



U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**

ODI RESUME

Investigation: PE06-048

Date Opened: 10/30/2006

Date Closed: 04/17/2007

Principal Investigator: Kyle Bowker

Subject: Engine Compartment Fire

Manufacturer: Ford Motor Company, Mazda Motor Corp., Mazda North American Operations
Products: 2001-2003 Ford Escape and Mazda Tribute
Population: 435,130

Problem Description: Alleged non-crash fire originating in the engine compartment at or near the anti-lock braking system (ABS) control module.

FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
Complaints:	25	108	120
Crashes/Fires:	25	108	120
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: This Preliminary Evaluation has been closed. The manufacturers will conduct safety recalls 07V-156 (Ford) and 07V-157 (Mazda).

Engineer: Kyle M. Bowker **KMB**

Date: 04/17/2007

Div. Chief: Jeffrey L. Quandt

Date: 04/17/2007

Office Dir.: Kathleen C. DeMeter

Date: 04/17/2007

Summary: In letters dated March 30, 2007, Ford and Mazda notified NHTSA that they will conduct safety recalls to remedy a safety defect that may result in fire in a wiring connector used in certain model year (MY) 2001-2004 Ford Escape and Mazda Tribute sport utility vehicles equipped with ABS. Recall 07V-156 involves approximately 446,450 MY 2001-2004 Escape vehicles manufactured from October 22, 1999 through January 23, 2004. Recall 07V-157 involves approximately 95,300 MY 2001-2004 Tribute vehicles manufactured from April 17, 2000 through December 19, 2003.

According to the manufacturers, the electrical wiring connectors to the ABS electronic control module were manufactured with wire seals missing or improperly installed in some wiring harnesses used in the recall populations. This may allow environmental contaminants such as water or brake fluid to enter the ABS electrical connector interface and cause corrosion of the electrical terminals. Such corrosion may result in an illuminated ABS telltale, an open circuit, and/or an engine compartment fire originating at the electrical connector. To remedy the defect, the manufacturers will inspect the connectors for seal integrity. If a seal integrity issue is identified the vehicle will be repaired as necessary. All vehicles will have dielectric grease applied to the connectors to further reduce the possibility of contaminants entering the electrical connectors.

To date, ODI is aware of 120 non-crash related fire incidents alleged to have originated in the engine compartment at or near the ABS electronic control module in the subject vehicles, which represent approximately 80 percent of the recall population. Of the 120 alleged fires, 6 are alleged to have occurred when the vehicle was parked inside a garage structure. In 4 incidents, complainants alleged the structure or adjoining structure(s) suffered smoke damage, while in 2 incidents, the alleged fires caused more extensive damage totaling approximately \$50,000 each. There are no known injuries or fatalities related to the alleged defect. Based on the Ford and Mazda recalls, this investigation is closed.