



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

# ODI RESUME

Investigation: RQ09-002  
Prompted by: DP09-003  
Date Opened: 04/15/2009  
Principal Investigator: Kyle Bowker  
Subject: Engine Compartment Fire

Manufacturer: Ford Motor Company, Mazda Motor Corp., Mazda North American Operations  
Products: MY2001-2004 Ford Escape and Mazda Tribute  
Population: 546,049

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

## FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
Complaints:	6		
Crashes/Fires:	6		
Injury Incidents:	0		
# Injuries:	0		
Fatality Incidents:	0		
# Fatalities:	0		
Other*:	0		

\*Description Of Other:

Action: A Recall Query has been opened.

Engineer: Kyle M. Bowker KMB  
Div. Chief: Jeffrey L. Quandt  
Office Dir.: Kathleen C. DeMeter

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Summary: In letters dated March 30, 2007, Ford Motor Company (Ford) and Mazda North American Operations (Mazda) notified the agency that they will conduct recalls 07V-156 and 07V-157, respectively, 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 vehicles equipped with ABS. The manufacturers' remedy is to inspect the ABS control module electrical connector to determine if any pin seals are missing or dislodged or if there is corrosion on the pins. If there is pin corrosion the ABS control module is replaced (pending part availability), a new pigtail connector is spliced into the wiring harness and electrical grease is applied to the ABS control module connector. If pin seals are missing or if the connector has the wrong mat seal number, a new pigtail connector is spliced into the wiring harness and electrical grease is applied to the ABS control module connector. If any pin seals are out of position, the connector will be repaired by seating the dislodged seals and electrical grease is applied to the ABS control module connector. If the inspection reveals no pin corrosion, no missing or dislodged pin seals, and the correct mat seal number then the remedy consists solely of applying electrical grease to the ABS control module connector.

The Office of Defects Investigation (ODI) received a defect petition dated March 5, 2009, alleging that the petitioner never received the recall remedy for 07V-156 and that, as a result, the petitioner's MY2003 Ford Escape caught fire at the ABS control module. The manufacturer verified that the petitioner's vehicle had indeed been serviced under the recall campaign. To date, the agency is aware of at least 6 non-crash fire incidents in the subject vehicles alleged to have originated in the engine compartment at or near the ABS control module despite the recall remedy having been applied. Accordingly, a Recall Query has been opened to assess the effectiveness of the recall remedy.