



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

ODI RESUME

Investigation: EA 05-005
Prompted By: PE04-078
Date Opened: 03/22/2005
Principal Investigator: BRUCE YORK
Subject: Engine Compartment Fires

Manufacturer: FORD MOTOR COMPANY
Products: FORD MOTOR CO. Model Years 1995-02 F150, 97-02 EXPEDITION/ NAVIGATOR
(Does not include Model Year 2000 vehicles)
Population: 3723142 (Estimated)

Problem Description: The speed control deactivation switch can develop an internal short circuit resulting in an engine compartment fire while the vehicle is parked.

FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
Complaints:	107	111	218
Crashes/Fires:	107	111	218
Injury Incidents:	0	0	0
# Injuries:	0	0	0
Fatality Incidents:	0	0	0
# Fatalities:	0	0	0
Other*:	0	0	0

*Description Of Other:

Action: An Engineering Analysis has been opened.

Engineer: Bruce York

Date: 03/22/2005

Div. Chief: Richard Boyd

Date: 03/22/2005

Office Dir.: Kathleen C. DeMeter

Date: 03/22/2005

Summary: On November 19, 2004, ODI opened PE04-078 to investigate speed control deactivation switch (SCDS) failures and related engine compartment fires that were alleged to be occurring in model year (MY) 2000 F-150's, Expeditions and Lincoln Navigators. In January 2005, Ford announced it was recalling (#05V-017) certain my 2000 F150, Expedition, Lincoln Navigator and certain my 2001 F150 Super crew trucks due to an extremely high SCDS failure/fire rate when compared with other vehicles using the same switch. The circumstance was due to unknown causes. Because the root cause remains unclear and because other substantially similar vehicles using the same switch have much lower switch failures and engine compartment fire rates, both Ford and NHTSA continue to actively investigate the issue.

In upgrading the PE to this EA, ODI is focusing on other model year vehicles substantially similar to those recalled by Ford. By directing our effort in this way we will optimize our ability to identify the problem's root cause. Once identified, we will better understand the SCDS failure frequency and why engine compartment fire rates in other Ford vehicles are markedly lower. Once we have a full understanding, we will take appropriate action as warranted. The 218 fire report allegations identified above have not all been verified. This process will take place during the new investigation.

Handwritten: AS 3/22/05