

**PE04-078**

**FORD**

**2/3/2005**

**APPENDIX L1**

**PART 4 OF 5**

2-Oct-03	VOLCANO	HI	20	N	0	N	0	8	SUSPENSION:REAR:SPRINGS
14-Aug-03	POWHATAN	VA	48186	N	0	N	0	1	FUEL SYSTEM GASOLINE:DELIVERY:HOSES LINES/PIPING AND FITTINGS
2-Aug-03	SAN MIGUEL	CA	107000	N		N		1	ENGINE AND ENGINE COOLING
14-Jul-03	VASS	NC	28000	Y	2	N	0	1	AIR BAGS:FRONTAL
11-Jun-03	NEWBERRY	FL	103000	N		N		1	ENGINE AND ENGINE COOLING:ENGINE

2-Jun-03	WELLINGTON	FL	155000	N	0	N	0	1	FUEL SYSTEM □ GASOLINE:FUEL INJECTION SYSTEM
7-May-03	SAN DIEGO	CA	68000	N	0	N	0	1	FUEL SYSTEM □ GASOLINE:DELIVERY:HOSES □ LINES/PIPING □ AND FITTINGS
21-Mar-03	PRYOR	OK	86500	N		N			SERVICE BRAKES □ HYDRAULIC:ANTILOCK
28-Feb-03	MACHIAS	ME	341	N	0	N	0	5	ENGINE AND ENGINE COOLING:ENGINE
13-Feb-03	ASHBURN	VA	10000	N	0	N	0	1	ENGINE AND ENGINE COOLING

15-Nov-02	NEW PALTZ	NY		0	N	0	1	ENGINE AND ENGINE COOLING:ENGINE:GASOLINE
7-Nov-02	BROADVIEW HEIGHTS	OH	50000	N			1	FUEL SYSTEM□ GASOLINE:STORAGE:AUXILLARY TANK
19-Jul-02	HAZELHURST	WI		N			1	ENGINE AND ENGINE COOLING:ENGINE
5-Jun-02	SOUTH POINT	OH			N		1	ELECTRICAL SYSTEM:WIRING
23-May-02	VICTORVILLE	CA		0	N	0	1	ENGINE AND ENGINE COOLING:ENGINE

20-Aug-02	BARSTOW	CA		N		1	ENGINE AND ENGINE COOLING:ENGINE:GASOLINE
25-Feb-02	TOPINABEE	MI	0	N	0	1	ENGINE AND ENGINE COOLING:ENGINE
14-May-02	MIDDLEBURG	FL		N		1	ENGINE AND ENGINE COOLING:ENGINE:GASOLINE
19-Feb-02	NASHVILLE	TN	0	N	0	1	ELECTRICAL SYSTEM:IGNITION
19-Feb-02	NASHVILLE	TN	0	N	0	1	ENGINE AND ENGINE COOLING:ENGINE

12-Sep-01	FLOYDADA	TX	Y	1	N	1	AIR BAGS:FRONTAL
8-Aug-01	GLENDALE	MD	N		N	2	TIRE8:TREAD/BELT
3-Aug-01	WOLCOTT	NY			N	2	POWER TRAIN:CLUTCH ASSEMBLY
3-Aug-01	WOLCOTT	NY			N	2	POWER TRAIN:MANUAL TRANSMISSION
3-Aug-01	DEACTUR	TX			N		FUEL SYSTEM:1 GASOLINE:STORAGE:AUXILLARY TANK:SELECTOR DEVICES

2-Aug-01	MARIETTA	GA		N		1	TIRES
1-Aug-01	FREDERICK	MD	0	N	0		TIRES
24-Jul-01	LIVERPOOL	NY	N	N		3	TIRES:TREAD/BELT
16-Jul-01	SOUTHINGTON	OH	N	N		1	FUEL SYSTEM GASOLINE STORAGE:AUXILLARY TANK:SELECTOR DEVICES
31-Jul-01	FORT WAYNE	IN				1	TIRES

28-Jun-01	LOS ANGELES	CA		N		TIRES
24-May-01	CONCORD	NC		N	1	TIRES
10-May-01	SHERIDAN	OR	N	N	1	TIRES
24-Apr-01	ELDON	MO		N	1	TIRES:TREAD/BELT
11-Apr-01	MARY ESTHER	FL	N	N	1	FUEL SYSTEM GASOLINE:DELIVERY



12-Apr-01	SUGARLOAF KEY	FL		0	N	0	2	TIRES
18-Jan-01	FOWLERVILLE	MI		0	N	0	2	TIRES
18-Jul-01	PARDEEVILLE	WI	Y	1	N	0	2	AIR BAGS:FRONTAL
13-Dec-00	BUFFALO	MN			N		1	ENGINE AND ENGINE COOLING:ENGINE
24-Nov-00	CONEWANGO	NY	N		N			TIRES

25-Oct-00	ELBERTON	GA	0	N	0	1	TIRES:TREAD/BELT
17-Oct-00	PHILPSBURG	PA	N	N		1	TIRES
23-Oct-00	WALLINGFORD	CT	0	N	0	1	SUSPENSION:FRONT:SPRINGS:T ORSION BAR
13-Oct-00	GLENDALE	AZ	0	N	0	2	TIRES:TREAD/BELT
17-Oct-00	CHUGWATER	WY	0	N	0	1	TIRES

13-Oct-00	WARWICK	NY	0	N	0	1	TIRES
2-Oct-00	ALVIN	TX	N	N		1	TIRES:BEAD
10-Oct-00	ROSEVILLE	MI	0	N	0	1	TIRES
27-Sep-00	AUSTIN	TX	0	N		3	TIRES
27-Sep-00	MOORE	OK	0	N	0	2	TIRES

22-Sep-00	PAVILION	NY		N				TIRES
18-Sep-00	VALLEY	AL						TIRES:TREAD/BELT
22-Sep-00	JAMUL	CA	0	N	0	1		TIRES
18-Sep-00	ALBUQUERQUE	NM	0	N	0	1		TIRES
18-Sep-00	SAN ANTONIO	TX	0	N	0	1		TIRES

14-Sep-00	SAN ANTONIO	TX	0	N	0	1	TIRES
14-Sep-00	DALLAS	TX	0	N	0	1	TIRES
18-Sep-00	DALLAS	TX	0	N	0	1	TIRES
11-Sep-00	RACINE	WI	0	N	0		TIRES
29-Aug-00	FRESNO	CA	N	N			TIRES:TREAD/BELT

5-Sep-00	PLANO	TX	0	N	0	2	TIRES:TREAD/BELT
5-Sep-00	MESA	AZ	0	N	0	1	TIRES
24-Aug-00	BERMUDA DUNES	CA		N	N	1	TIRES:TREAD/BELT
23-Aug-00	LITTLE ROCK	AR		N	N	1	TIRES:TREAD/BELT
5-Sep-00	SAN ANTONIO	TX			N	3	WHEELS

18-Aug-00	LOUISVILLE	KY	N	N				TIRES:TREAD/BELT
31-Aug-00	DICKSON	TN		0	N	0		TIRES
30-Aug-00	SUMMERLAND KEY	FL		0	N	0	1	TIRES:TREAD/BELT
14-Aug-00	SARA SOTA	FL	N		N		2	TIRES:TREAD/BELT
24-Aug-00	GILBERT	AZ		0	N	0	3	TIRES:TREAD/BELT

1-Nov-00	DALLAS	TX				1	ENGINE AND ENGINE COOLING:ENGINE:GASOLINE	
7-Aug-00	BATH	OH	N		N	1	TIRES:TREAD/BELT	
22-Aug-00	DAVIE	FL		0	N	0	1	TIRES
22-Aug-00	HAVELOCK	NC		0	N	0	1	TIRES:TREAD/BELT
23-Aug-00	KENNER	LA			N		2	TIRES:TREAD/BELT



20-Dec-99	LAWRENCE	KS	Y	1	N	0	AIR BAGS:FRONTAL
19-Sep-99	MARLOW	OK			N		ENGINE AND ENGINE COOLING:ENGINE:GASOLINE
8-Jun-99	ASBURY PARK	NJ	N		N		ELECTRICAL SYSTEM:WIRING
2-Oct-86	CLEVELAND	OH	N		N	2	OTHER
30-Apr-87	CLARKSTON	MI	N		Y		ENGINE AND ENGINE COOLING:ENGINE:GASOLINE

19-Apr-86

OCEAN SPRING

MS

0

N

0

ENGINE AND ENGINE  
COOLING:ENGINE:GASOLINE

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**Alleged Component****Modifier****Dupe****Summary**

brake master cylinder	parked	dupe	FIRE ORIGINATED IN LR QUADRANT OF ENGINE COMPARTMENT. OCCURRED WHILE PARKED AND NOT RUNNING. ORIGIN IS AT MASTER BRAKE CYLINDER. *AK
brake master cylinder	parked	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
brake master cylinder	parked	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
engine misfire	running	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

engine misfire

running

delete

2004 FORD F150 XLT 4WD SUPERCAB(BRAKES CONSTANTLY SQUEALING)CONDITIONS WERE NORMAL EVEN BRAKING.I NEVER HAD TO SLAM ON THE BRAKES. IVE BROUGHT MY VEHICLE BACK TO FORD DEALERSHIP THREE TIMES OVER A PERIOD OF 4 MONTHS.CORRECTIVE ACTIONS ARE SCUFFING THE

fuel pump fire hazard

unknown

delete

1996 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

misfire

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

engine fired up

running

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

fire hazard

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

misfire

running

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

fire hazard

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

fire hazard

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 TRANSFERS FUEL TO THE FRONT TANK RESULTING IN FUEL SPILLING OUT.WITH THE GAUGES NOT FUNCTIONING TH

fire hazard

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

fire hazard

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 1998-2003 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

fire hazard  
delete  
ON MONDAY AUGUST 11<sup>th</sup> 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

fire hazard  
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

no fire  
delete  
I WAS IN AN ACCIDENT AND MY AIRBAGS DID NOT DEPLOY. THE FIRE DEPARTMENT<sup>□</sup> TROOPERS<sup>□</sup> AND EMS ALL FELT THEY SHOULD HAVE DEPLOYED.\*AK

no fire  
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

no fire

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

no fire

delete

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

no fire

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. IVE HAD BOTH SET OF BRAKES SERVICED AND ROTORS TURNED

misfire

delete

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

spark plug

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.

ME04-078 B 0271

spark plug

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

fuel pump fire hazard

unknown 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

fire hazard

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

fire hazard

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

fire hazard

delete

OIL LEAKING FROM HEAD GASKETS CAUSING BURNED OIL SMELL DRIPS ON EXHAUST SMOKES ALSO SCARED OF FIRE HAZARD. \*AK



misfire

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

no fire

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

misfire

delete

VEHICLE SKIPS□ MISSES□ BACKFIRES AND HAS VERY LITTLE POWER. NO CHECK  
ENGINE LIGHT ILLUMINATED. \*JG

spark plug

running

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

spark plug

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

pontiac firebird

crash

delete

VEHICLE WAS INVOLVED IN A FRONTAL COLLISION WITH A 1988 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

firestone

delete

WAS DRIVING 80MPH 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.

no fire

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

no fire

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

fuel pump fire hazard

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

firestone

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

firestone

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

firestone

delete

ORIGINAL MANUFACTURING EQUIPMENT ON A 1997 FORD F150 TIRE SIZE P23570R16 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 560 AMERIAS BW TIRES DOT NUM

fuel pump fire hazard

delete

83 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

tires

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

firestone

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

tires

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

tires

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

tires

delete

COMPLETE TREAD SEPARATION WHILE DRIVING BETWEEN 55-60MPH. TRUCK VEERED ACROSS ROAD ONTO SHOULDER. DAMAGE ESTIMATES TO TRUCK BETWEEN \$20000-2500. THE ONLY REASON THIS DID NOT RESULT IN AN ACCIDENT WAS THERE WAS LITTLE TRAFFIC AT THE TIME. THIS TREAD SE

fire hazard

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

tires

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

firestone

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

no fire

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. RECEIVED INJURIES: LEFT SHOULDER/ARM (SEATBELT & THROWN INTO DRIVER'S SIDE DO

misfire

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

tires

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

firestone

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 LITERALLY COMING APART AT T

tires

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

no fire

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

tires

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

tires

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

PE04-078 B 0278

tires

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

tires

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

tires

delete

WHILE TRAVELING HOME FROM VACATION ON INTERSTATE HWY.DRIVING APPX. 65 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

tires

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

tires

delete

THE FIRST INCIDENT WITH AN OCCURENCE DATE OF 10/8/99 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

tires

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 WOULDN'T ADJUST THEM. BUT OFFERED ME A GOOD DEAL ON A NE

tires

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 COULDN'T SEE ANY PROBLEMS. I RESUMED SPEED UP TO 65 AND IT STARTED JUMPING ALL OVER THE ROAD AGAIN. I

tires

delete

I TRIED 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 FRONT HAD WIRE BELT EDGES STICKING THROUGH

tires

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 OF THE SIDE

tires

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



tires

delete

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tires

delete

THIS IS THE 3RD ORIGINAL TIRE WHICH HAS LOST IT'S TREAD; THE 1ST TWO IN FEBUARY OF THIS YEAR (SEE PREVIOUS REPORT TO NHTSA). THIS TRIP WAS IN 108 DEGREE TEMPERATURES TRAVELING FROM AUSTIN TEXAS TO DALLAS TEXAS. I HAVE BEEN VERY DELIGENT TO CHECK THE PRE

tires

delete

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tires

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

tires

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

firestone

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

tires

delete

WHILE THESE ARE 16" 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

tires

delete

PE00020; TIRE TREAD SEPARATION; WHILE DRIVING ABOUT 70 MPH D TREAD ON THE REAR DRIVER'S SIDE TIRE CAME OFF. DRIVER WAS ABLE TO KEPT CONTROL OF A 1998 FORD F150. THREE OTHER PASSENGER'S WERE IN THE VEHICLE. NO ONE WAS INJURED. TIRE WAS A WILDERNESS HT P2

tires

delete

PE-00-020; ORIGINAL EQUIPMENT ON A FORD F150 1998U 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

tires

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

tires

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 □ 1998. TIRE WAS PRORATED AT 50% ON TH

tires

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

firestone

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 SPEED □ AND

tires

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 16 INCHES. \*AK

tires

delete

DRIVING DOWN THE INTERSTATE AT 65 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

backfire

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

tires

delete

PE-00-020- TIRE ON A 1999 FORD F150 □ TIRE SIZE P235/70R16 □ 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

tires

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

tires

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

tires

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

firewall

crash

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 .

spark knock

running

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

misfire

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

firewall

delete

EA98018 □ THE ORIGINAL FLOOR MATS SLIPPED THROUGH □ PUSHING THE ACCELERATOR 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

sparks

delete

WHENEVER CONSUMER EXITS THE VEHICLE □ 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

fire hazard

delete

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

PC04-078 B 0285

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

PE04-870 B 0287

VOQ F150 Fires by Alleged Component							
Count of Vin	Model Yr						Grand Total
	1996	1997	1998	1999	2000	2001	
a/c compressor				1			1
brake master cylinder		1			1		2
cruise deac switch	1	5			5	3	14
dash	2	2				1	5
distributor			1				1
electrical	1	3					4
engine compartment	4	8	3	2	8		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	5			4	1	12
wiper motor						2	2
static electricity					1	1	2
Grand Total	15	39	5	3	21	8	91



F150 VOQ Fires

Alleged Component	Modifier	Days	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 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
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

FE04-07B B 0289

F150 VOQ Fires

Alleged Component	Modifier	Dups	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. *SCC *JB
engine compartment	parked		MY WIFE CAME HOME FROM WORK. 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 1996 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 SIDE. 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 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
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

PEBA-078 8 0290

F150 VOQ 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 85 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

PE94-078 B 0291

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 CAUSED 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 CABD 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

PE04-076 B 0202

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 NIEGHBOR 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 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. 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 ***DIASII VOQ 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 5-6 HOURS DUE TO AN ELECTRICAL PROBLEM. *AK

PEM-078 9 0253

F150 VQQ 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 ES2001081178/S/ SHELTON 3/10/2001 *FH (NAR) *CB THE CONSUMER WANTED 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 6:30 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

PE84-978 B 6294

F150 VOQ Fires

Alleged Component	Modifier	Dispe	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 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 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

FE04-078 B 0295

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 ANNOUCED THAT A TRUCK WAS ON FIRE! WE RAN OUT TO FIND IT WAS OURS. THE FIRE DEPT. SAID IT WAS AN ELECTICAL 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 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 OND 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
unknown	parked		AN EXPLOSION WOKE US UP AT APPROX 4:00 AM ON JULY 05. 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 DRIVEWAY 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

PE04-078 B 0296



F150 VOQ Fires

Alleged Component	Modifier	Dupe	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 □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
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

PE04-076 B 0257

F150 VOQ Fires

Alleged Component	Modifier	Dupe	Summary
a/c compressor	running		THERE WAS NO WARNING OR SOUNDS INDICATING A PROBLEM. A/C 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
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
engine compartment	parked		VEHICLE WAS IN NO START CONDITION. TWO DAYS LATER WHILE VEHICLE NOT DRIVEN THERE WAS A FIRE IN ENGINE COMPARTMENT. COULD NOT DETERMINE CAUSE. *AK
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
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
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
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
unknown	parked		WHEN THE VEHICLE WAS TURNED OFF IT CAUGHT ON FIRE. *JB *TS
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

PE04-078 B 829B

F150 VOQ Fires

Alleged Component	Modifier	Dupe	Summary
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
engine compartment	parked		CONSUMER PARKED VEHICLE IN DRIVEWAY AT 2:30 PM. AT 6:30 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 *JE
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 \$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 AND 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 0209

F150 VOQ Fires

Alleged Component	Modifier	Dupe	Summary
engine compartment	parked		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.
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 OFF THE FIRE. *AK
engine compartment engine electrical	unknown running		ELECTRICAL SYSTEM: WIRING: FRONT UNDERHOOD FORD F150 *X4 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 THEIR 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

PROD-079 B 0200

F150 VOQ Fires

Alleged Component	Modifier	Dupe	Summary
cruise deac 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 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 888-583-2432 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

PE04-078 B 0301

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

PER-078 B 0302

### 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>38</b>

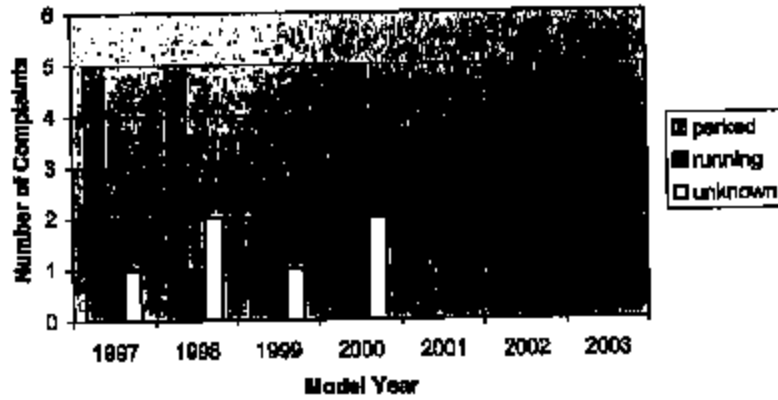
#### Production Volume

	1997	1998	1999	2000	2001	2002	2003	Total Production
	200,289	238,658	241,027	238,289	175,495	95,247	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

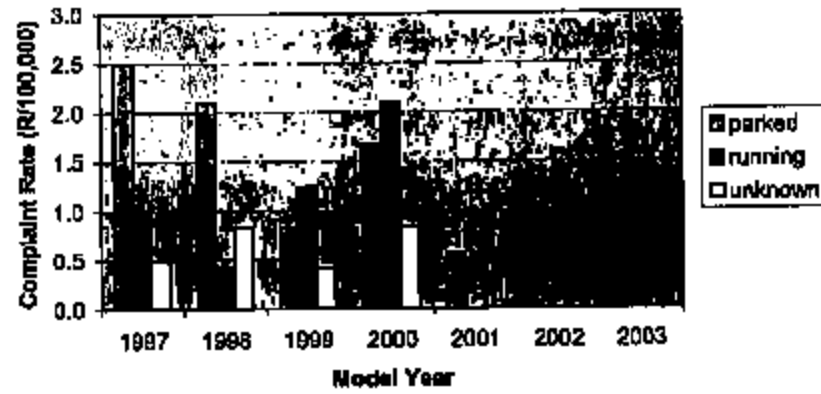




Count of Vin	Model Yr							Total # of Complaints
	1997	1998	1999	2000	2001	2002	2003	
parked	5	5	2	4	1	0	1	18
running	2	1	3	5	0	0	1	12
unknown	1	2	1	2	0	0	0	6
Total # of Complaint	8	8	6	11	1	0	2	36

PE84-878 B 8385

### VOQ - Expedition Fires



Item No	ODI No	Manufacturer	Model Yr	Make	Model	Vin	Failure Date	Letter Date	File Date
38	835402	FORD MOTOR COMPANY	1997	FORD	EXPEDITION	1FMFU18L7VL	15-Sep-98	1-Mar-99	1-Mar-99
180	724028	FORD MOTOR COMPANY	1997	FORD	EXPEDITION	1FMFU18L4VL	12-Apr-00	14-Jun-00	23-Jun-00
212	8012091	FORD MOTOR COMPANY	1997	FORD	EXPEDITION	1FMFU18L0VL	9-Jun-02	18-Jun-02	18-Jun-02
159	836916	FORD MOTOR COMPANY	1997	FORD	EXPEDITION	1FMEU17LXVL	30-Mar-99	25-May-99	25-May-99
129	711795	FORD MOTOR COMPANY	1997	FORD	EXPEDITION	1FMEU1769VL	18-Sep-99	22-Sep-99	22-Sep-99
200	852747	FORD MOTOR COMPANY	1997	FORD	EXPEDITION	unknown	1-Nov-99	9-Nov-99	9-Nov-99
80	828107	FORD MOTOR COMPANY	1997	FORD	EXPEDITION	unknown	15-Sep-98	22-Sep-98	22-Sep-98
147	10076140	FORD MOTOR COMPANY	1997	FORD	EXPEDITION	unknown	12-Jun-04	14-Jun-04	14-Jun-04
13	10088032	FORD MOTOR COMPANY	1998	FORD	EXPEDITION	1FMRU176XWL	29-Jul-04	17-Aug-04	17-Aug-04

102	10028579	FORD MOTOR COMPANY	1998	FORD	EXPEDITION	1FMRU17B3WL	21-Jun-03	18-Jul-03	18-Jul-03
41	745805	FORD MOTOR COMPANY	1998	FORD	EXPEDITION	1FMPU18L9WL	16-May-01	23-May-01	25-May-01
170	832737	FORD MOTOR COMPANY	1998	FORD	EXPEDITION	1FMPU18L4WL	25-Nov-98	23-Mar-98	23-Mar-99
223	8011284	FORD MOTOR COMPANY	1998	FORD	EXPEDITION	1FMFU18L5WL	27-May-02	7-Jun-02	7-Jun-02
56	723166	FORD MOTOR COMPANY	1998	FORD	EXPEDITION	1FMEU17L2WL	23-May-00	25-May-00	31-May-00
137	844763	FORD MOTOR COMPANY	1998	FORD	EXPEDITION	unknown		10-Aug-99	10-Aug-99
143	10089804	FORD MOTOR COMPANY	1998	FORD	EXPEDITION	unknown	21-Aug-04	27-Aug-04	27-Aug-04

14	714735	FORD MOTOR COMPANY	1999	FORD	EXPEDITION	1FMRU1860XL	9-Nov-99	13-Nov-99	13-Nov-99
14	714735	FORD MOTOR COMPANY	1999	FORD	EXPEDITION	1FMRU1860XL	9-Nov-99	13-Nov-99	13-Nov-99
146	760805	FORD MOTOR COMPANY	1999	FORD	EXPEDITION	1FMPU18L4XL	16-Apr-02	17-Apr-02	24-Apr-02
182	10017227	FORD MOTOR COMPANY	1999	FORD	EXPEDITION	1FMPJ18L9XL		29-Apr-03	29-Apr-03
127	851366	FORD MOTOR COMPANY	1999	FORD	EXPEDITION	unknown		21-Oct-99	21-Oct-99
8	10014219	FORD MOTOR COMPANY	1999	FORD	EXPEDITION	unknown	7-Apr-03	10-Apr-03	10-Apr-03
183	750485	FORD MOTOR COMPANY	2000	FORD	EXPEDITION	1FMRU1763YL	20-Jul-01	14-Aug-01	20-Aug-01
110	10091589	FORD MOTOR COMPANY	2000	FORD	EXPEDITION	1FMRU1868YL	3-Sep-04	6-Sep-04	6-Sep-04

29	10013961	FORD MOTOR COMPANY	2000	FORD	EXPEDITION	1FMRU1684YL	14-Mar-03	4-Apr-03	4-Apr-03
201	10023994	FORD MOTOR COMPANY	2000	FORD	EXPEDITION	1FMRU156XYL	7-May-03	13-Jun-03	13-Jun-03
196	10051199	FORD MOTOR COMPANY	2000	FORD	EXPEDITION	1FMRU1568YL	26-Dec-03	28-Dec-03	28-Dec-03
202	10001758	FORD MOTOR COMPANY	2000	FORD	EXPEDITION	1FMPU18L7YL		31-Dec-02	31-Dec-02
3	10052399	FORD MOTOR COMPANY	2000	FORD	EXPEDITION	1FMPU18L7YL	6-Jul-04	21-Jul-04	21-Jul-04
47	10061055	FORD MOTOR COMPANY	2000	FORD	EXPEDITION	1FMPU16L6YL	24-Dec-03	28-Apr-04	1-Mar-04
46	10073362	FORD MOTOR COMPANY	2000	FORD	EXPEDITION	unknown	10-May-04	10-May-04	10-May-04
168	10040345	FORD MOTOR COMPANY	2000	FORD	EXPEDITION	unknown	23-Sep-03	23-Sep-03	23-Sep-03
152	10091810	FORD MOTOR COMPANY	2000	FORD	EXPEDITION	unknown	21-Jul-04	10-Sep-04	10-Sep-04
163	8013615	FORD MOTOR COMPANY	2001	FORD	EXPEDITION	unknown	28-Jun-02	10-Jul-02	10-Jul-02
		FORD MOTOR COMPANY	2002	FORD	EXPEDITION				
64	10073863	FORD MOTOR COMPANY	2003	FORD	EXPEDITION	1FMEU15W13L	9-May-04	19-May-04	19-May-04
156	10081857	FORD MOTOR COMPANY	2003	FORD	EXPEDITION	unknown	30-May-04	6-Jul-04	21-Jul-04

# DUPES, and Crashes

187	10011101	FORD MOTOR COMPANY	2001	FORD	EXPEDITION	1FMPU18LB1L	3-Mar-03	7-Mar-03	7-Mar-03
115	742260	FORD MOTOR COMPANY	1997	FORD	EXPEDITION	1FMFU18L5VL	6-Mar-01	11-Mar-01	23-Mar-01
43	563502	FORD MOTOR COMPANY	2001	FORD	EXPEDITION	1FMPU18L81L	9-Aug-01	1-Oct-01	24-Oct-01
14	714735	FORD MOTOR COMPANY	1999	FORD	EXPEDITION	1FMRU1860XL	9-Nov-99	13-Nov-99	13-Nov-99
146	760805	FORD MOTOR COMPANY	1999	FORD	EXPEDITION	1FMPU18L4XL	16-Apr-02	17-Apr-02	24-Apr-02
204	563502	FORD MOTOR COMPANY	2001	FORD	EXPEDITION	1FMPU18L81L	8-Aug-01	1-Oct-01	14-May-02
229	566656	FORD MOTOR COMPANY	1998	FORD	EXPEDITION	1FMFU18L5WL	22-May-02	11-Jul-02	31-Jul-02

238	731608	FORD MOTOR COMPANY	2000	FORD	EXPEDITION	1FMRU15LXYL	11-Jul-00	16-Sep-00	22-Sep-00
67	737408	FORD MOTOR COMPANY	2000	FORD	EXPEDITION	1FMRU15LXYL		6-Dec-00	7-Dec-00

PE04-070 B 0312



City	State	Miles	Accident	Injured	Fire	Deaths	Occurrences	Part Name	Alleged Component	Modifier	Dupe
SPOKANE	WA		N	0	Y	0	0	ELECTRICAL SYSTEM:WIRING:INTERIOR/UNDER DASH	glove comprtment	Parked	
RENTON	WA			0	Y	0		ELECTRICAL SYSTEM:WIRING:INTERIOR/UNDER DASH	radio	Running	
CHESAPEAK	VA				Y		1	ENGINE AND ENGINE COOLING:ENGINE:GASOLINE	engine compartment	Parked	
DAINGERFIELD	TX		N		Y			ELECTRICAL SYSTEM:WIRING:INTERIOR/UNDER DASH	ecm	Running	
MAGNOLIA	TX			0	Y	0	1	ELECTRICAL SYSTEM:WIRING:FRONT UNDERHOOD	engine compartment	Parked	
MANHATTAN	NY		N	0	Y	0	0	ELECTRICAL SYSTEM:WIRING	wiring	unknown	
SPOKANE	WA		N		Y			ENGINE AND ENGINE COOLING:ENGINE:GASOLINE	Unk	Parked	
WESLACO	TX		N		Y		1	ELECTRICAL SYSTEM:WIRING:FRONT UNDERHOOD	Unk	Parked	
SAINT MARYS	GA	100000	N		Y		1	ELECTRICAL SYSTEM:WIRING:FRONT UNDERHOOD	Unk	Parked	

City	State	Zip	N	0	Y	0	1	Problem Description	Location	Status
KATY	TX	71000	N	0	Y	0	1	ELECTRICAL SYSTEM:ALTERNATOR/GENERATOR/REGULATOR	Unk	Parked
LITTLETON	CO			0	Y	0	1	ELECTRICAL SYSTEM:WIRING:FRONT UNDERHOOD	fuel line	Running
STEANDOAT SPRING	CO		N		Y			FUEL SYSTEM: GASOLINE:DELIVERY	fuel line	Parked
BROOKLYN	OH				Y			STRUCTURE:BODY:DOOR	door electrical	unknown
DALLAS	TX			0	Y	0	1	ELECTRICAL SYSTEM:WIRING:FRONT UNDERHOOD	engine compartment	Parked
LEAGUE CITY	TX		N		Y			ELECTRICAL SYSTEM:WIRING	ec wiring	unknown
MONTICELLO	GA	140000	N	0	Y	0	1	ENGINE AND ENGINE COOLING	Unk	Parked

LATHAM	NY		0	Y	0	1	STRUCTURE	wiper motor	Running
LATHAM	NY		0	Y	0	1	VISIBILITY:WINDSHIELD WIPER/WASHER	wiper motor	Running
NEWTOWN	PA		0	Y	0	1	ENGINE AND ENGINE COOLING:ENGINE:GASOLINE	Unk	Parked
BERTHOUD	CO		N	Y		1	ELECTRICAL SYSTEM	Unk	unknown
BROAD RUN	VA		N	Y			ENGINE AND ENGINE COOLING:ENGINE:GASOLINE	engine compartment	Parked
FLOWERY BRANCH	GA	50000	N	0	Y	0	FUEL SYSTEM(I.) GASOLINE:DELIVERY:HOSES/ LINES/PIPING AND FITTINGS	Unk	Running
NEW ORLEANS	LA		0	Y	0	1	ELECTRICAL SYSTEM:FUSES AND CIRCUIT BREAKERS	power distribution box	Running
SPRINGFIELD	MO	72000	N	Y		1	ELECTRICAL SYSTEM:WIRING:FRONT UNDERHOOD	Unk	Parked

KANSAS CITY	MO	37600	N	0	Y	0	1	ELECTRICAL SYSTEM:WIRING	seat motor	unknown
CORAL SPRINGS	FL	45175	N		Y		1	ELECTRICAL SYSTEM:WIRING:FRONT UNDERHOOD	Unk	unknown
KATY	TX	63000	N	0	Y	0	1	ELECTRICAL SYSTEM	Unk	Parked
JEFFERSON	WI		N		Y			ENGINE AND ENGINE COOLING	unk	running
RVA	MD	41584	N	0	Y	0	1	VISIBILITY:WINDSHIELD WIPER/WASHER:MOTOR	Wiper	Running
WHEAT RIDGE	CO	54000	N		Y		1	ELECTRICAL SYSTEM:WIRING:FRONT UNDERHOOD	Unk	Parked
FAYETTEVILLE	NC		N		Y		1	ELECTRICAL SYSTEM	Unk	Parked
MESQUITE	TX		N		Y			VEHICLE SPEED CONTROL:CRUISE CONTROL	Cruise Deact Switch	Running
WINNSBORO	SC		N		Y		1	ELECTRICAL SYSTEM:WIRING:FRONT UNDERHOOD	Unk	Running
CLARKSTON	MI			0	Y		1	ENGINE AND ENGINE COOLING:ENGINE:GASOLINE	engine compartment	Parked
										Parked
MIAMI	FL	31000	N		Y		1	ELECTRICAL SYSTEM:WIRING:INTERIOR/UNDER DASH	Chargers	Parked
HAUPPAUGE	NY	9000	N		Y		1	OTHER	Muffler	Running

LEXINGTON	KY	30000	Y	2	Y		1	AIR BAGS:FRONTAL	air bag	crash		
JOHNSTOWN	PA		Y	1	Y	0	1	ELECTRICAL SYSTEM:WIRING:FRONT UNDERHOOD	Inertia switch	crash		
LITTLE ROCK	AR			2	Y		1	ENGINE AND ENGINE COOLING:ENGINE:GASOLINE	engine compartment	crash		
LATHAM	NY			0	Y	0	1	ELECTRICAL SYSTEM:WIRING:INTERIOR/UNDER DASH	wiper motor	Running	dupe	
NEWTOWN	PA			0	Y	0	1	ENGINE AND ENGINE COOLING:ENGINE:GASOLINE	Unk	Parked	dupe	
LITTLE ROCK	AR			2	Y		1	ENGINE AND ENGINE COOLING:ENGINE:GASOLINE	engine compartment	crash	dupe	
BROOKLYN	OH				Y		1	STRUCTURE:BODY:DOOR	door electrical	unk	dupe	

SILSBEE	TX	Y	1	Y	1	1	FUEL SYSTEM (GASOLINE STORAGE TANK ASSEMBLY)	tires	crash	delete
WEST HOLLY WOOD	CA						OTHER	tires		delete

PEM-070 B 0318

CONSUMER PARKED VEHICLE AND WENT INSIDE THE HOUSE AND VEHICLE EXPLODED CATCHING ON FIRE. FIRE DEPARTMENT EXPLAINED TO CONSUMER THAT FIRE STARTED IN THE GLOVE COMPARTMENT. \*AK  
ON 4-12-2000 I WAS DRIVING TO CHILDREN'S HOSPITAL WITH MY WIFE AND DAUGHTER. WE WERE N/B ON I-5 AT 60 MPH IN THE SEATTLE. I ATTEMPTED TURN ON THE RADIO AND PUSHED THE BUTTON. NOTHING HAPPENED FOR A COUPLE OF MINUTES AND THEN SMOKE CAME OUT OF THE RADIO. THE SMOKE STARTED TO FILL THE PASSENGER COMPARTMENT. I WAS AFRAID THE DASHBOARD AREA WAS ABOUT TO CATCH FIRE. I MANAGED TO FIND A EXIT TO GET OFF THE FREEWAY STOPPED THE CAR AND GET MY FAMILY OUT. I TURNED OFF THE IGNITION HOWEVER THE SMOKE WAS STILL COMING OUT OF THE RADIO. THE SMOKE STOPPED ABOUT 1 OR 2 MINUTES LATER. I CALLED BOWEN SCARFF FORD IN KENT AND WAS REFERRED TO SOUND ON WHEELS FOR RADIO REPAIR. THE MANAGER AT SOUND ON WHEELS PULLED THE RADIO FROM THE DASH AND SHOWED ME THE WATER DAMAGE ON THE RADIO AND COXIAL ANTENNA WIRE LEADING FROM THE ANTENNA TO THE BACK OF THE RADIO. WHEN THE WATER GOT INTO THE BACK OF THE RADIO A SHORT WAS CAUSED AND THE SMOKE STARTED. I WAS TOLD THIS WAS A PROBLEM WITH THE 97 FORD EXPEDITION. I TOOK MY VEHICLE TO BOWEN SCARFF FORD AND WAS INFORMED A TECH MEMO HAD BEEN PUT OUT TO FORD MECHANIC BUT NOTHING HAD UNDERNEATH THE HOOD. VEHICLE WAS ON FIRE AND WAS TOTALED. \*AK  
WHILE DRIVING 65MPH DASHBOARD CAUGHT ON FIRE DUE TO A DEFECTIVE ELECTRONIC CONTROL MODULE. \*AK

VEHICLE WAS PARKED AND TURNED OFF WITHIN 5 MIN OF PARKING AND EXITING VEHICLE A FIRE STARTED IN THE ENGINE COMPARTMENT. THERE WERE 2 ABC TYPE FIRE EXTINGUISHERS USED ON THE FIRE BUT IT COULD NOT BE SUPRESSED UNTIL A FIRE TRUCK ARRIVED ON THE SCENE. I LISTED ELECTRICAL BUT IT COULD HAVE INVOLVED THE FUEL SYSTEM ALSO THE TRUCK WAS A TOTAL LOSS. THE STATE FARM CLAIM # IS 63-C431-317 AND THEIR REP IS CATHRINE ISMERT @281-567-6808  
AUTOMOBILE CAUGHT ON FIRE. WAS TOLD THAT THE CAUSE OF THE FIRE WAS FAULTY WIRING. \*AK

WHILE PARKED FOR SHORT PERIOD OF TIME THE VEHICLE EXPLODED AND CAUSED A FIRE WITHOUT PRIOR WARNING. CAUSE UNKNOWN. DEALER CANNOT DETERMINE PROBLEM. \*AK  
WHILE IN THE GARAGE AND IN PARK THE KEY WAS TAKEN OUT OF THE IGNITION SWITCH AND VEHICLE CAUGHT ON FIRE UNDER THE HOOD. \*AK  
WHILE VEHICLE WAS PARKED A FIRE STARTED UNDER THE HOOD. DEALERSHIP WAS NOTIFIED BUT DID NOT RESOLVE THE PROBLEM. \*AK

ON JUNE 21 2003 I TRAVELED TO A GROCERY STORE JUST OUTSIDE MY SUBDIVISION. I WAS IN THE STORE ABOUT TEN MINUTES WHEN THE STORE MANAGER STARTED TO PAGE THE OWNER OF A BLUE EXPEDITION. AT THE TIME I THOUGHT I HAD LEFT MY LIGHTS ON. UNFORTUNATELY I WAS NOTIFIED THAT THE VEHICLE WAS ON FIRE IN THE STORE'S PARKING LOT. WHEN I ARRIVED OUTSIDE THE ENTIRE FRONT END OF THE EXPEDITION WAS IN FLAMES. THE FIRE WAS SO INTENSE IT BURNED THROUGH THE HOOD OF THE VEHICLE. BY THE TIME I MADE IT OUTSIDE FIREFIGHTERS WERE ALREADY BATTLING THE BLAZE. MY VEHICLE WAS A TOTAL LOSS.

\*JB

ON 16 MAY 2001 WHILE TRAVELING SOUTH ON COLORADO INTERSTATE 26 IN DENVER OUR FORD EXPEDITION STARTED TO CHUG AND SPUTTER. THINKING IT WAS BAD GAS FROM FILLING THE TANK UP AROUND 9:00AM EARLIER THAT SAME DAY WE TRIED TO CHANGE LANES TO GET TO THE SHOULDER OF THE ROAD. THE EXPEDITION THEN STALLED AS WE COASTED TO A HALT ON THE SHOULDER OF THE ROAD AT THE UNDER PASS OF I-25 AND US 285. WE THEN TURNED ON THE EMERGENCY FLASHERS. SMOKE WAS COMING FROM UNDER THE HOOD. THINKING IT WAS OVERHEATED WE OPENED THE HOOD TO COOL THE ENGINE DOWN. AS SOON AS THE HOOD POOPED UP FLAMES WERE VISIBLE AND WE PROCEEDED TO EXIT THE EXPEDITION. THE DENVER FIRE DEPARTMENT WAS CALLED AROUND 8:55PM AND PUMPER TRUCK NO. 22 ARRIVED TO SCENE. WHEN THE FIRE DEPARTMENT ARRIVED THE EXPEDITION WAS FULLY ENGULFED IN FLAMES. AFTER THE FIRE WAS EXTINGUISHED THE CAPTAIN SHOWED ME WHERE THE FIRE STARTED. ON THE DRIVERS SIDE A FUEL LINE WAS DETERMINED TO BE FAULTY NEXT TO THE FENDER DUE TO DETERIORATION FROM THE FUEL AND THE CAUSE OF THE FIRE. THIS IS REFLECTIVE IN HIS REPORT #01-23023. HE ALSO TOLD ME THAT I WAS LUCKY VEHICLE WAS PARKED IN FRONT OF GROCERY STORE AND THE ENGINE CAUGHT ON FIRE CAUSING THE VEHICLE TO BURN COMPLETELY UP. THE FIRE STARTED FROM THE FUEL LINE. \*AK

PASSENGER DOOR PANEL CAUGHT FIRE. VEHICLE HAS POWER DOORS AND LOCKS. SMOKE WAS COMING OUT INNER PANEL. ALSO THERE WAS A GLOW FROM OUTSIDE. DRIVER AND 2 CHILDREN GOT OUT. A FIREMEN THAT ARRIVED MOVED VEHICLE BEFORE PARTIALLY CATCHING FIRE. DEALER WAS NOTIFIED. PLEASE PROVIDE MORE INFORMATION. \*AK

WHILE ON VACATION AT SONS HOME IN TROY MICHIGAN VEHICLE WAS PARKED AT ABOUT 9PM AND WHEN MY WIFE WENT TO GET THE CAR IN THE MORNING SHE FOUND IT MISSING. SHE WAS TOLD BY A NEIGHBOR THAT THE VEHICLE HAD STARTED ON FIRE AROUND 2AM IN THE MORNING WITH WHAT APPEARED TO BE AN ENGINE FIRE. THE TROT MICHIGAN POLICE AND FIRE DEPARTMENTS WERE DISPATCHED AND THE FIRE WAS EXTINGUISHED AND THE VEHICLE TOWED TO THE POUND. MY WIFE CONTACTED THE POLICE AND FOUND THAT THE WHOLE FRONT END OF THE VEHICLE HAD BURNED TO THE POINT THAT THE VEHICLE IS CONSIDERED A TOTAL LOSS. HAD THE VEHICLE BEEN PARKED IN OUR GARAGE IN TEXAS OUR HOUSE WOULD HAVE ALSO BEEN A TOTAL LOSS WITH THE POSSIBLE LOSS OF LIFE. THE INCIDENT WAS REPORTED TO NATIONWIDE INSURANCE AND FORD MOTOR COMPANY CUSTOMER SERVICE HOT LINE. THE INSURANCE COMPANY EXPECTS TO TRY AND DETERMINE THE CAUSE OF THE FIRE LATER TODAY 5-24-2000. AS OF NOW IT APPEARS TO BE A DEFECT. THE VEHICLE WAS IN EXCELLENT CONDITION WITH ALL APPROPRIATE MAINTENANCE CURRENT AND EXHIBITED NO PROBLEMS PRIOR TO THE SPONTANIOUS FIRE. THE VEHICLE IS STILL IN THE POSSESSION OF THE TROY VEHICLE. THE MANUFACTURE HAS BEEN NOTIFIED. \*AK

WHILE PARKED VEHICLE CAUGHT ON FIRE IN THE ENGINE COMPARTMENT. \*AK



ON SUNDAY WINDSHIELD WIPERS STARTED GOING CRAZY.THEY STARTED TO GO ON AND OFF FOR 5 MINUTES AFTER SEVERAL ATTEMPTS TO SHUT THEM OFF.FINALLY MY HUSBAND PULLED OVER AND TURNED THE CAR OFF AND THE WIPERS SHUT OFF.THE DEALER WAS NOT NOTIFIED .ON TUESDAY AT ABOUT 7:56 AM I WAS DRIVING TO GO TO A GAS STATION AND AS I WAS TURNING TO THE LEFT I HEARD A LOUD SOUND THAT SOUNDED LIKE AN EXPLOSION AND THE TRUCK TURNED OFF.I TRIED TURNING THE CAR ON SINCE I HAVE HAD PROBLEMS WITH THE CAR TURNING OFF BEFORE AND I REALIZED THAT THE CAR WAS SMOKING FROM THE INSIDE.I TRIED TO OPEN THE DOOR FROM OUTSIDE THEY DID NOT OPEN. SO IN FEAR THAT THE CAR WOULD BLOW UP THAT I TRIED TO START THE CAR AND IT STARTED. I OPENED THE DOOR QUICKLY BEFORE THE CAR BLEW UP.THEN THE THE PLASTIC STARTED TO BURN UNDER THE RUNNING BOARD AND BY THE TIME THE FIRE DEPT CAME THE INSIDE OF THE CAR WAS ON FIRE.THE CAR WAS TOWED TO THE DEALERSHIP.THE INSIDE OF THE CAR WAS DESTROYED. \*AK

ON SUNDAY WINDSHIELD WIPERS STARTED GOING CRAZY.THEY STARTED TO GO ON AND OFF FOR 5 MINUTES AFTER SEVERAL ATTEMPTS TO SHUT THEM OFF.FINALLY MY HUSBAND PULLED OVER AND TURNED THE CAR OFF AND THE WIPERS SHUT OFF.THE DEALER WAS NOT NOTIFIED .ON TUESDAY AT ABOUT 7:58 AM I WAS DRIVING TO GO TO A GAS STATION AND AS I WAS TURNING TO THE LEFT I HEARD A LOUD SOUND THAT SOUNDED LIKE AN EXPLOSION AND THE TRUCK TURNED OFF.I TRIED TURNING THE CAR ON SINCE I HAVE HAD PROBLEMS WITH THE CAR TURNING OFF BEFORE AND I REALIZED THAT THE CAR WAS SMOKING FROM THE INSIDE.I TRIED TO OPEN THE DOOR FROM OUTSIDE THEY DID NOT OPEN. SO IN FEAR THAT THE CAR WOULD BLOW UP THAT I TRIED TO START THE CAR AND IT STARTED. I OPENED THE DOOR QUICKLY BEFORE THE CAR BLEW UP.THEN THE THE PLASTIC STARTED TO BURN UNDER THE RUNNING BOARD AND BY THE TIME THE FIRE DEPT CAME THE INSIDE OF THE CAR WAS ON FIRE.THE CAR WAS TOWED TO THE DEALERSHIP.THE INSIDE OF THE CAR WAS DESTROYED. \*AK  
UNEXPLAINED FIRE. CAR WAS PARKED AND UNATTENDED AT THE TIME. NO COMPONENTS WERE ON OR IN OPERATION. NLM

THE VEHICLE CAUGHT FIRE. MR SCC \*NLM

WHILE VEHICLE WAS PARKED IN THE DRIVEWAY IT CAUGHT ON FIRE IN THE ENGINE COMPARTMENT CAUSE UNKNOWN. PLEASE GIVE ANY FURTHER DETAILS. \*AK  
WHILE DRIVING DOWN ROAD. FIRE ERUPTED IN ENGINE COMPARTMENT CAUSING MASSIVE DAMAGE. \*NLM

REPORTED ENGINE LOSING POWER TO DEALERSHIP WHILE VEHICLE WAS UNDER WARRANTY ON 2 PRIOR OCCASIONS BEFORE VEHICLE SHUT DOWN TOTALLY WHILE IN DRIVING MODE. DEALER'S SERVICE DEPARTMENT COULD NOT FIND A PROBLEM ON THOSE PRIOR VISITS. WITH THE COMPLETE POWER FAILURE THE DEALER'S SERVICE DEPARTMENT FOUND THAT A FIRE HAD OCCURRED IN THE ELECTRICAL JUNCTION BOX BURNING SEVERAL WIRES THAT HAD TO BE REPLACED. DEALER INSISTED THAT THIS TOTAL SHUTDOWN HAD NOTHING TO DO WITH PREVIOUS LOST OF POWER THAT I REPORTED TO THEM. I WAS FORTUNATE NOT TO BE IN A LOT OF TRAFFIC WHEN MY FAILURE OCCURRED BUT THE NEXT PERSON MAY NOT BE SO LUCKY.\*AK

CONSUMER WAS AWAKENED AFTER SMELLING SMOKE. HE WENT TO THE GARAGE AND THE DOOR WAS TOO HOT TO TOUCH. VEHICLE WAS ON FIRE. T A RECALL WAS RECEIVED ON THE WINDSHIELD WIPER MOTOR, HOWEVER THE FIRE SEEMS STARTED UNDER THE HOOD.\*AK

ELECTRICAL MOTOR UNDER DRIVER SEAT WAS HOT AND STARTED A FIRE. I WAS ABLE TO GET OUT CAR OUT OF THE GARAGE AT HOME BEFORE IT CAUGHT FIRE. STARTED AS SMOKE FROM UNDER SEAT AND INVESTIGATED TO FIND THE MOTOR VERY HOT. \*JB

VEHICLE CAUGHT FIRE IN THE ENGINE. INSPECTOR STATED IT WAS AN ELECTRICAL PROBLEM. DEALER NOTIFIED.\*AK

WE PARKED OUR 2000 FORD EXPEDITION XLT IN FRONT OF OUR HOUSE AFTER DRIVING IT APPROXIMATELY 45 MILES TOWING OUR BOAT. WE ARRIVED AT OUR HOUSE AROUND 9:15PM. AT AROUND 10:30PM. MY NEIGHBOR KNOCKED ON MY DOOR AND TOLD ME THAT MY CAR WAS ON FIRE. FLAMES WERE COMING OUT FROM UNDER THE HOOD AND THE LEFT-FRONT TIRE WAS ON FIRE. 2 NEIGHBORS AND I SPRAYED THE VEHICLE WITH GARDEN HOSES UNTIL THE FIRE DEPARTMENT ARRIVED. THEY HAD TO RIP THE HOOD OFF THE VEHICLE IN ORDER TO PUT THE FIRE OUT. AFTER INSPECTING THE BURN DAMAGE. THE FIREMAN INDICATED THAT THE FIRE STARTED ON TOP OF THE ENGINE AND WAS PROBABLY DUE TO AN ELECTRICAL FAILURE. HE ALSO STATED THERE WAS NO SIGN OF MALICIOUS ACTIVITY. THE ADJUSTER WILL NOT COME OUT UNTIL MONDAY. BUT THE FIREMAN INDICATED THAT IT WOULD MOST LIKELY BE TOTALLED.\*AK

WHILE DRIVING CONSUMER STATES THE VEHICLE'S TAIL PIPE WAS SHOOTING OUT METAL. CONSUMER WITNESS FLAMES IN THE REAR SEAT. PULLED OVER AND VEHICLE CAUGHT FIRE. CAUSE IS STILL UNKNOWN. PLEASE PROVIDE ANY FURTHER INFORMATION.

WHEN I TURNED ON IGNITION WIPERS STARTED TO OPERATE WITHOUT BEING TURNED ON. SMOKE BEGAN BLOWING FROM VENT AREA. I TURNED OFF IGNITION AND ALL ELECTRICAL, WIPERS AND WASHER FAILED TO OPERATE. WIPER MOTOR CONNECTOR CAUGHT FIRE AND BURNT OUT WIPER MOTOR. REPAIRED AT 'RON BORTNICK FORD' UPPER MARLBORO MD. 20772. \*LA

VEHICLE WAS PARKED BY 7 PM IN THE DRIVEWAY AND THE KEY WAS TAKEN OUT OF THE IGNITION SWITCH. AROUND 3 AM THE VEHICLE CAUGHT ON FIRE UNDER THE HOOD. \*AK \*JB

WHILE IN THE DRIVEWAY. THE VEHICLE WAS IN PARK AND THE KEY WAS OUT OF THE IGNITION SWITCH. VEHICLE CAUGHT ON FIRE UNDER THE HOOD. DEALER NOTIFIED. PLEASE PROVIDE FURTHER INFORMATION. \*JB

WHILE DRIVING CONSUMER SMELLED A BURNING ODOR. OPENED THE HOOD AND SAW HEAVY SMOKE. FIRE DEPARTMENT STATED CRUISE CONTROL SENSOR BURNED.\*AK

WHILE DRIVING A FIRE STARTED UNDERNEATH THE HOOD ON THE DRIVER'S SIDE. CONSUMER PULLED OVER AND HAD THE VEHICLE TOWED. DEALERSHIP WAS NOTIFIED BUT DID NOT RESOLVE THE PROBLEM. \*AK

VEHICLE HAD BEEN PARKED FOR 3 DAYS WHEN IT CAUGHT ON FIRE. FIRE DEPARTMENT DETERMINED FIRE STARTED IN ENGINE COMPARTMENT. VEHICLE WAS TOTALLED.\*AK \*SCC

VEHICLE HAD BEEN PARKED FOR 3 DAYS WHEN IT CAUGHT ON FIRE. FIRE DEPARTMENT DETERMINED FIRE STARTED IN ENGINE COMPARTMENT. VEHICLE WAS TOTALLED.\*AK \*SCC

THE DASHBOARD CONSOLE CAUGHT ON FIRE WITHIN 5 MINUTES OF THE VEHICLE BEING PARKED AND TURNED OFF. AT THE TIME OF THE FIRE TWO CHARGERS WERE PLUGGED INTO THE LIGHTER OUTLET AND THEY BOTH MELTED. \*AK

WHILE DRIVING THE TRUCK CAUGHT ON FIRE. \*LA THE CONSUMER WAS INFORMED THAT IT LOOKED AS IF A PIECE OF CARDBOARD WAS WEDGED BETWEEN THE MUFFLER AND THE CHASSIS TO STOP A VIBRATION. THIS WAS NOT ACCIDENTAL. FORD CLAIMED TO BE UNAWARE OF THIS PROBLEM. \*SC \*JB

THE VEHICLE WAS INVOLVED IN A COLLISION IN WHICH THE AIR BAGS DEPLOYED AND THE DRIVER SIDE AIR BAG CAUGHT ON FIRE.  
\*JB SCC

DUE TO ICY ROAD CONDITIONS THE VEHICLE SLID OFF THE ROAD IMPACTING THE PASSENGER SIDE AT A POINT BETWEEN THE FRONT FENDER AND FRONT DOOR. A FIRE STARTED IMMEDIATELY AT POINT OF IMPACT UNDER THE HOOD. THE DRIVER EXITED THE VEHICLE ONLY TO NOTICE THAT THE ENGINE WAS STILL RUNNING. SHE REACHED BACK INTO THE VEHICLE AND TURNED OFF THE ENGINE. THE FIRE SPREAD VERY RAPIDLY AND ENVELOPED THE ENTIRE VEHICLE DESTROYING IT COMPLETELY. IT IS OUR UNDERSTANDING THE VEHICLE'S INERTIA SWITCH SHOULD HAVE SHUT OFF THE FUEL SYSTEM KILLING THE ENGINE. OBVIOUSLY THE INERTIA SWITCH DID NOT WORK BECAUSE THE ENGINE CONTINUED TO RUN AFTER IMPACT. THE DRIVER WOULD PROBABLY HAVE BEEN BURNED TO DEATH HAD SHE BEEN RENDERED UNCONSCIOUS BY THE IMPACT AS THERE WAS NO ONE PRESENT WHEN THE ACCIDENT OCCURRED IN A WOODED SECTION OF STATE ROUTE 271 CAMBRIA COUNTY PA.\*AK

THE VEHICLE ERUPTED IN FLAMES UPON IMPACT WITH ANOTHER VEHICLE AND BURNED ON THE SHOULDER. THE FIRE APPEARS TO HAVE STARTED IN THE ENGINE COMPARTMENT AND THEN ENGULFED THE PASSENGER AREA. THERE IS NO EVIDENCE TO SUGGEST THAT THE OTHER TWO VEHICLES THAT WERE INVOLVED CAUSED THE CONSUMER VEHICLE TO CATCH FIRE.

ON SUNDAY WINDSHIELD WIPERS STARTED GOING CRAZY. THEY STARTED TO GO ON AND OFF FOR 5 MINUTES AFTER SEVERAL ATTEMPTS TO SHUT THEM OFF. FINALLY MY HUSBAND PULLED OVER AND TURNED THE CAR OFF AND THE WIPERS SHUT OFF. THE DEALER WAS NOT NOTIFIED. ON TUESDAY AT ABOUT 7:56 AM I WAS DRIVING TO GO TO A GAS STATION AND AS I WAS TURNING TO THE LEFT I HEARD A LOUD SOUND THAT SOUNDED LIKE AN EXPLOSION AND THE TRUCK TURNED OFF. I TRIED TURNING THE CAR ON SINCE I HAVE HAD PROBLEMS WITH THE CAR TURNING OFF BEFORE AND I REALIZED THAT THE CAR WAS SMOKING FROM THE INSIDE. I TRIED TO OPEN THE DOOR FROM OUTSIDE THEY DID NOT OPEN. SO IN FEAR THAT THE CAR WOULD BLOW UP THAT I TRIED TO START THE CAR AND IT STARTED. I OPENED THE DOOR QUICKLY BEFORE THE CAR BLEW UP. THEN THE PLASTIC STARTED TO BURN UNDER THE RUNNING BOARD AND BY THE TIME THE FIRE DEPT CAME THE INSIDE OF THE CAR WAS ON FIRE. THE CAR WAS TOWED TO THE DEALERSHIP. THE INSIDE OF THE CAR WAS DESTROYED. \*AK  
UNEXPLAINED FIRE. CAR WAS PARKED AND UNATTENDED AT THE TIME. NO COMPONENTS WERE ON OR IN OPERATION. NLM

THE VEHICLE ERUPTED IN FLAMES UPON IMPACT WITH ANOTHER VEHICLE AND BURNED ON THE SHOULDER. THE FIRE APPEARS TO HAVE STARTED IN THE ENGINE COMPARTMENT AND THEN ENGULFED THE PASSENGER AREA. THERE IS NO EVIDENCE TO SUGGEST THAT THE OTHER TWO VEHICLES THAT WERE INVOLVED CAUSED THE CONSUMER VEHICLE TO CATCH FIRE.

WHILE IN MOTION THE PASSENGER DOOR CAUGHT ON FIRE THE FORD DEALERSHIP ACCUSED CONSUMER OF STARTING THE FIRE. THE BROOKLYN FIRE DEPT INFORMED CONSUMER THE VEHICLE WAS NOT SAFE AND THERE WAS AN ELECTRICAL SHORT. THE FORD DEALER TOLD CONSUMER THEY WOULD REPLACE THE DOOR AT THE CONSUMERS EXPENSE AND NOT UNDER THE EXTENDED WARRANTY. \*JG

DIXIE DONELSON HAD ONLY PURCHASED HER FORD EXPEDITION THE MONTH PRIOR (EARLY JUNE) AND WAS JUST UNDERWAY FOR A TRIP TO VISIT HER DAUGHTER IN COLORADO. THE ORIGINAL POLICE REPORT DOCUMENTS HER LOSING CONTROL OF HER VEHICLE WITHIN THE FIRST 40 MINUTES OF HER TRIP. FURTHER OBSERVATIONS OF THE CRASH SITE HAVE REVEALED TREAD REMNANTS OF NEW FIRESTONE SUV TIRES. HOWEVER, THE EXPEDITION CAUGHT FIRE AND ALL REMAINING TIRES BURNED TO THE EXTENT OF NOT BEING IDENTIFIABLE. DIXIE HAD TOLD HER DAUGHTER SHE HAD NEW FIRESTONE TIRES, BUT WE HAVE HAD LITTLE SUCCESS IN DETERMINING THE ACTUAL TIRE MODEL.( DOT NUMBER: TIRE SIZE: (UNKNOWN) )  
TWICE TWO BRAND NEW TIRES BLEW UP ON THE HIGHWAY AND THE FIRESTONE REFUSED TO EXCHANGE THEM FOR FREE, THEY CHANGED THEM AND CHARGED ME FULL PRICE (TIRE SIZE: 18)( DOT NUMBER: TIRE SIZE: 18 )

MEMO-078 B 0324

## Navigator VOQ Fires

### VOQ Raw Data

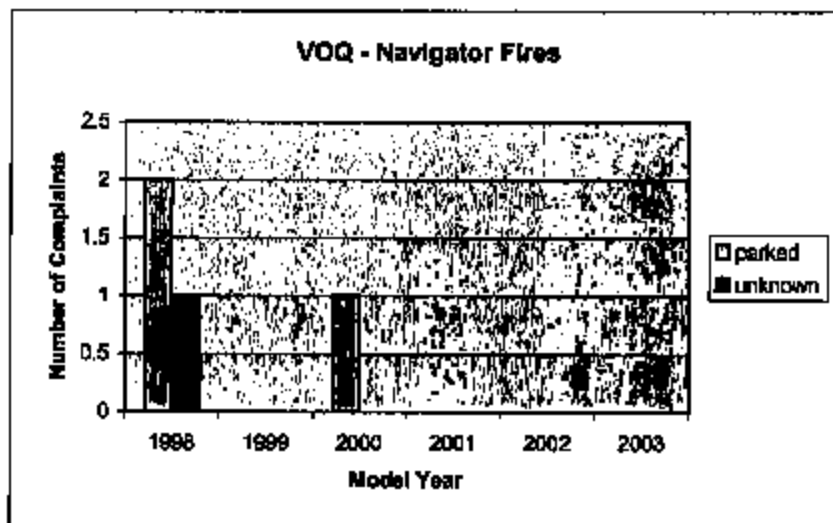
Count of Vin	Model Yr						Total # Complaints
Modifier	1998	1999	2000	2001	2002	2003	
parked	2		1				3
unknown	1						1
<b>Total # Complaints</b>	<b>3</b>		<b>1</b>				<b>4</b>

### Production Volume

	1998	1999	2000	2001	2002	2003	Total Production
	58,532	41,436	41,607	32,177	17,895	47,143	238,790

### R/100,000

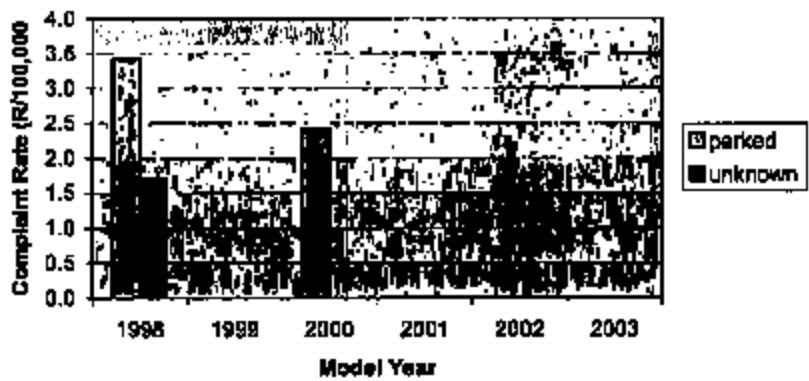
	1998	1999	2000	2001	2002	2003	Avg Rate by Modifier
parked	3.4	0.0	2.4	0.0	0.0	0.0	1.3
unknown	1.7	0.0	0.0	0.0	0.0	0.0	0.4
<b>Combined Rate for each MY</b>	<b>5.1</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>



Count of V/Model Yr							
	1998	1999	2000	2001	2002	2003	Total # Complaints
parked	2	0	1	0	0	0	3
unknown	1	0	0	0	0	0	1
Total # Co	3	0	1	0	0	0	4

PE94-079 B 0327

### VOQ - Navigator Fires





Item No	ODI No	Manufacturer	Model Yr	Make	Model	Vin	Failure Date	Letter Date
1	824038	FORD MOTOR COMPANY	1998	LINCOLN	NAVIGATOR	5LMPU28LOWL	25-Feb-98	8-Jun-98
3	10072018	FORD MOTOR COMPANY	2000	LINCOLN	NAVIGATOR	5LMRU27A8YL	27-Apr-04	21-May-04
		FORD MOTOR COMPANY	1998	LINCOLN	NAVIGATOR			
		FORD MOTOR COMPANY	2001	LINCOLN	NAVIGATOR			
		FORD MOTOR COMPANY	2002	LINCOLN	NAVIGATOR			
		FORD MOTOR COMPANY	2003	LINCOLN	NAVIGATOR			
11	10003631	FORD MOTOR COMPANY	1998	LINCOLN	NAVIGATOR	unknown	8-Jan-03	13-Jan-03
13	543566	FORD MOTOR COMPANY	1998	LINCOLN	NAVIGATOR	5LNPLJ28LOWL		26-Jan-99

File Date	City	State	Miles	Accident	Injured	Fire	Deaths	Occurrences	Part Name	Alleged Component	Modifier
8-Jun-88	NEW ROC NY		N		Y			ELECTRICAL SYSTEM:WIRING:FRONT UNDERHOOD	electrical	parked	
								ELECTRICAL SYSTEM	steering wheel wiring	parked	
3-May-04	PLAQUEMLA		40000 N		Y			1	unknown	parked	
									unknown	parked	
									unknown	parked	
									unknown	parked	
13-Jan-03	BONITA S FL		N		Y		1	ENGINE AND ENGINE COOLING:ENGINE	unknown	parked	
								ENGINE AND ENGINE COOLING:ENGINE:GASOLINE	engine compartment	unknown	
5-Feb-89	NEW YOR NY				1	Y		1			

REC-076 B 0330

Dupe

Summary

WHILE PARKED AN ELECTRICAL SHORT IN THE FRONT WIRING HARNESS □ CAUSED VEHICLE TO CATCH ON FIRE. VEHICLE WAS DESTROYED BY FIRE. \*SLC

CONSUMER COMPLAINED ABOUT AN ELECTRICAL PROBLEM, THE HORN DID NOT BLOW AND THE VEHICLE CAUGHT FIRE. THE VEHICLE WAS PARKED AND UNATTENDED WHEN IT IGNITED INTO FLAMES. THE FIRE DEPARTMENT WAS NOTIFIED. \*AK THE HORN STOPPED BLOWING AND THE VOLUME ON THE STEERING WHEEL STOPPED WORKING THE DAY BEFORE THE TRUCK CAUGHT FIRE. \*SC \*JB

CONSUMER STATED THE VEHICLE CAUGHT ON FIRE WHILE PARKED.\*JB

CONSUMER STATED THE VEHICLE CAUGHT ON FIRE WHILE PARKED.\*JB

CONSUMER STATED THE VEHICLE CAUGHT ON FIRE WHILE PARKED.\*JB

CONSUMER STATED THE VEHICLE CAUGHT ON FIRE WHILE PARKED.\*JB

CONSUMER STATED THE VEHICLE CAUGHT ON FIRE WHILE PARKED.\*JB

VEHICLE FIRE DUE TO POSSIBLE ENGINE FIRE.

FEB-076 B 0331

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

**From:** Goebel, Ken (K.M.)  
**Sent:** Friday, November 19, 2004 4:17 PM  
**To:** Each, Becky (B.)  
**Cc:** Roberts, Michael (M.L.); Leese, Alvin (A.)  
**Subject:** Addition to Wed Sheets

Please re-add the following issue to the Wednesday sheets:

2000 F-150/Expedition/Lincoln Navigator with Cruise Control - Speed Control Deactivation Switch  
Assigned to Al (instead of Dorj)

Ken Goebel  
Program Manager, Recall & Service Programs, FCSD  
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kgoebel@ford.com