO FILL THE TANK. I LOST CONTROL OF THE VEHICLE FOR

delete

ENGINE WAS REPLACED DUE TO DAMAGE IN THE LOWER BLOCK □ ROUGH RUNNING □ BACKFIRE □ STALLING □ AND KNOCKING AT COLD START UP □ AFTER THE REPLACEMENT THERE WAS AGAIN EXCESSIVE VIBRATION AT IDLE □ CONSUMER REQUESTS REIMBURSEMENT. \*SLC

delete

PE-00-020- TIRE ON A 1999 FORD F150 □ TIRE SIZE P235/70R18 □ DOT NUMBER NOT AVAILABLE. WHEN DRIVING 70 MPH LEFT FRONT TIRE COMPLETELY CUT OFF FROM THE TREAD WHICH CAME OFF THE RIM □ CAUSING THE VEHICLE TO BECOME DIFFICULT TO STEER □ TIRES ONLY HAD 5 TO 6 T

delete

BOTH INCIDENTS □ INVOLVED THE REAR RIGHT HAND TIRE POSITION LOCATED DIRECTLY BEHIND THE EXHAUST PIPE EXIT. IN BOTH CASES 90% OF THE TIRE SHREDDED BY ITSELF DOWN TO THE STEEL BELTS. TIRES REMAINED INFLATED IN BOTH CASES. BOTH TIRES HAD LESS THAN 20,000 MIL

delete

I TRAVELED TO HOUSTON FROM NORTH CAROLINA. ON MY WAY BACK MY PASSENGER SIDE REAR TIRE FELL APART ON I-610. LUCKY FOR ME □ I WAS JUST GETTING ON I-610 FROM AN ON RAMP. I WAS ABLE TO SAFELY PULL ALL THE WAY OVER TO THE RIGHT. I FOUND THAT MY TIRE HAD JU

delete

A FRIEND WHO IS IN THE TIRE BUSINESS CALLED ME OUT TO LOOK AT MY TIRES ON THAT MORNING. HE SHOWED ME HOW THE TIRE WALL WAS SHREDDING AND THAT WAS NOT NORMAL AND URGED ME TO BRING MY TRUCK TO THE SHOP IMMEDIATELY □ SO I DID. AT THAT TIME □ I DID NOT REALIZ

delete

WHEN TRUCK CRASHED INTO THE PASSENGER'S SIDE REAR QUARTER PANEL OF ANOTHER VEHICLE □ TRAVELING 27-30 MPH □ THERE WAS NO DEPLOYMENT OF THE FRONTAL AIR BAGS. THE ENGINE WAS PUSHED BACK AGAINST THE FIRE WALL □ THE FRAME WAS BENT. THE WHOLE FRONT WAS TOTALED .

delete

SPARK KNOCK I HAVE HAD PROBLEMS WITH IT SINCE IT HAD 2000 MILES ON IT. I AM WORRIED THE THING WILL LOCK UP OR CATCH FIRE OR BLOW UP. IT HAS 25 □ 000 MILES ON IT AND THEY STILL HAVE NOT FIXED IT. THEY TELL ME IF I WAS IN CANADA THEY HAVE A BULLETIN ON THOSE

delete

WHEN IT RAINS/MISTY OR FOGGY THE ELECTRICAL WIRING IS CAUSING THE VEHICLE TO MISFIRE/ BACKFIRE AND ALMOST STALL □ WHICH COULD CAUSE AN ACCIDENT. \*AK



delete

EA98018 □ THE ORIGINAL FLOOR MATS SLIPPED THROUGH □ PUSHING THE ACCLERATOR PEDAL WHICH MAY CAUSE AN ACCIDENT UNEXPECTEDLY. \*AK CONSUMER STATED WHEN DRIVERS FLOOR MAT SLIPS FOWARD TOWARD THE FIREWALL □ THE ACCELERATOR PEDAL WILL STICK AND PULL OPEN WHEN PRESS

delete

WHENEVER CONSUMER EXITS THE VEHICLED □ IF EVER TOUCHING ANY METAL PARTS □ IT WILL THEN EXERT SPARKS OF FIRE. CONSUMER SAYS IF STANDING CLOSE ENOUGH ONE CAN HEAR THE SIZZLING. CONSUMER ALSO HAS MEASURED THE DISTANCE OF THESE SPARKS WHICH HE MEASURED AT THR

delete

EVERY ONE AND A HALF MILE VEHI LGE SMELLS HOT. COULD CAUSE VEHICLE TO OVERHEAT OR CATCH ON FIRE. \*AK







UNDERHOOD FIRE IN THE LEFT REAR ENGINE COMPARTMENT. VEHICLE WAS  
PARKED SEVERAL HOURS BEFORE FAILURE IN A PARKING LOT. OTHERS BROUGHT  
THE FIRE TO THE OWNERS ATTENTION WHO WAS AT WORK. NOT REPAIRABLE.\*AK

FD-34-878 B 0158

VOQ F150 Fires by Alleged Component							
Count of Vin	Model Yr						
Alleged Component	1986	1987	1988	1989	2000	2001	Grand Total
a/c compressor				1			1
brake master cylinder		1			1		2
cruise deacc switch	1	5			5	3	14
dash	2	2				1	5
distributor			1				1
electrical	1	3					4
engine compartment	4	8	3	2	9		26
engine electrical		1			1		2
exhaust		2					2
fuel line	1	3					4
fuse box		1					1
heat shield		3					3
lights	1						1
misfire		1					1
power distribution box		2					2
rear of vehicle			1				1
seat	1						1
steering column electrical	2						2
undercarriage		2					2
unknown	2	6			4	1	12
wiper motor						2	2
static electricity					1	1	2
Grand Total	15	39	5	3	21	8	81

F150 VOQ Fires

Alleged Component	Modifier	Dupe	Summary
seat	parked		VEHICLE'S SIDE BENCH SEAT CAUGHT ON FIRE AFTER A WATER BOTTLE SAT FOR 5 MINUTES. APPARENTLY THE REFLECTION THROUGH THE WINDOW AND GLASS CAUSED THE CLOTH MATERIAL TO CATCH ON FIRE. *AK
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. SAW FUEL COMING OUT OF ONE OF ITS FUEL LINES. *AK
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
unknown	parked		STARTER ENGAGED WHILE VEHICLE WAS PARKED AND UNOCCUPIED RESULTING IN WIRING OVERHEATING AND FIRE OCCURING. NLM
dash	parked		FIRE STARTED AFTER VEHICLE WAS PARKED. STARTED UNDER DASH NEAR BRAKE PEDAL ON FIREWALL. *AK
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
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
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
cruise deacc 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
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
unknown	parked		OUR FORD F150 CAUGHT ON FIRE IN OUR DRIVEWAY FOR NO APPARENT REASON. THANK GOD IT DID NOT START OUR NEIGHBOR'S HOUSE ON FIRE. ALSO THANK GOD THAT IT WAS NOT IN OUR GARAGE AT THE TIME. *NLM

PEBA-078 B 0160

F150 VOQ Fires

Alleged Component	Modifier	Dupe	Summary
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
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 TOTALED. *AK THE FIRE WAS CAUSED BY A FAULTY COMPUTER BOX. *SCG *JB
engine compartment	parked		MY WIFE CAME HOME FROM WORK. I WAS TALKING ON THE PHONE AND NOTICE SMOKE DRIFING 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 ENGULFED 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 SONS TRUCK WAS PARKED BESIDE IT. HE HAD DAMAGE TO THE HEADLAMPS, 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-LAWS CARPORT. SHE IS 79 YEARS OLD AND IS WIDOWED. H
engine compartment	parked		NEIGHBOR WOKÉ 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
misfire	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

PE04-076 B 0101



F150 VQV Fires

Alleged Component	Modifier	Dupe	Summary
heat shield	running		DESIGN OF THE CATALYTIC CONVERTER AND SHIELD ALLOWS FOR ACCUMULATION OF GRASS AND OTHER DEBRIS. FIRE RESULTED FROM GRASS BURNING.
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
electrical	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
undercarriage	unknown		VEHICLE CAUGHT ON FIRE UNDERNEATH AND BETWEEN THE BED AND CAB OF TRUCK. *AK
dash	parked		VEHICLE WAS PARKED AND CAUGHT 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 BURNED UP AND DAMAGED FROM THE FIRE. *AK THE HORN RELAYS AND HORN PADS WERE REPLACED THREE TIMES. *YH
exhaust	running		THERE IS GRASS/WHEAT AND WEEDS THAT PACK IN TIGHTLY BETWEEN THE TRANSMISSION CROSSMEMBER AND EXHAUST MANIFOLD CROSSOVER. CATCHES ON FIRE. THE SPARKS IN THE FIELD. CAUSING THE FIELD TO CATCH ON FIRE. TUCKER FORD HAD TRIED TO CONTACT FORD. DEALER/MANUFACTURER CANNOT DUPLICATE THE PROBLEM. *AK
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. (QCAW)
heat shield	running		WHILE DRIVING 65 MPH. THE CARDBOARD PART THAT DAMPENS THE SOUND (ROAD NOISE) FROM COMING INTO THE CAB. 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
engine compartment	running		VEHICLE CAUGHT FIRE IN THE ENGINE WHILE DRIVING. THE CAUSE OF THE FIRE HAS NOT BEEN FOUND. VEHICLE WAS TOTALED. *AK

PROD-878 B 016Z

F150 VOQ Fires

Alleged Component	Modifier	Dupe	Summary
engine electrical	parked		CAME IN FROM THE PASTURE AROUND 7-8:00 P.M. PARKED TRUCK UNDER CARPORT. WOKE UP AROUND 5:00 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 HOUSE 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
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 THIS 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.
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
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.
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 00V231000/ MANUFACTURER'S RECALL 00S22 AFFECTS THE VEHICLE.*AK
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.
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 10 MIN THE VEHICLE WAS TOTALLY ENGULFED AFTER THE FIRE THE CONSUMER LEARNED OF RECALL 98V-161 BUT THE DEALER DENIED RECALL DUE TO VIN. NLM

PC84-078 8 0153

F150 VOQ Fires

Alleged Component	Modifier	Dupe	Summary
unknown	unknown		THE CONSUMERS VEHICLE CAUGHT FIRE PRIOR TO RECALL NOTICE 00V-231 □ CONSUMER IS HAVING TROUBLE RECEIVING INFORMATION FROM THE FORD REPRESENTATIVES. NLM
engine compartment	unknown		THE WIRING HARNESS ON THE DRIVER'S SIDE UNDER THE HOOD FAILED RESULTING IN FIRE. NLM
engine compartment	parked		VEHICLE WAS PARKED AT APPROX. 11PM ON MAY 9TH □ AT APPROX. 12:30 AM I WAS AWAKENED BY THE SOUND OF A HORN BLOWING □ I LOOKED OUT THE WINDOW AND I SEEN THAT MY TRUCK WAS ON FIRE □ 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 TIRE □ THAT IS WHY I THINK IT MIGHT HAVE BEEN AN ELECTRICAL SHORT □ FOR THAT IS WHERE ALL THE MAIN ELECTRICAL FUSE BLOCKS ARE LOCATED.*AK
undercarriage	unknown		CONSUMER STATES THAT THE VEHICLE HAS CAUGHT ON FIRE TWICE □ THE FIRE STARTS UNDERNEATH THE VEHICLE WHERE THE MUFFLER IS. CONTACTED DEALER AND THE DEALER IS NOT WILLING TO DO ANYTHING.*JB *MJ
cruise deacc 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. 6 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 ***DIMSI IVOQ ENTRY POSTED AFTER 12-12-02 CUT OVER TO ARTEMIS***762417
fuel line	parked		THE VEHICLE CAUGHT ON FIRE WHILE PARKED. VEHICLE'S FUEL LINE HAD BEEN FIXED 2 MONTHS PRIOR UNDER RECALL 00V231000. NLM *JG
electrical	parked		VEHICLE CAUGHT ON FIRE AFTER BEING PARKED FOR APPROXIMATELY 5-8 HOURS DUE TO AN ELECTRICAL PROBLEM.*AK

PE04-078 & 0164

F150 VOQ Fires

Alleged Component	Modifier	Dupe	Summary
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'S 1997 FORD 150 WAS DESTROYED BY A FIRE IN NOVEMBER 2000. REF E52001081178/S/ SHELTON 3/10/2001 *PH (NAR) *CB THE CONSUMER WANTS TO KNOW IF HIS VEHICLE WAS INCLUDED IN RECALL #00V23100. *JB
unknown	parked		WHILE THE VEHICLE WAS PARKED IN THE DRIVEWAY IT CAUGHT ON FIRE. *JB
engine compartment	parked		MY 1997 FORD F150 SPONTANEOUSLY COMBUSTED IN FRONT OF MY HOUSE AFTER BEING PARKED FOR ABOUT 12 HOURS OVERNIGHT. THERE WAS A SHORT HORN BURST FOLLOWED BY A POP THEN A FIRE ERUPTED UNDER THE HOOD. THE INCIDENT OCCURRED ABOUT 8:30 AM WHILE I WAS STILL IN BED HALF-ASLEEP AFTER MY CLOCK RADIO HAD JUST COME ON. A NEIGHBOR LOOKED OUT OF HER WINDOW AFTER HEARING THE HORN BUT DIDN'T SEE ANYONE AROUND THE VEHICLE. SHE THEN HEARD THE POP AND SAW THE FIRE START. SHE CALLED 911 THEN CALLED ME. BY THE TIME I GOT OUTSIDE THE ENTIRE ENGINE COMPARTMENT WAS ENGULFED IN FLAME. I RAN BACK IN THE HOUSE TO GET A FIRE EXTINGUISHER BUT BY THE TIME I GOT BACK OUTSIDE 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
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
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

PC04-078 B 0165

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 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 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
power distribution box	parked		LIKE JBN 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 TRUCK'S 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
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
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

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F150 VOQ Fires

Alleged Component	Modifier	Dupe	Summary
electrical	parked		JUST LIKE THE THREE OTHER PEOPLE I FOUND ON THIS SITE MY HUSBANDS F150 CAUGHT 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
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
engine compartment	parked		MAY 27TH 2004   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 NOSE 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
unknown	parked		AN EXPLOSION WOKE US UP AT APPROX 4:00 AM ON JULY 08. OUR 1997 FORD F150 PICK UP WAS ON FIRE AND DESTROYED A 2001 4 RUNNER 2001 LARSON BOAT CARPORT ETC.*AK
engine compartment	parked		THE PICK UP ENGINE COMPARTMENT CAUGHT ON FIRE WITHIN 5 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
brake master cylinder	parked		FIRE ORIGINATED IN LR QUADRANT OF ENGINE COMPARTMENT. OWNER HAD PARKED VEHICLE IN DRWEWAY 15-30 MINUTES PRIOR TO FIRE. VEHICLE NOT RUNNING AT TIME OF FIRE. ORIGIN IS AT OR NEAR MASTER BRAKE CYLINDER.*AK
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

FE04-078 B B187

F150 VOQ Fires

Alleged Component	Modifier	Dupes	Summary
engine compartment	parked		VEHICLE WAS SITTING AROUND ABOUT TWENTY MINUTES IN OFF POSITION AND CONSUMER SMELLED AN ANTI FREEZE ODOR BEFOR EXITING VEHICLE. AFTER RETURNING FROM SHOPPING OVEHICLE WAS ON FIRE IN ENGINE COMPARTMENT. FIRE DEPARMENT WAS CALLED. CAUSE OF THE FIRE HAS YET TO BE DETERMINED. PLEASE PROVIDE ANY FURTHER DETAILS. *AK
distributor	running		STARTED VEHICLE. THEN COULD SMELL AN ODOR. 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 S/O ENGINE AND PUT OUT FIRE WITH EXTINGUISHER. *NLM
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 DROVE 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
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
engine compartment	parked		VEHICLE WAS SETTING FOR FIVE MINUTES AND ENGINE COMPARTMENT CAUGHT ON FIRE. VEHICLE WAS TOTALED. MANUFACTURER HAS BEEN NOTIFIED. *AK
engine compartment	running		POSSIBLE ENGINE FAILURE CAUSED THE VEHICLE TO CATCH FIRE IN THE ENGINE COMPARTMENT. VEHICLE WAS ONLY 10 MONTHS OLD WHEN FIRE OCCURED. NLM

FE04-070 2 0103





F150 VOQ Fires

Alleged Component	Modifier	Dupe	Summary
cruiase 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
engine compartment	parked		CONSUMER PARKED VEHICLE IN DRIVEWAY AT 2:30 PM. AT 5:30 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
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
cruiase deac switch	parked		PARKED MY FORD F150 IN THE SCHOOL PARKING LOT AT 7:30 AM. AT 8:16 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 \$5,123 WORTH OF DAMAGE TO THE TRUCK. *AK
engine compartment	parked		WHILE VEHICLE WAS PARKED A FIRE STARTED IN THE ENGINE COMPARTMENT. DEALERSHIP WAS NOTIFIED BUT DID NOT RESOLVE THE PROBLEM. *AK
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 AN SUFFERED A BACK SPRAIN. THE FIRE DEPARTMENT EXTINGUISHED THE FIRE. VEHICLE WAS TOTALED AND THE CARPORT HAD TO BE REPLACED. *AK
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 MANIFOLD. *AK *SC *JB

PE04-078 B 0178

F150 VOQ Fires

Alleged Component	Modifier	Dupes	Summary
engine compartment	parked		<p>UPON RETURNING FROM LUNCH I PARKED MY 2000 F-150 EXT CAB AND TURNED OFF THE MOTOR. I PLACED MY KEYS IN MY POCKET AND RETURNED TO MY DESK TO COMPLETE THE DAY'S WORK. ABOUT TWO HOURS LATER I RECEIVED A CALL FROM A CO-WORKER INFORMING ME THAT MY TRUCK WAS ON FIRE. I IMMEDIATELY WENT OUT TO WHERE I HAD PARKED AND A FIRE TRUCK WAS ALREADY ON THE SCENE GETTING READY TO PUT OUT THE FIRE. BY THIS TIME THE FLAMES WERE SHOOTING UP ABOUT 12 FEET HIGH. THE HOOD HAD ALREADY MELTED ALONG WITH ALL OTHER ALUMINUM ON THE ENGINE BLOCK. THE PLASTICS ON THE FRONT GRILL. THE WINDSHIELD HAD MELTED AND THE INTERIOR WAS SEVERELY DAMAGED. A POLICE REPORT WAS FILED ALONG WITH A CLAIM WITH MY INSURANCE COMPANY. *AK UPON FURTHER INVESTIGATION AFTER THE FACT I LATER LEARNED THAT THIS HAS BEEN A KNOWN PROBLEM WITH OTHER F-150 OWNERS WHERE THEIR PICKUPS ALSO HAD SPONTANEOUS COMBUSTION RESULTING IN TOTAL DAMAGE THEIR VEHICLE AND IN SOME CASES LOSS OF THEIR HOMES.</p>
cruise disc switch	parked		<p>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</p>
engine compartment engine electrical	unknown running		<p>ELECTRICAL SYSTEM WIRING: FRONT UNDERHOOD            FORD F150 4X4 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 8 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 179 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 513-225-1247 CATHERINE. *JB</p>

PE04-078 B 0171

F150 VOQ Fires

Alleged Component	Modifier	Dupe	Summary
cruise deac switch	parked		2000 FORD F150 PICKUP TRUCK WITH APPROX. 126000 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 BELIVED TO BE THE SCDS (SPEED CONTROL DISENGAGEMENT SWITCH). FIRE DAMAGED TRUCK AND EDGE OF CARPORT. *AK
cruise deac 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 888-593-2432 EXT 13 GEORGE ALEXANDER. PHOTOGRAPHS TAKEN. *AK
unknown	running		I TOOK MY 2001 F150 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
static electricity	parked		WHILE REFUELING THE GASOLINE TANK THE NOZZLE CAUGHT FIRE AND BURNED THE SIDE OF THE TRUCK. THE VEHICLE WAS OFF. DRIVER DOES NOT SMOKE AND THERE WAS NO IMMEDIATE KNOWN REASON FOR THE FIRE TO START. NO CELL PHONE USEAGE. KEYS WERE NOT IN THE IGNITION. POSSIBLE STATIC ELECTRICITY. *AK
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 MISTING OUTSIDE. I PUT THE FIRE OUR 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
dash cruise deac switch	unknown parked		THERE WAS A FIRE IN THE DASH. MR SCC *JB WHEN SHUTTING VEHICLE OFF MASTER CYLINDER CAUGHT ON FIRE. *AK
wiper motor	running		A FIRE STARTED AT WINDSHIELD WIPER CIRCUIT BOARD WHILE THE VEHICLE WAS BEING STARTED. THE MANUFACTURER AND DEALER WERE NOTIFIED. *NM

PEM-076 0 0172

F150 VOQ Fires

Alleged Component	Modifier	Dupe	Summary
cruise deac 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.
cruise deac 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 ALUMINUM BAND ON HEXPORT BODY WAS MELTED AWAY THEREFORE DO NOT HAVE DATE CODE. *JB

PEBA-878 B 0173

## Expedition VOQ Fires

### VOQ Raw Data

Count of Vin	Model Yr							Total # of Complaints
Modifier	1997	1998	1999	2000	2001	2002	2003	
Parked	5	5	2	4	1		1	18
Running	2	1	3	5			1	12
unknown	1	2	1	2				6
<b>Total # of Complaints</b>	<b>8</b>	<b>8</b>	<b>6</b>	<b>11</b>	<b>1</b>		<b>2</b>	<b>36</b>

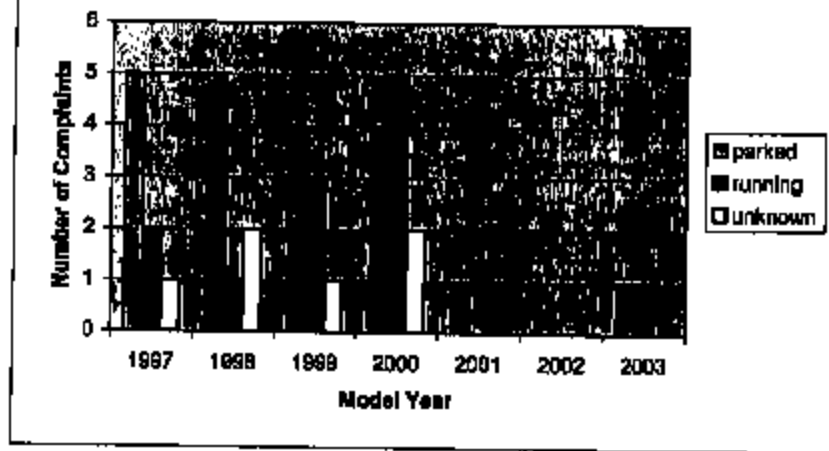
### Production Volume

	1997	1998	1999	2000	2001	2002	2003	Total Production
	200,289	238,658	241,027	238,289	175,485	96,247	244,823	1,433,828

### R/100,000

	1997	1998	1999	2000	2001	2002	2003	Avg Rate by Modifier
parked	2.5	2.1	0.8	1.7	0.6	0.0	0.4	1.3
running	1.0	0.4	1.2	2.1	0.0	0.0	0.4	0.8
unknown	0.5	0.8	0.4	0.8	0.0	0.0	0.0	0.4
<b>Combined Rate for each MY</b>	<b>4.0</b>	<b>3.4</b>	<b>2.5</b>	<b>4.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.8</b>	

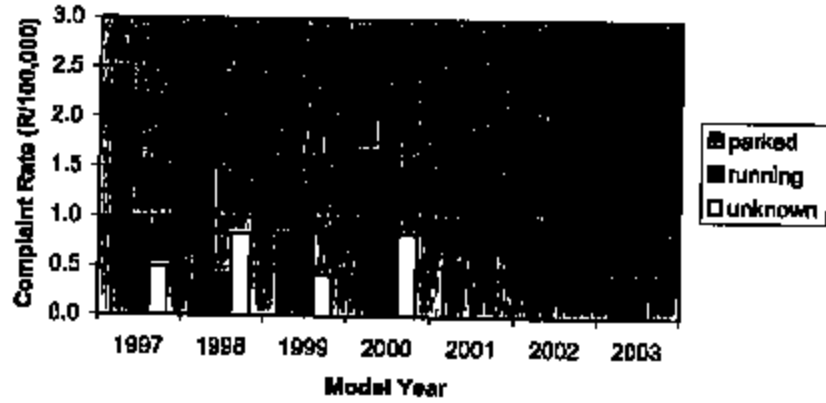
### VOQ - Expedition Fires



Count of Vln	Model Yr							Total # of Complaints
	1997	1998	1999	2000	2001	2002	2003	
parked	5	5	2	4	1	0	1	18
running	2	1	3	5	0	0	1	12
unknown	1	2	1	2	0	0	0	6
<b>Total # of Complaint</b>	<b>8</b>	<b>8</b>	<b>6</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>38</b>

FE84-878 8 0178

### VOQ - Expedition Fires





Item No	ODI No	Manufacturer	Model Yr	Make	Model	Vin	Failure Date	Letter Date	File Date	City	State
38	835402	FORD MO'	1997	FORD	EXPEDITR 1FMFU18L7VL		15-Sep-98	1-Mar-99	1-Mar-99	SPOKANE	WA
190	724026	FORD MO'	1997	FORD	EXPEDITR 1FMFU18L4VL		12-Apr-00	14-Jun-00	23-Jun-00	RENTON	WA
212	8012091	FORD MO'	1997	FORD	EXPEDITR 1FMFU18L0VL		9-Jun-02	18-Jun-02	18-Jun-02	CHESAPEAK	VA
169	836916	FORD MO'	1997	FORD	EXPEDITR 1FMEU17LXVL		30-Mar-99	25-May-99	25-May-99	DAINGERFIE	TX

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129	711795 FORD MO'	1997	FORD	EXPEDITIK1FMEU1769VL	18-Sep-99	22-Sep-99	22-Sep-99	MAGNOLIA TX
200	652747 FORD MO'	1997	FORD	EXPEDITIK unknown	1-Nov-99	9-Nov-99	9-Nov-99	MANHATTAN NY
80	828107 FORD MO'	1997	FORD	EXPEDITIK unknown	15-Sep-98	22-Sep-98	22-Sep-98	SPOKANE WA
147	10076140 FORD MO'	1997	FORD	EXPEDITIK unknown	12-Jun-04	14-Jun-04	14-Jun-04	WESLACO TX
13	10088032 FORD MO'	1998	FORD	EXPEDITIK1FMRU176XWL	28-Jul-04	17-Aug-04	17-Aug-04	SAINT MARY GA
102	10028579 FORD MO'	1998	FORD	EXPEDITIK1FMRU1783WL	21-Jun-03	18-Jul-03	18-Jul-03	KATY TX

41	745805 FORD MO'	1998	FORD	EXPEDITIO1FMFU18L9WL	16-May-01	23-May-01	25-May-01	LITTLETON CO
170	832737 FORD MO'	1998	FORD	EXPEDITIO1FMFU18L4WL	25-Nov-98	23-Mar-99	23-Mar-99	STEANDOAT CO
223	8011284 FORD MO'	1998	FORD	EXPEDITIO1FMFU18L5WL	27-May-02	7-Jun-02	7-Jun-02	BROOKLYN OH

56	723166 FORD MO'	1998	FORD	EXPEDITK 1FMEU17L2WL	23-May-00	25-May-00	31-May-00	DALLAS TX
137	844763 FORD MO'	1998	FORD	EXPEDITK unknown		10-Aug-99	10-Aug-99	LEAGUE CIT TX
143	10089904 FORD MO'	1998	FORD	EXPEDITK unknown	21-Aug-04	27-Aug-04	27-Aug-04	MONTICELL GA

14	714735 FORD MO'	1999	FORD	EXPEDITIK1FMRU1860XL	9-Nov-99	13-Nov-99	13-Nov-99 LATHAM	NY
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14	714735 FORD MO'	1999	FORD	EXPEDITIK1FMRU1860XL	9-Nov-99	13-Nov-99	13-Nov-99 LATHAM	NY
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146	760805 FORD MO'	1999	FORD	EXPEDITIK1FMPU18L4XL	16-Apr-02	17-Apr-02	24-Apr-02 NEWTOWN	PA
182	10017227 FORD MO'	1999	FORD	EXPEDITIK1FMPJ18L9XL		29-Apr-03	29-Apr-03 BERTHOUD	CO

FED-878 B 0182

127	851386	FORD MO'	1999	FORD	EXPEDITK(unknown		21-Oct-99	21-Oct-99	BROAD RUN VA
6	10014219	FORD MO'	1999	FORD	EXPEDITK(unknown		7-Apr-03	10-Apr-03	10-Apr-03 FLOWERY BIGA
183	750485	FORD MO'	2000	FORD	EXPEDITK(1FMRU1763YL		20-Jul-01	14-Aug-01	20-Aug-01 NEW ORLEA LA
110	10091569	FORD MO'	2000	FORD	EXPEDITK(1FMRU1868YL		3-Sep-04	8-Sep-04	8-Sep-04 SPRINGFIELD MO
29	10013981	FORD MO'	2000	FORD	EXPEDITK(1FMRU1664YL		14-Mar-03	4-Apr-03	4-Apr-03 KANSAS CIT MO
201	10023994	FORD MO'	2000	FORD	EXPEDITK(1FMRU156XYL		7-May-03	13-Jun-03	13-Jun-03 CORAL SPRI FL