

July 8, 2012

The Honorable David L. Strickland, Administrator  
National Highway Traffic Safety Administration (NHTSA)  
1200 New Jersey Ave. SE  
West Building  
Washington, DC 20590

**RECALL REMEDY & DEFECT PETITION**

Dear Administrator Strickland

The Center for Auto Safety (“CAS”) files this petition on recall 04V-574 under 49 CFR Parts 552 and 557.<sup>1</sup> Recall 04V-574 (Ford Recall 04S25) covers 2002-04 Ford Escapes, and involves a safety defect in which the accelerator cable liner migrates out of position at the dash panel and contacts the accelerator pedal arm, preventing the pedal from returning, and also preventing the throttle body from returning to the idle position. The other end of the accelerator cable is attached to the throttle body cam in the engine alongside a speed (cruise) control cable which may be damaged by the 04V-574 recall repair or the cruise cable may fail on its own. Either can result in sudden unintended acceleration (SUA).

On December 6, 2004, Ford Motor Company (“Ford”) filed a Defect and Non-Compliance Information Report with NHTSA pursuant to 49 CFR Part 573.<sup>2</sup> Ford submitted to NHTSA on February 16, 2005, all notices sent to dealers and owners regarding the recall.<sup>3</sup> Ford conducted owner notification of the recall from January 14<sup>th</sup> through 17<sup>th</sup> of 2005, and by September 30, 2005, Ford had repaired 319,506 vehicles out of the 406,863 vehicles in the recall population.<sup>4</sup>

On October 6, 2005, Ford sent a bulletin to its dealers on recall 04V-574, which included updated illustrations and a warning regarding the correct procedures to follow when replacing the accelerator cable contrary to those in its original recall bulletin, citing damage to speed (cruise) control cables during the accelerator cable replacement procedure.<sup>5</sup> (See Figure 1).

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<sup>1</sup> Part 557 pertains to the adequacy of a recall remedy while Part 552 pertains to a safety defect for which there should be a recall. Since this involves a faulty repair under a recall which caused another component to fail, this should be considered a Petition for a Hearing on Notification and Remedy of Defects under Part 577. Since this involves a defect other than the one covered by Recall 04V-574, CAS requests this be treated also as a Petition for a Defect Order under Part 552.

<sup>2</sup> See Attachment A, 04V-574 Part 573 Defect and Non-Compliance Information Report, December 6, 2004.

<sup>3</sup> See Attachment B, Owner and Dealer Communications, February 16, 2005.

<sup>4</sup> See Attachment C, Ford Quarterly Safety Completion Report, October 31, 2005.

<sup>5</sup> See Attachment D, Owner and Dealer Communications, October 6, 2005.

Specifically, the cruise control cable has a tubular guide around the end nearest the throttle body cam. If guide is cracked or otherwise compromised, the cruise control cable is no longer guided to move in parallel with accelerator cable and can kink causing its connector end to jam against a ridge in the engine appearance cover in open throttle causing SUA. Ford's illustrated notice in Figure 1 to dealers shows the mechanic improperly pulling up on the cruise control cable guide or up on the cruise cable end connector and cricking the guide.

Ford did not notify owners of the 319,506 vehicles that had already been repaired of the potential for damage to speed control cables caused by the faulty recall repair. Although aware of cruise control cable damage caused by repairs conducted under the original recall repair procedures, Ford did not file a Part 573 Defect Report with NHTSA which would have initiated a second recall. Nor did Ford file a Part 573 Defect and Recall on the cruise control cable itself which can fail independent of being tugged on in the repair procedure first used in Recall 04V-574. The only way to remedy this deadly defect is to replace the cruise control cable with a new one that does not have a fragile guide to keep it in place.

The lethal consequences of Ford's inactions resulted in a January 27, 2012, crash in Payson, Arizona, that killed seventeen-year-old Saige Bloom when her 2002 Ford Escape experienced SUA.<sup>6</sup> The Escape in question had been repaired in January of 2005, soon after its owner was notified of recall 04V-574, but well before Ford provided its dealers with the updated repair procedure. The inspecting expert for the Bloom family produced a video detailing the failure the Escape accelerator system and provided it to Ford in 2007.<sup>7</sup> For the past five years, Ford has taken no action to protect the public or notified NHTSA of the defect as required by the National Traffic and Motor Vehicle Safety Act.

The Bloom vehicle was examined in the presence of Ford officials with Borescope to peer under the engine appearance cover to examine the state of the throttle body cam and cruise control cable. As the pictures below show, the cruise control cable was kinked and its connector end jammed against a ridge in the engine cover just as the expert illustrated in 2007.

Examination of NHTSA's Consumer Complaint Database confirms that Recall 04V-574 did not correct SUA in 2002-04 Ford Escapes. (See end Tables 1 to 3.) NHTSA has received 133 complaints as of July 6 on SUA in the Vehicle Speed Control Categories of its complaint database. Only 38 of those complaints came in before the recall, 95 came in after the recall. In 14 of the 95 post recall SUA incidents, Ford said the vehicle was not covered by the recall. In 16 more incidents, the accelerator cable recall had already been performed. In 15 incidents, the cruise control cable was pinpointed as the cause of the SUA. In one complaint (ODI No. 10137520) filed on September 11, 2005, the consumer nailed the defect:

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<sup>6</sup> See Attachment E, Saige Bloom Accident Report. See also "Deadly Payson Accident Raises Questions about Ford Recall," [http://www.abc15.com/dpp/news/local\\_news/investigations/fatal-accident](http://www.abc15.com/dpp/news/local_news/investigations/fatal-accident), ABC15.com, May 13, 2012.

<sup>7</sup> See 2001 to 2004 Ford Escape Stuck Throttle at [https://docs.google.com/file/d/0B08yVa\\_bKjAVV2RlaV9WdUhvSWM/edit](https://docs.google.com/file/d/0B08yVa_bKjAVV2RlaV9WdUhvSWM/edit).

“Defective cruise control cable will lock throttle in full open position when the gas pedal is fully depressed. Polymer sleeve on cruise actuator cable has broken at the throttle connector. This allows the connector to rotate to a vertical position and catch on the engine cover when the foot pedal is pressed to the floor.”



**Borescope Pictures of Bloom Escape**

Esther Piehl of Aurora CO filed a complaint to CAS on a 2004 Escape, 1FMCU94174KA62770, which pinpoints the cruise control jamming as the failure mode for Escape SUA.

April 14, 2010 at approximately 5:10pm my son and I were almost killed or injured when the accelerator pedal became stuck in the full throttle position on my 2004 Ford Escape. The car accelerated to about 70-75 MPH before I slammed both of my feet on the brake pedal and swerved to avoid colliding with the cars stopped in front of me. I could only slow the car to about 50-55 MPH with both feet on the brake pedal. I narrowly missed hitting cars around me until I was able to put the car into neutral and slow down. I then had to turn the car off to stop, as the accelerator pedal was still fully engaged. Obviously, this was an extremely dangerous situation as I was entering a left turn lane in rush hour traffic. The Escape was towed to Barbee's Freeway Ford, where we have had the car serviced in the past. This morning we found out that the cruise cable snapped and became lodged in the throttle/accelerator cable keeping it stuck in the full acceleration position. The service representative was flippant, edging into annoyed about our concern over the incident. When I called Ford Customer Care, they also did not seem to be interested or concerned about the event. Now that I have read some articles, I know why. Neither Ford nor the NHTSA cares that we are driving cars that can turn into death traps. Despite hundreds of complaints and more deaths from "unintended acceleration" than any other car maker, Ford is not being investigated in any way.

The Dealer Service Department asked to diagnose the failure described it in the Repair Order:

“Performed EEC quick test. No codes present. Tested fuel injection system and controls. Throttle plate stuck open. Removed 3 fasteners holding engine trim cover onto engine. And removed

cover for inspection of throttle body and control cables. Once cover was removed. Found attachment fitting for cruise control cable wedged between throttle lever and engine trim cover. Fitting had become wedged due to the inner cable guide being broken off of attachment fitting. At throttle body attachment point. Once inner guide was broken. The inner cable was allowed to deflect. Allowing contact with cover during full throttle application. Once contact was made. Throttle could not close due to fitting being stuck on trim cover. Removed cruise control cable from throttle lever. And throttle closed as designed.” (See Attachment F.)

Pursuant to this Petition, CAS asks that NHTSA hold a hearing regarding whether Ford reasonably met their obligation to notify owners and correct the defect at issue in recall 04V-574. CAS requests that NHTSA open a defect investigation into all 2002-04 Ford Escapes equipped with cruise control cables of the same design used in Bloom Escape and the Escapes in recall 04V-574.

Sincerely,

A handwritten signature in black ink, appearing to read 'm/b', is written over a light blue horizontal line.

Michael Brooks  
Staff Attorney

Attachments: 7

Figure 1: Dealer Bulletin Updated Illustrations and Warning

2002 THROUGH 2004 MODEL YEAR LHD ESCAPE VEHICLES EQUIPPED WITH  
3.0L ENGINES — ACCELERATOR CABLE REPLACEMENT

SERVICE PROCEDURE

ACCELERATOR CABLE REMOVAL

1. From inside the vehicle, disconnect the accelerator cable from the pedal.
2. Remove the engine appearance cover, if equipped.

**NEW**

**CAUTION:** Damage to the speed control cable may result if the throttle body cam is rotated by lifting up on the speed control cable or the speed control cable connector end. When disconnecting the accelerator cable from the throttle body, rotate the throttle body cam only by lifting up on the cam itself. See Figure 1.

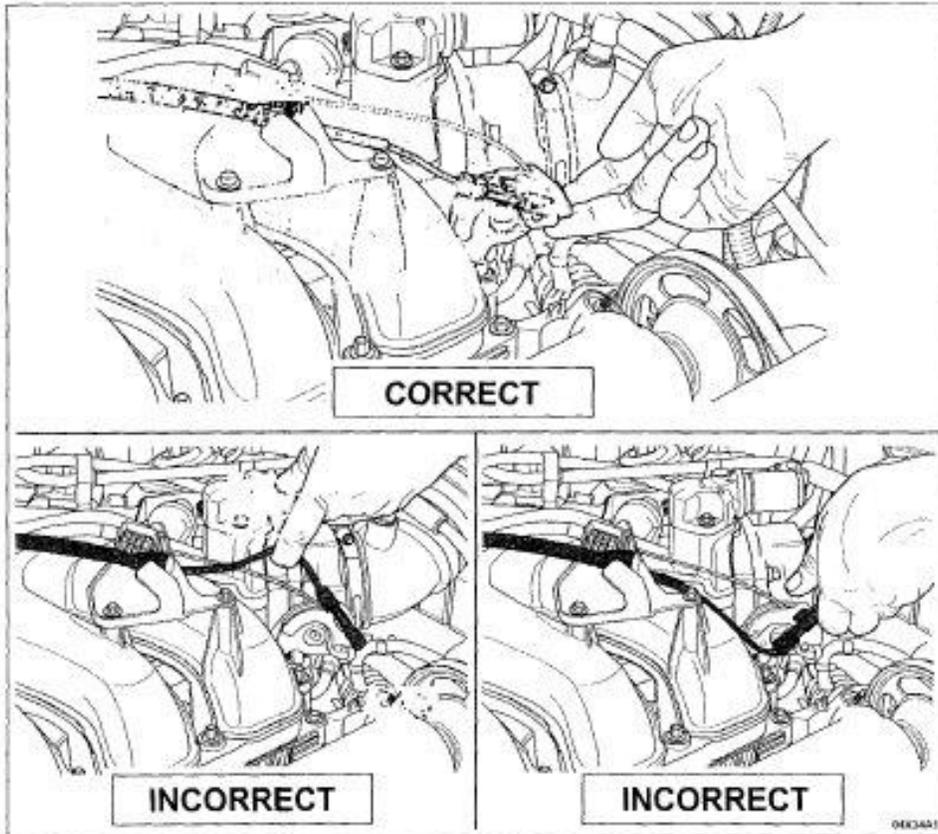


FIGURE 1



**Table 1: Summary Analysis of NHTSA 2002-04 Ford Escape SUA Complaints**

Number of Complaints by Model Year in Vehicle Speed Control Categories\*

| Year    | VSC | Accelerator Pedal | Cables | Cruise Control | Total |
|---------|-----|-------------------|--------|----------------|-------|
| 2002    | 26  | 7                 | 13     | 2              | 48    |
| 2003    | 21  | 10                | 10     | 1              | 42    |
| 2004    | 27  | 3                 | 10     | 3              | 43    |
| 2002-04 | 74  | 20                | 33     | 6              | 133   |

\* Does not include Cruise Control Fires, Stalling or non-SUA complaints reducing total number of complaints from 162 to 133.

**Complaints that SUA Caused by Cruise Control Cable (Coded in Purple)**

|                          |             |                                     |
|--------------------------|-------------|-------------------------------------|
| ODI ID Number : 10451652 | 2002 Escape | No reference to Recall 04V-574      |
| ODI ID Number : 10335779 | 2002 Escape | No reference to Recall 04V-574      |
| ODI ID Number : 10273613 | 2002 Escape | No reference to Recall 04V-574      |
| ODI ID Number : 10199728 | 2002 Escape | No reference to Recall 04V-574      |
| ODI ID Number : 10128545 | 2002 Escape | No reference to Recall 04V-574      |
| ODI ID Number : 10218668 | 2002 Escape | No reference to Recall 04V-574      |
| ODI ID Number : 10222869 | 2002 Escape | Ford: Not Covered by Recall 04V-574 |
| ODI ID Number : 10137520 | 2002 Escape | No reference to Recall 04V-574      |
| ODI ID Number : 10153327 | 2002 Escape | Ford: Not Covered by Recall 04V-574 |
| ODI ID Number : 10155817 | 2003 Escape | No reference to Recall 04V-574      |
| ODI ID Number : 10204179 | 2003 Escape | No reference to Recall 04V-574      |
| ODI ID Number : 10363982 | 2004 Escape | No reference to Recall 04V-574      |
| ODI ID Number : 10325817 | 2004 Escape | No reference to Recall 04V-574      |
| ODI ID Number : 10159048 | 2004 Escape | No reference to Recall 04V-574      |
| ODI ID Number : 10116267 | 2004 Escape | No reference to Recall 04V-574      |

**Post Recall SUA's Where Ford Says Recall Doesn't Apply (Coded in Brown)**

|                          |                  |
|--------------------------|------------------|
| ODI ID Number : 10142679 | 2002 Escape      |
| ODI ID Number : 10195378 | 2002 Escape      |
| ODI ID Number : 10341773 | 2002 Escape      |
| ODI ID Number : 10214472 | 2002 Escape      |
| ODI ID Number : 10432635 | 2002 Escape      |
| ODI ID Number : 10144957 | 2002 Escape (V4) |
| ODI ID Number : 10153319 | 2003 Escape (V4) |
| ODI ID Number : 10331278 | 2003 Escape      |
| ODI ID Number : 10207677 | 2003 Escape      |
| ODI ID Number : 10244052 | 2003 Escape      |
| ODI ID Number : 10164205 | 2004 Escape      |
| ODI ID Number : 10267348 | 2004 Escape      |
| ODI ID Number : 10256387 | 2004 Escape      |
| ODI ID Number : 10378589 | 2004 Escape      |

**Post Recall SUA's Where Recall Repair Performed Before SUA Incident (Coded in Yellow)**

|                          |             |
|--------------------------|-------------|
| ODI ID Number : 10416675 | 2002 Escape |
| ODI ID Number : 10112505 | 2002 Escape |
| ODI ID Number : 10204335 | 2002 Escape |
| ODI ID Number : 10259777 | 2003 Escape |
| ODI ID Number : 10157705 | 2003 Escape |
| ODI ID Number : 10207677 | 2003 Escape |
| ODI ID Number : 10196290 | 2003 Escape |
| ODI ID Number : 10157705 | 2003 Escape |
| ODI ID Number : 10126198 | 2003 Escape |
| ODI ID Number : 10130133 | 2003 Escape |
| ODI ID Number : 10260591 | 2003 Escape |
| ODI ID Number : 10321828 | 2004 Escape |
| ODI ID Number : 10315570 | 2004 Escape |
| ODI ID Number : 10310514 | 2004 Escape |
| ODI ID Number : 10255417 | 2004 Escape |
| ODI ID Number : 10201424 | 2004 Escape |

**Table 2: Ford Escape Complaints to NHTSA That Cruise Control Cable Caused SUA**

Make : FORD                      Model : ESCAPE                      Year : 2002  
Manufacturer : FORD MOTOR COMPANY  
Crash : No                      Fire : No                      Number of Injuries: 0  
ODI ID Number : 10451652                      Number of Deaths: 0  
Date of Failure: November 19, 2011  
VIN : 1FMCU04162K...  
Component: VEHICLE SPEED CONTROL  
Summary:

TL\* THE CONTACT OWNS A 2002 FORD ESCAPE. THE CONTACT STATED THAT WHILE DRIVING OR PASSING APPROXIMATELY 55 MPH, THE ACCELERATOR PEDAL JAMMED. THE CONTACT DEPRESSED THE BRAKE PEDAL TO THE FLOOR, BUT THE VEHICLE CONTINUED TO ACCELERATE. THE CONTACT WAS THEN ABLE TO TURN THE IGNITION OFF AND STOP THE VEHICLE. THE VEHICLE WAS LATER TOWED TO AN INDEPENDENT MECHANIC AND THEY INFORMED THE CONTACT THAT THE CRUISE CONTROL CABLE WAS THE CAUSE OF THE FAILURE. THE CRUISE CONTROL CABLE WAS DISCONNECTED TO REMEDY THE FAILURE. THE FAILURE MILEAGE WAS APPROXIMATELY 147,000. UPDATED 04/19/2012\*LJ THE CONSUMER STATED THE CRUISE CONTROL CABLE WAS DISCONNECTED AFTER THE 4TH OCCURRENCE. UPDATED 04/30/12

Make : FORD                      Model : ESCAPE                      Year : 2002  
Manufacturer : FORD MOTOR COMPANY  
Crash : No                      Fire : No                      Number of Injuries: 0  
ODI ID Number : 10335779                      Number of Deaths: 0  
Date of Failure: June 10, 2010  
VIN : 1FMYU04192K...  
Component: VEHICLE SPEED CONTROL  
Summary:

TL\* THE CONTACT OWNS A 2002 FORD ESCAPE. WHILE DRIVING AT 55 MPH, THE VEHICLE INDEPENDENTLY ACCELERATED. THE CONTACT MOVED SWITCHED TO NEUTRAL GEAR AND MOVED THE VEHICLE OFF THE ROADWAY. HE WAS ABLE TO STOP THE VEHICLE. THE VEHICLE WAS TOWED TO THE DEALER WHERE THE CONTACT WAS AWAITING A DIAGNOSIS OF THE FAILURE. THE FAILURE AND CURRENT MILEAGES WERE 64,111. UPDATED 07/29/10 \*BF THE CONSUMER STATED THE CRUISE CONTROL CABLE BECAME STUCK. THE CONSUMER HAS SINCE TRADED THE VEHICLE. UPDATED 09/07/10\*JB

Make : FORD                      Model : ESCAPE                      Year : 2002  
Manufacturer : FORD MOTOR COMPANY  
Crash : No                      Fire : No                      Number of Injuries: 0  
ODI ID Number : 10273613                      Number of Deaths: 0  
Date of Failure: June 7, 2009

VIN : 1FMYU04172K...

Component: VEHICLE SPEED CONTROL

Summary:

WHILE DRIVING ON A HIGHWAY AT NORMAL SPEED WITH SMALL KIDS IN THEIR CARSEATS THE ACCELERATOR PEDAL WENT LIMP AND THE ENGINE REVVED UP TO FULL ACCELERATION. AFTER MOMENTS OF TERROR AND TEMPORARY LOSS OF CONTROL, THE CAR WAS BROUGHT TO THE SIDE OF THE ROAD AND SHUT DOWN BY FIGHTING THE ENGINE POWER WITH THE FOOT BRAKES AND HAND EMERGENCY BRAKE. IT'S A MIRACLE THERE WAS NO CRASH. AT MY EXPENSE THE FORD DEALERSHIP REPLACED THE CRUISE CONTROL CABLE AND/OR CRUISE CONTROL CABLE HOUSING. THE SERVICE MANAGER SAID, "LOOKING AT THE PART, I CAN SEE WHY IT GOES TO FULL ACCELERATION WHEN THAT PART FAILS" TO ME, THAT IS A MAJOR SAFETY CONCERN AND DESIGN FAILURE. I NOTICED OTHER SIMILAR INCIDENTS (OID ID # 10199728 AND 10128545). I LODGED A COMPLAINT WITH THE FORD MOTOR COMPANY AND, NOT SURPRISINGLY, WAS TOLD THERE'S NOTHING THEY CAN OR WILL DO TO COMPENSATE ME. NOW I'M TRAPPED OWNING AN UNSAFE CAR. PLEASE INVESTIGATE AND REMEDY THIS PROBLEM BEFORE SOMEONE GETS HURT. \*TR

Make : FORD

Model : ESCAPE

Year : 2002

Manufacturer : FORD MOTOR COMPANY

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10199728

Number of Deaths: 0

Date of Failure: August 4, 2007

VIN : 1FMYU04192K...

Component: VEHICLE SPEED CONTROL

Summary:

UNINTENDED ACCELERATION - 2002 FORD ESCAPE XLT: DRIVING ON INTERSTATE ACCELERATED FOR A HILL AND CAR CONTINUED TO ACCELERATE AFTER FOOT REMOVED FROM PEDAL. CAR CONTINUED TO ACCELERATE AND GAIN SPEED UP HILL, HILL PEAKED AND SPEED EXCEEDED 80 MILES PER HOUR. FURTHER ACCELERATION DOWN HILL - TRANSMISSION PLACED IN NEUTRAL, AND ABLE TO BE STOPPED ON SIDE OF FREEWAY. ENGINE CONTINUED TO REV; TURNED OFF, AND THEN REVVED WHEN TURNED BACK ON. CRUISE CONTROL WAS NOT BEING USED AT ANY TIME. DEALER INSPECTED AND FOUND AND REPLACED DEFECTIVE CRUISE CONTROL CABLE. \*JB

Make : FORD

Model : ESCAPE

Year : 2002

Manufacturer : FORD MOTOR COMPANY

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10128545

Number of Deaths: 0

Date of Failure: July 5, 2005

VIN : 1FMCU04112K...

Component: VEHICLE SPEED CONTROL

Summary:

7/5/2005. I WAS IN BALTIMORE, MD IN MY 2002 FORD ESCAPE. TRAFIC WAS MODERATELY HEAVY. I STARTED TO CHANGE LANES AND NOTICED A CAR IN THE LANE SO I PULLED BACK INTO MY LANE AT WHICH POINT, THE THROTTLE ON MY VEHICLE STUCK OPEN. THE ENGINE WAS RACING AND ATTEMPTS TO BRAKE WERE USELESS. I THREW THE MOVING VEHICLE INTO PARK WHERE IT CONTINUED TO MOVE. I THEN TRIED TO SHIFT TO NEUTRAL IN HOIPES OF REGAINING BRAKING, BUT I HIT REVERSE FIRST, AT WHICH POINT MY CAR RAPIDLY REVERSED INTO ANOTHER VEHICLE. DAMAGE TO THE VEHICLES WAS LIMITED AS I HIT A 3500 CHEVY SILVERADO TRUCK, HOWEVER, IT WAS ONE OF THE MOST UNNERVING EXPERIENCES I HAVE EVER HAD. THE POLICE WERE CALLED AS THE OTHER VEHICLE BELONGS TO THE CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS. NO TRAFFIC REPORT WAS WRITTEN BY THE POLICE OFFICER, HOWEVER, THE BALTIMORE CITY EMPLOYEE (DARELL POWERS) DID FILL OUT AN ACCIDENT REPORT FOR THE CITY. MY VEHICLE WAS TOWED TO CARMAX IN WHITE MARSH MD, WHERE THEY TOLD ME THE CAUSE WAS THE CRUISE CONTROL CABLE HAD FRAYED, CAUSING IT TO BUTTERFLY AND HOLD OPEN THE THROTTLE. THE ESCAPE HAS 53,002 MILES ON IT, AND CRUISE CONTROL IS RARELY USED. I DO HAVE THE REPLACED PART AND THE BILL I PAID FOR \$291. ONE OTHER NOTE, IHAD TO HAVE THE ENGINE REPLACED ON THIS SAME CAR 45 DAYS AFTER I PURCHASED IT LAST JULY. CARMAX PAID FOR THE REPLACEMENT COST, CLOSE TO \$4,000 AND THE MECHANIC WHO SERVICED IT THIS TIME INSISTS THIS IS NOT RELATED.

Make : FORD

Model : ESCAPE

Year : 2002

Manufacturer : FORD MOTOR COMPANY

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10218668

Number of Deaths: 0

Date of Failure: February 7, 2008

VIN : 1FMCU04192K...

Component: VEHICLE SPEED CONTROL:CABLES

Summary:

TL\*THE CONTACT OWNS A 2002 FORD ESCAPE. WHILE DRIVING 60 MPH, THE ACCELERATOR PEDAL WENT DOWN TO THE FLOOR AND WOULD NOT RELEASE. THE CONTACT WAS ABLE TO PLACE THE VEHICLE INTO SECOND GEAR. THE VEHICLE WAS TOWED TO THE DEALER AND THEY STATED THAT THE CRUISE CONTROL CABLE FAILED AND JAMMED THE THROTTLE COVER. THE TRANSMISSION BECAME DAMAGED WHEN THE CONTACT SHIFTED INTO REVERSE GEAR. THE MANUFACTURER MAY NOT BE ABLE TO ASSIST. ON NOVEMBER 25, 2007, THE VEHICLE WAS TAKEN TO THE DEALER DUE TO REVERSE. THE DEALER CLEANED THE THROTTLE BODY, FLUSHED THE INJECTORS, AND CLEANED THE UPPER INTAKE GASKET AND SPARK PLUGS. THE FUEL FILTERS, COIL BOOTS, AND IGNITIONS WIRES WERE REPLACED. THE

CURRENT AND FAILURE MILEAGES WERE 62,000. THE CONSUMER STATED THE BATTERY LIGHT COMES ON WHILE DRIVING, REPLACE FUEL FILTER, AND A/C IS NOT BLOWING COLD. UPDATED 03/31/08 \*TR

Make : FORD                      Model : ESCAPE                      Year : 2002  
Manufacturer : FORD MOTOR COMPANY  
Crash : No                      Fire : No                      Number of Injuries: 0  
ODI ID Number : 10222869                      Number of Deaths: 0  
Date of Failure: March 28, 2008  
VIN : 1FMYU01112K...

Component: VEHICLE SPEED CONTROL: CABLES

Summary:

I WENT OUT TO CRANK MY VEHICLE AND IT RAN WIDE OPEN. I TURNED IT OFF AND TRIED IT TWICE MORE WITH THE SAME RESULTS. THE SECURITY OFFICER AT MY WORKPLACE CAME OVER AND RAISED THE HOOD TO SEE WHAT WAS GOING ON. TWICE MORE I CRANKED IT WITH THE SAME RESULTS. THEN HE FOUND THE PROBLEM MY SPEED CONTROL CABLE WAS NO LONGER CONNECTED. HE GOT IT BACK ON AND ADVISED ME TO GO TO MY DEALER. THE FOLLOWING DAY THEY HAD ME BRING IT IN, THEY INFORMED ME THAT MY PARTICULAR VEHICLE WAS NOT ON THE RECALL LIST. THEY WERE GOING TO ORDER THE PART, AND WHEN I ASKED THE CHANCES OF IT HAPPENING AGAIN, THEY REPLACED THE REGULAR SPEED CABLE AND DISCONNECTED THE CRUISE CONTROL ONE UNTIL THEY COULD GET ONE IN, JUST IN CASE. I DIDN'T GET TO SEE ANY LIST, I JUST KNOW THERE WAS A RECALL ON MY TYPE OF VEHICLE FOR THIS. AM I TO JUST TAKE THEIR WORD FOR IT? I THANK THE LORD THAT I WAS SITTING IN A PARKING LOT WHEN IT HAPPENED AND NOT OUT ON THE ROAD WHERE IT COULD HAVE BEEN A VERY BAD SITUATION. ALSO WHEN THEY SAID I WAS READY THEY ASKED HOW LONG MY ABS LIGHT HAD BEEN BLINKING--I TOLD THEM IT WAS BLINKING THE DAY I TEST DROVE AND THE SALESMAN WAS GOING TO ASK ABOUT IT WHEN WE GOT BACK TO THE DEALER. I NEVER GOT AN ANSWER. IF EITHER OF THESE ARE FAULTY AND WERE NEVER REPORTED I'D LIKE TO KNOW. OTHER PEOPLE MAY EXPERIENCING THE SAME THING. AND IF THESE CABLES HAVE BEEN REPLACED BEFORE AND IT'S HAPPENED AGAIN, PEOPLE NEED TO KNOW. I THANK YOU FOR YOUR HELP. \*TR

Make : FORD                      Model : ESCAPE                      Year : 2002  
Manufacturer : FORD MOTOR COMPANY  
Crash : No                      Fire : No                      Number of Injuries: 0  
ODI ID Number : 10137520                      Number of Deaths: 0  
Date of Failure: September 11, 2005  
VIN : 1FMYU04162K...

Component: VEHICLE SPEED CONTROL: CRUISE CONTROL

Summary:

DEFECTIVE CRUISE CONTROL CABLE WILL LOCK THROTTLE IN FULL OPEN POSITION WHEN THE GAS PEDAL IS FULLY DEPRESSED. POLYMER SLEEVE ON CRUISE ACTUATOR CABLE HAS BROKEN AT THE THROTTLE CONNECTOR. THIS ALLOWS THE CONNECTOR TO ROTATE TO A VERTICAL POSITION AND CATCH ON THE ENGINE COVER WHEN THE FOOT PEDAL IS PRESSED TO THE FLOOR. \*JB

Make : FORD                      Model : ESCAPE                      Year : 2002  
Manufacturer : FORD MOTOR COMPANY  
Crash : No                      Fire : No                      Number of Injuries: 0  
ODI ID Number : 10153327                      Number of Deaths: 0  
Date of Failure: March 18, 2006  
VIN : 1FMYU04152K...  
Component: VEHICLE SPEED CONTROL: CABLES

Summary:

1) ON SATURDAY 18 AT APPROXIMATELY 2:00 PM, MY WIFE, LINDA, WAS DRIVING APPROXIMATELY 50 MILES WEST OF BROADUS, MT WHEN SHE PASSED ANOTHER VEHICLE. 2) AFTER PASSING THE VEHICLE, HER VEHICLE SPEED WOULD NOT RETURN TO NORMAL DRIVING SPEED. INSTEAD, IT STUCK AT NEARLY 80 MPH. NUMEROUS ATTEMPTS TO RELEASE THE SPEED, EVEN APPLYING MAXIMUM BRAKING PRESSURE, HAD NO EFFECT. LINDA TURNED OFF THE IGNITION AND COASTED TO A STOP AT THE SIDE OF THE ROAD AFTER NEGOTIATING A CURVE THAT COULD EASILY HAVE CAUSED A ROLL-OVER. LINDA TRIED RESTARTING THE MOTOR, BUT IT WAS STILL RACING, AND THE TACHOMETER REACHED 5000 RPMS. 3) FORTUNATELY, ANOTHER MOTORIST WHO WAS FAMILIAR WITH AUTOMOBILES, STOPPED TO GIVE ASSISTANCE. HE DISCONNECTED THE CRUISE CONTROL. THIS ALLOWED THE MOTOR TO RETURN TO NORMAL SPEED, AND LINDA WAS ABLE TO CONTINUE AND COMPLETE HER TRIP HOME. THE ASSISTING MOTORIST DID INDICATE THAT THE CABLE TO THE CRUISE CONTROL SEEMED TO BE LOOSE. UPON CHECKING VARIOUS WEBSITES, INCLUDING THE NHTSA SITE, I FOUND THAT A RECALL HAD BEEN ISSUED IN 2004 FOR THIS VERY PROBLEM (NHTSA CAMPAIGN ID NUMBER : 04V574000). I CALLED THE FORD MOTOR COMPANY RECALL INFORMATION SITE (1-866-436-7332) BUT WAS TOLD THAT BECAUSE OF WHERE MY ESCAPE WAS MANUFACTURED, IT DID NOT QUALIFY FOR FREE REPAIR. AS OF NOW MY VEHICLE'S CRUISE REMAINS DISABLED. I THINK THIS IS A DESIGN FLAW NOT A MANUFACTURING PROBLEM BASED ON PLACE OF MANUFACTURE. THEREFORE, I BELIEVE FORD SHOULD COVER THE COST OF REPAIR. \*NM

Make : FORD                      Model : ESCAPE                      Year : 2003  
Manufacturer : FORD MOTOR COMPANY  
Crash : No                      Fire : No                      Number of Injuries: 0  
ODI ID Number : 10155817                      Number of Deaths: 0  
Date of Failure: February 14, 2006

VIN : 1FMYU93153K...

Component: VEHICLE SPEED CONTROL: CABLES

Summary:

THE CRUISE CONTROL CABLE BECAME DISCONNECTED FROM THE THROTTLE LINKAGE AND JAMMED IN THE THROTTLE. THIS CAUSED THE VEHICLE TO ACCELERATE UNCONTROLLABLE. WAS LUCKILY ABLE TO GET OUT OF TRAFFIC AND INTO A PARKING LOT WITHOUT CAUSING ANY DAMAGE. \*NM

Make : FORD

Model : ESCAPE

Year : 2003

Manufacturer : FORD MOTOR COMPANY

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10204179

Number of Deaths: 0

Date of Failure: August 10, 2007

VIN : 1FMYU03113K...

Component: VEHICLE SPEED CONTROL:CRUISE CONTROL

Summary:

HAD PREVIOUSLY ASKED HOME DEALERSHIP TO CHECK CRUISE CONTROL FOR FAILURE TO TURN ON. AFTER TRAVELING FOR APPROX. 1 HOUR ON INTERSTATE, ATTEMPTED TO TURN ON CRUISE CONTROL. ON THIRD TRY, CRUISE CONTROL ENGAGED AND SET AT 70 MPH. AFTER A FEW MILES I TRIED TO TURN IT OFF WITH NO RESULTS. ENGINE CONTINUED TO ACCELERATE WHEN BRAKE APPLIED. I CONTACTED SOMEONE WHO ADVISED ME TO PULL OVER AND TURN THE CAR OFF IF POSSIBLE. I PULLED IN TO A REST AREA WITH BOTH FEET ON BRAKE AND WAS ABLE TO STOP THE CAR AND IMMEDIATELY PUT IT IN PARK AND TURN IT OFF. (VERY DIFFICULT WITH ENGINE REVVING CONTINUOUSLY) I TRIED TO TURN THE CAR BACK ON TO SEE IF THE CRUISE TURNED OFF WITH THE CAR, IT DID NOT, THE ENGINE IMMEDIATELY ACCELERATED AND THE ENGINE SOUNDED AS IF IT WAS GOING TO EXPLODE. I TURNED THE CAR OFF. THE CAR WAS TOWED TO A DEALERSHIP AND THE CRUISE CONTROL THROTTLE CABLE WAS FOUND TO BE STUCK. THE CABLE WAS DISCONNECTED AS THEY SAID THEY HAD NO PARTS TO REPLACE THE CRUISE CONTROL. I WAS SENT ON WITH A REQUEST TO HAVE IT REPLACED AT MY HOME DEALERSHIP. I WAS CHARGED FOR THE SERVICE. \*TR

Make : FORD

Model : ESCAPE

Year : 2004

Manufacturer : FORD MOTOR COMPANY

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10363982

Number of Deaths: 0

Date of Failure: October 24, 2010

VIN : 1FMCU93174K...

Component: VEHICLE SPEED CONTROL

Summary:

TL\*THE CONTACT OWNS A 2004 FORD ESCAPE. WHILE DRIVING 65 MPH WITH THE CRUISE CONTROL ON AS HE DEPRESSED THE ACCELERATOR PEDAL TO PAST

ANOTHER VEHICLE THERE WAS SUDDEN ACCELERATION AND THE VEHICLE SPEED INCREASED MORE THAN IT SHOULD. HE HAD TO DEPRESS THE BRAKE PEDAL WITH EXTREME FORCE IN ORDER TO GET TO MOVE ONTO THE SIDE OF THE ROAD AND TURN THE ENGINE OFF. THE VEHICLE WAS TOWED TO THE CLOSEST DEALER AND AFTER INSPECTION HE WAS TOLD THAT THE VEHICLE SPEED CONTROL CABLE BROKE AND CAUSED THE VEHICLE TO ACCELERATE. THE VEHICLE SPEED CONTROL WAS DISCONNECTED; YET, THE VEHICLE WAS DRIVEN TO HIS RESIDENCE. HE THEN TOOK THE VEHICLE TO ANOTHER DEALER WHERE THEY REPLACED THE CABLE AT HIS EXPENSE FOR \$160. THE MANUFACTURER WAS NOTIFIED AND ALSO OFFERED NO ASSISTANCE. THE FAILURE MILEAGE WAS 107,394.

Make : FORD                      Model : ESCAPE                      Year : 2004  
Manufacturer : FORD MOTOR COMPANY  
Crash : No                      Fire : Yes                      Number of Injuries: 0  
ODI ID Number : 10325817                      Number of Deaths: 0  
Date of Failure: April 14, 2010  
VIN : 1FMCU94174K...  
Component: VEHICLE SPEED CONTROL

Summary:

TL\* THE CONTACT OWNS A 2004 FORD ESCAPE. THE CONTACT STATED THAT WHILE DRIVING AT SPEEDS OF 35 MPH WITH HER FOOT STEADY ON THE ACCELERATOR PEDAL, THE VEHICLE ACCELERATED UP TO SPEEDS OF 70 MPH WITHOUT WARNING. SHE SHIFTED INTO NEUTRAL GEAR AND HAD TO USE BOTH FEET TO APPLY EXTREME PRESSURE TO THE BRAKE PEDAL, IN ORDER TO BRING THE VEHICLE TO A STOP. SHE STATED THAT THERE WAS A BURNING ODOR THROUGHOUT THE FAILURE. THE DEALER PERFORMED A DIAGNOSTIC TEST WHICH REVEALED THAT THE VEHICLE CRUISE CONTROL CABLE HAD BROKEN AND CAUSED A SHARD OF METAL TO BECOME LODGED IN THE ACCELERATOR MECHANISM. THE VEHICLE HAD NOT BEEN REPAIRED WHEN THE COMPLAINT WAS FILED. THE APPROXIMATE FAILURE AND CURRENT MILEAGES WERE 73,272.

Make : FORD                      Model : ESCAPE                      Year : 2004  
Manufacturer : FORD MOTOR COMPANY  
Crash : No                      Fire : No                      Number of Injuries: 0  
ODI ID Number : 10159048                      Number of Deaths: 0  
Date of Failure: June 1, 2006  
VIN : 1FMYU03124D...  
Component: VEHICLE SPEED CONTROL

Summary:

DT\*: THE CONTACT STATED WHILE DRIVING ON A HIGHWAY AT 70 MPH THE CRUISE CONTROL WOULD NOT DEACTIVATE. DEPRESSING THE BRAKE PEDAL DID NOT SLOW THE VEHICLE OR TURNING OFF THE CRUISE CONTROL. TO STOP THE VEHICLE, IT WAS PLACED IN NEUTRAL AND PULLED TO THE SIDE OF THE

ROAD. THE VEHICLE WAS DRIVEN TO THE SERVICE DEALER WHERE THEY DETERMINED THE CABLES WERE DEFECTIVE. THE CRUISE CONTROL CABLE WAS DISCONNECTED UNTIL THE ORDERED PARTS ARE RECEIVED BY THE DEALER.

Make : FORD

Model : ESCAPE

Year : 2004

Manufacturer : FORD MOTOR COMPANY

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10116267

Number of Deaths: 0

Date of Failure: March 26, 2005

VIN : 1FMYU93144K...

Component: VEHICLE SPEED CONTROL: CRUISE CONTROL

Summary:

WENT TO PASS ANOTHER VEHICLE WHILE CRUISE CONTROL WAS ON OUR ACCELORATOR STUCK AND WE CONTINUED TO PICK UP SPEED. UNABLE TO STOP CAR. BRAKES WOULD NOT WORK. ABLE TO STOP VEHICLE BY EVENTUALLY SLOWING ENOUGH TO THROW INTO PARK. IT TOOK APPROXIMATELY 1 MILE TO COME TO A COMPLETE STOP. CAR WAS TOWED TO DEALER. DEALER INDICATED CRUISE CONTROL CABLE NEEDED TO BE REPLACED. COULD NOT PROVIDE REASON FOR CABLE FAILURE. VEHICLE HAS 33000 MILES.\*AK

Complaints that SUA Caused by Cruise Control Cable Are Coded in Purple.

Make : FORD

Model : ESCAPE

Year : 2002

Manufacturer : FORD MOTOR COMPANY

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10451652

Number of Deaths: 0

Date of Failure: November 19, 2011

VIN : 1FMCU04162K...

Component: VEHICLE SPEED CONTROL

Summary:

TL\* THE CONTACT OWNS A 2002 FORD ESCAPE. THE CONTACT STATED THAT WHILE DRIVING OR PASSING APPROXIMATELY 55 MPH, THE ACCELERATOR PEDAL JAMMED. THE CONTACT DEPRESSED THE BRAKE PEDAL TO THE FLOOR, BUT THE VEHICLE CONTINUED TO ACCELERATE. THE CONTACT WAS THEN ABLE TO TURN THE IGNITION OFF AND STOP THE VEHICLE. THE VEHICLE WAS LATER TOWED TO AN INDEPENDENT MECHANIC AND THEY INFORMED THE CONTACT THAT THE CRUISE CONTROL CABLE WAS THE CAUSE OF THE FAILURE. THE CRUISE CONTROL CABLE WAS DISCONNECTED TO REMEDY THE FAILURE. THE FAILURE MILEAGE WAS APPROXIMATELY 147,000. UPDATED 04/19/2012\*LJ THE CONSUMER STATED THE CRUISE CONTROL CABLE WAS DISCONNECTED AFTER THE 4TH OCCURRENCE. UPDATED 04/30/12

Make : FORD

Model : ESCAPE

Year : 2002

Manufacturer : FORD MOTOR COMPANY

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10446311

Number of Deaths: 0

Date of Failure: December 23, 2005

VIN : 1FMYU04172K...

Component: VEHICLE SPEED CONTROL

Summary:

TL\* THE CONTACT OWNS A 2002 FORD ESCAPE. THE CONTACT STATED THAT THE VEHICLE HESITATED TO ACCELERATE FROM A STOP AND WOULD NOT ACCELERATE BEYOND 2 MPH. THE VEHICLE EVENTUALLY BEGAN TO ACCELERATE AT NORMAL RATES OF SPEED. THE FAILURE RECURRED WHENEVER THE CONTACT ACCELERATED FROM A STOP. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER AND THE CONTACT WAS INFORMED THAT A COMPUTER CHIP WITHIN THE VEHICLE NEEDED TO BE REPLACED. THE VEHICLE WAS NOT REPAIRED AND THE FAILURE CONTINUED. THE MANUFACTURER WAS MADE AWARE OF THE FAILURE AND OFFERED NO

ASSISTANCE. THE FAILURE MILEAGE WAS 58,448.

Make : FORD

Model : ESCAPE

Year : 2002

Manufacturer : FORD MOTOR COMPANY

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10432635

Number of Deaths: 0

Date of Failure: May 5, 2011

VIN : 1FMCU04192K...

Component: VEHICLE SPEED CONTROL

Summary:

TL\* THE CONTACT OWNS A 2002 FORD ESCAPE XLT. THE CONTACT STATED THAT AS THE ACCELERATOR WAS RELEASED, THE VEHICLE MAINTAINED SPEED AND DID NOT SLOW DOWN AND THE RPMS MAINTAINED AN ABNORMALLY HIGH READING. THE VEHICLE WAS NOT TAKEN TO THE DEALER, BUT THE MANUFACTURER WAS CONTACTED. THE VEHICLE WAS NOT REPAIRED. THE FAILURE MILEAGE WAS 79,000 AND THE CURRENT MILEAGE WAS 80,000. UPDATED 11/23/11\*BF

Make : FORD

Model : ESCAPE

Year : 2002

Manufacturer : FORD MOTOR COMPANY

Crash : Yes

Fire : No

Number of Injuries: 0

ODI ID Number : 10416675

Number of Deaths: 0

Date of Failure: July 7, 2011

VIN : 1FMYU04102K...

Component: VEHICLE SPEED CONTROL

Summary:

ON RT. 59, JUST SOUTH OF NORTHWEST HWY (RT. 14) IN BARRINGTON, MY 2002 FORD ESCAPE XLT WAS INVOLVED IN A BIZARRE INCIDENT OR ACCIDENT. WHILE SITTING STATIC ON LEVEL ROAD IN A LINE OF TRAFFIC WITH A TRAIN-CROSSING BARRIER ARM KEEPING TRAFFIC SAFELY WAITING FOR THE TRAIN TO PASS, MY VEHICLE LURCHED FORWARD IN AN UNINTENDED ACCELERATION WHILE MY FOOT WAS FIRMLY PRESSING ON THE BRAKE PEDAL. THE ENGINE RACED AT >= 4000 RPM. WITH CONTINUED BRAKING ACTION ON MY PART WITH NO VEHICLE RESPONSE, THE PASSENGER-SIDE FRONT END OF MY VEHICLE HIT THE 1988 FORD F150 TRUCK IMMEDIATELY IN FRONT OF ME. AS A SIDE NOTE, I HAD THE 2005 FORD

RECALL WORK PERFORMED ON THE DEFECTIVE ACCELERATOR CABLE, WITH THE CABLE REPLACEMENT AT PACKEY WEBB FORD DEALERSHIP SERVICE CENTER IN WHEATON, ILLINOIS. THERE IS A SAFETY-HAZARD RISK ASSOCIATED WITH THE VEHICLE, AND I REFUSE TO DRIVE THIS VEHICLE EVEN IF THE APPROXIMATELY \$4000.00 DAMAGES ARE REPAIRED, WHICH I HAVE NOT AUTHORIZED. I AM AN EXPERIENCE COMPUTER IT SOFTWARE/HARDWARE PROFESSIONAL, AS WELL AS AN ENGINEERING DESIGN CONTROLS EXPERT IN THE HEALTH CARE INDUSTRY, WORKING FOR A MAJOR PRODUCT MANUFACTURER (SOFTWARE AND HARDWARE). THERE IS A DEFINITE SAFETY RISK ASSOCIATED WITH THIS VEHICLE MAKE/MODEL, AND I WANT TO REPORT THIS INCIDENT TO THE PROPER AGENCY. THE INSURANCE COMPANY, FORD DEALERSHIP, AND THE AUTHORIZED SERVICE CENTER HAVE DONE NOTHING TO IDENTIFY THE ROOT CAUSE FOR THE VEHICLE MALFUNCTION ON DESIGN DEFECT; THEY ONLY TREAT THIS AS A LOSS AND DID NOT PERFORM INITIAL COMPUTER DIAGNOSTICS PRIOR TO COMPROMISING THE VEHICLE IN THEIR ACTIONS TO APPRAISE DAMAGES TO THE VEHICLE. I NEED THIS INCIDENT PROPERLY INVESTIGATED AND REPORTED TO THE PUBLIC IF A SAFETY RISK IS CONFIRMED. \*KB

Make : FORD

Model : ESCAPE

Year : 2002

Manufacturer : FORD MOTOR COMPANY

Crash : Yes

Fire : No

Number of Injuries: 0

ODI ID Number : 10377731

Number of Deaths: 0

Date of Failure: October 5, 2002

VIN : Not Available

Component: VEHICLE SPEED CONTROL

Summary:

MY 2002 FORD ESCAPE WAS BOUGHT NEW IN MARCH OF 2002. THE PROBLEM WITH IT ACCELERATING AT LOW SPEEDS STARTED ABOUT 6-7 MONTHS LATER. RETURNED TO THE DEALERSHIP MANY TIMES TO HAVE IT CHECKED BUT WAS TOLD EVERY TIME THERE WAS NOTHING WRONG. I'VE HAD ONE ACCIDENT AS A RESULT OF THIS PROBLEM. I STILL OWN THE SAME ESCAPE AND STILL HAVE THE PROBLEM WITH IT . I WAS TOLD THAT THERE WERE NO COMPLAINTS OF THIS NATURE WITH THESE MODELS BUT HAVE SINCE LEARNED THAT THERE HAVE BEEN MANY. I ALSO AS HAVE MANY PEOPLE HAD THE PROBLEM WITH THE AIR-BAG LIGHT ON .AGAIN MANY TRIPS TO THE DEALER AND WAS TOLD NOTHING WAS WRONG ABOUT \$300 LATER FOR LABOR COSTS. FINALLY ON ONE MORE ATTEMPT TO FIND OUT WHAT WAS WRONG I RETURNED TO THE DEALER AGAIN AND WAS TOLD THAT A SENSOR IN THE SEAT-BELT WAS THE PROBLEM AND IT WOULD COST APPROXIMATELY \$300-\$400 TO REPAIR IT AND THAT THE AIR BAGS MAY OR MAY NOT BE WORKING BECAUSE OF THIS SENSOR. I HAVE PERSONALLY LOST

ALL FAITH IN FORD CANADA AND THEIR PRODUCTS AND SOME OF THE EMPLOYEES AT THE DEALERSHIPS I'VE DEALT WITH. I AM IN THE PROCESS I BUYING A NEW CAR BUT IT'S NOT A FORD. NEVER AGAIN WILL I BUY A FORD

Make : FORD                      Model : ESCAPE                      Year : 2002  
Manufacturer : FORD MOTOR COMPANY  
Crash : No                      Fire : No                      Number of Injuries: 0  
ODI ID Number : 10346334                      Number of Deaths: 0  
Date of Failure: August 10, 2009  
VIN : 1FMYU031X2K...  
Component: VEHICLE SPEED CONTROL

Summary:

TL\*THE CONTACT OWNS A 2002 FORD ESCAPE. THE CONTACT STATED THAT WHEN STARTING THE VEHICLE, IT WOULD STALL WITHOUT WARNING. HE WAS ABLE TO RESTART THE VEHICLE AND DRIVE IN REVERSE AT SPEEDS AS LOW AS 5 MPH; YET, THE VEHICLE WOULD ACCELERATE WHILE DRIVING IN REVERSE. WHEN THE CONTACT PREVIOUSLY EXPERIENCED THE FAILURE HE WAS ABLE TO STOP THE VEHICLE BY DEPRESSING THE BRAKE PEDAL. THE VEHICLE WAS TAKEN TO A LOCAL REPAIR FACILITY WHERE IT WAS DIAGNOSED WITH DEFECTIVE IDLE CONTROL VALVES. THE MECHANIC REPLACED THE IDLE CONTROL VALVES AND JUMPER HARNESS AND REPROGRAMMED THE CENTRAL COMPUTER. THE FAILURE DID NOT PERSIST AFTER THE VEHICLE WAS REPAIRED. THE MANUFACTURER WAS NOT CONTACTED. THE FAILURE MILEAGE WAS UNKNOWN AND THE CURRENT MILEAGE WAS 104,946.

Make : FORD                      Model : ESCAPE                      Year : 2002  
Manufacturer : FORD MOTOR COMPANY  
Crash : No                      Fire : No                      Number of Injuries: 0  
ODI ID Number : 10341773                      Number of Deaths: 0  
Date of Failure: July 6, 2010  
VIN : Not Available  
Component: VEHICLE SPEED CONTROL

Summary:

THE ACCELERATOR ON MY 2002 FORD ESCAPE V6 STUCK AND WOULD NOT RELEASE. UPON TRYING TO MANUALLY "PULL" THE ACCELERATOR FREE, THE VEHICLE CONTINUED TO ACCELERATE FASTER. SPEEDS REACHED 70 MPH AND THE BRAKES WOULD NOT SLOW THE VEHICLE. I SHIFTED THE VEHICLE

INTO NEUTRAL, AND SLOWLY APPLIED THE PARKING BRAKE TO SLOW THE VEHICLE. THE ENGINE KEPT RACING AT 6000 RPM'S. UPON FINDING A SAFE PLACE TO PULL OFF THE SIDE OF THE ROAD, I TURNED OFF THE IGNITION AND DRIFTED TO THE SIDE ROAD. I HAD THE VEHICLE TOWED TO THE LOCAL FORD DEALERSHIP. THEY ARE NOT ADMITTING TO ANY PROBLEMS/ISSUES. I CALLED FORD MOTOR CO. AS WELL TO NO AVAIL, EVEN THOUGH THERE ARE NUMEROUS REPORTS OF THIS OCCURRING ON THE INTERNET. I AM CONVINCED THAT IF MY WIFE WAS DRIVING WITH THE CHILDREN, SHE WOULD HAVE CRASHED THE VEHICLE. \*TR

Make : FORD

Model : ESCAPE

Year : 2002

Manufacturer : FORD MOTOR COMPANY

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10335779

Number of Deaths: 0

Date of Failure: June 10, 2010

VIN : 1FMYU04192K...

Component: VEHICLE SPEED CONTROL

Summary:

TL\* THE CONTACT OWNS A 2002 FORD ESCAPE. WHILE DRIVING AT 55 MPH, THE VEHICLE INDEPENDENTLY ACCELERATED. THE CONTACT MOVED SWITCHED TO NEUTRAL GEAR AND MOVED THE VEHICLE OFF THE ROADWAY. HE WAS ABLE TO STOP THE VEHICLE. THE VEHICLE WAS TOWED TO THE DEALER WHERE THE CONTACT WAS AWAITING A DIAGNOSIS OF THE FAILURE. THE FAILURE AND CURRENT MILEAGES WERE 64,111. UPDATED 07/29/10 \*BF THE CONSUMER STATED THE CRUISE CONTROL CABLE BECAME STUCK. THE CONSUMER HAS SINCE TRADED THE VEHICLE. UPDATED 09/07/10\*JB

Make : FORD

Model : ESCAPE

Year : 2002

Manufacturer : FORD MOTOR COMPANY

Crash : No

Fire : Yes

Number of Injuries: 0

ODI ID Number : 10328387

Number of Deaths: 0

Date of Failure: April 30, 2010

VIN : Not Available

Component: VEHICLE SPEED CONTROL

Summary:

2002 FORD ESCAPE WAS RECALLED FOR SEVERAL REASONS. SOMETHING WITH THE POWER TRAIN, THE CRUISE CONTROL, THE ABS SYSTEM..... FINALLY

IT CAUGHT ON FIRE. THE ENGINE WAS MELTED. FIRE AND POLICE DEPARTMENT GOT THERE. CONTACTED FORD AND THEY JUST SAID WE WILL RECORD YOUR CALL ON YOUR PROFILE. DON'T UNDERSTAND HOW LIVES AND PROPERTY HAVE BEEN LOST AND FORD DOESN'T DO ANYTHING ABOUT IT.

\*TR

Make : FORD                      Model : ESCAPE                      Year : 2002  
Manufacturer : FORD MOTOR COMPANY  
Crash : No                      Fire : No                      Number of Injuries: 0  
ODI ID Number : 10273613                      Number of Deaths: 0  
Date of Failure: June 7, 2009  
VIN : 1FMYU04172K...  
Component: VEHICLE SPEED CONTROL

Summary:

WHILE DRIVING ON A HIGHWAY AT NORMAL SPEED WITH SMALL KIDS IN THEIR CARSEATS THE ACCELERATOR PEDAL WENT LIMP AND THE ENGINE REVVED UP TO FULL ACCELERATION. AFTER MOMENTS OF TERROR AND TEMPORARY LOSS OF CONTROL, THE CAR WAS BROUGHT TO THE SIDE OF THE ROAD AND SHUT DOWN BY FIGHTING THE ENGINE POWER WITH THE FOOT BRAKES AND HAND EMERGENCY BRAKE. IT'S A MIRACLE THERE WAS NO CRASH. AT MY EXPENSE THE FORD DEALERSHIP REPLACED THE CRUISE CONTROL CABLE AND/OR CRUISE CONTROL CABLE HOUSING. THE SERVICE MANAGER SAID, "LOOKING AT THE PART, I CAN SEE WHY IT GOES TO FULL ACCELERATION WHEN THAT PART FAILS" TO ME, THAT IS A MAJOR SAFETY CONCERN AND DESIGN FAILURE. I NOTICED OTHER SIMILAR INCIDENTS (OID ID # 10199728 AND 10128545). I LODGED A COMPLAINT WITH THE FORD MOTOR COMPANY AND, NOT SURPRISINGLY, WAS TOLD THERE'S NOTHING THEY CAN OR WILL DO TO COMPENSATE ME. NOW I'M TRAPPED OWNING AN UNSAFE CAR. PLEASE INVESTIGATE AND REMEDY THIS PROBLEM BEFORE SOMEONE GETS HURT. \*TR

Make : FORD                      Model : ESCAPE                      Year : 2002  
Manufacturer : FORD MOTOR COMPANY  
Crash : No                      Fire : No                      Number of Injuries: 0  
ODI ID Number : 10224760                      Number of Deaths: 0  
Date of Failure: May 22, 2007  
VIN : 1FMYU04152K...  
Component: VEHICLE SPEED CONTROL

Summary:

THE VEHICLE IN QUESTION A 2002 FORD ESCAPE XL, THREW A ROD AT ABOUT 47,000 MILES DUE TO A PROBLEM THAT BECAME A RECALL CONCERN ( FORD RECALL ID# 42319 DECEMBER 7, 2004), I WAS SENT A RECALL NOTICE 2 MONTHS AFTER THE REPLACEMENT BY A USED ( 43,000 MILES), ENGINE WHICH MY EXTENDED WARRANTY COMPANY CHOSE OVER A REMANUFACTURED ENGINE THAT I WANTED. IT ALSO THREW A ROD AFTER THE ACCELERATOR STUCK, ( THE RECALL ITEM) 40,000 MILES LATER. BECAUSE THE WARRANTY HAD EXPIRED, NO REPAIRS WERE COVERED AND I ENDED UP PAYING REPAIRS, RENTAL COST AND LOSING WAGES BECAUSE I COULDN'T GET TO MY NEXT ASSIGNMENT. \*TR

Make : FORD

Model : ESCAPE

Year : 2002

Manufacturer : FORD MOTOR COMPANY

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10199728

Number of Deaths: 0

Date of Failure: August 4, 2007

VIN : 1FMYU04192K...

Component: VEHICLE SPEED CONTROL

Summary:

UNINTENDED ACCELERATION - 2002 FORD ESCAPE XLT: DRIVING ON INTERSTATE ACCELERATED FOR A HILL AND CAR CONTINUED TO ACCELERATE AFTER FOOT REMOVED FROM PEDAL. CAR CONTINUED TO ACCELERATE AND GAIN SPEED UP HILL, HILL PEAKED AND SPEED EXCEEDED 80 MILES PER HOUR. FURTHER ACCELERATION DOWN HILL - TRANSMISSION PLACED IN NEUTRAL, AND ABLE TO BE STOPPED ON SIDE OF FREEWAY. ENGINE CONTINUED TO REV; TURNED OFF, AND THEN REVVED WHEN TURNED BACK ON. CRUISE CONTROL WAS NOT BEING USED AT ANY TIME. DEALER INSPECTED AND FOUND AND REPLACED DEFECTIVE CRUISE CONTROL CABLE. \*JB

Make : FORD

Model : ESCAPE

Year : 2002

Manufacturer : FORD MOTOR COMPANY

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10182611

Number of Deaths: 0

Date of Failure: February 4, 2007

VIN : 1FMYU04162K...

Component: VEHICLE SPEED CONTROL

Summary:

TL\*- THE CONTACT STATED THAT THE 2002 FORD ESCAPE XLT HAD ACCELERATION PROBLEMS WHEN TRYING TO COME TO A COMPLETE STOP. THE THROTTLE KICKED OFF AND THE RPMS WENT UP TO 4 SHE THEN WOULD HAVE TO WAIT UNTIL THE RPMS WENT BACK TO NORMAL. WHEN THIS HAPPENED IT WAS VERY DIFFICULT TO GET THE VEHICLE TO STOP COMPLETELY. THE CONTACT HAS HAD 2 FAILURES WITH THE VEHICLE. WHEN SHE PUT THE VEHICLE IN NEUTRAL THE ENGINE SOUNDED LIKE IT WAS REVVING AT A MUCH HIGHER RATE. THE CONTACT STATED THAT THIS WAS A LEASED VEHICLE THAT SHE WILL BE RETURNING IN 2 MONTHS. THE VEHICLE WAS AT A DEALERSHIP NOW FOR A DIAGNOSTIC TESTING ON WHAT COULD BE CAUSING THIS PROBLEM. SHE CONTACTED THE MANUFACTURER AND WAS GIVEN A CASE # 1331070467. THE CURRENT MILEAGE WAS 64000.\*AK UPDATED 03/07/07.\*JB

Make : FORD                      Model : ESCAPE                      Year : 2002  
Manufacturer : FORD MOTOR COMPANY  
Crash : No                      Fire : No                      Number of Injuries: 0  
ODI ID Number : 10168694                      Number of Deaths: 0  
Date of Failure: September 19, 2006  
VIN : 1FMYU04142K...  
Component: VEHICLE SPEED CONTROL

Summary:

AT FIRST START UP OF MORNING, WHILE DRIVING THE IDLE KICKS UP TO 2000 RPM'S. WHEN I STOP THE CAR AND PUT IT IN NEUTRAL, THAT'S WHERE I NOTICE THE TACH REVVING TO 2000. AFTER DRIVING FOR 3 TO 5 MILES, IT FINALLY GOES TO NORMAL. IF I SHUT OFF CAR, AND RESTART IT, ITS FINE. I HAD THE CAR TO THE DEALER SEVERAL TIMES TO NO AVAIL, THE PUT A RECORDER DEVICE IN THE CAR AND WHEN I NOTICED THE PROBLEM, I WAS TO PUSH THE BUTTON. THEY SENT THE BOX TO FORD, WHO IN TURN SAID IT WAS SUPPOSED TO DO THAT. I AM AT A STANDSTILL RIGHT NOW, WITH NO FIX IN SITE. THE VEHICLE IS HARDER TO STOP IN THE MORNINGS DUE TO THE INCREASED IDLE. THIS STARTED RIGHT BEFORE THE 3 YEAR BUMPER TO BUMPER WARRANTY EXPIRED. IT IS CONTINUING TO HAPPEN TO DATE. THANK YOU. \*NM

Make : FORD                      Model : ESCAPE                      Year : 2002  
Manufacturer : FORD MOTOR COMPANY  
Crash : No                      Fire : No                      Number of Injuries: 0  
ODI ID Number : 10142679                      Number of Deaths: 0

Date of Failure: July 14, 2005

VIN : 1FMYU03171K...

Component: VEHICLE SPEED CONTROL

Summary:

IF YOU COULD PLEASE FORWARD ME ANY OTHER RESOURCES WHERE I CAN SEEK A RESOLUTION I WOULD GREATLY APPRECIATE IT. ON 7-14-05 OUR FORD ESCAPE V6 XLT (VIN: 1FMYU03171KB12758) WAS TAKEN TO GALPIN FORD (VAN NUYS, CA) FOR REPAIRS. THE PROBLEM WAS THAT WHILE STOPPED THE VEHICLE SUDDENLY ACCELERATED, RESULTING IN THE ACCELERATOR BEING STUCK AND THE VEHICLE MOVING FORWARD. THE VEHICLE HAD TO BE PUT IN PARK IN ORDER TO AVOID A COLLISION. THE VEHICLE WAS THEN TAKEN IN ON 7-14-05 WHERE TECH'S DIAGNOSED THE PROBLEM W/ AN "STP SENSOR MALFUNCTION", RESULTING IN THE SENSOR BEING REPLACED. ACCORDING TO ANGEL LOPEZ (SVC. ADVISOR) HE RELATED THAT THIS MAY BE A PROBLEM ON NEWER FORD ESCAPES, BUT NOT ON OUR SPECIFIC VEHICLE. HE SAID TO CONTACT FORD COPORATE TO SEEK REIMBURSEMENT. ON 7-17-05 I CONTACTED CORPORATE EXPLAINING THEM OF THE PROBLEM. ALTHOUGH, THEY ADMITTED IT WAS A SAFETY ISSUE, THEY STATED THERE WAS NO RECALL FOR OUR SPECIFIC MODEL AND YEAR. THEY SAID AT THIS TIME THEY COULD NOT ASSIST WITH THE MATTER. AS STATED BEFORE I AM SEEKING ASSISTANCE IN THIS MATTER DUE TO FORD'S POOR HISTORY FOR AUTOMOTIVE SAFETY. \*JB

Make : FORD

Model : ESCAPE

Year : 2002

Manufacturer : FORD MOTOR COMPANY

Crash : Yes

Fire : No

Number of Injuries: 0

ODI ID Number : 10128545

Number of Deaths: 0

Date of Failure: July 5, 2005

VIN : 1FMCU04112K...

Component: VEHICLE SPEED CONTROL

Summary:

7/5/2005. I WAS IN BALTIMORE, MD IN MY 2002 FORD ESCAPE. TRAFIC WAS MODERATELY HEAVY. I STARTED TO CHANGE LANES AND NOTICED A CAR IN THE LANE SO I PULLED BACK INTO MY LANE AT WHICH POINT, THE THROTTLE ON MY VEHICLE STUCK OPEN. THE ENGINE WAS RACING AND ATTEMPTS TO BRAKE WERE USELESS. I THREW THE MOVING VEHICLE INTO PARK WHERE IT CONTINUED TO MOVE. I THEN TRIED TO SHIFT TO NEUTRAL IN HOIPES OF REGAINING BRAKING, BUT I HIT REVERSE FIRST, AT WHICH POINT MY CAR RAPIDLY REVERSED INTO ANOTHER VEHICLE. DAMAGE TO THE VEHICLES WAS LIMITED AS I HIT A 3500 CHEVY SILVERADO TRUCK, HOWEVER, IT WAS ONE OF THE MOST UNNERVING EXPERIENCES I HAVE EVER

HAD. THE POLICE WERE CALLED AS THE OTHER VEHICLE BELONGS TO THE CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS. NO TRAFFIC REPORT WAS WRITTEN BY THE POLICE OFFICER, HOWEVER, THE BALTIMORE CITY EMPLOYEE (DARELL POWERS) DID FILL OUT AN ACCIDENT REPORT FOR THE CITY. MY VEHICLE WAS TOWED TO CARMAX IN WHITE MARSH MD, WHERE THEY TOLD ME THE CAUSE WAS THE CRUISE CONTROL CABLE HAD FRAYED, CAUSING IT TO BUTTERFLY AND HOLD OPEN THE THROTTLE. THE ESCAPE HAS 53,002 MILES ON IT, AND CRUISE CONTROL IS RARELY USED. I DO HAVE THE REPLACED PART AND THE BILL I PAID FOR \$291. ONE OTHER NOTE, IHAD TO HAVE THE ENGINE REPLACED ON THIS SAME CAR 45 DAYS AFTER I PURCHASED IT LAST JULY. CARMAX PAID FOR THE REPLACEMENT COST, CLOSE TO \$4,000 AND THE MECHANIC WHO SERVICED IT THIS TIME INSISTS THIS IS NOT RELATED.

Make : FORD                      Model : ESCAPE                      Year : 2002  
Manufacturer : FORD MOTOR COMPANY  
Crash : No                      Fire : No                      Number of Injuries: 0  
ODI ID Number : 10108659                      Number of Deaths: 0  
Date of Failure: January 7, 2005  
VIN : 1FMYU03182K...  
Component: VEHICLE SPEED CONTROL

Summary:

THE VEHICLE ACCELERATED UNCONTROLLABLY INTO A CEMENT WALL WHILE THE DRIVER'S FOOT WAS STILL ON THE BRAKE PEDAL. BOTH FRONTAL AIR BAGS DEPLOY. THE VEHICLE WAS TOWED TO A DEALER FOR INSPECTION. THE CAUSE HAS NOT BEEN DETERMINED AT THIS TIME. \*NM \*NM

Make : FORD                      Model : ESCAPE                      Year : 2002  
Manufacturer : FORD MOTOR COMPANY  
Crash : Yes                      Fire : No                      Number of Injuries: 1  
ODI ID Number : 10112505                      Number of Deaths: 0  
Date of Failure: February 19, 2005  
VIN : 1FMYU03112K...  
Component: VEHICLE SPEED CONTROL

Summary:

AS I WAS PUTTING UP TO A RED LIGHT, I APPLIED THE BRAKES AND MY AUTOMOBLE WOULD NOT SLOW DOWN. IT SPED UP RESULTING IN ME CRASHING INTO THE CAR IN FRONT OF ME. WHEN I APPLIED THE BRAKES THE

CAR DID NOT SLOW DOWN AT ALL IT SPED UP TO AT LEAST 20 TO 30 MPH. I HAD RECIEVED A RECALL FOR THIS EXACT THING HAPPENING. FORD SERVICE MANAGER JASON PREAT HAS INFORMED THAT THERE IS NOTHING WRONG WITH THE ACCELERATOR CABLE (WHAT THE CAR HAS THE RECALL FOR) AND THAT IS NOT WHY MY CAR CRASHED. BUT I KNOW WHAT HAPPEN AND FORD IS RESPONSIBLE FOR THIS ACCIDENT, MY LOSS WAGES, AND OTHER VARIOUS EXPENDS. THIS CAR HAS DONE THIS IN THE PAST AND I THOUGHT THAT I HAD IMAGED IT. IT WAS NEVER AS SERVE AS THE LAST TIME. THE SERVICE MANAGER JASON PREAT HAS DENIED THAT THE RECALL ON MY VEICHILE IS THE CAUSE OF THIS ACCIDENT AND HAS TOLD ME I WOULD BE SPINNING MY WHEELS TO GET FORD TO OWN UP TO THIS.\*AK

Make : FORD

Model : ESCAPE

Year : 2002

Manufacturer : FORD MOTOR COMPANY

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10101626

Number of Deaths: 0

Date of Failure: May 1, 2004

VIN : 1FMYU04192K...

Component: VEHICLE SPEED CONTROL

Summary:

WHILE DRIVING. THE ACCELERATOR PEDAL STICKS. CONSUMER CANNOT MAKE A SMOOTH ACCELERATION FROM A COMPLETE STOP. THE PROBLEM WAS INTERMITTENT, YOU HAVE TO DEPRESS THE PEDAL SO FAR UNTIL IT GIVES, THEN THE VEHICLE SURGES FORWARD, AND THE TIRES SPIN. TOOK THE VEHICLE IN FOR THE REPAIR. WAS TOLD THE THROTTLE BODY HAS TO BE REPLACED. PLEASE PROVIDE ANY FURTHER INFORMATION. \*NM

Make : FORD

Model : ESCAPE

Year : 2002

Manufacturer : FORD MOTOR COMPANY

Crash : Yes

Fire : No

Number of Injuries: 0

ODI ID Number : 10087902

Number of Deaths: 0

Date of Failure: August 10, 2004

VIN : 1FMYU041X2K...

Component: VEHICLE SPEED CONTROL

Summary:

VEHICLE SUDDENLY SURGED FORWARD. VEHICLE IS CURRENTLY AT THE POLICE GARAGE WAITING TO BE INVESTIGATED. \*AK THE CONSUMER WAS PULLING INTO HIS DRIVEWAY, PUT THE VEHICLE IN PARK AND PULLED UP

THE EMERGENCY BRAKE. THE CONSUMER EXITED THE VEHICLE TO RETRIEVE HER MAIL AND GOT BACK INTO THE VEHICLE. THE CONSUMER PUT THE EMERGENCY BRAKE DOWN AND PROCEED TO SHIFT THE VEHICLE INTO DRIVE. WHEN THE VEHICLE WAS SHIFTED INTO DRIVE THE VEHICLE ACCELERATED SUDDENLY AND COULD NOT BE STOPPED, NOT EVEN BY APPLYING THE BRAKE. THE VEHICLE WENT THROUGH A GARAGE WALL, THROUGH A UTILITY ROOM AND CAME OUT THE BACK OF THE HOUSE AND HIT A SMALL TREE. THE AIR BAG DID NOT DEPLOY. THE CAR WAS TOTALED.  
\*NM

Make : FORD

Model : ESCAPE

Year : 2002

Manufacturer : FORD MOTOR COMPANY

Crash : Yes

Fire : No

Number of Injuries: 2

ODI ID Number : 10073682

Number of Deaths: 0

Date of Failure: May 14, 2004

VIN : 1FMYU02142K...

Component: VEHICLE SPEED CONTROL

Summary:

DRIVER PUT THE VEHICLE INTO PARK AND WITHOUT WARNING VEHICLE SURGED FORWARD. THIS CAUSED CONSUMER TO LOSE CONTROL OF THE VEHICLE, AND HIT SOME OBJECTS HEAD ON INSIDE OF THE GARAGE BEFORE STOPPING. THE DRIVER AND PASSENGER SUSTAINED MINOR INJURIES. CONSUMER WILL HAVE THE VEHICLE TOWED TO THE DEALERSHIP.\*AK THE DRIVER WAS IN THE PROCESS OF PLACING GEAR FROM DRIVE TO PARK WHEN VEHICLE LURCHED FORWARD. UPON IMPACT, THE SHIFTER IS BETWEEN PARK AND DRIVE. \*LA

Make : FORD

Model : ESCAPE

Year : 2002

Manufacturer : FORD MOTOR COMPANY

Crash : Yes

Fire : No

Number of Injuries: 0

ODI ID Number : 10073741

Number of Deaths: 0

Date of Failure: May 17, 2004

VIN : Not Available

Component: VEHICLE SPEED CONTROL

Summary:

CONSUMER SLOWLY PULLED INTO THE GARAGE WITH FOOT ON THE BRAKES AND STOPPED. SHE PUT THE VEHICLE IN PARK, AND SUDDENLY VEHICLE ACCELERATED FORWARD, CAUSING IT TO CRASH INTO THE BACK OF

THE GARAGE, DAMAGING THE REFRIGERATOR AND THE BACK OF THE GARAGE, AND KNOCKING THE GARAGE 4-5 INCHES OFF THE FOUNDATION. CONSUMER WAS NOT INJURED BUT SHOOK UP. CONSUMER AND HUSBAND CALLED THE INSURANCE COMPANY AND THE DEALER. THE INSURANCE REPRESENTATIVE WAS SUPPOSE TO COME TO THE HOUSE TO LOOK AT THE VEHICLE. \*AK

Make : FORD

Model : ESCAPE

Year : 2002

Manufacturer : FORD MOTOR COMPANY

Crash : Yes

Fire : No

Number of Injuries: 0

ODI ID Number : 10066195

Number of Deaths: 0

Date of Failure: April 10, 2004

VIN : 1FMYU04172K...

Component: VEHICLE SPEED CONTROL

Summary:

I PULLED INTO A PARKING SPACE AT A DRUG STORE, STOPPED, AND AS I WAS PUTTING THE CAR IN PARK, IT SURGED FORWARD OVER THE CURB AND INTO THE BUILDING. THE ENGINE THEN RETURNED TO IDLE. I PUT THE CAR IN REVERSE TO BACK OUT AND IT SURGED BACKWARD BUT I WAS ABLE TO STOP IT QUICKLY. IT AGAIN RETURNED TO NORMAL IDLE. THE CAR HAS 57K MILES AND HAD NO PRIOR PROBLEMS WITH THE ENGINE.

Make : FORD

Model : ESCAPE

Year : 2002

Manufacturer : FORD MOTOR COMPANY

Crash : Yes

Fire : No

Number of Injuries: 2

ODI ID Number : 10029255

Number of Deaths: 0

Date of Failure: June 14, 2003

VIN : 1FMYU03162K...

Component: VEHICLE SPEED CONTROL

Summary:

I WAS PULLING INTO A PARKING SPACE AT A SHOPPING CENTER. AS I TOOK MY FOOT OFF THE ACCELERATOR PREPARING TO STOP, THE VEHICLE SUDDENLY LUNGED FORWARD, HOPPING THE CURB AND CONTINUING FORWARD INTO THE PATIO AREA. I APPLIED THE BRAKES, BUT THE CAR DID NOT STOP. IT HIT A TRASH CAN AND TABLES AND FINALLY CRASHED INTO A PILLAR. IN APPLYING THE BRAKE, I HAD MANAGED TO SLOW THE VEHICLE DOWN SO THE IMPACT WAS NOT SEVERE AND THE AIRBAGS DID NOT DEPLOY. I WAS NOT INJURED BUT TWO PEOPLE LUNCHED IN THE PATIO AREA

RECEIVED MINOR INJURIES (A SCRATCHED/SWOLLEN LEG AND SORE ELBOW). THE VEHICLE HAS SINCE BEEN REPAIRED AND THE CAUSE OF ACCIDENT IS BEING INVESTIGATED BY THE INSURANCE COMPANY. SINCE I AM PARANOID ABOUT DRIVING THE VEHICLE, I AM PLANNING TO HAVE A DIAGNOSTIC TEST CONDUCTED. \*AK

Make : FORD

Model : ESCAPE

Year : 2002

Manufacturer : FORD MOTOR COMPANY

Crash : Yes

Fire : No

Number of Injuries: 0

ODI ID Number : 758134

Number of Deaths: 0

Date of Failure: February 1, 2002

VIN : 1FMYU02102K...

Component: VEHICLE SPEED CONTROL

Summary:

I WAS PULLING INTO A PARKING SPACE AT A SHOPPING CENTER. MY FOOT WAS OFF THE ACCELERATOR AS I WAS PREPARING TO STOP. ABOUT 3/4 OF THE WAY INTO THE PARKING SLOT, THE VEHICLE SUDDENLY SURGED FORWARD, GOING OVER THE CURB, ACROSS THE SIDEWALK AND HIT A CONCRETE RAMP WITH A METAL RAILING ON TOP. UPON IMPACT, THE AIRBAGS DEPLOYED AND THE VEHICLE FILLED WITH SMOKE. I HAVE NO IDEA HOW FAST THE VEHICLE MAY HAVE BEEN GOING UPON IMPACT. I MANAGED TO TURN OFF THE IGINATION AND EXITED THE VEHICLE. I WAS PANIC-STRIKEN AND CALLED 911. THE POLICE DEPARTMENT SENT AN OFFICER OUT. SHE INQUIRED AS TO WHAT MAY HAVE HAPPENED AND ASKED THAT WE BACK THE CAR AWAY FROM THE RAILING AND CLEAR THE SIDEWALK. AT THE TIME THE CAR WAS STARTED, THE OFFICER COMMENTED THAT IT SOUNDED LIKE THE CAR WAS "STILL REVVING". FORTUNATELY, THERE WERE NO INJURIES, NO OTHER VEHICLE WAS INVOLVED AND THANKFULLY NO PEDESTRIAN. I AM NOW AFRAID OF THIS VEHICLE. I HAVE SUBMITTED THIS REPORT TO FORD MOTOR COMPANY AND, OF COURSE, MY INSURANCE COMPANY. I WANT THE MANUFACTURER (FORD MOTOR COMPANY) TO INVESTIGATE THIS PROBLEM AND DETERMINE IF THE FORD ESCAPE IS A VEHICLE SAFE TO DRIVE. IF THEY CANNOT GIVE THAT ASSURANCE THEN FORD MUST TAKE STEPS IMMEDIATELY TO REPLACE IT WITH A VEHICLE THAT IS SAFE TO DRIVE. ANYTHING LESS IS UNACCEPTABLE! \*AK

Make : FORD

Model : ESCAPE

Year : 2002

Manufacturer : FORD MOTOR COMPANY

Crash : Yes

Fire : No

Number of Injuries: 0

ODI ID Number : 899943

Number of Deaths: 0

Date of Failure: November 15, 2001

VIN : 1FMYU04112K...

Component: VEHICLE SPEED CONTROL

Summary:

AT 300 MILES THE VEHICLE SURGED AND HESITATED FREQUENTLY. DEALER REPLACED TRANSMISSION. 1 WEEK LATER AFTER COMING TO A STOP, CONSUMER APPLIED ACCELERATOR, VEHICLE HESITATED. CONSUMER THEN APPLIED GAS PEDAL HARDER, AND VEHICLE SURGED TO 20 MPH AND HIT ANOTHER VEHICLE. NO INJURIES, DAMAGE TO VEHICLE WAS \$ 2200.00.\*AK

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Make : FORD

Model : ESCAPE

Year : 2002

Manufacturer : FORD MOTOR COMPANY

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10218668

Number of Deaths: 0

Date of Failure: February 7, 2008

VIN : 1FMCU04192K...

Component: VEHICLE SPEED CONTROL:CRUISE CONTROL

Summary:

TL\*THE CONTACT OWNS A 2002 FORD ESCAPE. WHILE DRIVING 60 MPH, THE ACCELERATOR PEDAL WENT DOWN TO THE FLOOR AND WOULD NOT RELEASE. THE CONTACT WAS ABLE TO PLACE THE VEHICLE INTO SECOND GEAR. THE VEHICLE WAS TOWED TO THE DEALER AND THEY STATED THAT THE CRUISE CONTROL CABLE FAILED AND JAMMED THE THROTTLE COVER. THE TRANSMISSION BECAME DAMAGED WHEN THE CONTACT SHIFTED INTO REVERSE GEAR. THE MANUFACTURER MAY NOT BE ABLE TO ASSIST. ON NOVEMBER 25, 2007, THE VEHICLE WAS TAKEN TO THE DEALER DUE TO REVERSE. THE DEALER CLEANED THE THROTTLE BODY, FLUSHED THE INJECTORS, AND CLEANED THE UPPER INTAKE GASKET AND SPARK PLUGS. THE FUEL FILTERS, COIL BOOTS, AND IGNITIONS WIRES WERE REPLACED. THE CURRENT AND FAILURE MILEAGES WERE 62,000. THE CONSUMER STATED THE BATTERY LIGHT COMES ON WHILE DRIVING, REPLACE FUEL FILTER, AND A/C IS NOT BLOWING COLD. UPDATED 03/31/08 \*TR

Make : FORD

Model : ESCAPE

Year : 2002

Manufacturer : FORD MOTOR COMPANY

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10137520

Number of Deaths: 0

Date of Failure: September 11, 2005

VIN : 1FMYU04162K...

Component: VEHICLE SPEED CONTROL:CRUISE CONTROL

Summary:

DEFECTIVE CRUISE CONTROL CABLE WILL LOCK THROTTLE IN FULL OPEN POSITION WHEN THE GAS PEDAL IS FULLY DEPRESSED. POLYMER SLEEVE ON CRUISE ACTUATOR CABLE HAS BROKEN AT THE THROTTLE CONNECTOR. THIS ALLOWS THE CONNECTOR TO ROTATE TO A VERTICAL POSITION AND CATCH ON THE ENGINE COVER WHEN THE FOOT PEDAL IS PRESSED TO THE FLOOR. \*JB

Make : FORD

Model : ESCAPE

Year : 2002

Manufacturer : FORD MOTOR COMPANY

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10224760

Number of Deaths: 0

Date of Failure: May 22, 2007

VIN : 1FMYU04152K...

Component: VEHICLE SPEED CONTROL:CABLES

Summary:

THE VEHICLE IN QUESTION A 2002 FORD ESCAPE XL, THREW A ROD AT ABOUT 47,000 MILES DUE TO A PROBLEM THAT BECAME A RECALL CONCERN ( FORD RECALL ID# 42319 DECEMBER 7, 2004), I WAS SENT A RECALL NOTICE 2 MONTHS AFTER THE REPLACEMENT BY A USED ( 43,000 MILES), ENGINE WHICH MY EXTENDED WARRANTY COMPANY CHOSE OVER A REMANUFACTURED ENGINE THAT I WANTED. IT ALSO THREW A ROD AFTER THE ACCELERATOR STUCK, ( THE RECALL ITEM) 40,000 MILES LATER. BECAUSE THE WARRANTY HAD EXPIRED, NO REPAIRS WERE COVERED AND I ENDED UP PAYING REPAIRS, RENTAL COST AND LOSING WAGES BECAUSE I COULDN'T GET TO MY NEXT ASSIGNMENT. \*TR

Make : FORD

Model : ESCAPE

Year : 2002

Manufacturer : FORD MOTOR COMPANY

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10222869

Number of Deaths: 0

Date of Failure: March 28, 2008

VIN : 1FMYU01112K...

Component: VEHICLE SPEED CONTROL:CABLES

Summary:

I WENT OUT TO CRANK MY VEHICLE AND IT RAN WIDE OPEN. I TURNED IT OFF AND TRIED IT TWICE MORE WITH THE SAME RESULTS. THE SECURITY OFFICER AT MY WORKPLACE CAME OVER AND RAISED THE HOOD TO SEE WHAT WAS GOING ON. TWICE MORE I CRANKED IT WITH THE SAME RESULTS. THEN HE FOUND THE PROBLEM MY SPEED CONTROL CABLE WAS NO LONGER CONNECTED. HE GOT IT BACK ON AND ADVISED ME TO GO TO MY DEALER. THE FOLLOWING DAY THEY HAD ME BRING IT IN, THEY INFORMED ME THAT MY PARTICULAR VEHICLE WAS NOT ON THE RECALL LIST. THEY WERE GOING TO ORDER THE PART, AND WHEN I ASKED THE CHANCES OF IT HAPPENING AGAIN, THEY REPLACED THE REGULAR SPEED CABLE AND DISCONNECTED THE CRUISE CONTROL ONE UNTIL THEY COULD GET ONE IN, JUST IN CASE. I DIDN'T GET TO SEE ANY LIST, I JUST KNOW THERE WAS A RECALL ON MY TYPE OF VEHICLE FOR THIS. AM I TO JUST TAKE THEIR WORD FOR IT? I THANK THE LORD THAT I WAS SITTING IN A PARKING LOT WHEN IT HAPPENED AND NOT OUT ON THE ROAD WHERE IT COULD HAVE BEEN A VERY BAD SITUATION. ALSO WHEN THEY SAID I WAS READY THEY ASKED HOW LONG MY ABS LIGHT HAD BEEN BLINKING--I TOLD THEM IT WAS BLINKING THE DAY I TEST DROVE AND THE SALESMAN WAS GOING TO ASK ABOUT IT WHEN WE GOT BACK TO THE DEALER. I NEVER GOT AN ANSWER. IF EITHER OF THESE ARE FAULTY AND WERE NEVER REPORTED I'D LIKE TO KNOW. OTHER PEOPLE MAY EXPERIENCING THE SAME THING. AND IF THESE CABLES HAVE BEEN REPLACED BEFORE AND IT'S HAPPENED AGAIN, PEOPLE NEED TO KNOW. I THANK YOU FOR YOUR HELP. \*TR

|   |                |                       |
|---|----------------|-----------------------|
| Make : FORD                             | Model : ESCAPE | Year : 2002           |
| Manufacturer : FORD MOTOR COMPANY       |                |                       |
| Crash : No                              | Fire : No      | Number of Injuries: 0 |
| ODI ID Number : 10214472                |                | Number of Deaths: 0   |
| Date of Failure: December 15, 2007      |                |                       |
| VIN : 1FMCU04182K...                    |                |                       |
| Component: VEHICLE SPEED CONTROL:CABLES |                |                       |

Summary:  
ACCELERATOR STUCK ON 2002 FORD ESCAPE. AT 80MPH I FINALLY TURNED OFF IGNITION TO STOP. THROTTLE CABLE BROKE. THERE WAS A RECALL FOR THIS IN 2002 BUT NOT FOR MY PARTICULAR CAR. FORD CUSTOMER SERVICE AND FORD RECALL CENTER REFUSED TO PAY FOR REPAIRS AT DEALER. I WAS LUCKY TO SURVIVE THIS INCIDENT. WHO KNOWS HOW MANY OTHER 2002 FORD ESCAPES ALSO HAVE THIS PROBLEM?? \*TR

|                                   |                |             |
|-----------------------------------|----------------|-------------|
| Make : FORD                       | Model : ESCAPE | Year : 2002 |
| Manufacturer : FORD MOTOR COMPANY |                |             |

Crash : No Fire : No Number of Injuries: 0

ODI ID Number : 10204335 Number of Deaths: 0

Date of Failure: September 27, 2007

VIN : Not Available

Component: VEHICLE SPEED CONTROL:CABLES

Summary:

(1) DRIVING TO WORK ON ROUTE 18 SOUTH (2) LOST USE OF ACCELERATOR PEDAL (3) CABLE BROKEN TO PEDAL THAT WAS REPLACED AT FORD DEALER IN SHREWSBURY/RED BANK NJ. \*TR

Make : FORD Model : ESCAPE Year : 2002

Manufacturer : FORD MOTOR COMPANY

Crash : No Fire : No Number of Injuries: 0

ODI ID Number : 10195378 Number of Deaths: 0

Date of Failure: June 30, 2007

VIN : 1FMYU03172K...

Component: VEHICLE SPEED CONTROL:CABLES

Summary:

TL\*THE CONTACT OWNS A 2002 FORD ESCAPE. WHILE DRIVING 80 MPH, THE CONTACT APPLIED THE BRAKES, BUT THE VEHICLE FAILED TO DECELERATE OR STOP. THE CONTACT DROVE INTO A DITCH, WHICH STOPPED THE VEHICLE. THE CONTACT TURNED OFF THE VEHICLE. ONCE IT WAS RESTARTED, THE RPM'S RACED TO 5 AND THE TIRES BEGAN SMOKING. THE FAILURE OCCURRED THREE ADDITIONAL TIMES. THE MANUFACTURER STATED THAT THE VIN WAS NOT INCLUDED IN NHTSA RECALL # 04V574000 (VEHICLE SPEED CONTROL:CABLES). THE CURRENT AND FAILURE MILEAGES WERE 112,000. THE CONSUMER PROVIDED THE REPAIR INVOICE. UPDATED 09/05/07 \*TR

Make : FORD Model : ESCAPE Year : 2002

Manufacturer : FORD MOTOR COMPANY

Crash : No Fire : No Number of Injuries: 0

ODI ID Number : 10176453 Number of Deaths: 0

Date of Failure: November 1, 2002

VIN : 1FMYU01192K...

Component: VEHICLE SPEED CONTROL:CABLES

Summary:



APPLYING MAXIMUM BRAKING PRESSURE, HAD NO EFFECT. LINDA TURNED OFF THE IGNITION AND COASTED TO A STOP AT THE SIDE OF THE ROAD AFTER NEGOTIATING A CURVE THAT COULD EASILY HAVE CAUSED A ROLL-OVER. LINDA TRIED RESTARTING THE MOTOR, BUT IT WAS STILL RACING, AND THE TACHOMETER REACHED 5000 RPMS. 3) FORTUNATELY, ANOTHER MOTORIST WHO WAS FAMILIAR WITH AUTOMOBILES, STOPPED TO GIVE ASSISTANCE. HE DISCONNECTED THE CRUISE CONTROL. THIS ALLOWED THE MOTOR TO RETURN TO NORMAL SPEED, AND LINDA WAS ABLE TO CONTINUE AND COMPLETE HER TRIP HOME. THE ASSISTING MOTORIST DID INDICATE THAT THE CABLE TO THE CRUISE CONTROL SEEMED TO BE LOOSE. UPON CHECKING VARIOUS WEB-SITES, INCLUDING THE NHTSA SITE, I FOUND THAT A RECALL HAD BEEN ISSUED IN 2004 FOR THIS VERY PROBLEM (NHTSA CAMPAIGN ID NUMBER : 04V574000). I CALLED THE FORD MOTOR COMPANY RECALL INFORMATION SITE (1-866-436-7332) BUT WAS TOLD THAT BECAUSE OF WHERE MY ESCAPE WAS MANUFACTURED, IT DID NOT QUALIFY FOR FREE REPAIR. AS OF NOW MY VEHICLES CRUISE REMAINS DISABLED. I THINK THIS IS A DESIGN FLAW NOT A MANUFACTURING PROBLEM BASED ON PLACE OF MANUFACTURE. THEREFORE, I BELIEVE FORD SHOULD COVER THE COST OF REPAIR. \*NM

Make : FORD

Model : ESCAPE

Year : 2002

Manufacturer : FORD MOTOR COMPANY

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10144957

Number of Deaths: 0

Date of Failure: November 11, 2004

VIN : 1FMYU01BX2K...

Component: VEHICLE SPEED CONTROL:CABLES

Summary:

WHEN STARTING OFF, OR ACCELERATING THE GAS PEDAL HAS A HESITANT/STICKING SENSATION. IT REQUIRES MORE THAN NORMAL PRESSURE TO DEPRESS IT, AND CAUSES AN UNEXPECTED INCREASE IN THE ENGINE SPEED. THERE IS A CURRENT RECALL FROM THE V-6 3.0 ENGINES, BUT NOT FOR MY 4-CYL. \*JB

Make : FORD

Model : ESCAPE

Year : 2002

Manufacturer : FORD MOTOR COMPANY

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10118899

Number of Deaths: 0

Date of Failure: January 1, 1901

VIN : 1FMYU04192K...

Component: VEHICLE SPEED CONTROL:CABLES

Summary:

"RECALL CAMPAIGN" - RECALL NOTICE RECEIVED FOR 2002 FORD ESCAPE IN REFERENCE TO THE ACCELERATOR CABLE.\*MR THE CONSUMER RECEIVED RECALL NOTICE JAN. 2005. THE CONSUMER CALLED THE DEAL IN MARCH TO HAVE THE RECALL WORK DONE. THE DEALER INFORMED THE CONSUMER THAT IT WAS TOO LATE TO GET THE REPAIR. THEY STATED IF THE VEHICLE WAS BROUGHT IN JAN OR FEB THEY WOULD HAVE DONE IT. THE REPAIR WERE MADE AT ANOTHER DEALER. \*BF \*NM

Make : FORD

Model : ESCAPE

Year : 2002

Manufacturer : FORD MOTOR COMPANY

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10116574

Number of Deaths: 0

Date of Failure: February 18, 2005

VIN : 1FMYU03162K...

Component: VEHICLE SPEED CONTROL:CABLES

Summary:

I RECEIVED A RECALL NOTICE (FORD RECALL # 04S25) ON MY 2002 FORD ESCAPE BECAUSE OF THE POSSIBILITY OF THE ACCELERATOR STICKING. I HAD THE RECALL ORDER WORKED ON AT LOW COUNTRY FORD IN SUMMERVILLE, SC ON 2/7/05. ON 2/18/05 THE ACCELERATOR STUCK WIDE OPEN. I WAS ABLE TO PUT THE VEHICLE IN NEUTRAL AND STOP WITHOUT AN ACCIDENT. IT WAS TOWED BACK TO THE DEALERSHIP AND THEY REPAIRED IT AGAIN. ON 3/22/05 THE ACCELERATOR STUCK AGAIN WHILE MY SON WAS DRIVING. IT WAS TOWED AND REPAIRED A THIRD TIME. I REFUSE TO DRIVE THIS CAR AGAIN. FORDS RECALL FIX DOES NOT SOLVE THE PROBLEM. \*AK

Make : FORD

Model : ESCAPE

Year : 2002

Manufacturer : FORD MOTOR COMPANY

Crash : Yes

Fire : No

Number of Injuries: 1

ODI ID Number : 10112505

Number of Deaths: 0

Date of Failure: February 19, 2005

VIN : 1FMYU03112K...

Component: VEHICLE SPEED CONTROL:CABLES

Summary:

AS I WAS PUTTING UP TO A RED LIGHT, I APPLIED THE BRAKES AND MY AUTOMOBILE WOULD NOT SLOW DOWN. IT SPED UP RESULTING IN ME CRASHING INTO THE CAR IN FRONT OF ME. WHEN I APPLIED THE BRAKES THE CAR DID NOT SLOW DOWN AT ALL IT SPED UP TO AT LEAST 20 TO 30 MPH. I HAD RECEIVED A RECALL FOR THIS EXACT THING HAPPENING. FORD SERVICE MANAGER JASON PREAT HAS INFORMED THAT THERE IS NOTHING WRONG WITH THE ACCELERATOR CABLE (WHAT THE CAR HAS THE RECALL FOR) AND THAT IS NOT WHY MY CAR CRASHED. BUT I KNOW WHAT HAPPEN AND FORD IS RESPONSIBLE FOR THIS ACCIDENT, MY LOSS WAGES, AND OTHER VARIOUS EXPENDS. THIS CAR HAS DONE THIS IN THE PAST AND I THOUGHT THAT I HAD IMAGED IT. IT WAS NEVER AS SERVE AS THE LAST TIME. THE SERVICE MANAGER JASON PREAT HAS DENIED THAT THE RECALL ON MY VEICHILE IS THE CAUSE OF THIS ACCIDENT AND HAS TOLD ME I WOULD BE SPINNING MY WHEELS TO GET FORD TO OWN UP TO THIS.\*AK

Make : FORD

Model : ESCAPE

Year : 2002

Manufacturer : FORD MOTOR COMPANY

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10106890

Number of Deaths: 0

Date of Failure: January 5, 2005

VIN : 1FMCU03162K...

Component: VEHICLE SPEED CONTROL:CABLES

Summary:

CONSUMER EXPERIENCED TWO PROBLEM WITH THIS VEHICLE ON TWO SEPARATED OCCASIONS. FIRST, VEHICLE STALLED WHILE DRIVING, CONSUMER TRIED TO RESTARTED, BUT WAS UNABLE TO DO SO. SECONDLY, WHILE TRAVELING VEHICLE STARTED TO ACCELERATE UNCONTROLLABLY. CONSUMER WAS ABLE TO MAINTAIN CONTROL OF THE VEHICLE. APPLIED THE BRAKES AND THE PEDAL WENT TO THE FLOOR. CONSUMER WAS ABLE TO PULL OVER. AFTERWARDS VEHICLE WAS TOWED ON BOTH OCCASIONS. MECHANIC DETERMINED THAT A HEAD GASKET BLEW OUT, AND THE SPEED CONTROL CABLE SNAPPED. THE HEAD GASKET, AND SPEED CONTROL CABLE NEEDED TO BE REPLACED. \*AK

Make : FORD

Model : ESCAPE

Year : 2002

Manufacturer : FORD MOTOR COMPANY

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10246895

Number of Deaths: 0

Date of Failure: October 26, 2008

VIN : 1FMYU01B92K...

Component: VEHICLE SPEED CONTROL:ACCELERATOR PEDAL

Summary:

I WAS DRIVING HOME FROM WORK WHEN I NOTICED THE GAS PEDAL REMAINED STUCK TO THE FLOOR. WHEN I HAD THE DEALER CHECK IT, THEY NOTICED THAT THE ACCELERATOR CABLE WAS SEVERELY FRAYED AND THAT IF I KEPT DRIVING IN THAT CONDITION, IT WOULD BE VERY DANGEROUS. \*TR

Make : FORD

Model : ESCAPE

Year : 2002

Manufacturer : FORD MOTOR COMPANY

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10119005

Number of Deaths: 0

Date of Failure: February 7, 2005

VIN : 1FMYU03162K...

Component: VEHICLE SPEED CONTROL:ACCELERATOR PEDAL

Summary:

2002 FORD ESCAPE EXPERIENCING PROBLEMS WITH ACCELERATOR EVEN AFTER RECALL REPAIRS WERE PERFORMED.\*MR RECALL CAMPAIGN, PERFORMED ON 02/07/05 AND STILL HAVING PROBLEM. THE ACCELERATOR STUCK WIDE OPEN WHILE TRAVELING DOWN THE HIGHWAY. ON 03/22/05 THE ACCELERATOR STUCK AGAIN. \*BF \*NM

Make : FORD

Model : ESCAPE

Year : 2002

Manufacturer : FORD MOTOR COMPANY

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10104571

Number of Deaths: 0

Date of Failure: October 6, 2004

VIN : Not Available

Component: VEHICLE SPEED CONTROL:ACCELERATOR PEDAL

Summary:

I-4 ENGINE (38K MI)- THROTTLE STICKS IN CLOSED POSITION. THROTTLE CABLE IS OKAY, BUT THROTTLE PLATE WILL STICK IN THROTTLE BORE IN AN UNPREDICTABLE MANNER, RESULTING IN INCONSISTENT PEDAL EFFORTS / PERFORMANCE. SPORADIC THROTTLE PERFORMANCE RESULTS IN OCCASIONAL SUDDEN ACCELERATION DURING LOW SPEED MANUVERS AS THROTTLE BECOMES "UNSTUCK" FROM CLOSED POSITION. DIFFICULT TO ANTICIPATE BEHAVIOUR IN PARKING LOT MANUVERS HAS RESULTED IN

**DRIVER AVOIDING USE OF VEHICLE WHENEVER POSSIBLE.\*AK**

**Make : FORD**

**Model : ESCAPE**

**Year : 2002**

**Manufacturer : FORD MOTOR COMPANY**

**Crash : Yes**

**Fire : No**

**Number of Injuries: 0**

**ODI ID Number : 10092635**

**Number of Deaths: 0**

**Date of Failure: July 12, 2004**

**VIN : 1FMYU03182K...**

**Component: VEHICLE SPEED CONTROL:ACCELERATOR PEDAL**

**Summary:**

**WHEN STEPPING ON THE BRAKE VEHICLE ACCELERATED. CONSUMER STATED THAT ENGINE ROARED. HAD TO STEP ON THE BRAKES WITH GREAT PRESSURE AND IT STILL HAPPENED. CONSUMER TOOK VEHICLE TO THE DEALER ON 3 OCCASIONS, AND EACH TIME, THEY WERE UNABLE TO DETECT THE PROBLEM. CONSUMER CONTACTED MANUFACTURER, WHO DENIED OF THE PROBLEM. MANUFACTURER SENT AN ENGINEER TO DIAGNOSE THE PROBLEM, AND WHILE IN HIS POSSESSION, THE PROBLEM DID NOT DUPLICATE ITSELF. \*AK**

**Make : FORD**

**Model : ESCAPE**

**Year : 2002**

**Manufacturer : FORD MOTOR COMPANY**

**Crash : No**

**Fire : No**

**Number of Injuries: 0**

**ODI ID Number : 10082253**

**Number of Deaths: 0**

**Date of Failure: February 10, 2003**

**VIN : 1FMYU01112K...**

**Component: VEHICLE SPEED CONTROL:ACCELERATOR PEDAL**

**Summary:**

**HIGH REVVING WHEN IN DRIVE,NEUTRAL,PARK. RPM UP TO 4. NOTICED WHEN AT STOP LIGHTS THAT IT WAS REVVING VERY HIGH, PULLED OVER AND PUT IT IN PARK AND THE CAR WILL REV TO 4. I HAVE REPORTED THIS PROBLEM OVER 6 TIME TO FORD DEALERSHIPS IN VALENCIA, CA. AND PALMDALE, CA. THEY ALWAYS SAY THEY NO WHAT THE PROBLEM IS AND THEY FIX IT WITH NO CHARGE, HOWEVER IT ALWAYS COMES BACK. I HAVE ALL MY SERVICE REPAIRS DOCUMENTED. I HAVE TAKEN MY COMPLAINT TO THE FORD CUSTOMER SERVICE DEPT. AND THEY HAVE PUT ME IN TOUCH WITH THE DISTRICT SERVICE MANAGER, HOWEVER, HAS NEVER CONTACTED ME. I DON'T KNOW WHAT ELSE TO DO. FOR A WHILE MY 16 YEAR OLD WAS DRIVING IT AND MY CONCERN FOR AN ACCIDENT WAS GREAT. SHE DOES NOT DRIVE IT**

ANYMORE. PLEASE ADVISE. \*LA

Make : FORD

Model : ESCAPE

Year : 2002

Manufacturer : FORD MOTOR COMPANY

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10039414

Number of Deaths: 0

Date of Failure: September 23, 2003

VIN : 1FMYU03162K...

Component: VEHICLE SPEED CONTROL:ACCELERATOR PEDAL

Summary:

STIFF ACCELERATOR PEDEL. CANNOT MAKE A SMOOTH ACCELERATION FROM A COMPLETE STOP. THE PEDAL DOESN'T SEEM TO "GIVE" UNTIL IT'S PUSHED TOO MUCH. WHEN IT'S PUSHED TOO MUCH. THERE IS A SURGE OF ACCELERATION AND USUALLY THE TIRES JUST SPIN, WHETHER IT'S RAINING, SNOWING OR JUST PLAIN DRY OUT.

Make : FORD

Model : ESCAPE

Year : 2002

Manufacturer : FORD MOTOR COMPANY

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10031648

Number of Deaths: 0

Date of Failure: July 30, 2003

VIN : 1FMYU04102K...

Component: VEHICLE SPEED CONTROL:ACCELERATOR PEDAL

Summary:

THE VEHICLE STALLED. ONCE WHILE THE VEHICLE WAS IN THE DRIVE, THE HORN BEGAN TO BLOW, AND THE LIGHTS STARTED TO BLINK. NO ONE WAS IN THE VEHICLE OR HAD TOUCHED THE VEHICLE. THE CONSUMER TOOK THE VEHICLE TO THE DEALERSHIP TO BE REPAIRED, HOWEVER THEY WERE UNABLE TO REPAIR IT BECAUSE THEY COULD NOT DUPLICATE THE PROBLEMS. \*AK THE VEHICLE ALSO ROLLED AWAY WITH THE IGNITION LOCKED, KEYS REMOVED AND VEHICLE IN PARK. ALSO THE ACCELERATOR BECAME STUCK ON FOUR OCCASIONS. A REPRESENTATIVE FROM TOLD THE CONSUMER THE REASON WHY THE VEHICLE ROLLED AWAY, WAS BECAUSE THE EMERGENCY BRAKE HAD NOT BEEN APPLIED. \*PH \*JB

### 2003 FORD ESCAPE

Make : FORD

Model : ESCAPE

Year : 2003

Manufacturer : FORD MOTOR COMPANY

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10451442

Number of Deaths: 0

Date of Failure: April 17, 2008

VIN : Not Available

Component: VEHICLE SPEED CONTROL

Summary:

TL\* THE CONTACT OWNS A 2003 FORD ESCAPE. THE CONTACT STATED THAT THE VEHICLE UNEXPECTEDLY ACCELERATED SEVERAL TIMES WITHOUT WARNING. ON ONE OCCASION, THE CONTACT WAS TURNING RIGHT AT 20 MPH AND THE VEHICLE ACCELERATED BEFORE PRESSURE WAS APPLIED TO THE ACCELERATOR PEDAL. THE CONTACT STATED THAT THE VEHICLE CONTINUED TO ACCELERATE UNTIL IT STALLED. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER ON SEVERAL OCCASIONS, BUT THEY WERE UNABLE TO DIAGNOSE THE FAILURE. THE FAILURE MILEAGE WAS UNKNOWN AND THE CURRENT MILEAGE WAS 70,000. THE VIN WAS NOT AVAILABLE.

Make : FORD

Model : ESCAPE

Year : 2003

Manufacturer : FORD MOTOR COMPANY

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10379444

Number of Deaths: 0

Date of Failure: March 10, 2008

VIN : 1FMYU93113K...

Component: VEHICLE SPEED CONTROL

Summary:

TL\* THE CONTACT OWNS A 2003 FORD ESCAPE. THE CONTACT STATED THE THROTTLE BODY WOULD BECOME STUCK IN THE OPEN THROTTLE POSITION WHENEVER THE OUTSIDE TEMPERATURE WAS BELOW ZERO. THE CONTACTS PERSONAL MECHANIC ADVISED THAT THE FAILURE OCCURRED BECAUSE THE THROTTLE WAS FREEZING IN THE OPEN POSITION AND SEEMED TO BE A MANUFACTURING DEFECT. THE VEHICLE WAS NOT REPAIRED. THE FAILURE MILEAGE WAS 70,000 AND THE CURRENT MILEAGE WAS 90,000.

Make : FORD

Model : ESCAPE

Year : 2003

Manufacturer : FORD MOTOR COMPANY

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10342450

Number of Deaths: 0

Date of Failure: July 7, 2003

VIN : 1FMYU02143K...

Component: VEHICLE SPEED CONTROL

Summary:

I OWN A 2003 FORD ESCAPE, RECENTLY PURCHASED PRE-OWNED. AFTER HAVING THE VEHICLE APPROXIMATELY 3 WEEKS, WHILE PUTTING IT INTO REVERSE TO BACK UP, SUDDENLY IT WAS AS IF THE ACCELERATOR GOT STUCK, THE MOTOR WAS REVVING UP TO 4 GRAND....I PUT THE VEHICLE DRIVE THINKING MAYBE MY FLOOR MAT WAS STUCK UNDER IT, AS I PULLED TO A REDLIGHT, I ALMOST RAN THROUGH THE REDLIGHT WITH ONCOMING TRAFFIC BECAUSE ACCELERATION INCREASED AND IT TOOK ALL I HAD TO STOP THE CAR BY PUSHING THE BRAKES WITH BOTH FEET AS HARD AS I COULD. THE FLOORMATS WERE NOT THE PROBLEM.... I PULLED OFF THE SIDE OF THE ROAD, WITH MY ONE YEAR OLD BABY IN THE BACK SEAT. I THEN TURNED THE ESCAPE OFF, AND RESTARTED IT, THE ENGINE SOUNDED AS IF IT WERE GOING TO BLOW, IT WAS REVVING UP TO 4 AND 5 GRAND. I THEN CALLED A MECHANIC I KNEW, HE CAME TO GET MY VEHICLE TO DRIVE IT BACK TO HIS SHOP. DURING HIS VERY VERY SHORT DRIVE, HE NEVER HAD TO PUT HIS FOOT ON THE GAS AT ALL, AND THE VEHICLE DROVE 40 MILES PER HOUR BY ITSELF... SO FAR, ALL WE KNOW IS THAT THE IAC VALVE HAD WENT BAD...(IDLE AIR CONTROL)....I HAVE HAD IT BACK A FEW DAYS AND NOT HAD ANY MORE PROBLEMS AT THIS TIME, ALTHOUGH I AM VERY CAREFUL AND SCARED THIS WILL HAPPEN AGAIN.... DURING RESEARCH, I FOUND THEIR WERE ALMOST 500,000 2003 MODEL FORD ESCAPES RECALLED FOR SIMILAR PROBLEMS WITH THE ACCELERATION. I CONTACTED 2 DIFFERENT PEOPLE WITH FORD MOTOR COMPANY, ON 2 SEPARATE OCCASIONS, EXPLAINING WHAT HAD HAPPENED. THEY BOTH ASSURED ME THAT "MY VEHICLE" WAS NOT ONE OF THE HALF MILLION INVOLVED IN THE RECALL. I FIND SOMETHING VERY WRONG WITH THIS BECAUSE THIS WAS NOT JUST A FREAK THING THAT HAPPENED. THIS IS DANGEROUS AND COULD HAVE COST ME AND MY BABY OUR LIVES. THERE ARE TO MANY OTHER COMPLAINTS BY PEOPLE WITH THE SAME EXACT THIN THAT HAS HAPPENED TO THEM, AND THEY ARE BEING TOLD THE SAME STORIES. SOMETHING ISN'T RIGHT, AND FORD MOTOR COMPANY NEEDS TO INVESTIGATE FURTHER INTO THIS POTENTIALLY DEADLY PROBLEM. \*TR

Make : FORD

Model : ESCAPE

Year : 2003

Manufacturer : FORD MOTOR COMPANY

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10335235

Number of Deaths: 0

Date of Failure: April 10, 2003

VIN : Not Available

**Component: VEHICLE SPEED CONTROL**

**Summary:**

TL\* THE CONTACT OWNS A 2003 FORD ESCAPE. THE CONTACT STATED WHEN THE VEHICLE IS PUT INTO DRIVE IT WOULD ABNORMALLY ACCELERATE WITHOUT DEPRESSING THE ACCELERATOR PEDAL. THE CONTACT WAS ABLE TO STOP THE UNINTENDED ACCELERATION BY APPLYING THE BRAKES. THE VEHICLE WAS NOT TAKEN TO THE DEALER FOR DIAGNOSTIC TESTING OR REPAIRS. THE VIN WAS NOT AVAILABLE. THE FAILURE MILEAGE WAS 145,000 AND THE CURRENT MILEAGE WAS 150,000.

Make : FORD

Model : ESCAPE

Year : 2003

Manufacturer : FORD MOTOR COMPANY

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10331278

Number of Deaths: 0

Date of Failure: May 19, 2010

VIN : 1FMYU031X3K...

**Component: VEHICLE SPEED CONTROL**

**Summary:**

2003 FORD ESCAPE VEHICLE WAS DRIVING DOWN INTERSTATE HIGHWAY WHEN THE VEHICLE BEGAN TO ACCELERATE UNCONTROLLABLY. THE DRIVER ACCELERATOR PEDAL WOULD NOT RESPOND TO BEING PUSHED/PULLED WHILE THE ENGINE REVVED. BRAKE WAS FULLY DEPRESSED AND VEHICLE CONTINUED TO ACCELERATE THROUGH BRAKING. VEHICLE TRANSMISSION WAS DISENGAGED TO NEUTRAL, ENGINE REVVED TO 5500 RPM. VEHICLE WAS COASTED TO A SHOULDER AND SHUT DOWN. VEHICLE CONTINUES TO REV TO 5500 RPM AS SOON AS IT IS STARTED WITHOUT RESPONSE FROM ACCELERATOR. ACCELERATOR WAS NOT CAUGHT/STUCK TO ANYTHING JUST NON-RESPONSIVE. VEHICLE BEHAVIOR CAUSED A NEAR ACCIDENT SITUATION - FAILURE TO DISENGAGE TRANSMISSION BY ANOTHER 10 SECONDS WOULD HAVE CAUSED A SERIOUS COLLISION. VEHICLE HAS BEEN TOWED & REMAINS IN A REPAIR SHOP. VEHICLE CONTINUES TO EXHIBIT BEHAVIOR AND MECHANIC HAS DETERMINED THIS IS DUE TO A STUCK THROTTLE CABLE. FORD DEALER WAS CONTACTED & SERVICE MECHANIC NOTED HE HAS SEEN THIS ISSUE BEFORE BUT A RECALL HAS NOT BEEN ISSUED. DEALER HAS REFUSED TO HONOR ANY TYPE OF WARRANTY/COVERAGE OF REPAIRS. RESEARCH OF FORD WEBSITE & NHTSA INDICATES NO OPEN/PREVIOUS RECALLS REGARDING ISSUE. THIRD-PARTY SITE CITES RECALL OF THROTTLE ISSUE AS RECALL ID 57885 W/ FORD CONTACT #, HOWEVER. \*TR

Make : FORD

Model : ESCAPE

Year : 2003

Manufacturer : FORD MOTOR COMPANY

Crash : No                      Fire : No                      Number of Injuries: 0  
ODI ID Number : 10325740                      Number of Deaths: 0  
Date of Failure: March 24, 2010  
VIN : 1FMCU93153K...

Component: VEHICLE SPEED CONTROL

Summary:

TL\*THE CONTACT OWNS A 2003 FORD ESCAPE. THE CONTACT STATED UPON STARING THE VEHICLE, THERE WAS AN ABNORMALLY INCREASE IN ENGINE RPMS. HE PROCEEDED TO DRIVE THE VEHICLE, MERGING ONTO THE HIGHWAY. THE VEHICLE ACCELERATED WITHOUT DRIVER INTENT TO SPEEDS OF UP TO 45 MPH. THE CONTACT STATED HE HAD TO USE EXTREME FORCE ON THE BRAKE PEDAL IN ORDER TO STOP THE VEHICLE. THE DEALER ADVISED THAT HE NO LONGER DRIVE THE VEHICLE UNTIL IT COULD BE INSPECTED. THE VEHICLE WAS TOWED TO THE DEALER WHERE THEY REPLACED THE IAC VALVE IN AN ATTEMPT TO REMEDY THE FAILURE. THE CONTACT HAD NOT EXPERIENCED THE FAILURE SINCE THE DATE OF REPAIRS. THE FAILURE MILEAGE WAS APPROXIMATELY 96,000 AND THE CURRENT MILEAGE WAS APPROXIMATELY 97,000.

Make : FORD                      Model : ESCAPE                      Year : 2003  
Manufacturer : FORD MOTOR COMPANY  
Crash : No                      Fire : No                      Number of Injuries: 0  
ODI ID Number : 10307722                      Number of Deaths: 0  
Date of Failure: January 1, 2003  
VIN : 1FMYU03153K...  
Component: VEHICLE SPEED CONTROL

Summary:

I HAVE A 2003 FORD ESCAPE, THE GAS PEDAL STICKS. I HAVE TAKEN NUMEROUS TIMES TO HAVE IT FIXED AT THE FORD DEALERSHIP. THEY SAY I NEED TO USE DIFFERENT GAS WHICH I DID. THEY TOLD ME TO CHANGE MY FUEL FILTER, WHICH I HAVE DONE NUMEROUS TIMES. AND IT STILL STICKS. MY WIFE WILL NOT DRIVE THE VEHICLE, SHE IS AFRAID TO DRIVE IT. WHEN I SAY IT STICKS, WHEN YOU PUT YOUR FOOT ON THE GAS PEDAL YOU HAVE TO PUSH IT DOWN HARD THEN LET UP OR YOU GO TO FAST. I AM GETTING NO WHERE. I WILL NEVER BUY ANOTHER FORD PRODUCT EVER. I REALLY NEED HELP IN THIS MATTER. I SEE ALL THIS ON TOYOTA, AND I CAN'T GET ANY WERE WITH FORD. HELP! \*TR

Make : FORD                      Model : ESCAPE                      Year : 2003

Manufacturer : FORD MOTOR COMPANY

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10303282

Number of Deaths: 0

Date of Failure: August 1, 2009

VIN : 1FMYU03113K...

Component: VEHICLE SPEED CONTROL

Summary:

I WAS TRAVELING AT APPROX 40 MPH IN MY 2003 FORD ESCAPE, WHEN MY VEHICLE BEGAN TO INCREASE IN SPEED. I TOOK MY FOOT OFF THE GAS & IT WENT FASTER. I PRESSED HARD ON THE BRAKES, BUT THE ACCELERATION CONTINUED. I PANICKED & PUT THE VEHICLE INTO PARK, WHERE WE SLAMMED TO A STOP BUT THE ENGINE CONTINUED TO REV AND THE CAR WAS HOPPING FORWARD. I WAS 9 MONTHS PREGNANT AND I HAD 4 YR OLD & 9 YR OLD CHILD WITH ME. I TURNED THE CAR OFF & REMOVED THE KEYS & CALLED A TOW TRUCK. AT THE FORD DEALERSHIP, THE SERVICE MANAGER WAS ABLE TO DUPLICATE THE TROUBLE ORIGINALLY, BUT THEN IT STOPPED. THEY CHARGED ME NEARLY \$100 FOR 2 DAYS OF TESTING, BUT COULDN'T FIGURE OUT WHAT WAS CAUSING IT. AT THAT TIME I HADN'T HEARD ABOUT THE TOYOTA ACCELERATION PROBLEM, SO I THOUGHT IT WAS A FLUKE. \*TR

Make : FORD

Model : ESCAPE

Year : 2003

Manufacturer : FORD MOTOR COMPANY

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10260591

Number of Deaths: 0

Date of Failure: February 26, 2009

VIN : 1FMCU93163K...

Component: VEHICLE SPEED CONTROL

Summary:

I HAVE A 2003 FORD ESCAPE WHICH HAD ACCELERATOR CABLE REPLACED UNDER A RECALL FROM FORD IN APPROXIMATELY 2005. I AM HAVING THE SAME PROBLEMS THAT CAUSED THE RECALL, WHICH IS NOT COMING BACK TO IDLE SPEED AND ACTUALLY STICKING WIDE OPEN ON ONE OCCASION. FORD MOTOR COMPANY REFUSES TO REPLACE THIS AT THEIR COST, SO AM DOING THIS AT MY OWN EXPENSE, OBVIOUSLY SOONER THAN LATER. \*TR

Make : FORD

Model : ESCAPE

Year : 2003

Manufacturer : FORD MOTOR COMPANY

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10259777

Number of Deaths: 0

Date of Failure: February 20, 2009

VIN : 1FMYU93123K...

Component: VEHICLE SPEED CONTROL

Summary:

TL\*THE CONTACT OWNS A 2003 FORD ESCAPE. WHILE DRIVING 45 MPH, THE VEHICLE SUDDENLY ACCELERATED ON ITS OWN TO 65 MPH. THE CONTACT DEPRESSED THE BRAKE PEDAL, BUT THE BRAKES FAILED AND BECAME LOCKED. SHE PLACED THE GEAR INTO NEUTRAL AND DROVE IN THE EMERGENCY LANE. SHE SHUT OFF THE VEHICLE AND RESTARTED IT AFTER SOME TIME. ONCE IT WAS RESTARTED, THE BRAKES SOFTENED UP AND THE RPMS DECREASED TO THE ORIGINAL START POSITION. THE DEALER STATED THAT THERE WERE NO RECALLS ON THE VEHICLE. SHE THEN TOOK THE VEHICLE TO A REPAIR SHOP AND WAS INFORMED THAT THERE WERE A FEW RECALLS ON THE VEHICLE; HOWEVER, NHTSA CAMPAIGN ID NUMBER 04V574000 (VEHICLE SPEED CONTROL:CABLES) WAS RELATED TO THE FAILURES WITH HER VEHICLE. ONCE SHE FOUND THE RECALL, THE CONTACT NOTIFIED THE DEALER AND THEY REFUSED TO ACKNOWLEDGE THE RECALL INFORMATION. SHE LATER CALLED THE MANUFACTURER AND THEY STATED THAT THE RECALL WAS REPAIRED FOUR YEARS AGO ON HER VEHICLE. THE VEHICLE HAS NOT YET BEEN REPAIRED, BUT THE FAILURE HAS NOT RECURRED SINCE THE ORIGINAL INCIDENT. SHE IS WORRIED THAT THE ISSUE COULD CAUSE FUTURE FAILURES AND THAT THE VEHICLE SHOULD BE REPAIRED AGAIN SINCE IT WAS NOT DONE PROPERLY THE FIRST TIME. THE CURRENT AND FAILURE MILEAGES WERE 115,000.

Make : FORD

Model : ESCAPE

Year : 2003

Manufacturer : FORD MOTOR COMPANY

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10244052

Number of Deaths: 0

Date of Failure: September 30, 2008

VIN : 1FMYU031X3K...

Component: VEHICLE SPEED CONTROL

Summary:

TL\*THE CONTACT OWNS A 2003 FORD ESCAPE. WHEN THE VEHICLE WAS STARTED, IT IDLED AT 3,000 RPM'S AND WOULD NOT DECREASE. AS A RESULT, WHEN PLACED INTO DRIVE, THE VEHICLE WILL SPEED OFF. THE DEALER STATED THAT THE VIN WAS NOT INCLUDED IN NHTSA CAMPAIGN ID NUMBER 04V574000 (VEHICLE SPEED CONTROL:CABLES). THE FAILURE MILEAGE WAS 67,000.

Make : FORD                      Model : ESCAPE                      Year : 2003  
Manufacturer : FORD MOTOR COMPANY  
Crash : No                      Fire : No                      Number of Injuries: 0  
ODI ID Number : 10187558                      Number of Deaths: 0  
Date of Failure: April 10, 2007  
VIN : Not Available  
Component: VEHICLE SPEED CONTROL

Summary:

SEVERAL TIMES IN THE PAST WHILE TURNING THE CORNER THE CAR KILLED. HIT BRAKES HARD TO AVOID REAR-END COLLISION. THE CAR ACCELERATED, CAUSING ME TO ONCE AGAIN HIT THE BRAKES.\*AK

Make : FORD                      Model : ESCAPE                      Year : 2003  
Manufacturer : FORD MOTOR COMPANY  
Crash : No                      Fire : No                      Number of Injuries: 0  
ODI ID Number : 10160154                      Number of Deaths: 0  
Date of Failure: June 16, 2006  
VIN : 1FMCU931X3K...  
Component: VEHICLE SPEED CONTROL

Summary:

INTERMITTENT PROBLEM: WHEN BRAKES ARE APPLIED THE ENGINE SPEEDS UP REQUIRING EXCESS PRESSURE TO ENGAGE BRAKES. \*NM

Make : FORD                      Model : ESCAPE                      Year : 2003  
Manufacturer : FORD MOTOR COMPANY  
Crash : No                      Fire : No                      Number of Injuries: 0  
ODI ID Number : 10157705                      Number of Deaths: 0  
Date of Failure: May 17, 2006  
VIN : 1FMYU92163K...  
Component: VEHICLE SPEED CONTROL

Summary:

DT\*: THE CONTACT STATED WHILE DRIVING 40MPH, THE ENGINE REVVED AT AN ELEVATED RATE AND THE VEHICLE LURCHED FORWARD WITHOUT WARNING. THE VEHICLE WAS INSPECTED BY THE DEALER. A NHTSA RECALL, #04V574000 WAS PERFORMED ON THE VEHICLE CONCERNING, THE VEHICLE

SPEED CONTROL HOWEVER, THE RECALL DID NOT REMEDY THE PROBLEM. THE DEALERSHIP PERFORMED A SECOND REPAIR WITH CHARGE UNDER THE RECALL, ADDITIONALLY THE THROTTLE AND THROTTLE BODY ASSEMBLY WAS REPLACED. AFTERWARDS, THE ENGINE REVVING AND LURCHING PERSISTED.

Make : FORD                      Model : ESCAPE                      Year : 2003  
Manufacturer : FORD MOTOR COMPANY  
Crash : Yes                      Fire : No                      Number of Injuries: 1  
ODI ID Number : 10108649                      Number of Deaths: 0  
Date of Failure: January 1, 2005  
VIN : 1FMYU93193K...  
Component: VEHICLE SPEED CONTROL

Summary:  
WHILE DRIVING THE VEHICLE INADVERTENTLY ACCELERATED. THIS RESULTED IN A HEAD ON COLLISION WITH A TREE. THE CAUSE OF THIS IS UNDETERMINED. \*NM

Make : FORD                      Model : ESCAPE                      Year : 2003  
Manufacturer : FORD MOTOR COMPANY  
Crash : No                      Fire : No                      Number of Injuries: 0  
ODI ID Number : 10092028                      Number of Deaths: 0  
Date of Failure: September 5, 2004  
VIN : 1FMCU03113K...  
Component: VEHICLE SPEED CONTROL

Summary:  
WHEN STOPPING AT A STOP SIGN, THE VEHICLE RACED AND SURGED INTO THE INTERSECTION. DEALER STATED THEY COULD NOT DUPLICATE THE PROBLEM. \*AK \*JB

Make : FORD                      Model : ESCAPE                      Year : 2003  
Manufacturer : FORD MOTOR COMPANY  
Crash : No                      Fire : No                      Number of Injuries: 0  
ODI ID Number : 10068000                      Number of Deaths: 0  
Date of Failure: April 27, 2004  
VIN : 1FMYU93163K...

**Component: VEHICLE SPEED CONTROL**

**Summary:**

ON MY WAY TO WORK YESTERDAY, I WAS EXITING THE HIGHWAY ONTO AN OFF-RAMP. I DID NOT HAVE THE GAS PEDAL PRESSED, YET THE TRUCK WAS ACCELERATING TO SPEEDS OVER 70 MPH. I TRIED PRESSING ON THE BRAKES, BUT THAT DID NOT STOP THE TRUCK. I FINALLY PUT THE TRUCK IN NEUTRAL IN ORDER TO AVOID AN ACCIDENT. WHILE SITTING AT THE INTERSECTION WAITING FOR THE LIGHT TO CHANGE, STILL IN NEUTRAL, THE TRUCK'S ENGINE WAS REVVING HIGHER & HIGHER. THE TRUCK WAS LITERALLY ROCKING BACK & FORTH. WHEN THE LIGHT TURNED GREEN, I PUT THE TRUCK IN DRIVE & IT RACED ON. I WAS VERY CAREFUL TO ALLOW AMPLE SPACE IN-BETWEEN MY TRUCK & OTHER DRIVERS. I HAD 2 OTHER INTERSECTIONS TO GO THROUGH BEFORE ARRIVING AT MY WORK LOCATION. I WOULD CONTINUE TO PUT THE TRUCK IN NEUTRAL WHILE SITTING AT AN INTERSECTION. THIS WAS A VERY SCARY EXPERIENCE. IF I HADN'T OF REACTED SO QUICKLY, I WOULD HAVE CRASHED INTO OTHER VEHICLES AND WOULD HAVE CAUSED AN ACCIDENT. I WAS LUCKY THAT THIS DID NOT OCCUR WHILE I WAS IN THE STOP & GO TRAFFIC CLOSER TO MY HOME. THIS EXPERIENCE SHOOK ME UP FOR QUITE SOME TIME. I CONTACTED THE NEAREST FORD DEALER & WAS TOLD TO CONTACT FORD'S ROADSIDE ASSISTANCE TO HAVE THE TRUCK TOWED TO THE DEARLERSHIP. WITHIN MINUTES THE TOW TRUCK ARRIVED & TOOK MY TRUCK TO THE DEALERSHIP. THE DEALERSHIP REPLACED THE THROTTLE CABLE UNDER WARRANTY & WITHIN A FEW HOURS, I WAS DRIVING MY TRUCK AGAIN. AFTER THE REPLACEMENT, THERE SEEMED TO BE NO RESISTANCE WHILE PUSHING THE GAS PEDAL. THEREFORE, I DID NOT NOTICE THIS PROBLEM THAT WAS ABOUT TO EXPLODE. AFTER MY EXPERIENCE, I NOW SEE THERE HAVE BEEN OTHER CASES SUCH AS MINE. I WAS LUCKY. HOW MANY OTHERS WON'T BE?

**Make : FORD**

**Model : ESCAPE**

**Year : 2003**

**Manufacturer : FORD MOTOR COMPANY**

**Crash : No**

**Fire : No**

**Number of Injuries: 0**

**ODI ID Number : 10047388**

**Number of Deaths: 0**

**Date of Failure: November 9, 2003**

**VIN : 1FMCU94113K...**

**Component: VEHICLE SPEED CONTROL**

**Summary:**

WHEN DRIVING OUR 2003 FORD ESCAPE, THE CAR'S ENGINE SPEED WOULD SUDDENLY JUMP FROM 1,500 RPMS TO AS HIGH AS 4,000+ RPMS WHILE BRAKING. SAME DEAL WHILE TRYING TO COAST TO A STOP - THE PEDAL SEEMED TO BE STUCK IN POSITION AND ENGINE RPMS WOULD NOT DECREASE.

THE CAR WAS NURSED TO THE CLOSEST TOWN AND TAKEN TO A FORD DEALERSHIP FIRST THING IN THE MORNING. THE SHOP FOREMAN DID AN ON-THE-SPOT DIAGNOSIS WITHOUT TAKING A REAL LOOK UNDER THE HOOD STATING THAT THE PROBLEM WAS MOST LIKELY DUE TO THE ACCELERATOR CABLE BINDING. THERE WAS ADDITIONAL DAMAGE TO THE CAR'S BRAKES. WE ASKED FOR AN APPRAISAL OF THE BRAKES, AND FOUR INDIVIDUAL FORD PERSONNEL (ONE SHOP FOREMAN, ONE DEALER SERVICE DEPARTMENT MANAGER, AND TWO SEPARATE FORD CUSTOMER SERVICE PERSONNEL) STATED THE DAMAGE SUSTAINED WAS UNNECESSARY WEAR DIRECTLY CAUSED BY A DEFECTIVE ACCELERATOR CABLE. HOWEVER, NONE OF THE PEOPLE ASSOCIATED WITH FORD WERE WILLING TO REPLACE THE DAMAGED BRAKES UNDER WARRANTY. THE FINAL PERSON WE SPOKE WITH WENT SO FAR AS TO PUT THE RESPONSIBILITY ON THE SHOULDERS OF THE DEALERSHIP THAT SOLD US THE CAR. THE ANALOGY GIVEN WAS THAT ALL FORD DEALERSHIPS ARE COMPLETELY INDEPENDENT, AND THAT ANY PROBLEMS WITH A FORD VEHICLE IS THE DIRECT RESPONSIBILITY OF THE SELLING DEALERSHIP. UNFORTUNATELY THIS INCIDENT HAPPENED WHEN WE WERE RELOCATING FROM THE EAST COAST TO ALASKA. IT HAS BEEN OUR EXPERIENCE THAT FORD CARES NOT AT ALL ABOUT THE PEOPLE WHO SPEND TENS OF THOUSANDS OF DOLLARS ON THEIR PRODUCTS - PEOPLE WHO RIGHTLY EXPECT A SAFE AND DEPENDABLE VEHICLE. FORD'S CHIEF CONCERN IS LINING THEIR POCKETS WITH MONEY, AND NOT WITH THE SAFETY OF THE CUSTOMER, THEIR FAMILY, AND THE OTHER PEOPLE ON THE ROAD. \*LA

Make : FORD

Model : ESCAPE

Year : 2003

Manufacturer : FORD MOTOR COMPANY

Crash : Yes

Fire : No

Number of Injuries: 0

ODI ID Number : 10040552

Number of Deaths: 0

Date of Failure:

VIN : 1FMYU03113K...

Component: VEHICLE SPEED CONTROL

Summary:

WHILE AT A STOP WITH FOOT ON BRAKE VEHICLE BEGAN TO ACCELERATE ON ITS OWN. CONSUMER LOST CONTROL AND HIT A BUILDING. \*AK

Make : FORD

Model : ESCAPE

Year : 2003

Manufacturer : FORD MOTOR COMPANY

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10031162

Number of Deaths: 0

Date of Failure: March 1, 2003

VIN : 1FMCU02133K...

Component: VEHICLE SPEED CONTROL

Summary:

IN MARCH 2003 VEHICLE BEGAN TO HESITATE AND ACCELERATE, MAINTAIN SPEEDS WHILE FOOT OFF THE GAS (ONCE AT 65 MPH), & SHAKE LIKE IT WANTED TO STALL. A COUPLE TIMES IT EVEN SPED UP WHILE I WAS BRAKING AT RED LIGHTS. ON 4-10-03 SERVICE DEPARTMENT COULD NOT DUPLICATE SYMPTOMS SINCE THEY ARE PARTICULARLY EXAGGERATED AFTER PARKED FOR AN HOUR OR SO. STATED THAT I COULD LEAVE IT OVERNIGHT (NO ALTERNATIVE TRANSPORTATION OFFERED) OR WAIT UNTIL ENGINE LIGHT CAME ON. SINCE THE CAR DID NOT FEEL SAFE, I BROUGHT IT TO ANOTHER DEALERSHIP WHICH OFFERED ALTERNATIVE TRANSPORTATION. THE PROBLEMS SEEMED TO IMPROVE FOR A WEEK OR 2 BEFORE RETURNING, FOLLOWING EACH OF THE FOLLOWING REPAIRS: 5/16/03 REPLACED THROTTLE BODY/IDLE AIR CONTROL/PCM REPROGRAMING; 6/6/03 REPAIR VACUUM TUBE/HOSE; 6/25/03 REPLACE PCM WITH NEW UPDATED PCM. TWO WEEKS LATER 7/12/03 OPERATION OF POWER LOCKS/WINDOWS, AND REAR WIPERS/DEFROST WERE GOING IN AND OUT WITH DASH ABS, BRAKE, AND BATTERY LIGHTS COMING ON CONCURRENTLY. SERVICE DEPARTMENT COULD NOT DUPLICATE CONCERN UNTIL 9 DAYS LATER WHEN THEY ASKED ME TO COME GET THE VEHICLE. THE SYMPTOMS RETURNED IMMEDIATELY AFTER I STARTED THE CAR UP TO LEAVE. 7/21/03 ALTERNATOR WAS REPLACED. HESITATION, ACCELERATION, SHAKING, AND MAINTAINING SPEEDS, ALTHOUGH NOT AS FREQUENT, CONTINUE AND COULD NOT BE REPRODUCED BY FORD REPRESENTATIVE ON 8/4/03. I AM NOW CONTINUING TO PURSUE LEMON LAW PROCEDURES. \*AK

Make : FORD

Model : ESCAPE

Year : 2003

Manufacturer : FORD MOTOR COMPANY

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10015965

Number of Deaths: 0

Date of Failure: April 15, 2003

VIN : 1FMYU02103K...

Component: VEHICLE SPEED CONTROL

Summary:

WHEN THE CONSUMER APPLIED THE BRAKES, THE VEHICLE ACCELERATED. THE VEHICLE WAS TAKEN TO THE DEALER FOR THIS PROBLEM IN MARCH 2003. THE THROTTLE SENSOR WAS REPLACED. \*JB

Make : FORD

Model : ESCAPE

Year : 2003

Manufacturer : FORD MOTOR COMPANY

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10207677 Number of Deaths: 0

Date of Failure: October 31, 2007

VIN : 1FMCU93163K...

Component: VEHICLE SPEED CONTROL:CABLES

Summary:

TL\*THE CONTACT OWNS A 2003 FORD ESCAPE. WHILE DRIVING APPROXIMATELY 55 MPH, THE ACCELERATOR PEDAL BECAME STUCK TO THE FLOOR WHEN IT WAS DEPRESSED. THE CONTACT APPLIED THE BRAKES AND SHIFTED INTO NEUTRAL, BUT THE VEHICLE WOULD NOT DECELERATE. SHE HAD TO CONTINUOUSLY EXERT PRESSURE TO THE ACCELERATOR TO RELEASE THE PEDAL. SHE TOOK THE VEHICLE TO THE DEALER AND THEY STATED THAT THE STRUT THROTTLE AND ACCELERATOR CABLE FAILED. THE DEALER REPLACED THE CABLE AND THROTTLE ASSEMBLIES FOR A \$500 SERVICE CHARGE BECAUSE THE VEHICLE WAS NOT INCLUDED IN NHTSA CAMPAIGN ID NUMBER 04V574000 (VEHICLE SPEED CONTROL:CABLES). THE MANUFACTURER DID NOT PROVIDE ANY ASSISTANCE. THE CURRENT AND FAILURE MILEAGES WERE 82,000. THE CONSUMER STATED FORD DID NOT CONSIDER THE DEFECT A SAFETY ISSUE BECAUSE THE VEHICLE WAS OUT OR WARRANTY. UPDATED 11/15/07 \*TR  
UPDATED 05/09/12 \*BF UPDATED 05/30/12

Make : FORD Model : ESCAPE Year : 2003

Manufacturer : FORD MOTOR COMPANY

Crash : Yes Fire : No Number of Injuries: 0

ODI ID Number : 10196290 Number of Deaths: 0

Date of Failure: July 13, 2007

VIN : 1FMYU02183K...

Component: VEHICLE SPEED CONTROL:CABLES

Summary:

TL\*THE CONTACT OWNS A 2003 FORD ESCAPE. THE CONTACT STATED THAT THE VEHICLE IMPROPERLY ACCELERATED WHILE DRIVING 20 MPH. A CRASH OCCURRED. THE VEHICLE ALSO FAILED TO ACCELERATE WHEN DRIVING UPHILL. THE CONTACT HAD THIS FAILURE REPAIRED LAST YEAR, BUT IT HAS SINCE RECURRED. A POLICE REPORT WAS FILED. THE CURRENT AND FAILURE MILEAGES WERE 40,000. THE CONSUMER STATED THE RECALL WAS PERFORMED AND 18 MONTHS LATER THE ACCIDENT OCCURED. THE VEHICLE ACCELERATED AND HIT THE VEHICLE JUST IN FRONT AT A STOP LIGHT. THE CONSUMER STATED FORD WILL NOT PERFORM RECALL WORK A 2ND TIME. OFFICER FIELD REPORT PROVIDED. UPDATED 09/05/07 \*TR

Make : FORD Model : ESCAPE Year : 2003

Manufacturer : FORD MOTOR COMPANY

Crash : No Fire : No Number of Injuries: 0

ODI ID Number : 10157705 Number of Deaths: 0

Date of Failure: May 17, 2006

VIN : 1FMYU92163K...

Component: VEHICLE SPEED CONTROL:CABLES

Summary:

DT\*: THE CONTACT STATED WHILE DRIVING 40MPH, THE ENGINE REVVED AT AN ELEVATED RATE AND THE VEHICLE LURCHED FORWARD WITHOUT WARNING. THE VEHICLE WAS INSPECTED BY THE DEALER. A NHTSA RECALL, #04V574000 WAS PERFORMED ON THE VEHICLE CONCERNING, THE VEHICLE SPEED CONTROL HOWEVER, THE RECALL DID NOT REMEDY THE PROBLEM. THE DEALERSHIP PERFORMED A SECOND REPAIR WITH CHARGE UNDER THE RECALL, ADDITIONALLY THE THROTTLE AND THROTTLE BODY ASSEMBLY WAS REPLACED. AFTERWARDS, THE ENGINE REVVING AND LURCHING PERSISTED.

Make : FORD Model : ESCAPE Year : 2003

Manufacturer : FORD MOTOR COMPANY

Crash : No Fire : No Number of Injuries: 0

ODI ID Number : 10155817 Number of Deaths: 0

Date of Failure: February 14, 2006

VIN : 1FMYU93153K...

Component: VEHICLE SPEED CONTROL:CABLES

Summary:

THE CRUISE CONTROL CABLE BECAME DISCONNECTED FROM THE THROTTLE LINKAGE AND JAMMED IN THE THROTTLE. THIS CAUSED THE VEHICLE TO ACCELERATE UNCONTROLLABLE. WAS LUCKILY ABLE TO GET OUT OF TRAFFIC AND INTO A PARKING LOT WITHOUT CAUSING ANY DAMAGE. \*NM

Make : FORD Model : ESCAPE Year : 2003

Manufacturer : FORD MOTOR COMPANY

Crash : No Fire : No Number of Injuries: 0

ODI ID Number : 10153319 Number of Deaths: 0

Date of Failure: March 21, 2005

VIN : 1FMYU02B93K...

Component: VEHICLE SPEED CONTROL:CABLES

Summary:

1.) CAR WAS REVVING UP DURING IDLING AND SHIFTING OF THE MANUAL TRANSMISSION. 2.) PER DEALERSHIP, THE ACCELERATOR CABLE HAD TO BE REPLACED DUE TO A MALFUNCTION. SEE NHTSA # 04V574000 AND FORD RECALL #04S25 3.) DEALERSHIP HAS TO REPLACE THE ACCELERATOR CABLE BUT REFUSES TO ACKNOWLEDGE MECHANICAL MALFUNCTION AND RECALL. RECALL WAS ONLY FOR V6 SUVs WHILE WE HAVE A V4 MANUAL TRANSMISSION EVEN THOUGH THE PART IS THE SAME ONE THAT IS MALFUNCTIONING IN THE V6 MODELS. \*NM

Make : FORD Model : ESCAPE Year : 2003

Manufacturer : FORD MOTOR COMPANY

Crash : Yes Fire : No Number of Injuries: 1

ODI ID Number : 10126198 Number of Deaths: 0

Date of Failure: February 27, 2005

VIN : 1FMYU93193K...

Component: VEHICLE SPEED CONTROL:CABLES

Summary:

DT: THE CONSUMER RECEIVED A RECALL NOTICE AND HE BROUGHT IT INTO THE DEALER TO HAVE THE REPAIR WORK DONE AROUND JANUARY 27, 2005. THE ACCELERATOR CABLE WAS REPLACED. ON JANUARY 30, 2005, HE STOPPED AT A RESTAURANT WITH HIS FOOT ON THE BRAKE AND THE CAR JUST TOOK OFF GOING 20-25 MPH. HE AIMED FOR A SNOW BANK AND THE CAR FINALLY STOPPED. THE NEXT MORNING HE WAS GOING TO TAKE IT TO THE DEALER. AS HE WAS SLOWING DOWN FOR THE RED LIGHT THE CAR TOOK OFF THROUGH THE RED LIGHT. HE HAD TWO PEOPLE LOOK AT IT, AND THEY COULDN'T FIND ANYTHING WRONG WITH VEHICLE. THE HEAD OF THE SERVICE DEPARTMENT DROVE THE CAR, AND SAID HE FIXED IT. ON FEBRUARY 26TH, 2005, THE CONSUMER WAS DRIVING FROM GEORGIA TO VIRGINIA GOING 55-60 MPH. WHILE MERGING THE CONSUMER TOOK HIS FOOT OFF OF THE GAS PEDAL AND THE CAR LUNGED, HIT SOME GRAVEL AND SPUN INTO THE RAVINE. \*AK RECALL CAMPAIGN # 04V574000. \*SC \*JB

Make : FORD Model : ESCAPE Year : 2003

Manufacturer : FORD MOTOR COMPANY

Crash : Yes Fire : No Number of Injuries: 2

ODI ID Number : 10107944 Number of Deaths: 0

Date of Failure: December 7, 2004

VIN : 1FMYU03133K...

Component: VEHICLE SPEED CONTROL:CABLES

Summary:

I WAS DRIVING TO WORK ON A 4 LANE URBAN STREET (ON A RAINY DAY) AND APPROACHED AS "S" CURVE. I LIFTED MY FOOT FROM THE GAS PEDAL TO SLOW DOWN AND THE CAR JUST KEPT GOING FORWARD AND SLID INTO THE NEXT LANE TO THE LEFT. NOT REALIZING WHAT WAS GOING ON, I GENTLY APPLIED THE BRAKES AND THE CAR CONTINUED TO MOVE FORWARD AND SLID TWO LANES TO THE RIGHT. THE CAR WOULDN'T SLOW DOWN, MADE A 90 DEGREE TURN AND CROSSED ALL 4 LANES AND HIT A CONCRETE ABUTMENT, GOING UP THE ABUTMENT UNTIL I THOUGHT THE CAR WOULD GO OVER IT. THE AIRBAGS DEPLOYED AND THEN THE CAR CAME DOWN FROM THE ABUTMENT, SLID BACKWARDS SO THE REAR END THEN HIT THE ABUTMENT AND THEN THE CAR FLEW ALL THE WAY ACROSS THE FOUR LANES WHERE IT STOPPED, FACING TRAFFIC. ONLY BECAUSE OF GOOD LUCK AND IT BEING EARLY IN THE MORNING DID THE CAR HIT NO OTHER VEHICLES. THE DAMAGE EXCEEDED TEN THOUSAND DOLLARS. JUST LAST WEEK I RECEIVED THE RECALL ABOUT THE ACCELERATOR CABLE. THE CAR IS STILL IN THE SHOP (OVER 7 WEEKS LATER) AND WILL THEN GO TO A DEALER TO HAVE THE CABLE REPLACED. HOWEVER, MY CAR'S VALUE HAS SIGNIFICANTLY PLUMMETED. I WILL PURSUE THIS WITH FORD.\*AK

Make : FORD Model : ESCAPE Year : 2003

Manufacturer : FORD MOTOR COMPANY

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10102462

Number of Deaths: 0

Date of Failure: December 9, 2004

VIN : 1FMYU92153K...

Component: VEHICLE SPEED CONTROL:CABLES

Summary:

WHILE DRIVING FROM I66 TO VA28 N AFTER REGAINING 60 MPH THE CAR KEPT SPEEDING UP, APPLIED BRAKES BUT BRAKES OVERHEATED AND CAR KEPT GAINING SPEED. THEN REALIZED GAS PEDAL WAS STUCK OPEN AND WOULD NOT RELEASE. SHUT ENGINE DOWN, RESTARTED AND QUICKLY MOVED TO RIGHT SIDE OF ROAD (HAD TO, CROSS 2 LANES OF TRAFFIC) RATHER DANGEROUS SITUATION. HAD CAR TOWED TO FORD DEALER WHO SAID THEY WOULD REPLACE THROTTLE CABLE. THEY SAID CABLE BECAME JAMMED. I CAN FIND NO RECALL FOR THIS PROBLEM IN THE ONLINE DATABASE. I THINK THIS COULD BE A VERY DANGEROUS SITUATION TO A LESS EXPERIENCED DRIVER AND PERHAPS NEED TO BE INVESTIGATED.\*AK

Make : FORD

Model : ESCAPE

Year : 2003

Manufacturer : FORD MOTOR COMPANY

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10096056

Number of Deaths: 0

Date of Failure: October 15, 2004

VIN : 1FMCU94133K...

Component: VEHICLE SPEED CONTROL:CABLES

Summary:

ON 10/15/04 I HAD JUST ENTERED A 6 LANE INTERSTATE (HIGH SPEED URBAN TRAFFIC) AND HAD TO QUICKLY MOVE OVER 3 LANES AS THE RIGHT 2 LANES WERE EXIT ONLY ABOUT ONE HALF MILE FROM MY ENTRANCE POINT. AFTER ACCELERATING TO MERGE INTO A GAP TO THE LEFT I FOUND THAT THE CAR WAS CONTINUING TO ACCELERATE EVEN THOUGH I WAS NOT DEPRESSING THE ACCELERATOR, AND WAS ABOUT TO REAR END A FLATBED TRUCK. THE BRAKES HAD LITTLE EFFECT ON SLOWING THE CAR. AFTER SOME VIOLENT MANEUVERING AND SEVERAL NEAR COLLISIONS I WAS ABLE TO GET TO THE SHOULDER AND SWITCH THE IGNITION OFF. THE CAR WAS TOWED TO A LOCAL FORD DEALERSHIP, WHERE THEY FOUND THE PROBLEM WAS A DEFECTIVE ACCELERATOR CABLE. THE PLASTIC COVERING HAD FRAYED/DISINTEGRATED, JAMMING THE CABLE SUCH THAT THE THROTTLE RETURN SPRING(S) WERE UNABLE TO CLOSE THE THROTTLE. THE SERVICE WRITER SAID HE HAD NOT SEEN THIS PROBLEM BEFORE. HOWEVER, I DID A CURSORY SEARCH ON THE NHTSA WEBSITE AND FOUND A SIGNIFICANT NUMBER OF SIMILAR AND IDENTICAL INCIDENTS (ONLY SEARCHED 2003 MODEL YEAR AND ONLY "VEHICLE SPEED CONTROL: ACCELERATOR PEDAL" COMPONENT). THERE WERE 8 INCIDENTS THAT WERE CLEARLY THE RESULT OF DEFECTIVE ACCELERATOR CABLES (10068000, 10015965, 10047388, 10023519, 10051175, 10024424, 10026817 AND 10082787) AND 6 THAT WERE PROBABLY/POSSIBLY THE RESULT OF DEFECTIVE

ACCELERATOR CABLES (10018602, 10043060, 10062971, 10015506, 10092028 AND 10040552). THE SERIOUSNESS AND NUMBER OF INCIDENTS WOULD SEEM TO WARRANT INVESTIGATION/RECALL. I REQUESTED THE DEFECTIVE CABLE FROM THE SERVICE WRITER, BUT HE INDICATED THAT AS IT WAS A WARRANTY ITEM IT HAD TO BE RETURNED TO FORD. HOWEVER, I DID TAKE 2 PICTURES IF THEY WOULD BE OF ANY HELP.\*AK

Make : FORD                      Model : ESCAPE                      Year : 2003  
Manufacturer : FORD MOTOR COMPANY  
Crash : No                      Fire : No                      Number of Injuries: 0  
ODI ID Number : 10082787                      Number of Deaths: 0  
Date of Failure: July 27, 2004  
VIN : Not Available  
Component: VEHICLE SPEED CONTROL:CABLES  
Summary:

THE ACCELARATOR CABLE ON MY 2003 FORD ESCAPE STUCK AT 65 MPH. THE ENGINE CONTINUED TO REV UNTIL I WAS ABLE TO STOP. I WAS ONLY ABLE TO STOP BY VERY HARD BRAKING AND THEN TURNED THE ENGINE OFF. THE VEHICLE WAS TOWED TO MIKE CASTRUCCI FORD IN MILFORD, OHIO. IT WAS LIKE TRYING TO BRAK WHILE I HAVE TO GAS FLOORED. VERY DANGEROUS.\*AK

Make : FORD                      Model : ESCAPE                      Year : 2003  
Manufacturer : FORD MOTOR COMPANY  
Crash : No                      Fire : No                      Number of Injuries: 0  
ODI ID Number : 10204179                      Number of Deaths: 0  
Date of Failure: August 10, 2007  
VIN : 1FMYU03113K...  
Component: VEHICLE SPEED CONTROL:CRUISE CONTROL

Summary:  
HAD PREVIOUSLY ASKED HOME DEALERSHIP TO CHECK CRUISE CONTROL FOR FAILURE TO TURN ON. AFTER TRAVELING FOR APPROX. 1 HOUR ON INTERSTATE, ATTEMPTED TO TURN ON CRUISE CONTROL. ON THIRD TRY, CRUISE CONTROL ENGAGED AND SET AT 70 MPH. AFTER A FEW MILES I TRIED TO TURN IT OFF WITH NO RESULTS. ENGINE CONTINUED TO ACCELERATE WHEN BRAKE APPLIED. I CONTACTED SOMEONE WHO ADVISED ME TO PULL OVER AND TURN THE CAR OFF IF POSSIBLE. I PULLED IN TO A REST AREA WITH BOTH FEET ON BRAKE AND WAS ABLE TO STOP THE CAR AND IMMEDIATELY PUT IT IN PARK AND TURN IT OFF. (VERY DIFFICULT WITH ENGINE REVING CONTINUOUSLY) I TRIED TO TURN THE CAR BACK ON TO SEE IF THE CRUISE TURNED OFF WITH THE CAR, IT DID NOT, THE ENGINE IMMEDIATELY ACCELERATED AND THE ENGINE SOUNDED AS IF IT WAS GOING TO EXPLODE. I TURNED THE CAR OFF. THE CAR WAS TOWED TO A DEALERSHIP AND THE

CRUISE CONTROL THROTTLE CABLE WAS FOUND TO BE STUCK. THE CABLE WAS DISCONNECTED AS THEY SAID THEY HAD NO PARTS TO REPLACE THE CRUISE CONTROL. I WAS SENT ON WITH A REQUEST TO HAVE IT REPLACED AT MY HOME DEALERSHIP. I WAS CHARGED FOR THE SERVICE. \*TR

Make : FORD

Model : ESCAPE

Year : 2003

Manufacturer : FORD MOTOR COMPANY

Crash : Yes

Fire : No

Number of Injuries: 1

ODI ID Number : 10130133

Number of Deaths: 0

Date of Failure: June 2, 2005

VIN : Not Available

Component: VEHICLE SPEED CONTROL:ACCELERATOR PEDAL

Summary:

IN JANUARY 2005 I RECEIVED A RECALL NOTICE FOR THE ACCELERATOR CABLE ON MY 2003 FORD ESCAPE SO I PROMPTLY HAD THE CABLE REPLACED AT THE DEALERSHIP. AS I WAS DRIVING HOME FROM WORK ON JUNE 2, 2005 THE ACCELERATOR PEDAL STUCK DOWN TO THE FLOOR OF MY VEHICLE AND THE BRAKES WOULDN'T ENGAGE. AS THE VEHICLE WAS ACCELERATING ON ITS OWN, NOW AT ABOUT 50MPH, I JERKED THE WHEEL TO THE RIGHT TO AVOID THE FAST APPROACHING INTERSECTION AND DROVE UP ON SOMEONE'S LAWN. MY VEHICLE FINALLY STOPPED WHEN I HIT A TREE. I HAD EMERGENCY SURGERY TO REPAIR AND CLOSE AN OPEN COMPOUND FRACTURE AND DISLOCATION OF MY ELBOW, HAD ADDITIONAL SURGERY 6 WEEKS LATER TO REPAIR A TORN LIGAMENT IN MY WRIST, AND HAVE A CHIP FRACTURE IN MY HIP SOCKET. I HAVE BEEN OUT OF WORK ON DISABILITY FOR 2 MONTHS ALREADY (HOPING TO BE ABLE TO GO BACK IN SEPTEMBER) AND HAVE TO GO TO PHYSICAL THERAPY 3 TIMES A WEEK FOR MY ELBOW, WRIST, AND HIP.

Make : FORD

Model : ESCAPE

Year : 2003

Manufacturer : FORD MOTOR COMPANY

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10102804

Number of Deaths: 0

Date of Failure: October 1, 2004

VIN : 1FMYU02153K...

Component: VEHICLE SPEED CONTROL:ACCELERATOR PEDAL

Summary:

ACCELERATOR PEDAL STICKS, FROM A STOPPED POSITION. VERY HARD TO PUSH THEN THE TRUCK JERKS FORWARD. \*JB

Make : FORD

Model : ESCAPE

Year : 2003

Manufacturer : FORD MOTOR COMPANY

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10062971

Number of Deaths: 0

Date of Failure: March 11, 2004

VIN : Not Available

Component: VEHICLE SPEED CONTROL:ACCELERATOR PEDAL

Summary:

ACCELERATOR PEDAL STICKS. WHEN PLACING VEHICLE INTO GEAR CONSUMER MUST APPLY PRESSURE TO ACCELERATOR TO RELEASE IT. SUBSEQUENTLY, IT RELEASES SUDDENLY IN A WAY WHICH CAUSES SUDDEN ACCELERATION. WHEN CONDITIONS ARE ICY THIS COMMON PROBLEM WILL EVENTUALLY GET SOMEONE KILLED. \*AK

Make : FORD

Model : ESCAPE

Year : 2003

Manufacturer : FORD MOTOR COMPANY

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10051175

Number of Deaths: 0

Date of Failure: December 27, 2003

VIN : Not Available

Component: VEHICLE SPEED CONTROL:ACCELERATOR PEDAL

Summary:

TO START, MY VEHICLE IS A 2003 FORD ESCAPE WITH 36,000 MILES. IT IS A COMPANY VEHICLE THAT I'M ABLE TO USE PROFESSIONALLY AND PERSONALLY. I WAS DRIVING HOME FROM A QUICK TRIP TO TOWN AND THE ACCELERATOR BEGAN TO HAVE A MIND OF ITS OWN. I WAS TRAVELING ON THE INTERSTATE AND THE VEHICLE CONTINUED TO ACCELERATE WITHOUT PUSHING ON THE GAS. LUCKILY I ACTED QUICKLY AND WAS ABLE TO PUT THE TRUCK IN NEUTRAL AND PULL OVER TO THE SIDE SAFELY. I TURNED THE VEHICLE OFF AND LOOKED TO SEE IF THERE WAS ANYTHING ON THE FLOORBOARD THAT WAS CAUSING CONSTANT ACCELERATION, THERE WASN'T. I TURNED THE VEHICLE BACK ON TO SEE WHAT WOULD HAPPEN AND THE RPM'S SORED TO 4 WITH BEING IN PARK. THIS IS THE FIRST TIME THIS VEHICLE HAD PERFORMED IN THIS MANNER. I MUST SAY THAT THIS WAS VERY FRIGHTNING. I WASN'T SURE I WAS GOING TO BE ABLE TO STOP.\*AK

Make : FORD

Model : ESCAPE

Year : 2003

Manufacturer : FORD MOTOR COMPANY

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10043060

Number of Deaths: 0

Date of Failure: October 16, 2003

VIN : 1FMYU93183K...

Component: VEHICLE SPEED CONTROL:ACCELERATOR PEDAL

Summary:

ABOUT 70% OF THE TIME, WHEN I TRY TO START UP FROM A STOP THE ACCELERATOR WILL NOT GO DOWN UNDER GRADUAL PRESSURE. I HAVE TO PUSH HARDER AND HARDER UNTIL THE ACCELERATOR SUDDENLY JERKS DOWN AND THE CAR SURGES AHEAD AT A FAST SPEED. SOMETIMES WHEN THE CAR IS MOVING AND I TRY TO SPEED UP, THE SAME THING HAPPENS. THIS IS VERY ANNOYING ON GOOD ROADS, DIFFICULT TO CONTROL IN STOP AND GO TRAFFIC AND EXTREMELY DANGEROUS ON SLIPPERY OR SNOW COVERED ROADS. I TOOK THE CAR IN TO THE DEALERSHIP (GERMAIN FORD OF COLUMBUS) AND THE SERVICE MANAGER SAID THAT THEY HAD RECEIVED MANY COMPLAINTS BUT HAD NO IDEA OF WHAT THE PROBLEM WAS. I HAVE JUST PUT A RANDOM DATE DOWN BECAUSE IT HAPPENS EVERY DAY THAT I DRIVE THE CAR. \*LA

Make : FORD

Model : ESCAPE

Year : 2003

Manufacturer : FORD MOTOR COMPANY

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10026817

Number of Deaths: 0

Date of Failure: July 8, 2003

VIN : 1FMYU93143K...

Component: VEHICLE SPEED CONTROL:ACCELERATOR PEDAL

Summary:

WHILE DRIVING AT 35 MPH, VEHICLE ACCELERATED TO 70 MPH AND THE THROTTLE STUCK. DRIVER HAD TO COAST TO A COMPLETE STOP BECAUSE DEPRESSING THE BRAKE PEDAL WASN'T SLOWING THE VEHICLE DOWN.\*AK

Make : FORD

Model : ESCAPE

Year : 2003

Manufacturer : FORD MOTOR COMPANY

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10023519

Number of Deaths: 0

Date of Failure: May 18, 2003

VIN : 1FMYU93143K...

Component: VEHICLE SPEED CONTROL:ACCELERATOR PEDAL

Summary:

BINDING OF ACCELERATOR PEDAL FROM IDLE; PEDAL DIFFICULT AT TIMES [INTERMITTENT PROBLEM] TO PUSH SMOOTHLY, CAUSING UNEVEN AND SUDDEN ACCELERATION. \*NLM

Make : FORD

Model : ESCAPE

Year : 2003

Manufacturer : FORD MOTOR COMPANY

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10024424

Number of Deaths: 0

Date of Failure: June 19, 2003

VIN : Not Available

Component: VEHICLE SPEED CONTROL:ACCELERATOR PEDAL

Summary:

GAS PEDAL STUCK AND THERE WAS SUDDEN ACCELERATION. THIS PROBLEM SIMILAR TO ODI 10018602, BUT THIS VEHICLE WAS NOT INCLUDED. \*AK

Make : FORD

Model : ESCAPE

Year : 2003

Manufacturer : FORD MOTOR COMPANY

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10018602

Number of Deaths: 0

Date of Failure: November 3, 2003

VIN : 1FMCU92153K...

Component: VEHICLE SPEED CONTROL:ACCELERATOR PEDAL

Summary:

GAS PEDAL STICKS AT IDLE WHEN IN GEAR. MUST PRESS WITH INCREASED PRESSURE THEN SUDDENLY RELEASES, LUNGING FORWARD. THIS IS A COMPANY VEHICLE AND EVERYONE ELSE IN THIS COMPANY HAS THE SAME COMPLAINT WITH THIS VEHICLE. \*JB

Make : FORD

Model : ESCAPE

Year : 2003

Manufacturer : FORD MOTOR COMPANY

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10015506

Number of Deaths: 0

Date of Failure:

VIN : Not Available

Component: VEHICLE SPEED CONTROL:ACCELERATOR PEDAL

Summary:

WHEN THE ACCELERATOR PEDAL WAS PRESSED SLIGHTLY THE VEHICLE SURGED FORWARD FROM 0-10 MPH. \*NLM

### 2004 FORD ESCAPE

Make : FORD

Model : ESCAPE

Year : 2004

Manufacturer : FORD MOTOR COMPANY

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10455783

Number of Deaths: 0

Date of Failure: March 15, 2008

VIN : 1FMYU93144D...

Component: VEHICLE SPEED CONTROL

Summary:

TL\* THE CONTACT OWNS A 2004 FORD ESCAPE. THE CONTACT STATED THAT AT ENGINE START UP,AIR BAG WARNING LIGHT ILLUMINATED. ON A SEPERATE OCCASSION, THE ACCELERATOR PEDAL DETACHED FROM THE VEHICLE WHILE ATTEMPTING A TURN. THE VEHICLE WAS TAKEN TO THE DEALER AND A PRIVATE MECHANIC TO DIAGNOSE BOTH FAILURES. THE DEALER CONFIRMED THAT A COMPUTER CHIP FAILED AND THE PRIVATE MECHANIC REPLACED THE THROTTLE CABLE FOR THE DETACHED ACCELERATOR PEDAL. THE MANUFACTURER WAS CONTACTED. THE FAILURE MILEAGE WAS 52,000 AND THE CURRENT MILEAGE WAS 78,116.

Make : FORD

Model : ESCAPE

Year : 2004

Manufacturer : FORD MOTOR COMPANY

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10378589

Number of Deaths: 0

Date of Failure: January 1, 2011

VIN : 1FMYU93144K...

Component: VEHICLE SPEED CONTROL

Summary:

TL\* THE CONTACT OWNS A 2004 FORD ESCAPE. THE CONTACT WAS DRIVING

APPROXIMATELY 55 MPH WHEN THE VEHICLE ABNORMALLY ACCELERATED AT A RAPID SPEED. THE VEHICLE FAILED TO DECELERATE WHEN THE BRAKES WERE APPLIED. THE CONTACT IMMEDIATELY SHIFTED INTO NEUTRAL AND THE VEHICLE CAME TO A COMPLETE STOP WITH THE ENGINE EXHIBITING AN UNUSUALLY HIGH INCREASE IN RPMS. THE FAILURE RECURRED INTERMITTENTLY. THE DEALER WAS NOTIFIED AND THEY ADVISED THE CONTACT THAT THERE WERE NO RECALLS RELATED TO THE FAILURE FOR HIS VEHICLE. THE VEHICLE WAS NEITHER REPAIRED NOR DIAGNOSED FOR THE FAILURE. THE FAILURE MILEAGE WAS APPROXIMATELY 85,000. UPDATED 03/22/11\*LJ UPDATED 12/20/11 \*CN

Make : FORD

Model : ESCAPE

Year : 2004

Manufacturer : FORD MOTOR COMPANY

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10370338

Number of Deaths: 0

Date of Failure: December 10, 2010

VIN : 1FMYU93104K...

Component: VEHICLE SPEED CONTROL

Summary:

TL\*THE CONTACT OWNS A 2004 FORD ESCAPE. THE CONTACT STATED THAT WHEN SHE DEPRESSED THE ACCELERATOR PEDAL, IT STUCK TO THE FLOORBOARD AND ACCELERATED UP TO 80 MPH ALTHOUGH THE BRAKE PEDAL WAS ALSO DEPRESSED. THE CONTACT HAD TO TURN THE VEHICLE OFF TO STOP THE VEHICLE. THE VEHICLE HAD NOT BEEN INSPECTED OR REPAIRED. THE CURRENT AND FAILURE MILEAGES WERE APPROXIMATELY 141,000.

Make : FORD

Model : ESCAPE

Year : 2004

Manufacturer : FORD MOTOR COMPANY

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10363982

Number of Deaths: 0

Date of Failure: October 24, 2010

VIN : 1FMCU93174K...

Component: VEHICLE SPEED CONTROL

Summary:

TL\*THE CONTACT OWNS A 2004 FORD ESCAPE. WHILE DRIVING 65 MPH WITH THE CRUISE CONTROL ON AS HE DEPRESSED THE ACCELERATOR PEDAL TO PAST ANOTHER VEHICLE THERE WAS SUDDEN ACCELERATION AND THE VEHICLE SPEED INCREASED MORE THAN IT SHOULD. HE HAD TO DEPRESS THE

BRAKE PEDAL WITH EXTREME FORCE IN ORDER TO GET TO MOVE ONTO THE SIDE OF THE ROAD AND TURN THE ENGINE OFF. THE VEHICLE WAS TOWED TO THE CLOSEST DEALER AND AFTER INSPECTION HE WAS TOLD THAT THE VEHICLE SPEED CONTROL CABLE BROKE AND CAUSED THE VEHICLE TO ACCELERATE. THE VEHICLE SPEED CONTROL WAS DISCONNECTED; YET, THE VEHICLE WAS DRIVEN TO HIS RESIDENCE. HE THEN TOOK THE VEHICLE TO ANOTHER DEALER WHERE THEY REPLACED THE CABLE AT HIS EXPENSE FOR \$160. THE MANUFACTURER WAS NOTIFIED AND ALSO OFFERED NO ASSISTANCE. THE FAILURE MILEAGE WAS 107,394.

Make : FORD

Model : ESCAPE

Year : 2004

Manufacturer : FORD MOTOR COMPANY

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10345004

Number of Deaths: 0

Date of Failure: July 18, 2010

VIN : 1FMCU94114K...

Component: VEHICLE SPEED CONTROL

Summary:

ON SUNDAY, JULY 18TH, 2010, WHILE DRIVING ON 280 S. IN THE AFTERNOON, I PASSED A VEHICLE THAT WAS TRAVELING APPROXIMATELY 50 MPH ON THE HIGHWAY. AS I PRESSED THE ACCELERATOR, THE VEHICLE CONTINUED TO ACCELERATE. AS THIS WAS THE 2ND OCCURRENCE, I DID NOT PANIC BUT TRIED A COUPLE OF REMEDIES. I ENSURED THE CRUISE CONTROL WAS OFF, IT WAS. I TRIED TO "POP" THE GAS PEDAL OFF THE FLOOR BUT IT WAS LIMP. I TAPPED THE ACCELERATOR TO NO AVAIL. I PUT THE VEHICLE IN NEUTRAL AS THE RPM'S WERE HITTING OVER 4500 RPM AND THE MPH WERE HITTING OVER 70+ AND NOT SLOWING. I COASTED TO THE SIDE AND WAITED FOR A TOW TRUCK. THE CAR WAS TAKEN TO THE DEALER. THEY FOUND THE THROTTLE CABLE WAS INDEED SLACK AND THE THROTTLE BODY WAS IN THE WIDE OPEN POSITION. THEY CALLED THE FORD HOTLINE WHO SAID THEY HAVE NEVER HEARD OF THE PROBLEM OCCURRING OR HAD A RECORD OF THE OCCURRENCE. THE DEALER CHARGED ME FOR THE INSPECTION AND SUGGESTED I REPLACE THE THROTTLE BODY AND PVC VALVE? THEY WEREN'T SURE IF THAT WAS THE CAUSE OF THE PROBLEM BUT THEY SUGGESTED IT. THE THROTTLE BODY, THEY SAID WAS ON BACK ORDER BECAUSE OF INCREASED DEMAND. THE VEHICLE HAD 164,000 MILES ON IT. \*TR

Make : FORD

Model : ESCAPE

Year : 2004

Manufacturer : FORD MOTOR COMPANY

Crash : Yes

Fire : No

Number of Injuries: 2

ODI ID Number : 10339086

Number of Deaths: 0

Date of Failure: October 18, 2009

VIN : 1FMYU02164K...

Component: VEHICLE SPEED CONTROL

Summary:

I WAS THE OWNER OF A 2004 FORD ESCAPE THAT WAS RECALLED BECAUSE THE ENGINE WOULD SUDDENLY ACCELERATE UNCONTROLLABLE. I HAD TO CALL MY INSURANCE CO. GEICO BECAUSE OF THIS THEY SENT OUT A TOW TRUCK TO CHECK THE SITUATION. THE TOW OPERATOR GOT THE ENGINE TO RUN NORMALLY. I PUT IN A CLAIM AGAINST FORD AND WAS TOLD THAT THEY DID NOT THINK THEY WERE LIABLE. MY ESCAPE ACCELERATED AGAIN AND WAS INVOLVED IN A ACCIDENT THAT TOTALED THE VEHICLE. I NEED HELP TO PRESENT MY CASE TO FORD MOTOR CO. \*TR

Make : FORD

Model : ESCAPE

Year : 2004

Manufacturer : FORD MOTOR COMPANY

Crash : No

Fire : Yes

Number of Injuries: 0

ODI ID Number : 10325817

Number of Deaths: 0

Date of Failure: April 14, 2010

VIN : 1FMCU94174K...

Component: VEHICLE SPEED CONTROL

Summary:

TL\* THE CONTACT OWNS A 2004 FORD ESCAPE. THE CONTACT STATED THAT WHILE DRIVING AT SPEEDS OF 35 MPH WITH HER FOOT STEADY ON THE ACCELERATOR PEDAL, THE VEHICLE ACCELERATED UP TO SPEEDS OF 70 MPH WITHOUT WARNING. SHE SHIFTED INTO NEUTRAL GEAR AND HAD TO USE BOTH FEET TO APPLY EXTREME PRESSURE TO THE BRAKE PEDAL, IN ORDER TO BRING THE VEHICLE TO A STOP. SHE STATED THAT THERE WAS A BURNING ODOR THROUGHOUT THE FAILURE. THE DEALER PERFORMED A DIAGNOSTIC TEST WHICH REVEALED THAT THE VEHICLE CRUISE CONTROL CABLE HAD BROKEN AND CAUSED A SHARD OF METAL TO BECOME LODGED IN THE ACCELERATOR MECHANISM. THE VEHICLE HAD NOT BEEN REPAIRED WHEN THE COMPLAINT WAS FILED. THE APPROXIMATE FAILURE AND CURRENT MILEAGES WERE 73,272.

Make : FORD

Model : ESCAPE

Year : 2004

Manufacturer : FORD MOTOR COMPANY

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10323339

Number of Deaths: 0

Date of Failure: March 15, 2010

VIN : 1FMYU93144K...

Component: VEHICLE SPEED CONTROL

Summary:

TL\*THE CONTACT OWNS A 2004 FORD ESCAPE. WHILE DRIVING APPROXIMATELY 60 MPH WITH THE ACCELERATOR PEDAL DEPRESSED MORE THAN ¾ OF THE WAY, THE CONTACT NOTICED THAT THE PEDAL WOULD NOT RELEASE CAUSING THE VEHICLE TO ACCELERATE. HE APPLIED THE BRAKE PEDAL WHICH SLOWED THE VEHICLE DOWN. THE FAILURE OCCURRED ON THREE OCCASIONS. THE VEHICLE WAS NOT TAKEN TO THE DEALER AND THE CONTACT HAD NOT SPOKEN WITH THE MANUFACTURER WHEN THE COMPLAINT WAS FILED. THE CURRENT MILEAGE WAS APPROXIMATELY 104,000. THE FAILURE MILEAGE WAS APPROXIMATELY 100,000.

Make : FORD

Model : ESCAPE

Year : 2004

Manufacturer : FORD MOTOR COMPANY

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10321828

Number of Deaths: 0

Date of Failure: March 23, 2010

VIN : 1FMCU93124K...

Component: VEHICLE SPEED CONTROL

Summary:

TL\* THE CONTACT OWNS A 2004 FORD ESCAPE. THE CONTACT STATED THAT WHILE DRIVING AT UNKNOWN SPEEDS AND REMOVING HIS FOOT FROM THE ACCELERATOR PEDAL, THE VEHICLE SUDDENLY ACCELERATED. HE WAS ABLE TO BRING THE VEHICLE TO A STOP WITHOUT INCIDENT. IN ADDITION, THE CONTACT STATED THAT THE ENGINE WOULD EXHIBIT UNUSUAL INCREASES IN RPMs OF UP TO 4500 WHILE IN ANY GEAR. THE VEHICLE WAS PREVIOUSLY REPAIRED UNDER NHTSA CAMPAIGN ID NUMBER 04V574000: VEHICLE SPEED CONTROL: CABLES, HOWEVER THE DEALER STATED THAT THE FAILURE WAS CONTRIBUTED TO THE IDLE AIR CONTROL VALVE MALFUNCTIONING. HE PROCEEDED TO EXPLAIN THE IDLE AIR CONTROL VALVE WAS NOT CLOSING CORRECTLY, THEREFORE CAUSING THE VEHICLE TO ACCELERATE WITHOUT DEPRESSING THE ACCELERATOR PEDAL. THE FAILURE MILEAGE WAS 77,000 AND THE CURRENT MILEAGE WAS 72667. THE IDLE AIR CONTROL VALVE FAILED WHICH CAUSED THE VEHICLE TO ACCELERATE AT AN EXCESSIVE SPEED. UPDATED 05/03/10. \*JB UPDATED 06/03/10\*BF UPDATED 06/10/10.\*JB

Make : FORD

Model : ESCAPE

Year : 2004

Manufacturer : FORD MOTOR COMPANY

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10316154

Number of Deaths: 0

Date of Failure: May 13, 2009

VIN : 1FMCU93124K...

Component: VEHICLE SPEED CONTROL

Summary:

FORD ESCAPES WERE RECALLED FOR STICKING ACCELERATORS WHILE THIS VEHICLE WAS UNDER WARRANTY. AT ~90K MILES, ACCELERATOR BEGAN STICKING (THREE SEPARATE OCCASIONS). FORTUNATELY ALL OCCURRED ON THE HIGHWAY WHERE THERE WAS ENOUGH TIME TO PULL OVER AND 'UNSTICK' THE ACCELERATOR. MATS WERE NOT THE ISSUE SINCE I REMOVED THE MATS AFTER THE FIRST INCIDENT. FORD CLAIMED THERE WAS NOTHING WRONG YET REPLACED SEVERAL COMPONENTS (AT MY EXPENSE). NO INCIDENTS SINCE THEN - ABOUT 20K MILES LATER. OBVIOUSLY THEY STILL HAVE A PROBLEM. \*TR  
[Duplicate of Complaint 10321828 – CAS.]

Make : FORD

Model : ESCAPE

Year : 2004

Manufacturer : FORD MOTOR COMPANY

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10315570

Number of Deaths: 0

Date of Failure: March 1, 2010

VIN : 1FMYU92144D...

Component: VEHICLE SPEED CONTROL

Summary:

TL\*THE CONTACT OWNS A 2004 FORD ESCAPE. THE VEHICLE FAILED TO ACCELERATE AND DECELERATE AND HE HAD TO TURN THE VEHICLE OFF TO AVOID A COLLISION. THE MANUFACTURER STATED THAT THE VEHICLE WAS REPAIRED UNDER RECALL 04V5740000 VEHICLE SPEED CONTROL, CABLES IN 2005; THEREFORE THEY WILL NOT OFFER ANY ASSISTANCE. THE VEHICLE WILL BE REPAIRED. THE FAILURE MILEAGE WAS 62,000. THE CURRENT MILEAGE WAS 112,000.

Make : FORD

Model : ESCAPE

Year : 2004

Manufacturer : FORD MOTOR COMPANY

Crash : Yes

Fire : No

Number of Injuries: 0

ODI ID Number : 10310514

Number of Deaths: 0

Date of Failure: January 15, 2010

VIN : 1FMCU93144K...

Component: VEHICLE SPEED CONTROL

Summary:

WHILE MOVING MY 2004 FORD ESCAPE IN MY DRIVEWAY THE VEHICLE SUDDENLY ACCELERATED WITHOUT MY FOOT ON THE PEDAL. I STRUCK A BUSH IN MY YARD AND WAS ABLE TO STOP. THE BUSH WAS DESTROYED AND THERE WAS APPROX. \$500 DAMAGE TO MY VEHICLE. A RECALL REPAIR ON THE ACCELERATOR CABLE WAS PERFORMED BY FORD IN MARCH OF 2005. I BROUGHT THE VEHICLE TO A FORD DEALER WHO WOULD NOT EVEN LOOK AT THE VEHICLE WITHOUT CHARGING ME. I REPORTED THE INCIDENT TO FORD MOTOR CO. WHO STATED THAT THEY REPAIRED THE ACCELERATOR CABLE WHEN IT WAS RECALLED AND WOULD NOT REPAIR IT AGAIN. I HAVE SINCE HAD THE BUMPER DAMAGE REPAIRED AND WILL HAVE THE ACCELERATOR CABLE INSPECTED BY AN INDEPENDENT GARAGE. I AM LUCKY THAT NO ONE WAS HURT DURING THIS INCIDENT. I AM HESITANT TO DRIVE THIS CAR AGAIN AND I AM VERY CAREFUL WHEN I HAVE TO. I AM A RETIRED POLICE OFFICER AND HAVE SEEN WHAT M/V CRASHES CAN DO. \*TR

Make : FORD

Model : ESCAPE

Year : 2004

Manufacturer : FORD MOTOR COMPANY

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10303434

Number of Deaths: 0

Date of Failure: October 12, 2007

VIN : 1FMCU92104D...

Component: VEHICLE SPEED CONTROL

Summary:

FORD 2004 ESCAPE - SLOWLY MAKING ASCENT UP A DRIVEWAY - SUDDENLY ACCELERATOR PEDAL STICKS, ENGINE RACING, CAR BEGINS RAPID ACCELERATION - DRIVER ABLE TO SLAM ON BRAKES WITH EXTREME PRESSURE TO STOP CAR - ENGINE CONTINUES TO RACE - DRIVER ABLE TO PUT CAR IN PARK WITH ENGINE STILL RACING - TURNS OFF CAR. HE THEN TURNS CAR BACK ON, ONLY TO HAVE ENGINE STILL RACING - IMMEDIATELY TURNS OFF AGAIN. DEALERSHIP CALLED TO COME PICK UP CAR. \*TR

Make : FORD

Model : ESCAPE

Year : 2004

Manufacturer : FORD MOTOR COMPANY

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10302546

Number of Deaths: 0

Date of Failure: January 8, 2010

VIN : 1FMYU92114K...

Component: VEHICLE SPEED CONTROL

Summary:

THE ENGINE REVS IN BELOW ZERO WEATHER EVER SINCE I BOUGHT THE ESCAPE IN 2003. I'LL BE DRIVING ON THE FREEWAY AT 60 MPH AND THE ONLY WAY I CAN SLOW THE SPEED OF THE CAR IS BY APPLYING THE BRAKES AND THE ENGINE CONTINUES REVING AS IF IT WERE STILL GOING 60. THEN WHEN I GET OFF THE FREEWAY THE CAR CONTINUES TO REV LIKE THAT AND I STOP AT STOP SIGNS AND IT REVS AND ONLY BY PUSHING DOWN HARD ON THE BRAKE CAN I CONTROL THE CAR AS IT CONTINUES TO REV AS IF GOING ABOUT 60MPH. OFTEN WHEN I START IT IN THE MORNING IT REVS (WHEN BELOW ZERO) AND CONTINUES TO REV AS I DRIVE A MILE OR SO TO HAVE COFFEE. THIS HAS BEEN THE CASE SINCE I GOT THE CAR. I INITIALLY TOOK IT IN TO TOUSLEY FORD IN WHITE BEAR, MINNESOTA. THEY SAID IT WAS FIXED AND CHARGED SOMETHING LIKE \$186 AND IT DID THE SAME THING ON DRIVING IT HOME (ABOUT 12 MILES). I TOOK IT BACK THEN AND THERE AS IT WAS DANGEROUS AND THEY TRIED TO FIX IT AGAIN AND IT STILL REVVED. ATTEMPTED FIXES: FEB 18, '08 REPLACED IAC, REPLACED 1L8Z\*9F715\*AA X-VALVE. THEN FEB. 19, '08 REPLACED IAC AGAIN PER INVOICE. I JUST GAVE UP AND DUE TO FINANCES DECIDED TO TAKE MY CHANCES DRIVING IT AS IS (STILL REVS). WHAT DO I DO NOW? THE DATE OF INCIDENT INSTEAD OF JAN. 8, 2010 SHOULD BE STATED AS "EVERY WINTER SINCE 2003". NEVER HAS BEEN FIXED.\*CW

Make : FORD

Model : ESCAPE

Year : 2004

Manufacturer : FORD MOTOR COMPANY

Crash : Yes

Fire : No

Number of Injuries: 1

ODI ID Number : 10291508

Number of Deaths: 0

Date of Failure: October 18, 2009

VIN : 1FMYU02164K...

Component: VEHICLE SPEED CONTROL

Summary:

ON 10/18/09 MY SON WAS IN CONTROL OF THE VEHICLE WHEN THE ACCELERATOR STUCK THE VEHICLE WOULD NOT RESPOND TO BRAKING AND EVENTUALLY RAN INTO A PARKED VEHICLE ONE PERSON INJURED AND THE VEHICLE PARKED RECEIVED DAMAGE MY 2004FORD ESCAPE TOTAL LOSS. \*TR

Make : FORD

Model : ESCAPE

Year : 2004

Manufacturer : FORD MOTOR COMPANY

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10267348

Number of Deaths: 0

Date of Failure: December 15, 2007

VIN : 1FMYU93114K...

Component: VEHICLE SPEED CONTROL

Summary:

TL\*THE CONTACT OWNS A 2004 FORD ESCAPE. WHILE DRIVING AT AN UNKNOWN SPEED, THE VEHICLE ACCELERATED UNEXPECTEDLY. AS A RESULT, THE STOPPING DISTANCE INCREASED. THE VIN WAS EXCLUDED FROM NHTSA CAMPAIGN ID NUMBER 04V574000 (VEHICLE SPEED CONTROL:CABLES). THE MANUFACTURER WOULD NOT ASSUME RESPONSIBILITY FOR THE REPAIR. THE VEHICLE HAS NOT BEEN REPAIRED. THE FAILURE MILEAGE WAS 65,000 AND CURRENT MILEAGE WAS 82,000.

Make : FORD

Model : ESCAPE

Year : 2004

Manufacturer : FORD MOTOR COMPANY

Crash : Yes

Fire : No

Number of Injuries: 1

ODI ID Number : 10266150

Number of Deaths: 0

Date of Failure: April 13, 2009

VIN : 1FMYU93174K...

Component: VEHICLE SPEED CONTROL

Summary:

ACCELERATING UP HILL TO POSTED 50MPH WHEN ACCELERATOR PEDAL PUNCHED TO THE FLOOR ON IT'S OWN. VEHICLE REACHED 85MPH AND SLOWED TO APPROX 55MPH WHEN DOWNSHIFTED TO 1ST WHILE SIMULTANEOUSLY PRESSING BRAKE PEDAL AND PULLING UP ON EMERGENCY BRAKE. ACCELERATOR PEDAL WOULDN'T COME UP DESPITE ATTEMPTS WITH FOOT. ULTIMATELY CRASHED, VEHICLE TOTALED, PROPERTY DAMAGE TO A HOUSE AND NEIGHBOR'S YARD, PERSONAL INJURIES SUSTAINED BY DRIVER ONLY; NO PASSENGERS. \*TR

Make : FORD

Model : ESCAPE

Year : 2004

Manufacturer : FORD MOTOR COMPANY

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10265495

Number of Deaths: 0

Date of Failure: December 20, 2008

VIN : 1FMCU94164K...

Component: VEHICLE SPEED CONTROL

Summary:

WHILE DRIVING HOME LAST WINTER MY ACCELERATOR PEDAL STUCK OPEN AND WOULD NOT RELEASE. I APPROACHED THE EXIT AT APPROXIMATELY 55 MPH AND HAD TO PUSH THE BRAKES TO THE FLOOR TO STOP THE VEHICLE. AFTER LETTING THE CAR SET FOR APPROXIMATELY 10 MINUTES EVERYTHING WORKED FINE AGAIN UNTIL THE MORNING WHEN I STARTED THE ENGINE AND IT STAYED AT 3000 RPM UNTIL THE CAR WARMED COMPLETELY UP. \*TR

Make : FORD

Model : ESCAPE

Year : 2004

Manufacturer : FORD MOTOR COMPANY

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10256387

Number of Deaths: 0

Date of Failure: January 1, 2009

VIN : 1FMYU92144K...

Component: VEHICLE SPEED CONTROL

Summary:

TL\*THE CONTACT OWNS A 2004 FORD ESCAPE. WHILE DRIVING LESS THAN 40 MPH, THE CONTACT PLACED THE VEHICLE INTO DRIVE AND PROCEEDED TO DEPRESS THE ACCELERATOR PEDAL. THE PEDAL BECAME STUCK AND THE VEHICLE PROCEEDED FORWARD. SHE ATTEMPTED TO DEPRESS THE BRAKE PEDAL, BUT THERE WAS NO RESPONSE. THE VEHICLE CRASHED INTO A PLOWED AREA OF SNOW. THERE WERE NO INJURIES. THE ROADS WERE NOT ICY AT THE TIME OF THE CRASH. THE VIN WAS NOT INCLUDED IN NHTSA CAMPAIGN ID NUMBER 04V574000 (VEHICLE SPEED CONTROL:CABLES), ALTHOUGH THE FAILURES WERE IDENTICAL. UPDATED 02-23-09 \*BF UPDATED 02/24/09.\*JB

Make : FORD

Model : ESCAPE

Year : 2004

Manufacturer : FORD MOTOR COMPANY

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10255417

Number of Deaths: 0

Date of Failure: December 22, 2008

VIN : 1FMYU92104D...

Component: VEHICLE SPEED CONTROL

Summary:

THROTTLE CABLE WOULD NOT RETURN TO IDLE POSITION WHILE AT HIGHWAY SPEED. HAVE HAD NUMEROUS PROBLEMS WITH THROTTLE AND RELATED COMPONENTS RECENTLY VEHICLE HAS BEEN TOWED 3 TIMES IN TWO WEEKS BECAUSE THROTTLE BECOMES STUCK WIDE OPEN AND IS HAZARDOUS TO DRIVE. RECALL ON THROTTLE CABLE WAS COMPLETED 3 YEARS PRIOR. BOTTOM LINE IS \$1,000 PLUS DOLLARS LATER ON A FOUR YEAR OLD VEHICLE WITH 60,000 MILES ON IT. \*TR

Make : FORD                      Model : ESCAPE                      Year : 2004  
Manufacturer : FORD MOTOR COMPANY  
Crash : No                      Fire : No                      Number of Injuries: 0  
ODI ID Number : 10203178                      Number of Deaths: 0  
Date of Failure: September 17, 2007  
VIN : 1FMCU04104K...  
Component: VEHICLE SPEED CONTROL

Summary:

LEAVING A TRAFFIC LIGHT THE VEHICLE IDLE INCREASED TO OVER 4000 RPMS AFTER I TOOK MY FOOT OFF THE ACCELERATOR PEDAL. I SHUT OFF THE ENGINE BUT THE IDLE DID NOT RETURN TO NORMAL. I'VE BEEN TOLD THAT WAS AN UNUSUAL CASE OF THE "IDLE SPEED CONTROL" FAILURE. THIS "RACING" HAD HAPPENED ONCE BEFORE AT 48,000 MILES BUT AFTER I RESTARTED THE VEHICLE IDLE SPEED RETURNED TO NORMAL. \*TR

Make : FORD                      Model : ESCAPE                      Year : 2004  
Manufacturer : FORD MOTOR COMPANY  
Crash : Yes                      Fire : No                      Number of Injuries: 1  
ODI ID Number : 10201424                      Number of Deaths: 0  
Date of Failure: August 8, 2007  
VIN : 1FMYU93194K...  
Component: VEHICLE SPEED CONTROL

Summary:

TL\*THE CONTACT OWNS A 2004 FORD ESCAPE. WHILE DRIVING 65 MPH, THE VEHICLE BEGAN TO ACCELERATE WITHOUT WARNING. ON AUGUST 8, 2007, THE CONTACT WAS INVOLVED IN A CRASH THAT WAS RELATED TO A PREVIOUS RECALL REPAIR FOR THE VEHICLE SPEED CONTROL (NHTSA CAMPAIGN NUMBER 04V574000). A POLICE REPORT WAS FILED. THE CONTACT WAS INJURED AND THE VEHICLE WAS DESTROYED. THE RECALL WAS PERFORMED BY FORD AND CHEVROLET. IN MAY OF 2007, THE VEHICLE ACCELERATED PAST

100 MPH AND BEGAN SHAKING AS IF IT WOULD FLIP OVER. THE ACCELERATOR PEDAL BECAME STUCK TO THE FLOOR AND THE VEHICLE CONTINUED TO ACCELERATE ON ITS OWN. THE CONTACT WAS FORCED TO STOP THE VEHICLE BY PLACING IT IN PARK AND REMOVING THE KEY FROM THE IGNITION. WHEN THE FAILURE OCCURRED, NO SOUND OR WARNING LIGHTS WERE PRESENT. THE CONTACT HAS PHOTOS. THE FAILURE MILEAGE WAS 60,000 AND CURRENT MILEAGE WAS 66,000.

Make : FORD                      Model : ESCAPE                      Year : 2004  
Manufacturer : FORD MOTOR COMPANY  
Crash : No                      Fire : No                      Number of Injuries: 0  
ODI ID Number : 10177337                      Number of Deaths: 0  
Date of Failure: December 15, 2006  
VIN : 1FMCU94164K...  
Component: VEHICLE SPEED CONTROL

Summary:  
TL\* - THE CONTACT WAS ACCELERATING ONTO THE INTERSTATE WHEN THE THROTTLE BECAME STUCK. THE VEHICLE WAS A 2004 FORD ESCAPE WITH 47,000 MILES. THE CONTACT HAD BOTH FEET ON THE BRAKES AND THE VEHICLE WOULD NOT STOP. THE VEHICLE REACHED 100 MPH. THERE WERE NO WARNING SIGNS OR NOISES PRIOR TO THE INCIDENT. THE VEHICLE TRAVELED AT THIS SPEED FOR APPROXIMATELY 1 MILE. THE CONTACT KEPT APPLYING THE BRAKES AND WAS ABLE TO SLOW THE VEHICLE TO 45 MPH. THE CONTACT PULLED OVER TO THE SHOULDER AND WAS ABLE TO STOP THE VEHICLE. THE CONTACT CALLED THE POLICE , AND THE VEHICLE WAS TOWED TO A FORD DEALER. THE DEALER REPLACED THE THROTTLE CABLE. THE CONTACT HAS THE REPAIR ORDER. A POLICE REPORT WAS NOT FILED. THE WEATHER CONDITIONS WERE DRY. THERE WERE NO INJURIES. AK UPDATED 01/29/07. \*JB

Make : FORD                      Model : ESCAPE                      Year : 2004  
Manufacturer : FORD MOTOR COMPANY  
Crash : No                      Fire : No                      Number of Injuries: 0  
ODI ID Number : 10159048                      Number of Deaths: 0  
Date of Failure: June 1, 2006  
VIN : 1FMYU03124D...  
Component: VEHICLE SPEED CONTROL

Summary:  
DT\*: THE CONTACT STATED WHILE DRIVING ON A HIGHWAY AT 70 MPH THE

CRUISE CONTROL WOULD NOT DEACTIVATE. DEPRESSING THE BRAKE PEDAL DID NOT SLOW THE VEHICLE OR TURNING OFF THE CRUISE CONTROL. TO STOP THE VEHICLE, IT WAS PLACED IN NEUTRAL AND PULLED TO THE SIDE OF THE ROAD. THE VEHICLE WAS DRIVEN TO THE SERVICE DEALER WHERE THEY DETERMINED THE CABLES WERE DEFECTIVE. THE CRUISE CONTROL CABLE WAS DISCONNECTED UNTIL THE ORDERED PARTS ARE RECEIVED BY THE DEALER.

Make : FORD

Model : ESCAPE

Year : 2004

Manufacturer : FORD MOTOR COMPANY

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10155295

Number of Deaths: 0

Date of Failure: February 14, 2006

VIN : 1FMYU93104D...

Component: VEHICLE SPEED CONTROL

Summary:

I WAS DRIVING TO WORK ON THE HIGHWAY AND ALL OF THE SUDDEN MY 2004 FORD ESCAPE BEGAN TO ACCELERATE EVEN WITH MY FOOT OFF THE GAS PEDAL AND THE FLOOR MAT WAS NOT STUCK AGAINST PEDAL. CAR CONTINUED TO DO SO. BROUGHT TO DEALER, THEY SAID IT WAS THE ACCELERATOR CABLE BRACKET BROKE CAUSING THE THROTTLE TO STICK OPEN. \*NM

Make : FORD

Model : ESCAPE

Year : 2004

Manufacturer : FORD MOTOR COMPANY

Crash : Yes

Fire : No

Number of Injuries: 0

ODI ID Number : 10111841

Number of Deaths: 0

Date of Failure: February 19, 2005

VIN : 1FMCU93134K...

Component: VEHICLE SPEED CONTROL

Summary:

I WAS IN A GROCERY STORE PARKING LOT, LOOKING FOR A PARKING PLACE, WENT DOWN ONE AISLE, TURNED LEFT TO AND STARTED UP THE NEXT AISLE. RIGHT AFTER I MADE THE TURN I PULLED INTO THE AISLES SECOND PARKING SPOT ON MY LEFT SIDE. I NEVER PICKED UP SPEED AFTER TURNING INTO THE AISLE. JUST AFTER I STARTED INTO THE PARKING SPOT MY CAR LITERALLY LUNGED FORWARD AND "TOOK OFF" ALL ON ITS OWN. (I DID NOT HAVE MY FOOT ON THE GAS PEDAL)...I RUSHED TO PUSH DOWN ON THE BRAKE



TO A REPAIR SHOP. THE MECHANIC STATED THAT THEY COULD NOT CONFIRM IF THE CRASH WAS CAUSED BY THE ACCELERATOR CABLE. THE VEHICLE WAS REPAIRED FOR NHTSA CAMPAIGN 04V574000, VEHICLE SPEED CONTROL CABLES ON 2/7/2005; HOWEVER, IT HAS NOW FAILED. THE VIN WAS UNKNOWN. THE FAILURE AND CURRENT MILEAGE WAS 60,000. UPDATED 5/2/11 \*CN UPDATED 05/11/11\*JB

Make : FORD                      Model : ESCAPE                      Year : 2004  
Manufacturer : FORD MOTOR COMPANY  
Crash : No                      Fire : No                      Number of Injuries: 0  
ODI ID Number : 10334038                      Number of Deaths: 0  
Date of Failure: May 30, 2010  
VIN : 1FMYU93114K...  
Component: VEHICLE SPEED CONTROL:CABLES

Summary:  
TL\* THE CONTACT OWNS A 2004 FORD ESCAPE. WHILE DRIVING AT SPEEDS OF 35 MPH, THE VEHICLE ABNORMALLY ACCELERATED WITHOUT WARRANT. THE CONTACT WAS ABLE TO STOP THE VEHICLE, WITH THE ENGINE STILL REVING, BY PLACING THE GEAR IN NEUTRAL AND APPLYING THE BRAKES. THE DEALER ADVISED THE CONTACT THAT THE VEHICLE WAS INCLUDED IN NHTSA RECALL CAMPAIGN ID NUMBER: 04V574000 (VEHICLE SPEED CONTROL: CABLES) AND THAT REPAIRS WOULD BE COVERED AT THE MANUFACTURERS EXPENSE. THE VEHICLE WAS NOT REPAIRED. THE FAILURE AND CURRENT MILEAGES WERE 90,000.

Make : FORD                      Model : ESCAPE                      Year : 2004  
Manufacturer : FORD MOTOR COMPANY  
Crash : No                      Fire : No                      Number of Injuries: 0  
ODI ID Number : 10229600                      Number of Deaths: 0  
Date of Failure: May 24, 2008  
VIN : 1FMYU93154K...  
Component: VEHICLE SPEED CONTROL:CABLES

Summary:  
TL\*THE CONTACT OWNS A 2004 FORD ESCAPE. WHILE DRIVING 35 MPH, THE ACCELERATOR CABLE LINKAGE SNAPPED AND THE VEHICLE WAS LEFT WITH THE ENGINE THROTTLE WIDE OPEN. THE CONTACT HAD TO SHIFT INTO NEUTRAL, SHUT OFF THE ENGINE, AND COAST TO A STOP. THE VEHICLE WAS TOWED TO A DEALER AND THE ACCELERATOR CABLE, CRUISE CONTROL,



ACCELERATOR CABLE TO STICK. THE VEHICLE WAS REPAIRED IN JULY OF 2007 FOR NHTSA CAMPAIGN ID NUMBER 04V574000 (ACCELERATOR CABLE). THE FAILURE MILEAGE WAS 95,000 AND CURRENT MILEAGE WAS 100,000. UPDATED 01/09/08. \*LJ THE CONSUMER STATED SHORTLY AFTER THE RECALL WAS PERFORMED, THE VEHICLE STARTED TO EXHIBITED THE SAME PROBLEMS PRIOR TO THE RECALL BEING PERFORMED. UPDATED

Make : FORD

Model : ESCAPE

Year : 2004

Manufacturer : FORD MOTOR COMPANY

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10184382

Number of Deaths: 0

Date of Failure: March 6, 2007

VIN : Not Available

Component: VEHICLE SPEED CONTROL:CABLES

Summary:

AS I PULLED OFF I88 INTO A GAS STATION IN CHENANGO FORKS, NY, I ATTEMPTED TO BRAKE. THE CAR FELT AS IF IT DID NOT WANT TO BRAKE AND WANTED TO SPEED UP. THE CAR "PULLED" ME AND WOULD NOT STOP. THE ENGINE STARTED TO "REV" AS IF SOMEONE HAD THEIR FOOT DOWN ON THE GAS. THE BRAKE GAVE AND I PUT THE CAR IN PARK. I CHECKED TO SEE IF THE GAS PEDAL WAS "STUCK", CREATING THE "REV". IT WAS NOT. I STARTED IT 3 MORE TIMES AND EACH TIME I DID IT WOULD "REV" LOUD . I TURNED THE CAR OFF. I WAS TOWED BY AAA TO COREYS NORTHGATE FORD/MAZDA IN BINGHAMTON , NY. THEY CHECKED IT OUT, DROVE IT, SAID IT WAS FINE. WAS THERE FROM 10:00 AM-12:00 PM. LEFT AT 12:00 PM VIA I-88.10 MINUTES PRIOR TO EXIT 23 (THE EXIT FOR ROUTE 30), I FELT THE CAR ACCELERATING W/O MY FOOT ON THE GAS. THE CAR FELT LIKE IT WAS ON CRUISE, AND CONTINUING TO ACCELERATE. I COULD TAKE MY FOOT OFF THE GAS AND IT WOULD ACCELERATE. I HAD TO BRAKE TO KEEP THE CAR FROM GOING OVER 80 DOWN A HILL. BRAKING DID NOT FEEL RIGHT. I FELT VERY OUT OF CONTROL. I REACHED EXIT (ROUTE 30), PULLED OFF , TRIED TO BRAKE AND PULL OVER TO THE SHOULDER. THE CAR DID NOT WANT TO BRAKE AND WAS ACCELERATING. VERY SCARY. THE BRAKE "GAVE" ,THE CAR SLOWED DOWN. I PUT IT INTO NEUTRAL, PARK, AND TURNED IT OFF. VERY SCARY. I CALLED AAA (AGAIN) THEY TOWED ME TO AERO-FORD MERCURY - COBLESKILL, NY. GOT THERE AT 2:30 PM. WAS TOLD THE THROTTLE BODY WAS RUSTED, WATER WAS LEAKING IN. THIS MADE THE SEPARATOR NOT "SEAL" WELL, WHICH LEFT IT OPEN. WHEN IT IS OPEN, THE CAR ACCELERATES OUT OF CONTROL. THEY FOUND A CHUNK OF ICE WEDGED INTO THE SEPARATOR KEEPING IT OPEN. THEY SAID THIS IS UNUSUAL. ON 3-18-05 I BROUGHT MY CAR IN DUE TO THE RECALL & WAS GIVEN A NEW ACCELERATOR CABLE. WHAT HAPPENED TODAY WAS WHAT THE RECALL DESCRIBED WOULD HAPPEN WITH THE OLD CABLE. SCARY. THE 1ST

SERVICE TEAM SHOULD NOT HAVE LET ME GO. THIS IS A SAFETY ISSUE. AFTER THEY FIX IT TOMORROW I WILL STILL BE NERVOUS TO DRIVE. THE FIRST SERVICE TEAM LET ME GO AND SAID THE CAR WAS FINE. \*JB

Make : FORD                      Model : ESCAPE                      Year : 2004  
Manufacturer : FORD MOTOR COMPANY  
Crash : No                      Fire : No                      Number of Injuries: 0  
ODI ID Number : 10165007                      Number of Deaths: 0  
Date of Failure: July 27, 2006  
VIN : 1FMYU03124K...  
Component: VEHICLE SPEED CONTROL:CABLES

Summary:  
DT\*: THE CONTACT STATED THE VEHICLE ACCELERATOR FAILED TO DEACTIVATE WHEN PRESSURE WAS RELEASED FROM THE PEDAL, WHILE PASSING ANOTHER VEHICLE AT 40 MPH. THE CONTACT SHIFTED THE VEHICLE INTO NEUTRAL, BROKE TO A STOP AND TURNED THE ENGINE OFF. THE VEHICLE WAS DRIVEN TO A SERVICE DEALER AND INSPECTED FOR THE FAILURE. THE VEHICLE SPEED CONTROL, CABLE ASSEMBLY WAS REPLACED. THE MANUFACTURER WAS NOT CONTACTED. UPDATED 08/25/06. 8JB

Make : FORD                      Model : ESCAPE                      Year : 2004  
Manufacturer : FORD MOTOR COMPANY  
Crash : No                      Fire : No                      Number of Injuries: 0  
ODI ID Number : 10164205                      Number of Deaths: 0  
Date of Failure: August 2, 2006  
VIN : 1FMCU03134K...  
Component: VEHICLE SPEED CONTROL:CABLES

Summary:  
DT\*: THE CONTACT STATED WHILE DRIVING ON THE INTERSTATE AT 50 MPH ON SMOOTH DRY PAVEMENT, THE VEHICLE HAD SUDDEN ACCELERATION. THE CONTACT PULLED OVER AND SHUT THE VEHICLE OFF. THE DEALERSHIP DETERMINED THE ACCELERATOR CABLE FRACTURED AND WRAPPED ITSELF AROUND THE HOUSING, WHICH CAUSED THE SUDDEN ACCELERATION. THERE WAS AN NHTSA RECALL, # 04V574000, REGARDING THE VEHICLE SPEED CONTROL: CABLES. THE VEHICLE WAS NOT INCLUDED IN THE RECALL DUE TO THE VIN. UPDATED 9/15/2006 - THE CONSUMER HAS THE OLD PARTS IN HIS POSSESSION. \*NM

Make : FORD                      Model : ESCAPE                      Year : 2004  
Manufacturer : FORD MOTOR COMPANY  
Crash : No                      Fire : No                      Number of Injuries: 0  
ODI ID Number : 10158222                      Number of Deaths: 0  
Date of Failure: May 24, 2006  
VIN : 1FMYU93124K...  
Component: VEHICLE SPEED CONTROL:CABLES

Summary:  
DT\*: THE CONTACT STATED WHILE ENTERING THE VEHICLE, IT WAS NOTICED THE THROTTLE CABLE WAS IN THE FLOOR BOARD. THE VEHICLE WAS TAKEN TO THE DEALERSHIP AND THE THROTTLE CABLE WAS REPLACED. A NHTSA RECALL, #04V574000 WAS PERFORMED ON THE VEHICLE CONCERNING, THE CABLES HOWEVER, THE RECALL DID NOT REMEDY THE PROBLEM. THE DEALERSHIP WOULD NOT OFFER A SECOND REPAIR WITHOUT CHARGE UNDER THE RECALL.

Make : FORD                      Model : ESCAPE                      Year : 2004  
Manufacturer : FORD MOTOR COMPANY  
Crash : No                      Fire : No                      Number of Injuries: 0  
ODI ID Number : 10135602                      Number of Deaths: 0  
Date of Failure: February 1, 2005  
VIN : Not Available  
Component: VEHICLE SPEED CONTROL:CABLES

Summary:  
2004 FORD ESCAPE DEVELOPED A PROBLEM WITH THE ACCELERATOR STICKING.\*MR PRIOR TO THE RECALL NOTIFICATION, THE CONSUMER HAD ALREADY EXPERIENCED THE PROBLEM AND IT WAS DETERMINED TO BE A STICKING GAS LINKAGE CABLE. RECALL#04V5774000 \*JB

Make : FORD                      Model : ESCAPE                      Year : 2004  
Manufacturer : FORD MOTOR COMPANY  
Crash : No                      Fire : No                      Number of Injuries: 0  
ODI ID Number : 10125928                      Number of Deaths: 0  
Date of Failure: June 18, 2005

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VIN : 1FMYU92144D...

Component: VEHICLE SPEED CONTROL:ACCELERATOR PEDAL

Summary:

DT: CONTACT STATES WHILE DRIVING AND PASSING ANOTHER VEHICLE THE ACCELERATOR PEDAL STUCK. IT WAS DIFFICULT TO FREE THE ACCELERATOR PEDAL, THE PLASTIC SHIELD CAUSED THE PEDAL TO STICK. . THE VEHICLE HAS NOT BEEN TO A SERVICE DEALER AS OF YET.\*AK

Make : FORD

Model : ESCAPE

Year : 2004

Manufacturer : FORD MOTOR COMPANY

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10121108

Number of Deaths: 0

Date of Failure: May 16, 2005

VIN : Not Available

Component: VEHICLE SPEED CONTROL:ACCELERATOR PEDAL

Summary:

I WAS DRIVING IN MY 2004 FORD ESCAPE AND CHANGING LANES. AS I HAD MY FOOT ON THE ACCELERATOR, THE PEDAL STUCK. I TRIED TO HIT THE BRAKES, BUT THE VEHICLE WOULD NOT STOP I WAS ON A CROWDED EXPRESSWAY AND THE VEHICLE WAS GOING AT A SPEED THAT EXCEEDED THE FLOW OF TRAFFIC. I FRANTICALLY HAD TO USE THE EMERGENCY BRAKE. THIS INCIDENT OCCURRED AFTER THE VEHICLE WAS RECALLED AND I TOOK THE VEHICLE BACK, WAS SERVICED AND STILL THE VEHICLE FAILED!

Make : FORD

Model : ESCAPE

Year : 2004

Manufacturer : FORD MOTOR COMPANY

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10055524

Number of Deaths: 0

Date of Failure: January 1, 1901

VIN : 1FMYU02184D...

Component: VEHICLE SPEED CONTROL:ACCELERATOR PEDAL

Summary:

WHILE BEING OPERATED ON AN EXPRESSWAY, THE ACCELERATOR PEDAL COULD NO LONGER BE CONTROLLED AND REMAINED IN AN OPEN AND HIGH SPEED POSITION. \*PH (NAR) \*CB

Make : FORD

Model : ESCAPE

Year : 2004

Manufacturer : FORD MOTOR COMPANY

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10049781

Number of Deaths: 0

Date of Failure: December 11, 2003

VIN : Not Available

Component: VEHICLE SPEED CONTROL:ACCELERATOR PEDAL

Summary:

WHILE DRIVING ON THE INTERSTATE, I PRESSED THE ACCELERATOR PEDAL TO ACCELERATE FROM 60 MPH TO 70 MPH. WHEN I PRESSED THE ACCELERATOR PEDAL, IT WENT TO THE FLOOR AND REMAINED THERE UNTIL I REACHED A MAXIMUM SPEED OF 110 MPH. I ATTEMPTED TO PUMP THE PEDAL TO UNSTICK IT AND DEPRESSED THE BRAKE. THE ONLY WAY I WAS ABLE TO STOP WAS TO SHIFT INTO NEUTRAL AND DEPRESS THE BRAKE STRONGLY. EVEN AFTER REMOVING THE KEY FROM THE IGNITION, THE PEDAL REMAINED DEPRESSED TO THE FLOOR. THIS WAS A HERTZ RENTAL CAR SO I DON'T HAVE INFORMATION ON IT OTHER THAN THE REGISTRATION. MO757KFR. \*AK

Make : FORD

Model : ESCAPE

Year : 2004

Manufacturer : FORD MOTOR COMPANY

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10221758

Number of Deaths: 0

Date of Failure: November 10, 2007

VIN : 1FMYU02174D...

Component: VEHICLE SPEED CONTROL:CRUISE CONTROL

Summary:

MY CRUISE CONTROL STOPPED WORKING AFTER I HAD A 30,000 MILE CHECK UP AT THE BOB DAVIDSON FORD DEALERSHIP. I EMAIL FORD AND GOT A RESPONSE TO TAKE THE CAR TO THE DEALERSHIP FOR A DIAGNOSIS TEST. I TOOK THE CAR TO BOB DAVIDSON AND FOUND IT WOULD COST ME \$123.00 FOR THE DIAGNOSE AND THE COST WOULD NOT BE APPLIED TO ANY REPAIRS. I DO NOT HAVE \$123.00 FOR THEM TO TELL ME I HAVE A PROBLEM THE PROBLEM IS THE ENGAGE LIGHT COMES ON, BUT THE SPEED TROTTER DOES NOT ENGAGE TO KEEP THE SET SPEED. \*TR

Make : FORD

Model : ESCAPE

Year : 2004

Manufacturer : FORD MOTOR COMPANY

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10116267

Number of Deaths: 0

Date of Failure: March 26, 2005

VIN : 1FMYU93144K...

Component: VEHICLE SPEED CONTROL:CRUISE CONTROL

Summary:

WENT TO PASS ANOTHER VEHICLE WHILE CRUISE CONTROL WAS ON OUR ACCELORATOR STUCK AND WE CONTINUED TO PICK UP SPEED. UNABLE TO STOP CAR. BRAKES WOULD NOT WORK. ABLE TO STOP VEHICLE BY EVENTUALLY SLOWING ENOUGH TO THROW INTO PARK. IT TOOK APPROXIMATELY 1 MILE TO COME TO A COMPLETE STOP. CAR WAS TOWED TO DEALER. DEALER INDICATED CRUISE CONTROL CABLE NEEDED TO BE REPLACED. COULD NOT PROVIDE REASON FOR CABLE FAILURE. VEHICLE HAS 33000 MILES.\*AK

Make : FORD

Model : ESCAPE

Year : 2004

Manufacturer : FORD MOTOR COMPANY

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10079957

Number of Deaths: 0

Date of Failure: June 7, 2004

VIN : 1FMYU93154K...

Component: VEHICLE SPEED CONTROL:CRUISE CONTROL

Summary:

WHILE DRIVING DOWN A HILL WITH CRUISE CONTROL ON, VEHICLE PICKED UP SPEED. DEALERSHIP WAS NOTIFIED, BUT DID NOT RESOLVE THE PROBLEM. \*AK THE CRUISE CONTROL HAS FAILED EVERYTIME IT' S BEEN USED. \*NM

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# **ATTACHMENT A**



James P. Vondale, Director  
Automotive Safety Office  
Environmental & Safety Engineering

December 6, 2004

Mr. Kenneth N. Weinstein  
Associate Administrator for Safety Assurance  
National Highway Traffic Safety Administration  
400 Seventh Street, S.W.  
Washington, D.C. 20590

04V-574  
(3 pages)

Dear Mr. Weinstein:

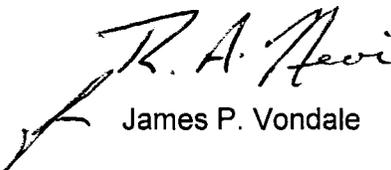
Subject: Ford Recall No. 04S25 – Certain 2002 through 2004 Model Year Ford Escape Vehicles Built With 3.0L V6 Engines – Accelerator Cable Replacement

Summary

- Ford Action – Ford Motor Company (Ford) is conducting a voluntary safety recall involving certain 2002 through 2004 model year Ford Escape vehicles built with 3.0L V6 engines manufactured from May 30, 2001 through January 23, 2004, to replace the accelerator cable.
- Number of Vehicles Involved – Approximately 470,245 vehicles in the United States and Federalized Territories.
- Affect on Vehicle Operation – The accelerator cable inner liner may migrate out of the conduit at the dash panel end fitting and may come in contact with the accelerator pedal assembly. Under certain circumstances the pedal may not return to the fully released position.
- Service Procedure – Owners will be instructed to take their vehicles to a Ford or Lincoln-Mercury dealer to have the accelerator cable replaced.

Attached is the detailed information required by the applicable portions of 49 CFR Part 573 - Defect and Non-Compliance Information Report.

Sincerely,



James P. Vondale

Attachment



49 CFR Part 573 - DEFECT INFORMATION REPORT  
04S25 – CERTAIN 2002 THROUGH 2004 MODEL YEAR FORD ESCAPE VEHICLES

Pursuant to Part 573 of Title 49 of the Code of Federal Regulations, Defect and Noncompliance Reports, Ford Motor Company submits the following information concerning a safety recall action that it is voluntarily initiating.

573.6 (c) (2) - Potentially Affected Vehicles

Vehicles potentially affected are 2002 through 2004 model year Ford Escape vehicles with 3.0L V6 engines built at the Kansas City and Ohio Assembly Plants from May 30, 2001 through January 23, 2004, as identified by specific VIN numbers.

Because these vehicles are not produced in VIN order, information as to the applicability of this action to specific vehicles can best be obtained by either calling Ford's toll-free line (1-800-392-3673) or by contacting a local Ford or Lincoln-Mercury dealer who can obtain specific information regarding the vehicles from the Ford On-line Automotive Service Information System (OASIS) database.

573.6 (c) (3) - Estimated Population of Vehicles Potentially Affected

Approximately 470,245 vehicles in the United States and Federalized Territories.

573.6 (c) (4) - Estimated Percentage of Affected Vehicles with the Defect Condition

All of the subject vehicles may experience the condition.

573.6 (c) (5) - Description of the Defect

The accelerator cable inner liner may, over time, migrate out of the conduit at the dash panel fitting during vehicle operation. The liner may migrate to the point that it contacts the accelerator pedal arm (part of the accelerator pedal assembly). Under these conditions the liner may prevent the pedal from fully returning, which may not allow the throttle body to fully return to the "idle" position. Typically the condition results in a progressive increase in the "idle" speed if liner migration continues over time, but may cause a more sudden increase if a greater portion of the cable moves at one time.

573.6 (c) (6) - Chronology of Events

On March 30, 2004, the Ford Critical Concern Review Group was notified by engineering of reports of alleged elevated engine idle speed on Ford Escape vehicles built with 3.0L V6 engines. Analysis conducted in June, 2004 on 25 warranty returned accelerator cables identified 12 cables that exhibited some level of inner liner migration out of the conduit at the dash panel fitting. None of these 12 cables caused elevated engine "idle" speed. Further analysis determined that if the liner continues to migrate sufficiently, it may contact the pedal assembly and prevent the throttle from returning to idle.

To obtain additional information Ford conducted a review of customer vehicles in September, 2004. Subsequent analysis of the parts from these vehicles also identified some cables with minimal amounts of liner migration. There were no allegations of elevated engine idle speeds for these vehicles.

vehicles. No design or manufacturing process changes at the supplier have been identified at this time that would account for this condition or differentiate performance based on model year.

573.6 (c) (8) - Service Program

Dealers will be instructed to replace the accelerator cable.

There will be no charge to owners for this service. Mailing of owner notification letters will begin on January 17, 2005 and be completed on or before January 19, 2005. Ford's general reimbursement plan for the cost of remedies paid for by vehicle owners prior to notification of a safety recall was provided to the agency on February 28, 2003.

573.6 (c) (9) - Press statement and Dealer/Owner Letters

Ford does not at this time plan to make a statement to the media concerning the subject matter of this action. A copy of the Notification letters to dealers and owners from Ford will be forwarded to the agency when available.

573.6(c) (11) - Recall Number

Ford has assigned recall number 04S25 to this action.

573.13 (c) (2) - Ending Date for Reimbursement Eligibility

The ending date for reimbursement eligibility for cost of remedies paid for by vehicle owners per Ford's general reimbursement plan is January 29, 2005.

# **ATTACHMENT B**

*Ford Motor Company*

RECEIVED  
NVS-215

2005 FEB 17 A 10: 07

OFFICE OF  
DEFECTS INVESTIGATION

**James P. Vondale, Director**  
Automotive Safety Office  
Environmental & Safety Engineering

February 16, 2005

Mr. George Person, Chief  
Recall Management Division (NVS-215)  
Office of Defects Investigation  
National Highway Traffic Safety Administration  
400 Seventh Street, S.W.  
Washington, DC 20590

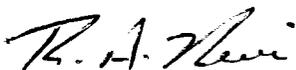
Dear Mr. Person:

Subject: Safety Recall 04V-574  
(Ford Number 04S25)

Pursuant to the requirements set forth in Part 573 of Title 49 of the Code of Federal Regulations -- Defect and Noncompliance Reports, Ford Motor Company is submitting a true or representative copy of information that relates directly to the subject campaign.

Attached are dealer and owner letters issued by Ford Customer Service Division regarding a recall of certain 2002 through 2004 model year Escape vehicles. Specific details were submitted to you in a letter dated December 6, 2004. Owner notification letters were mailed on January 10, 2005.

Sincerely,



J. P. Vondale

Attachment(s)  
04S25 Dealer-Owner Bulletin





Frank M. Ligon  
Director  
Service Engineering Operations  
Ford Customer Service Division

Ford Motor Company  
P. O. Box 1904  
Dearborn, Michigan 48121

December 2004

**TO:** All U.S. Ford and Lincoln Mercury Dealers

**SUBJECT:** Safety Recall 04S25:  
All 2002 through 2004 Model Year Left Hand Drive (LHD) Escape Vehicles Equipped  
with 3.0L Engines  
Accelerator Cable Replacement

**AFFECTED VEHICLES**

All 2002 through 2004 model year LHD Escape vehicles equipped with 3.0L engines and built at the Kansas City and Ohio Assembly Plants from Job #1 2002 through Job Last 2004. Affected vehicles are identified in OASIS. In addition, for a list of vehicles assigned to your dealership, visit <https://web.fsavinlists.dealerconnection.com>. This information will be available on December 09, 2004.

**REASON FOR THIS SAFETY RECALL**

In some of the affected vehicles, it may be possible for the accelerator cable liner to migrate out of the accelerator cable conduit. If the liner migrates out of the conduit, the liner may prevent the throttle from returning to the idle position and may result in elevated engine speeds while driving. An unexpected increase in engine idle speed may increase stopping distance and may result in a vehicle crash without warning.

**SERVICE ACTION**

At no charge to the vehicle owner, dealers are to replace the accelerator cable with a newly designed cable, which will be available to the dealers the week of 12/06/2004. This must be performed on all of the affected vehicles in your new vehicle inventory as well as vehicles that have been delivered to customers.

**PLEASE NOTE:**

**Federal law requires dealers to complete any outstanding safety recall service before a new vehicle is delivered to the buyer or lessee. Violation of this requirement by a dealer could result in a civil penalty of up to \$5,000 per vehicle. Correct all vehicles in your new vehicle inventory before delivery.**

**ATTACHMENTS**

- Attachment I: Administrative Information
- Attachment II: Labor Allowances and Parts Ordering Information
- Attachment III: Technical Information
- Customer Notification Letter

**QUESTIONS?**

Claims Information: ..... 1-800-423-8851  
Special Service Support Center (Dealer Only) Questions: ..... 1-800-325-5621

Sincerely,

Frank M. Ligon

Safety Recall 04S25  
All 2002 - 2004 Model Year LHD Escape Vehicles Equipped with 3.0L Engines  
Accelerator Cable Replacement

**OASIS ACTIVATED?** Yes, OASIS will be activated by December 07, 2004.

**FSA VIN LIST ACTIVATED?** Yes

Available through FMCDealer.com or at <https://web.fsavinlists.dealerconnection.com> by December 09, 2004. Owner names and addresses will be available by January 17, 2005.

NOTE: Your FSA VIN list may contain owner names and addresses obtained from motor vehicle registration records. The use of such motor vehicle registration data for any purpose other than in connection with this recall is a violation of law in several states, provinces, and countries. Accordingly, you must limit the use of this listing to the follow-up necessary to complete this recall action.

**STOCK VEHICLES**

Correct all affected units in your new vehicle inventory before delivery.

**SOLD VEHICLES**

- Owners of affected vehicles will be directed to dealers for repairs.
- Immediately contact any of your affected owners whose vehicles are not on your VIN lists but are identified in OASIS. Give the owner a copy of the Customer Notification Letter (when available) and schedule a service date.
- Correct other affected vehicles identified in OASIS which are brought to your dealership.

**TITLE BRANDED / SALVAGED VEHICLES**

Affected title branded and salvaged vehicles are eligible for this Field Service Action.

**RELATED DAMAGE**

If a related damage condition exists that you believe to be caused by the covered condition, call the Special Service Support Center to request approval **prior** to the repair of any related damage. Requests for approval after completion of the repair will not be granted.

**ADDITIONAL LABOR TIME**

- If a condition exists that requires additional labor to complete the repair, call the Special Service Support Center to request approval **prior** to performing any additional labor. Requests for approval after completion of the repair will not be granted.
- If you encounter aftermarket equipment or modifications to the vehicle, which might prevent the repair of the covered condition, call the Special Service Support Center.

Safety Recall 04S25  
All 2002 - 2004 Model Year LHD Escape Vehicles Equipped with 3.0L Engines  
Accelerator Cable Replacement

**OWNER REFUNDS**

- Ford Motor Company is offering a refund for owner-paid repairs covered by this recall if the repair was performed prior to the date indicated in the reimbursement plan, which is posted with this bulletin. This plan is also available to owners through the Customer Relationship Center (CRC). The CRC will direct owners to seek reimbursement through authorized dealers or, at their option, directly through Ford Motor Company at P.O. Box 6251, Dearborn, MI 48121-6251.
- Dealers are also authorized to refund owner-paid emergency repairs that were performed away from an authorized servicing dealer after the end date specified in the reimbursement plan. Refund claims that include other non-covered repairs, or those judged by Ford to be excessive, will not be accepted for reimbursement.
- **This safety recall must still be performed, even if the customer has paid for a previous repair. Claiming a refund will not close out the VIN for this recall.**
- Refund Claiming Information (Submit on separate repair line.)
  - Program Code: 04S25
  - Misc. Expense: REFUND
  - Misc. Expense: ADMIN
  - Misc. Expense: 0.2 Hrs.

**RENTAL VEHICLES**

The use of rental vehicles is not authorized for this program.

**CLAIMS PREPARATION AND SUBMISSION**

- Enter claims using Direct Warranty Entry (DWE).
- Refund or related damage must be claimed on a repair line that is separate from the repair line on which the FSA is claimed.
- "MT" labor should be submitted on a separate repair line with the related damage flag checked.
- Refer to ACESII manual for claims preparation and submission information.

Safety Recall 04S25  
All 2002 - 2004 Model Year LHD Escape Vehicles Equipped with 3.0L Engines  
Accelerator Cable Replacement

**LABOR ALLOWANCES**

| Description                             | Labor Operation | Labor Time |
|---|-----------------|------------|
| Replace Accelerator Cable - 3.0L Engine | 04S25B          | 0.4 Hour   |

**PARTS REQUIREMENTS / ORDERING INFORMATION**

Parts for this program will be shipped as seed stock to dealers beginning the week of 12/06/04 based on each dealer's involved vehicle population. The intent of the seed stock is to provide each dealer with a fair share of their facing depot's inventory. Orders will be issued as stock orders. We will continue to seed stock parts until order restrictions can be removed. We anticipate the removal of restrictions by mid-January 2005; announcement will be via a DOES II message. For part requirements exceeding the dealer's seed stock allocation, contact the Special Service Support Center to order; please note that a VIN must be supplied.

| Part Number   | Description                          | Quantity |
|---------------|--------------------------------------|----------|
| 5L8Z-9A758-AA | Accelerator Cable – 3.0L DOHC Engine | 1        |

The DOR/COR for this program is 50336. This number identifies parts ordered for this recall through the Special Service Support Center (1-800-325-5621).

**DEALER PRICE**

For latest prices, refer to DOES II.

**PARTS RETENTION AND RETURN**

Follow the provisions of the Warranty and Policy Manual for "Parts Retention and Return Procedures."

**CLAIM HANDLING PROCEDURE FOR RETURNING PRIOR LEVEL ACCELERATOR CABLES****Immediate Purge Required-----YL8Z-9A758-AD Accelerator Cable – 3.0L**

Prepare and submit a PCS claim as described below:

- DO NOT ship the parts until Return Authorization is granted.
- The return authorizations will include shipping addresses.

**PCS CLAIM INSTRUCTIONS**

When you create your PCS claim, use the following information for the REASON CODE, SHIPPER NBR, and LINE EXPLANATION fields:

- REASON CODE: GB
- SHIPPER NBR: 04S25
- LINE EXPLANATION: Purge Required

When preparing your PCS claim, list the part number being returned on the claim, and indicate the quantity of that part number being returned. Your PCS claim must be submitted by January 31, 2005. Claims filed after this date will be denied.

**EXCESS STOCK RETURN**

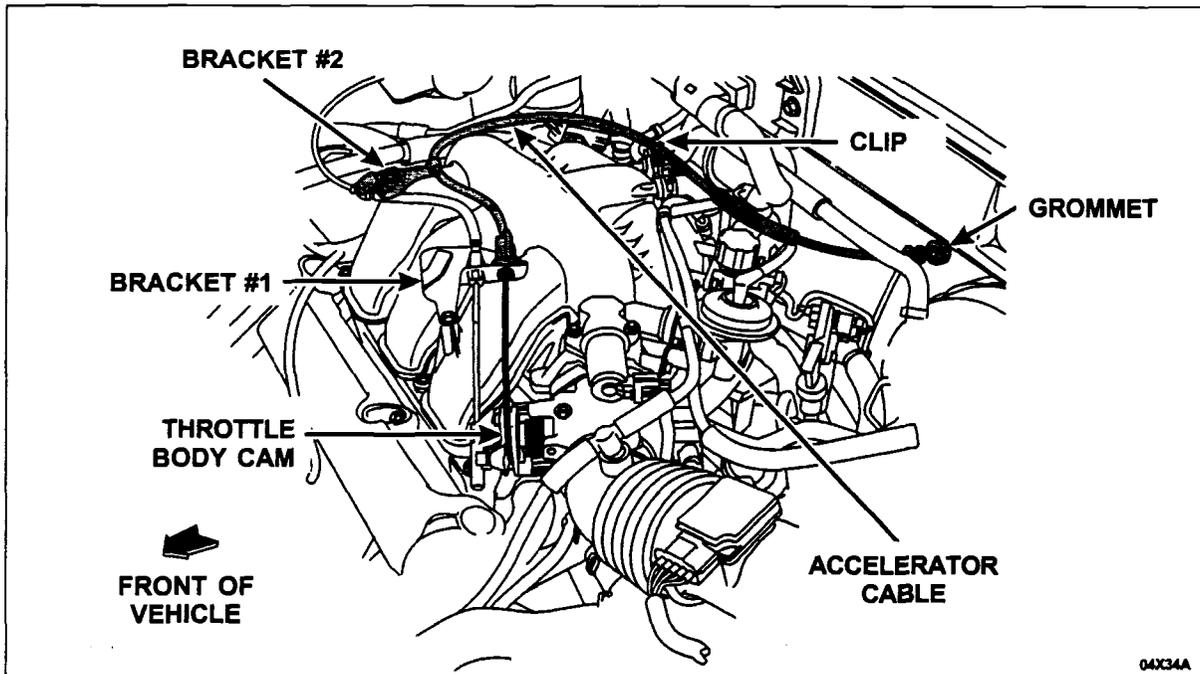
Excess stock returned for credit must have been purchased from Ford Customer Service Division in accordance with Policy Procedure Bulletin 4000.

## 2002 THROUGH 2004 LHD ESCAPE EQUIPPED WITH 3.0L ENGINES — ACCELERATOR CABLE REPLACEMENT

### SERVICE PROCEDURE

#### REMOVAL

1. From inside the vehicle, disconnect the accelerator cable from the pedal.
2. Remove the engine appearance cover, if equipped.
3. Disconnect the accelerator cable as follows: See Figure 1.

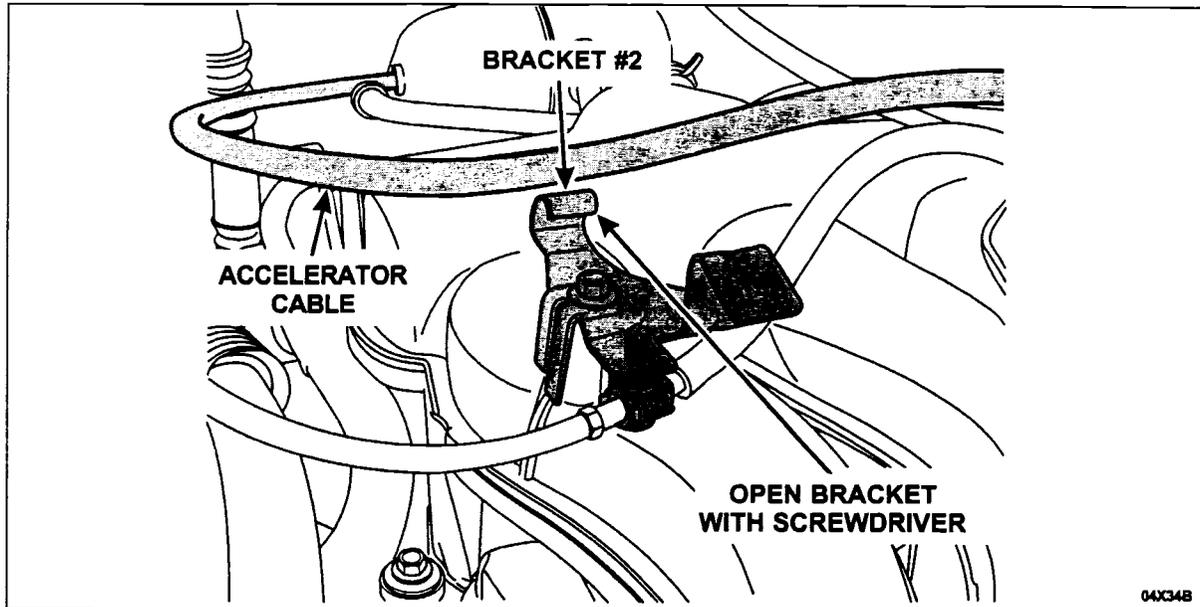


**FIGURE 1**

- A) Disconnect the cable by rotating the throttle body cam and sliding the cable barrel out of the cam.
- B) Remove the accelerator cable from bracket #1 by turning the cable housing 45 degrees either way and pulling it from the bracket.



- C) Open bracket #2 with a screwdriver and remove the accelerator cable from the bracket.  
See Figure 2.



**FIGURE 2**

- D) Detach the accelerator cable from the clip located on the brake booster vacuum hose.  
E) Disengage the grommet at the dash panel and remove the accelerator cable from the vehicle.



## INSTALLATION

1. Feed the *new* cable through the dash panel and fully seat the grommet.
2. Install and connect the accelerator cable as follows:
  - A) Connect the cable to the throttle body by rotating the cam and sliding the cable barrel into the cam.
  - B) Attach the accelerator cable to the clip located on the brake booster vacuum hose.
  - C) Secure the accelerator cable to bracket #1 by inserting it and rotating the cable housing 45 degrees to lock it in place.
  - D) Position the accelerator cable in bracket #2 and, using a suitable tool, bend down the tab to retain the cable while ensuring the cable moves freely in the bracket. See Figure 3.

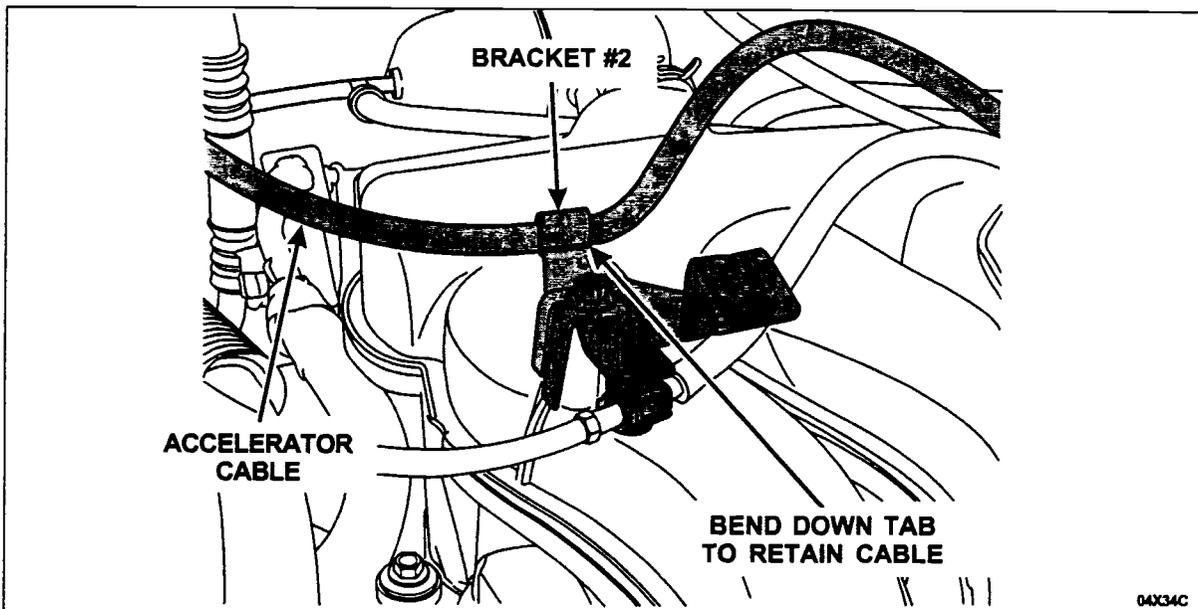


FIGURE 3

3. Connect the accelerator cable to the pedal.
4. Install the appearance cover, if equipped.
5. Check for free movement of the accelerator pedal and that there is no binding.



**Ford Motor Company**  
**Recall Reimbursement Plan for 04S25**

*Ford Motor Company has historically reimbursed customers for expenses to remedy a safety recall defect or noncompliance that were incurred before the customer was notified of the recall. These reimbursements have been processed through our dealer network, because our dealers are in the best position to quickly and efficiently satisfy these requests. We will continue to provide this service to our customers. However, new federal legislation now requires all motor vehicle manufacturers to establish processes through which customers may alternatively seek recall reimbursement directly from the manufacturer as well as from the dealers.*

*Regarding the specific reimbursement plan for Recall #04S25, owners who have paid for service to remedy the defect or noncompliance must have had that service performed prior to January 29, 2005. After this date, if repairs related to this recall are performed by a non-Ford repair facility in an emergency situation, customers must submit any refund requests through their dealership. As required by this federal regulation, Ford Motor Company submitted the details of its General Recall Reimbursement Plan in a letter to the National Highway Traffic Safety Administration (NHTSA) in February 2003. The following is the text of that letter and the Plan:*

**General Recall Reimbursement Plan**  
(As submitted to the NHTSA)

Pursuant to the requirements set forth in 49 CFR Part 573 and Part 577 of the Code of Federal Regulations, Ford Motor Company (Ford) is submitting required information pertaining to our general reimbursement plan for the cost of remedies paid for by vehicle owners before they are notified of a safety recall.

As the agency is aware, prior to this rule Ford has routinely reimbursed owners for the cost of such pre-notification remedies. Our practice will continue under the new rule with a few minor modifications. Set forth below is Ford's general reimbursement plan to reimburse owners and purchasers for costs incurred for remedies in advance of notification of potential safety-related defects or noncompliance pursuant to Part 573.6(c)(8)(i).

Reimbursement Notification

Ford's notice to a vehicle owner in accordance with 49 CFR Part 577 will indicate that Ford is offering a refund if the owner paid to have service to remedy the defect or noncompliance prior to an ending date. In accordance with Part 573.13 (c)(2), this ending date will be defined as 10 calendar days after the date on which Ford mailed the last of its Part 577 notifications to owners, and will be indicated in the specific reimbursement plan available to owners for an individual recall. This notice will direct owners to seek eligible reimbursement through authorized dealers or, at their option, directly through Ford at the following address:

- **Revised P.O. Box effective 9/13/04**

Ford Motor Company  
P.O. Box 6251  
Dearborn, MI 48121-6251

Ford notes that this rule allows for the identification of a beginning date for reimbursement eligibility. Under the rule, an owner who paid to remedy the defect or noncompliance prior to the identified beginning date would not be eligible for reimbursement. Ford generally has not established such a beginning date for reimbursement eligibility and does not presently anticipate changing this general policy; however, in any case where Ford determines a beginning date is appropriate, Ford will indicate that date in the owner notice.

### Costs to be Reimbursed

For vehicles, reimbursement will not be less than the lesser of:

- The amount paid by the owner for the remedy, or
- The cost of parts for the remedy (to be no more than the manufacturer's list retail price for authorized parts), plus associated labor at local labor rates, miscellaneous fees (such as disposal of waste) and taxes

For replacement equipment, reimbursement will be the amount paid by the owner for the replacement item (limited by the amount of the retail list price of the defective or noncompliant item that was replaced, plus taxes, where the brand or model purchased by the owner was different than the brand or model that was the subject of the recall). If the item of motor vehicle equipment was repaired, the reimbursement provisions identified above for vehicles will apply.

Ford notes that costs incurred by the owner within the period during which Ford's original or extended warranty would have provided for a free repair of the problem will not be eligible for reimbursement, as provided by Part 573.13 (d)(1).

### Entities Authorized to Provide Reimbursement

Ford will continue to use authorized dealers to reimburse owners under the specific reimbursement plans for a particular recall, and will encourage owners to pursue requests for reimbursement directly through dealers to expedite reimbursement. Ford will also provide a mailing address to which customers can, at their option, send requests for reimbursement directly to Ford, as previously noted. Requests for reimbursement sent directly to Ford may take up to 60 days to process. Whether the owner chooses to pursue reimbursement requests through a dealer or directly through Ford, the owner will be directed to submit the required documentation, upon which reimbursement eligibility will be determined.

### Required Documentation

The reimbursement determination will depend upon the information provided by the customer. Consistent with Part 573.13(d)(4) the following information must be submitted:

- Claimant name and address
- Vehicle make, model and model year
- Vehicle identification number (VIN) and, for replacement equipment, a description of such equipment or, for tires, the model, size and TIN (DOT code)
- Identification of the recall number (either the Ford recall number or the NHTSA recall number)
- Identification of the owner of the recalled vehicle at the time that the pre-notification remedy was obtained
- A receipt for the pre-notification remedy that includes a breakdown of the amount for parts, labor, other costs and taxes, including costs for the replacement item. Where the receipt covers work other than to address the recall or noncompliance, Ford may require the claimant to separately identify costs that are eligible for reimbursement.
- If the remedy was obtained during the warranty period, documentation indicating that the warranty was not honored or the warranty repair did not correct the problem related to the recall.

Failure to submit all of the above information may result in denial of the reimbursement request.

Additional Information

The Part 577 required owner notice will provide a toll-free telephone number through which specific information about the reimbursement plan can be requested from Ford.

This general reimbursement plan will be incorporated into notifications pursuant to Part 573.6 by reference. Information specific to an individual recall also may be incorporated into the Part 573.6 notification.



Frank M. Ligon  
Ford Motor Company  
P. O. Box 1904  
Dearborn, Michigan 48121

January 2004

Safety Recall 04S25

Mr. John Sample  
123 Main Street  
Anywhere, USA 12345

Your Vehicle Identification Number: 12345678901234567

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act.

Ford Motor Company has decided that a defect, which relates to motor vehicle safety, exists in all 2002 through 2004 Escape vehicles.

We apologize for this situation and want to assure you that, with your assistance, we will correct this condition. Our commitment, together with Ford dealers, is to provide you with the highest level of service and support.

**What is the issue?** On your vehicle, it is possible that the accelerator cable may prevent the throttle from returning to the idle position, possibly resulting in elevated engine speeds while driving. An unexpected increase in engine idle speed may increase stopping distance and may result in a vehicle crash without warning.

**What will Ford and your dealer do?** Ford Motor Company and your dealer will replace the accelerator cable free of charge (parts and labor). We urge you to return to your dealer for this service.

**How long will it take?** The time needed for this repair is less than one-half day. However, due to service scheduling requirements, your dealer may need your vehicle for a longer period of time.

**What are we asking you to do?** Please call your dealer without delay and request a service date for Recall 04S25. Provide the dealer with the Vehicle Identification Number (VIN) of your vehicle. The VIN is printed near your name at the beginning of this letter.

If you do not already have a servicing dealer, you can access <http://www.genuineflmservice.com> for dealer addresses, maps, and driving instructions.

**Please note: Federal law requires that any vehicle lessor receiving this recall notice must forward a copy of this notice to the lessee within ten days.**

**Have you previously paid for this repair?**

If you paid to remedy the issue addressed in this notice, you may be eligible for a refund either through your dealer or directly from Ford Motor Company.

To verify eligibility and expedite reimbursement, give your paid original receipt to your dealer. Refund requests, including all required documentation, may also be mailed to Ford at P.O. Box 6251, Dearborn, Michigan 48121-6251. Refund requests mailed to Ford may take up to 60 days to process.

Detailed information regarding eligibility for Ford's reimbursement program and documentation requirements may be obtained by contacting the Ford Customer Relationship Center at 1-866-436-7332. Owners who have previously paid for this repair are still eligible to have the recall described in this letter performed.

**Have you changed your address or sold the vehicle?**

If you have, please fill out the enclosed prepaid postcard and mail it to us so we can update our records. If you have sold the vehicle, the information you provide on the postcard will be used to notify the new owner about this recall.

**Can we assist you further?**

If you have difficulty getting your vehicle repaired promptly and without charge, please contact your dealership's Service Manager for assistance.

If you still have concerns, please contact the Ford Motor Company Customer Relationship Center and one of our representatives will be happy to assist you.

Call 1-866-436-7332. For the hearing impaired call 1-800-232-5952 (TDD).

Office Hours: (Eastern Time Zone)

Monday – Friday: 8AM – 8PM

Saturday: 9AM – 5:30PM

If you wish to contact us through the Internet, our address is:  
**[www.ownerconnection.com](http://www.ownerconnection.com)**

If you are still having difficulty getting your vehicle repaired in a reasonable time or without charge, you may write the Administrator, National Highway Traffic Safety Administration, 400 Seventh Street S. W., Washington, D. C. 20590 or call the toll free Auto Safety Hotline at 1-888-327-4236 or 1-800-424-9393.

Thank you for your attention to this important matter.

Sincerely,



Frank M. Ligon

Director

Service Engineering Operations

# **ATTACHMENT C**

**FORD QUARTERLY SAFETY COMPLETION REPORT -- 49 CFR Part 573.7**  
**Quarter Ending September 30, 2005**

| SAFETY<br>RECALL NO.                  |       | QUARTERS<br>REPORTED |       |       | OWNER<br>NOTIFICATION |            | NOTES | VEHICLES<br>INVOLVED | PROCEDURES<br>COMPLETED <sup>ef</sup> |          | UNREACHABLE VEHICLES <sup>df</sup> |          |        |          |       |
|---------------------------------------|-------|----------------------|-------|-------|-----------------------|------------|-------|----------------------|---------------------------------------|----------|------------------------------------|----------|--------|----------|-------|
| NHTSA                                 | FORD  | No.                  | FIRST | LAST  | BEGAN                 | ENDED      |       |                      | INSPECTED                             | REPAIRED | UNDELIVERED                        | EXPORTED | STOLEN | SCRAPPED | OTHER |
| 05V-086                               | 04B26 | 1                    | 3Q-05 | 4Q-06 | 2005-07-11            | 2005-07-11 |       | 41,142               | n/a                                   | 11,128   | 1,626                              | 7        | 0      | 0        | 0     |
| 05V-388                               | 05S28 | 1                    | 3Q-05 | 4Q-06 | 2005-09-15            | 2005-10-04 | c/    | 4,297,461            | n/a                                   | 78,878   | 83,144                             | 22       | 369    | 677      | 0     |
| 05V-270                               | 05S34 | 1                    | 3Q-05 | 4Q-06 | 2005-07-22            | 2005-07-22 |       | 180,113              | 1,741                                 | 118,869  | 2,092                              | 372      | 32     | 38       | 0     |
| 05V-310                               | 05S35 | 1                    | 3Q-05 | 4Q-06 | 2005-07-13            | 2005-07-13 |       | 10,109               | 3,381                                 | 1,295    | 108                                | 0        | 0      | 0        | 0     |
| 05V-113                               | 05S29 | 2                    | 2Q-05 | 3Q-06 | 2005-04-04            | 2005-04-04 |       | 56                   | 43                                    | 8        | 0                                  | 0        | 0      | 0        | 0     |
| 05V-135                               | 05S30 | 2                    | 2Q-05 | 3Q-06 | 2005-04-06            | 2005-04-06 |       | 386                  | 101                                   | 174      | 19                                 | 7        | 0      | 0        | 0     |
| 05V-202                               | 05S31 | 2                    | 2Q-05 | 3Q-06 | 2005-05-17            | 2005-05-17 |       | 25                   | 11                                    | 0        | 0                                  | 0        | 0      | 0        | 0     |
| 05V-206                               | 05S32 | 2                    | 2Q-05 | 3Q-06 | 2005-06-03            | 2005-06-03 |       | 132799               | n/a                                   | 68,408   | 2,430                              | 3        | 0      | 39       | 0     |
| 05V-266                               | 05S33 | 2                    | 2Q-05 | 3Q-06 | 2005-06-20            | 2005-06-20 |       | 78653                | n/a                                   | 42,962   | 4,113                              | 52       | 0      | 1        | 0     |
| 04V-602                               | 04C09 | 3                    | 1Q-05 | 3Q-06 | 2005-03-31            | 2005-03-31 |       | 222565               | n/a                                   | 138,597  | 6,102                              | 137      | 1      | 76       | 0     |
| 04V-603                               | 04C10 | 3                    | 1Q-05 | 2Q-06 | 2005-01-11            | 2005-01-11 |       | 2916                 | n/a                                   | 1,961    | 489                                | 13       | 0      | 0        | 0     |
| 04V-574                               | 04S25 | 3                    | 1Q-05 | 2Q-06 | 2005-01-14            | 2005-01-17 |       | 406863               | n/a                                   | 319,506  | 7,579                              | 55       | 9      | 115      | 0     |
| 04V-604                               | 04S26 | 3                    | 1Q-05 | 2Q-06 | 2005-01-19            | 2005-01-19 |       | 286                  | n/a                                   | 280      | 0                                  | 2        | 0      | 0        | 0     |
| 05V-030                               | 05S27 | 3                    | 1Q-05 | 3Q-06 | 2005-03-09            | 2005-03-22 | d/    | 389750               | n/a                                   | 155,733  | 19,052                             | 619      | 18     | 98       | 0     |
| 05V-017                               | 05S28 | 3                    | 1Q-05 | 3Q-06 | 2005-02-08            | 2005-02-14 | e/    | 740451               | n/a                                   | 364,410  | 33,477                             | 122      | 59     | 196      | 0     |
| 04V-332                               | 04S17 | 4                    | 4Q-04 | 3Q-06 | 2004-08-02            | 2004-08-02 | f/    | 920,411              | n/a                                   | 477,615  | 48,970                             | 202      | 12     | 233      | 0     |
| 04V-442                               | 04S20 | 4                    | 4Q-04 | 3Q-06 | 2004-09-30            | 2004-10-07 | g/    | 901180               | 604                                   | 563,280  | 31,744                             | 554      | 35     | 332      | 0     |
| 04V-444                               | 04S22 | 4                    | 4Q-04 | 1Q-06 | 2004-10-15            | 2004-10-18 |       | 213325               | n/a                                   | 139,122  | 6,345                              | 379      | 14     | 122      | 0     |
| 04V-327                               | 04S15 | 5                    | 3Q-04 | 4Q-05 | 2004-07-22            | 2004-07-22 |       | 84940                | n/a                                   | 65,474   | 1,267                              | 48       | 31     | 35       | 0     |
| 04V-328                               | 04S16 | 5                    | 3Q-04 | 4Q-05 | 2004-07-15            | 2004-07-15 |       | 47100                | n/a                                   | 39,900   | 349                                | 0        | 0      | 30       | 0     |
| 04V-330                               | 04S18 | 5                    | 3Q-04 | 4Q-05 | 2004-07-20            | 2004-07-20 |       | 24257                | n/a                                   | 17,446   | 1,022                              | 70       | 1      | 5        | 0     |
| 04V-331                               | 04S19 | 5                    | 3Q-04 | 4Q-05 | 2004-07-19            | 2004-07-19 |       | 1399                 | 1,067                                 | 74       | 96                                 | 19       | 0      | 0        | 0     |
| 04V-443                               | 04S21 | 5                    | 3Q-04 | 1Q-06 | 2004-09-17            | 2004-09-17 |       | 1689                 | n/a                                   | 1,091    | 170                                | 1        | 0      | 0        | 0     |
| 04V-445                               | 04S23 | 5                    | 3Q-04 | 1Q-06 | 2004-09-27            | 2004-09-27 |       | 253095               | n/a                                   | 161,071  | 7,872                              | 291      | 16     | 101      | 0     |
| 04V-446                               | 04S24 | 5                    | 3Q-04 | 1Q-06 | 2004-09-20            | 2004-09-20 |       | 34013                | n/a                                   | 30,878   | 645                                | 84       | 0      | 4        | 0     |
| 04V-229                               | 04C07 | 6                    | 2Q-04 | 3Q-05 | 2004-05-21            | 2004-05-21 |       | 6502                 | 5,356                                 | 188      | 80                                 | 1        | 0      | 0        | 0     |
| 04V-106                               | 04S12 | 6                    | 2Q-04 | 4Q-05 | 2004-04-05            | 2004-06-18 |       | 947644               | n/a                                   | 745,359  | 21,057                             | 370      | 28     | 263      | 0     |
| 04V-165                               | 04S13 | 6                    | 2Q-04 | 3Q-05 | 2004-04-21            | 2004-04-23 |       | 324148               | n/a                                   | 280,220  | 4,339                              | 315      | 3      | 167      | 0     |
| 04V-200                               | 04S14 | 6                    | 2Q-04 | 3Q-05 | 2004-05-06            | 2004-05-06 |       | 371                  | n/a                                   | 302      | 3                                  | 0        | 0      | 1        | 0     |
| <b>Customer Satisfaction Programs</b> |       |                      |       |       |                       |            |       |                      |                                       |          |                                    |          |        |          |       |
| 03V-482                               | 03N01 | *                    | *     | *     | 2003-11-26            | 2003-11-26 |       | 529525               | n/a                                   | 178,068  | 27,943                             | 736      | 0      | 145      | 0     |
| 04V-421                               | 04N02 | *                    | *     | *     | 2004-04-16            | 2004-04-16 |       | 88718                | n/a                                   | 29,647   | 3,895                              | 371      | 9      | 5        | 0     |

# **ATTACHMENT D**



Frank M. Ligon  
Director  
Service Engineering Operations  
Ford Customer Service Division

Ford Motor Company  
P. O. Box 1904  
Dearborn, Michigan 48121

October 6, 2005

**TO:** All U.S. Ford and Lincoln Mercury Dealers

**SUBJECT:** Safety Recall 04S25: *Update*  
All 2002 through 2004 Model Year Left Hand Drive (LHD) Escape Vehicles Equipped  
with 3.0L Engines  
Accelerator Cable Replacement

**RE:** Safety Recall 04S25 dated December 2004

**New! REASON FOR THIS UPDATE**

*The purpose of this update is to inform dealers that updated illustrations and a warning have been added to the technical instructions (Attachment III) to help prevent damage to the speed control cable while performing the accelerator cable replacement procedure. In addition, warranty edits have been incorporated to prevent the payment of related damage claims for speed control cable replacement.*

**AFFECTED VEHICLES**

All 2002 through 2004 model year LHD Escape vehicles equipped with 3.0L engines and built at the Kansas City and Ohio Assembly Plants from Job #1 2002 through Job Last 2004. Affected vehicles are identified in OASIS. In addition, for a list of vehicles assigned to your dealership, visit <https://web.fsavinlists.dealerconnection.com>. This information was available on December 09, 2004.

**REASON FOR THIS SAFETY RECALL**

In some of the affected vehicles, it may be possible for the accelerator cable liner to migrate out of the accelerator cable conduit. If the liner migrates out of the conduit, the liner may prevent the throttle from returning to the idle position and may result in elevated engine speeds while driving. An unexpected increase in engine idle speed may increase stopping distance and may result in a vehicle crash without warning.

**SERVICE ACTION**

At no charge to the vehicle owner, dealers are to replace the accelerator cable with a newly designed cable, which was made available to dealers the week of 12/06/2004. This must be performed on all of the affected vehicles in your new vehicle inventory as well as vehicles that have been delivered to customers.

**PLEASE NOTE:**

Federal law requires dealers to complete any outstanding safety recall service before a new vehicle is delivered to the buyer or lessee. Violation of this requirement by a dealer could result in a civil penalty of up to \$5,000 per vehicle. Correct all vehicles in your new vehicle inventory before delivery.

**New! ATTACHMENTS**

Attachment I:            *Administrative Information*  
Attachment II:          Labor Allowances and Parts Ordering Information  
Attachment III:        *Technical Information*  
Customer Notification Letter

**QUESTIONS?**

Claims Information: ..... 1-800-423-8851  
Special Service Support Center (Dealer Only) Questions: ..... 1-800-325-5621

Sincerely,



Frank M. Ligon

Safety Recall 04S25  
All 2002 - 2004 Model Year LHD Escape Vehicles Equipped with 3.0L Engines  
Accelerator Cable Replacement

**OASIS ACTIVATED?** Yes, OASIS was activated on December 07, 2004.

**FSA VIN LIST ACTIVATED?** Yes

Available through FMCDealer.com or at <https://web.fsavinlists.dealerconnection.com> on December 09, 2004. Owner names and addresses were available on January 17, 2005.

NOTE: Your FSA VIN list may contain owner names and addresses obtained from motor vehicle registration records. The use of such motor vehicle registration data for any purpose other than in connection with this recall is a violation of law in several states, provinces, and countries. Accordingly, you must limit the use of this listing to the follow-up necessary to complete this recall action.

**STOCK VEHICLES**

Correct all affected units in your new vehicle inventory before delivery.

**SOLD VEHICLES**

- Owners of affected vehicles will be directed to dealers for repairs.
- Immediately contact any of your affected owners whose vehicles are not on your VIN lists but are identified in OASIS. Give the owner a copy of the Customer Notification Letter (when available) and schedule a service date.
- Correct other affected vehicles identified in OASIS which are brought to your dealership.

**TITLE BRANDED / SALVAGED VEHICLES**

Affected title branded and salvaged vehicles are eligible for this Field Service Action.

**New! RELATED DAMAGE**

If a related damage condition exists that you believe to be caused by the covered condition, call the Special Service Support Center to request approval **prior** to the repair of any related damage. Requests for approval after completion of the repair will not be granted.

*Note: Related damage claims will not be accepted for speed control cable replacement. Please review the revised technical instructions/illustrations found in Attachment III.*

**ADDITIONAL LABOR TIME**

- If a condition exists that requires additional labor to complete the repair, call the Special Service Support Center to request approval **prior** to performing any additional labor. Requests for approval after completion of the repair will not be granted.
- If you encounter aftermarket equipment or modifications to the vehicle, which might prevent the repair of the covered condition, call the Special Service Support Center.

Safety Recall 04S25  
All 2002 - 2004 Model Year LHD Escape Vehicles Equipped with 3.0L Engines  
Accelerator Cable Replacement

**OWNER REFUNDS**

- Ford Motor Company is offering a refund for owner-paid repairs covered by this recall if the repair was performed prior to the date indicated in the reimbursement plan, which is posted with this bulletin. This plan is also available to owners through the Customer Relationship Center (CRC). The CRC will direct owners to seek reimbursement through authorized dealers or, at their option, directly through Ford Motor Company at P.O. Box 6251, Dearborn, MI 48121-6251.
- Dealers are also authorized to refund owner-paid emergency repairs that were performed away from an authorized servicing dealer after the end date specified in the reimbursement plan. Refund claims that include other non-covered repairs, or those judged by Ford to be excessive, will not be accepted for reimbursement.
- **This safety recall must still be performed, even if the customer has paid for a previous repair. Claiming a refund will not close out the VIN for this recall.**
- Refund Claiming Information (Submit on separate repair line.)
  - Program Code: 04S25
  - Misc. Expense: REFUND
  - Misc. Expense: ADMIN
  - Misc. Expense: 0.2 Hrs.

**RENTAL VEHICLES**

The use of rental vehicles is not authorized for this program.

**CLAIMS PREPARATION AND SUBMISSION**

- Enter claims using Direct Warranty Entry (DWE).
- Refund or related damage must be claimed on a repair line that is separate from the repair line on which the FSA is claimed.
- "MT" labor should be submitted on a separate repair line with the related damage flag checked.
- Refer to ACESII manual for claims preparation and submission information.

Safety Recall 04S25  
All 2002 - 2004 Model Year LHD Escape Vehicles Equipped with 3.0L Engines  
Accelerator Cable Replacement

**LABOR ALLOWANCES**

| Description                             | Labor Operation | Labor Time |
|---|-----------------|------------|
| Replace Accelerator Cable - 3.0L Engine | 04S25B          | 0.4 Hour   |

**PARTS REQUIREMENTS / ORDERING INFORMATION**

Parts will not be direct shipped for this program. Order your parts requirements through normal order processing channels.

| Part Number   | Description                          | Quantity |
|---------------|--------------------------------------|----------|
| 5L8Z-9A758-AA | Accelerator Cable – 3.0L DOHC Engine | 1        |

The DOR/COR for this program is 50336. This number identifies parts ordered for this recall through the Special Service Support Center (1-800-325-5621).

**DEALER PRICE**

For latest prices, refer to DOES II.

**PARTS RETENTION AND RETURN**

Follow the provisions of the Warranty and Policy Manual for "Parts Retention and Return Procedures."

**CLAIM HANDLING PROCEDURE FOR RETURNING PRIOR LEVEL ACCELERATOR CABLES****Immediate Purge Required-----YL8Z-9A758-AD Accelerator Cable – 3.0L**

Prepare and submit a PCS claim as described below:

- DO NOT ship the parts until Return Authorization is granted.
- The return authorizations will include shipping addresses.

**PCS CLAIM INSTRUCTIONS**

When you create your PCS claim, use the following information for the REASON CODE, SHIPPER NBR, and LINE EXPLANATION fields:

- REASON CODE: GB
- SHIPPER NBR: 04S25
- LINE EXPLANATION: Purge Required

When preparing your PCS claim, list the part number being returned on the claim, and indicate the quantity of that part number being returned. Your PCS claim must be submitted by January 31, 2005. Claims filed after this date will be denied.

**EXCESS STOCK RETURN**

Excess stock returned for credit must have been purchased from Ford Customer Service Division in accordance with Policy Procedure Bulletin 4000.

## 2002 THROUGH 2004 MODEL YEAR LHD ESCAPE VEHICLES EQUIPPED WITH 3.0L ENGINES — ACCELERATOR CABLE REPLACEMENT

### SERVICE PROCEDURE

#### ACCELERATOR CABLE REMOVAL

1. From inside the vehicle, disconnect the accelerator cable from the pedal.
2. Remove the engine appearance cover, if equipped.

**NEW**

**CAUTION:** Damage to the speed control cable may result if the throttle body cam is rotated by lifting up on the speed control cable or the speed control cable connector end. When disconnecting the accelerator cable from the throttle body, rotate the throttle body cam only by lifting up on the cam itself. See Figure 1.

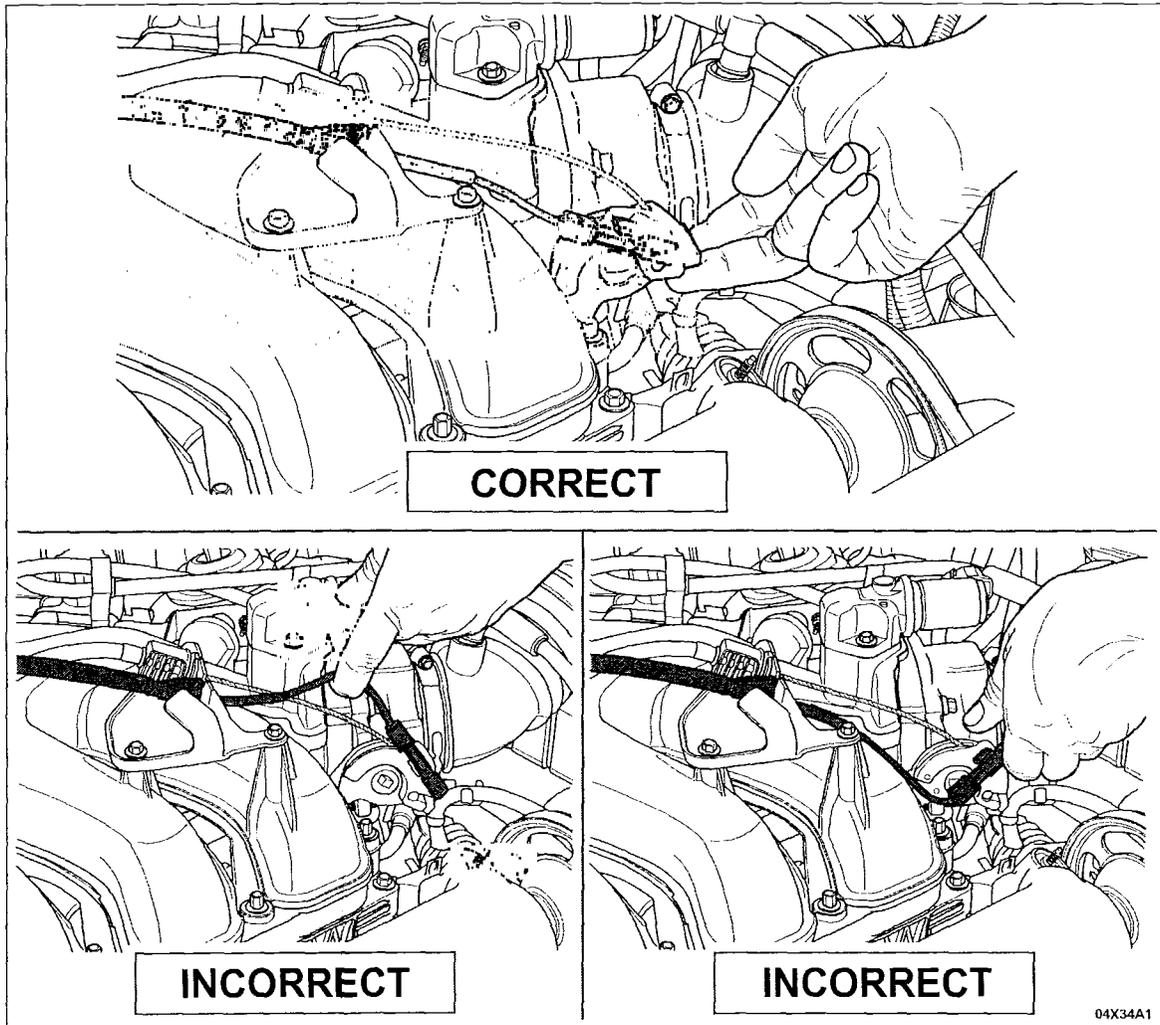
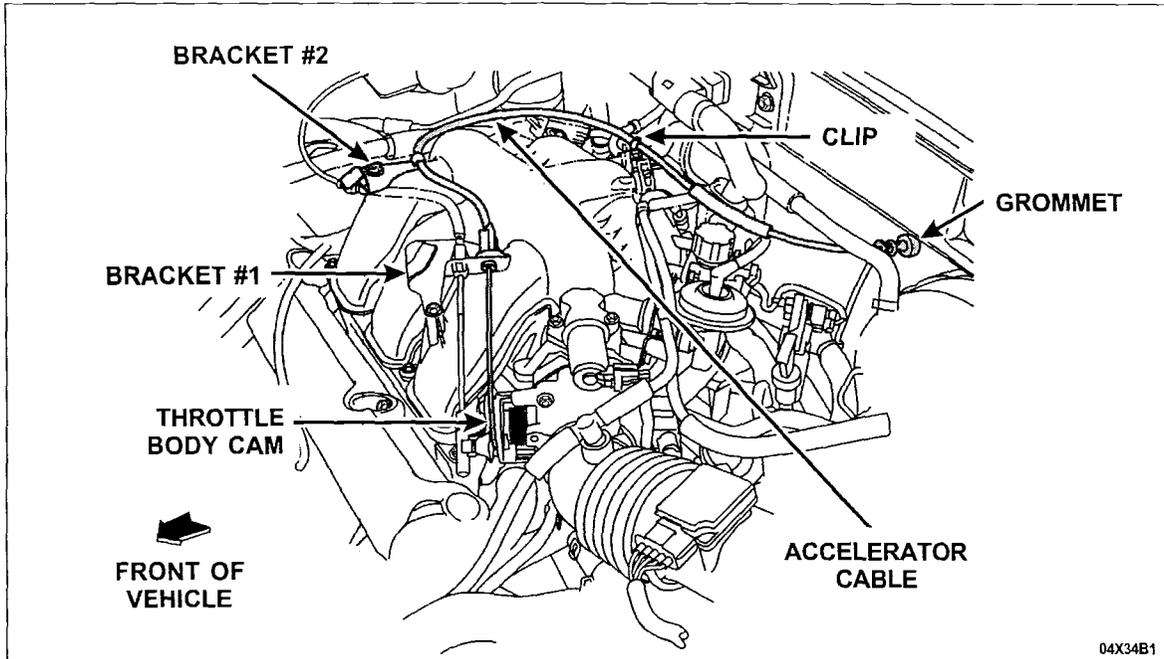


FIGURE 1



3. Disconnect the accelerator cable as follows: See Figure 2.

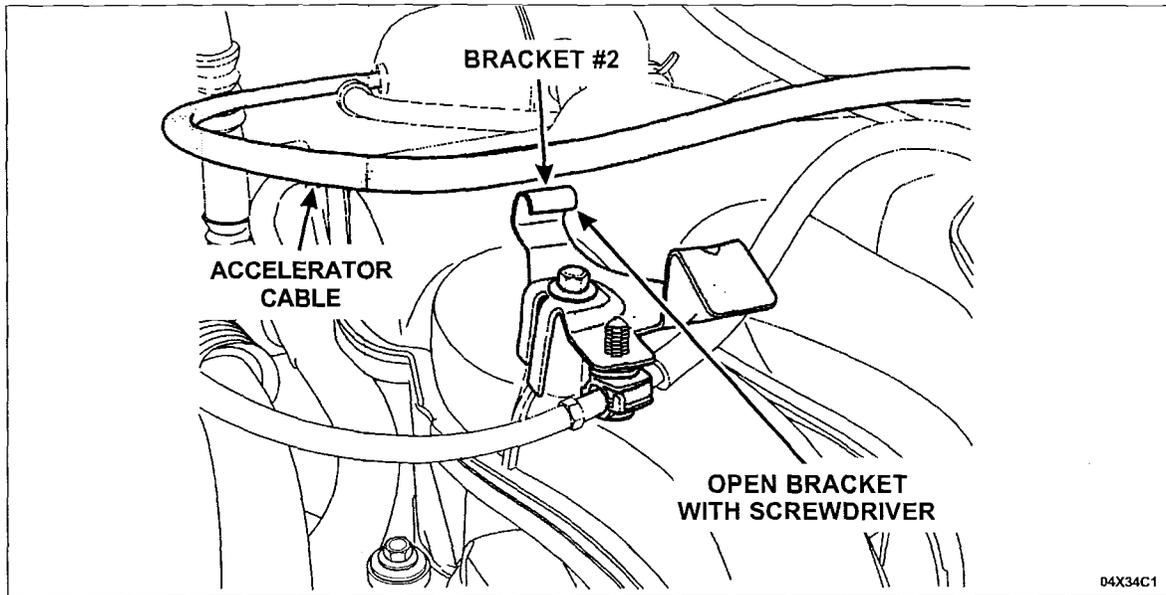


**FIGURE 2**

- A) Disconnect the cable by rotating the throttle body cam and sliding the cable barrel out of the cam.
- B) Remove the accelerator cable from bracket #1 by turning the cable housing 45 degrees either way and pulling it from the bracket.



- C) Open bracket #2 with a screwdriver and remove the accelerator cable from the bracket.  
See Figure 3.



**FIGURE 3**

- D) Detach the accelerator cable from the clip located on the brake booster vacuum hose.  
E) Disengage the grommet at the dash panel and remove the accelerator cable from the vehicle.



## ACCELERATOR CABLE INSTALLATION

1. Feed the *new* cable through the dash panel and fully seat the grommet.
2. Install and connect the accelerator cable as follows:
  - A) Connect the cable to the throttle body by rotating the cam and sliding the cable barrel into the cam.
  - B) Attach the accelerator cable to the clip located on the brake booster vacuum hose.
  - C) Secure the accelerator cable to bracket #1 by inserting it and rotating the cable housing 45 degrees to lock it in place.
  - D) Position the accelerator cable in bracket #2 and, using a suitable tool, bend down the tab to retain the cable while ensuring the cable moves freely in the bracket. See Figure 4.

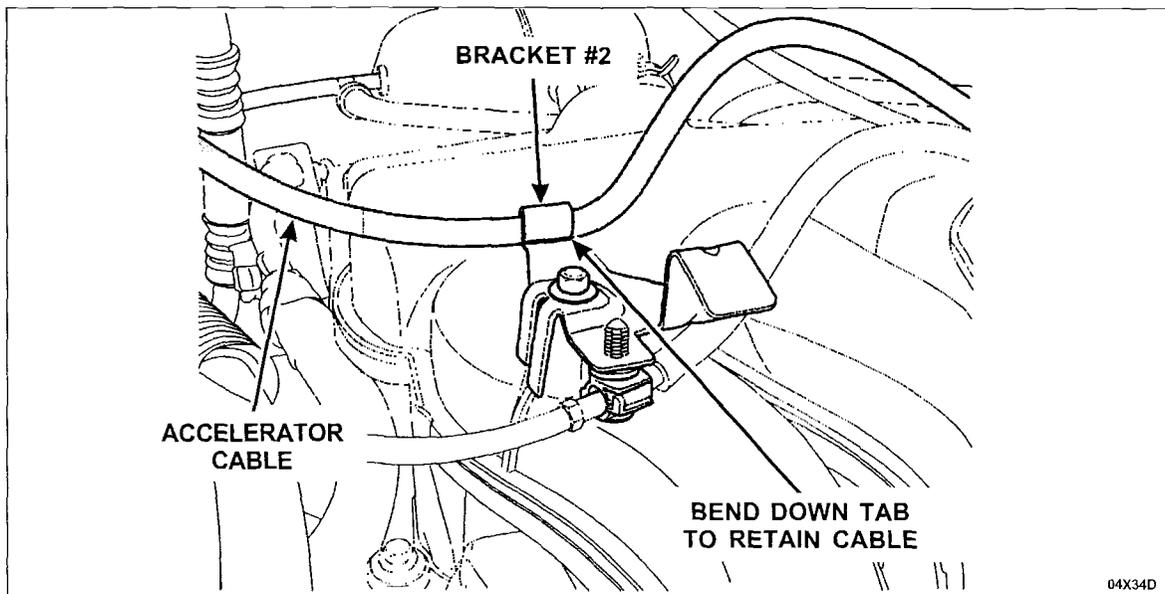


FIGURE 4

3. Connect the accelerator cable to the pedal.
4. Install the appearance cover, if equipped.
5. Check for free movement of the accelerator pedal and that there is no binding.





Frank M. Ligon  
Ford Motor Company  
P. O. Box 1904  
Dearborn, Michigan 48121

January 2005

**Safety Recall 04S25**

Mr. John Sample  
123 Main Street  
Anywhere, USA 12345

Your Vehicle Identification Number: 12345678901234567

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act.

Ford Motor Company has decided that a defect, which relates to motor vehicle safety, exists in all 2002 through 2004 Escape vehicles.

We apologize for this situation and want to assure you that, with your assistance, we will correct this condition. Our commitment, together with Ford dealers, is to provide you with the highest level of service and support.

**What is the issue?** On your vehicle, it is possible that the accelerator cable may prevent the throttle from returning to the idle position, possibly resulting in elevated engine speeds while driving. An unexpected increase in engine idle speed may increase stopping distance and may result in a vehicle crash without warning.

**What will Ford and your dealer do?** Ford Motor Company and your dealer will replace the accelerator cable free of charge (parts and labor). We urge you to return to your dealer for this service.

**How long will it take?** The time needed for this repair is less than one-half day. However, due to service scheduling requirements, your dealer may need your vehicle for a longer period of time.

**What are we asking you to do?** Please call your dealer without delay and request a service date for Recall 04S25. Provide the dealer with the Vehicle Identification Number (VIN) of your vehicle. The VIN is printed near your name at the beginning of this letter.

If you do not already have a servicing dealer, you can access <http://www.genuineflmservice.com> for dealer addresses, maps, and driving instructions.

**Please note: Federal law requires that any vehicle lessor receiving this recall notice must forward a copy of this notice to the lessee within ten days.**

**Have you previously paid for this repair?**

If you paid to remedy the issue addressed in this notice, you may be eligible for a refund either through your dealer or directly from Ford Motor Company.

To verify eligibility and expedite reimbursement, give your paid original receipt to your dealer. Refund requests, including all required documentation, may also be mailed to Ford at P.O. Box 6251, Dearborn, Michigan 48121-6251. Refund requests mailed to Ford may take up to 60 days to process.

Detailed information regarding eligibility for Ford's reimbursement program and documentation requirements may be obtained by contacting the Ford Customer Relationship Center at 1-866-436-7332. Owners who have previously paid for this repair are still eligible to have the recall described in this letter performed.

**Have you changed your address or sold the vehicle?**

If you have, please fill out the enclosed prepaid postcard and mail it to us so we can update our records. If you have sold the vehicle, the information you provide on the postcard will be used to notify the new owner about this recall.

**Can we assist you further?**

If you have difficulty getting your vehicle repaired promptly and without charge, please contact your dealership's Service Manager for assistance.

If you still have concerns, please contact the Ford Motor Company Customer Relationship Center and one of our representatives will be happy to assist you.

Call 1-866-436-7332. For the hearing impaired call 1-800-232-5952 (TDD).

Office Hours: (Eastern Time Zone)

Monday – Friday: 8AM – 8PM

Saturday: 9AM – 5:30PM

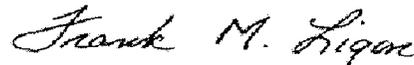
If you wish to contact us through the Internet, our address is:

**[www.ownerconnection.com](http://www.ownerconnection.com)**

If you are still having difficulty getting your vehicle repaired in a reasonable time or without charge, you may write the Administrator, National Highway Traffic Safety Administration, 400 Seventh Street S. W., Washington, D. C. 20590 or call the toll free Auto Safety Hotline at 1-888-327-4236 or 1-800-424-9393.

Thank you for your attention to this important matter.

Sincerely,



Frank M. Ligon

Director

Service Engineering Operations

# **ATTACHMENT E**

# Case Report Summary

Print Date/Time: 03/02/2012 10:47  
 Login ID: kklein  
 Case Number: 2012-00000917

PAYSON POLICE DEPARTMENT  
 ORI Number: AZ0040600

### Case

Case Number: 2012-00000917  
 Location: 300 N BEELINE HWY  
 PAYSON, AZ  
 (Arizona) 85541  
 Reporting Officer ID: 0394 - McAnemy

Incident Type: Accident/Fatalities  
 Occurred From: 01/27/2012 12:47  
 Occurred Thru: 01/27/2012 12:47  
 Disposition: Closed  
 Disposition Date: 02/27/2012  
 Reported Date: 01/27/2012 12:47 Friday

### Offenses

| No. Group/ORI | Crime Code | Statute | Description | Counts |
|---------------|------------|---------|-------------|--------|
|---------------|------------|---------|-------------|--------|

### Subjects

| Type           | No. | Name                            | Address  | Phone      | Race       | Sex        | DOB/Age          |
|----------------|-----|---------------------------------|--|------------|------------|------------|------------------|
| Contacted      | 3   | HOUNSHELL, RICK LEROY           | 333 W LATIGO LN<br>STAR VALLEY, AZ (Arizona)<br>85541        | [REDACTED] | White      | Male       | [REDACTED]<br>49 |
| Contacted      | 4   | BLOOM, DANA LOUISE              | 828 E 10TH PLACE<br>MESA, AZ (Arizona) 85203                 | [REDACTED] | White      | Female     | [REDACTED]<br>62 |
| Contacted      | 6   | BOATMAN, ROBERT                 | 2575 E CAMELBACK ROAD<br>PHOENIX, AZ (Arizona)               | [REDACTED] | [REDACTED] | Male       | [REDACTED]       |
| Contacted      | 7   | SALEM, MARK                     | 1025 W WARNER ROAD<br>MESA, AZ (Arizona)                     | [REDACTED] | White      | Male       | [REDACTED]       |
| Contacted      | 8   | GARTNER, GORDON HOWARD          | 706 S COUNTRY CLUB LN<br>PAYSON, AZ (Arizona) 85541          | [REDACTED] | White      | Male       | [REDACTED]<br>59 |
| Contacted      | 9   | MELTON, JENNIFER                | 2901 N CENTRAL AVENUE<br>1800<br>PHOENIX, AZ (Arizona) 85012 | [REDACTED] | White      | Female     | [REDACTED]       |
| Contacted      | 10  | GETTING, CURT                   | DPS - 2102 E ENCANTO BLVD<br>PHOENIX, AZ (Arizona) 85009     | [REDACTED] | [REDACTED] | Male       | [REDACTED]       |
| Contacted      | 11  | HAWKINS, OFFICER                | DPS - 2102 W ENCANTO BLVD<br>PHOENIX, AZ (Arizona) 85009     | [REDACTED] | [REDACTED] | [REDACTED] | [REDACTED]       |
| Parent         | 1   | BLOOM, RYAN OLIVER              | 829 E 10TH PLACE<br>MESA, AZ (Arizona) 85203                 | [REDACTED] | White      | Male       | [REDACTED]<br>35 |
| Passenger      | 1   | CHAPARRO, MIGUEL ANTONIO        | 1321 N WOODLAND DR<br>PAYSON, AZ (Arizona) 85541             | [REDACTED] | White      | Male       | [REDACTED]<br>55 |
| Passenger      | 2   | SIERRAS, HELLEN                 | 1319 N WOODLAND DR<br>PAYSON, AZ (Arizona) 85541             | [REDACTED] | White      | Female     | [REDACTED]<br>3  |
| Passenger      | 3   | MARTINEZ, GABRIEL JOSPEH        | 100 W GLADE LN<br>PAYSON, AZ (Arizona) 85541                 | [REDACTED] | White      | Male       | [REDACTED]<br>15 |
| Passenger      | 4   | HOLLINGSWORTH, VICTORIA ROSETTA | 504 N DOUBLETREE CIR<br>PAYSON, AZ (Arizona) 85541           | [REDACTED] | White      | Female     | [REDACTED]<br>19 |
| RP/Complainant | 1   | BLOOM, JAMIE                    | 105 E MAIN ST 217<br>PAYSON, AZ (Arizona) 85541              | [REDACTED] | White      | Female     | [REDACTED]<br>34 |
| Victim         | 1   | BLOOM, SAIGE LYNN               | [REDACTED]   | [REDACTED] | White      | Female     | [REDACTED]<br>17 |
| Victim         | 2   | VALDEZ CHAPARRO, NORMA LETICIA  | [REDACTED]   | [REDACTED] | White      | Female     | [REDACTED]<br>54 |
| Victim         | 3   | HOLLINGSWORTH, TRUDY            | [REDACTED]   | [REDACTED] | White      | Female     | [REDACTED]<br>88 |
| Victim         | 4   | BYERS, KAYLEE MARIE             | [REDACTED]   | [REDACTED] | White      | Female     | [REDACTED]       |



# Case Report Summary

Print Date/Time: 03/02/2012 10:47  
 Login ID: kklein  
 Case Number: 2012-00000917

PAYSON POLICE DEPARTMENT  
 ORI Number: AZ0040600

STAR VALLEY, AZ (Arizona)  
 85541

16

### Arrests

| Arrest No. | Name | Address | Date/Time | Type | Age |
|------------|------|---------|-----------|------|-----|
|------------|------|---------|-----------|------|-----|

### Property

| Date       | Code                | Type                           | Make  | Model   | Description   | Tag No.      | Item No. |
|------------|---------------------|--------------------------------|-------|---------|---|--------------|----------|
| 02/23/2012 | Evidence            | Audio/Video<br>(Evidence only) |       |         | Item 394-13 Audio from 911/Police/Fire              | 12-00917-394 | 6        |
| 02/23/2012 | Evidence            | Miscellaneous                  |       |         | Item 394-14 One vile of Saige Bloom's blood         | 12-00917-394 | 5        |
| 02/23/2012 | Evidence            | Miscellaneous                  |       |         | Item 394-7 AZ temp plat TZ6807                      | 12-00917-394 | 4        |
| 02/23/2012 | Evidence            | Miscellaneous                  |       |         | Item 394-3,4,5,6,8,9,10,11,12,13 Saige Blooms Items | 12-00917-394 | 3        |
| 02/23/2012 | Evidence            | Automotive                     |       |         | Item 394-2 1999 Buick Century 2G4WS52M5X1540942     | 12-00917-394 | 2        |
| 02/23/2012 | Evidence            | Automotive                     |       |         | Item 394-1 02 Ford Escape vin 1FMCU04142KC83154     | 12-00917-394 | 1        |
| 02/10/2012 | Bio-Hazard Evidence | Blood/Urine/Bodily Fluids      |       |         | Item# 394-14 Blood Saige Bloom                      | 12-917-394   | 3        |
| 01/27/2012 | Evidence            | Vehicles                       | Buick | CENTURY | ITEM# 394-2 WRECKED BUICK AZ LIC ALL8400            | 12-917-394   | 2        |
| 01/27/2012 | Evidence            | Vehicles                       | Ford  | ESCAPE  | Item# 394-1 Wrecked Ford SUV T26807                 | 12-917-394   | 1        |

### Vehicles

| No. | Role            | Vehicle Type         | Year | Make  | Model           | Color | License Plate | State        |
|-----|-----------------|----------------------|------|-------|-----------------|-------|---------------|--------------|
| 1   | Victim Vehicle  | Pickup               | 2005 | Ford  | F150            |       | 134NAZ        | AZ (Arizona) |
| 2   | Victim Vehicle  | Pickup               | 1999 | Ford  | RANGER (PICKUP) | RED   | ALL8271       | AZ (Arizona) |
| 3   | Victim Vehicle  | PC/Passenger Vehicle | 1999 | Buick | CENTURY         |       | ALL8400       | AZ (Arizona) |
| 4   | Suspect Vehicle | PC/Passenger Vehicle | 2002 | Ford  | ESCAPE          | WHI   | TZ6807        | AZ (Arizona) |



## Case Report Summary

Print Date/Time: 03/02/2012 10:47  
Login ID: kklein  
Case Number: 2012-00000917

PAYSON POLICE DEPARTMENT  
ORI Number: AZ0040600

NARR 394  
Original Case Report by Det. M. McAnerny #394  
2012-0817

### Attachments:

- Arizona Crash Report (10 pages)
- Bosch Crash Data Retrieval Information (8 pages)
- Voluntary Statement from Miguel Chaparro
- Voluntary Statement from Norma Chaparro
- Vehicle Removal Form 2002 Ford Escape
- Bill from Carl's Towing for 2002 Ford Escape
- Vehicle Removal Form 1999 Buick Century
- Bill from LaForge Towing for 1999 Buick Century
- Copy of Sentry Insurance card
- Officer notes
- Impounded Vehicle Report
- Release of Property letter signed by Det. McAnerny and Ryan Bloom
- DPS Agency Request for Scientific Examination
- DPS Scientific Examination Report lab results (blood)
- Teletypes

### Narrative:

On January 27, 2012 at approximately 1247 hours, I responded to the intersection of North Beeline Highway and East Malibu Drive in reference to a rollover accident.

Upon arrival, I observed, just north of the intersection on North Beeline Highway, a gray sedan in the #1 lane with damage to the rear passenger quarter panel. Ahead of the vehicle was a white SUV type vehicle that was upside down on its hood. I observed a very large amount of debris in the roadway which included a tire from the white SUV and pieces of the vehicle that were thrown from what appeared to be numerous rollovers by the vehicle.

Sgt. Faust asked me to get my camera and a notepad so that we could start labeling and marking items on the street. It should be noted that marker A was the point of impact for vehicle #3. It was later determined that two other vehicles were involved in a collision prior to the intersection.

Sgt. Faust and I completed measurements. We used the northeast corner of North Beeline Highway and East Malibu Drive as the permanent point. A large roll tape was put down on the east side of N Beeline Hwy, which was 300 feet in length. It should be noted that the entire collision from the permanent point to the farthest item north (which was a tennis shoe) was 296 feet.

Sgt. Faust and I then measured the intersection while taking photographs of different items that were marked. For further information please review all photographs and measurements in the Arizona Crash Report.

It should be noted that the Fire Department was treating a white female who was later identified as Saige Bloom near the white vehicle. Saige Bloom was ejected from the vehicle during the roll. She was later transported to Payson Regional Medical Center (PRMC) and then flown to Scottsdale Osborne Hospital. Saige Bloom was later pronounced dead on 01-28-12 at 1351 by hospital staff.

While Sgt. Faust and I were processing the accident scene, Officer Buckner contacted the driver of the gray Buick who was later identified as Norma Chaparro. She had two passengers in her vehicle with her. For further information, please review Officer Buckner's report.

Based on the location of the vehicle in the collision, it appears that the Buick turned from the Walmart parking lot onto



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ORI Number: AZ0040600

North Beeline Highway. The vehicle was then struck in the rear passenger quarter panel by the white SUV causing the white SUV to turn sideways and roll numerous times before stopping on the hood of the vehicle.

Sgt. Faust and I continued to process the scene when we were advised that there were two other vehicles involved. Both vehicles pulled into the Verizon store parking lot. Officer Johnson responded to that location and I followed. We took photographs of the two red trucks that were involved. One was a 2005 Ford F150, license plate 134NAZ. I spoke with the driver, Trudy Hollingsworth who stated that she was in the left turn lane on North Beeline Highway to turn into Walmart when the passenger side of her vehicle was struck by a white SUV that was squeezing between her and another red truck that was next to her in the #1 lane. Victoria Hollingsworth was a passenger in this vehicle.

I contacted the driver of the 1999 Ford Ranger, Kaylee Byers, who stated that she was in the #1 lane to head north and, while sitting there a white SUV squeezed between her vehicle and the red truck in the turn lane, breaking her driver's side mirror before going through the intersection, striking the other vehicle and rolling over. In Kaylee's vehicle was Gabriel Martinez who was sitting in the front passenger seat.

Photographs were taken of the vehicles to document the damage.

I was later contacted by Officer Ortiz who informed me that he observed the accident and observed the white SUV at a high rate of speed going through the intersection of North Beeline Highway and East Malibu Drive. The SUV ran through the red light for northbound traffic and struck the gray vehicle which had a green light. This information was consistent with the information that I received from Trudy Hollingsworth and Kaylee Byers who were both stopped at the red light for northbound traffic.

After the scene was measured and photographed, I collected numerous items that were in the roadway. Most of the items that I collected were personal property belonging to Saige Bloom. These included her wallet, a bottle of Naproxin, a gray purse, a radio faceplate for the vehicle, a soft case that was pink in color, two Nike tennis shoes, an iPod and a cell phone. I also located the temporary license plate of TZ8807 which was upside down in the curb area of North Beeline Highway. That was collected as item 394-7.

Based on Saige Bloom being flown out to Scottsdale Osborne Hospital and the information that I was receiving that her injuries were severe, I contacted dispatch to send the Scottsdale Police Department to the hospital to obtain a blood sample from Saige Bloom.

Information that I obtained was that the reporting party was Jamie Bloom, Saige Bloom's mother. She had reported that the accelerator was stuck on the vehicle. Based on this, and that Officer Ortiz stated that he observed the vehicle go through the intersection at an extremely high rate of speed, I believed that there might be a mechanical defect with the vehicle. Based on this information, all of the mechanical pieces of the vehicle were collected and later taken to the impound yard with the 2002 Ford Escape.

The 2002 Ford Escape was later flipped over and photographs were taken by Sgt. Faust. These photographs included the position of the seat and the accelerator, which appeared to be all the way down to the floor. Sgt. Faust pointed out an area to the right of the accelerator in the center console area where it appeared that there were scratch marks in the plastic. This would be consistent with someone slamming their foot on the gas pedal. It should be noted that Sage Bloom had Nike tennis shoes on and for her to make those types of scratches and digs she would have had to use some force to create those marks.

I observed that the seatbelt of the vehicle was not fastened. I looked at the seatbelt and did not observe any damage on it. I fastened the seatbelt, I then unfastened it. The seatbelt appeared to be working as it should. Based on the condition of the seatbelt and the fact that Saige Bloom was ejected from the vehicle I do not believe that Saige was wearing her seatbelt at the time of the collision.

Property Custodian Todd Bramlet, went to the impound yard where he remained until both the gray Buick and the white Ford Escape were taken there. The white Ford Escape was tarped in order to preserve anything inside of the vehicle.

# Case Report

## Summary

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PAYSON POLICE DEPARTMENT  
ORI Number: AZ0040600

The items that were thrown from the vehicle were collected and placed next to the vehicle in the impound yard.

For further information on the accident portion, please refer to the Arizona Crash Report.

I was later contacted by dispatch advising that there were some complications at the hospital in reference the blood draw for Saige Bloom. The Scottsdale officer was only able to get one vial of blood and was advised by the medical staff that, if anything else needed to be taken, he would have to get a Search Warrant. I advised dispatch that one vial of blood would suffice at this time and to have the Scottsdale Police Department Impound it and we would collect it later.

The vial of blood was later collected by Property Custodian Todd Bramlet and was taken to the Department of Public Safety (DPS) for a scientific examination for a drug and alcohol screening.

I was later informed by Sgt. Faust that, on January 31, 2012, he was contacted by Jamie Bloom and Ryan Bloom in reference to the accident. He obtained some information and it was decided that I could release Saige Bloom's personal property to her father, Ryan Bloom.

On February 7, 2012, I met with Ryan Bloom, Jamie Bloom and Dana Bloom. Dana Bloom is Saige Bloom's grandmother who had purchased the 2002 Ford Escape registered it to her. Ryan Bloom lives with his mother, Dana, in Phoenix and Jamie, Saige's mother, lives in Payson. I answered questions for them in reference to the accident and explained that the results of the blood draw were still pending. I completed a release of property form with Ryan Bloom. Ryan Bloom signed to collect Saige's wallet, her medicine, her purse, extra vehicle keys for the Ford, the radio faceplate, the pink soft case, both tennis shoes, the iPod and Verizon cell phone. A copy of the Release is attached to this report.

It should be noted that the Arizona temporary plate, 394-7, the blood, 394-14, and the 911 call and radio conversations were all impounded as item 394-15 were kept and impounded as evidence.

Sgt. Faust contacted DPS to see if they could do a computer download of the Ford Escape to obtain information before and during the collision. It was later determined that the DPS investigators could come to the Payson Police Department on February 24, 2012 at 1300 hours.

Sgt. Faust contacted Saige Bloom's family and Ryan Bloom stated that he had now obtained a lawyer by the name of Robert Boatman. He told me that Mr. Boatman would be coming to the computer readout as well as his representatives and possibly someone from Ford.

On February 23, 2012 I responded to the impound lot where I took additional photographs of Saige Bloom's vehicle which included the different skid marks that were on the passenger side. I observed three different directional skid marks on the passenger side top frame, which would show that the vehicle rolled three separate times in different directions. I also observed the curb strike on the vehicle which was documented as plaque H at the accident scene. Based on the information received from these additional photographs, I was able to complete the accident diagram. For further information, refer to the Arizona Crash Report.

On February 24, 2012 at approximately 1230 hours, I responded to the impound yard where I met with a white female by the name of Jennifer Melton. Jennifer Melton works for the Bowman and Brooke Law Offices as a representative for Ford. I took Jennifer Melton into the impound lot where I uncovered the white Ford Escape. A short time later, Ryan Bloom responded to the impound yard. I spoke with him briefly while we waited for his attorney, Robert Boatman. A few minutes later, Robert Boatman responded to our location with two other individuals, one by the name of Mark Salem who works for Salem Boys Auto. Mr. Salem brought his own camera and took photographs of the vehicle. The other individual was Gordon Gartner who is a private investigator and was going to be doing a separate investigation.

A short time later, Sgt. Faust responded to our location with two officers from DPS. The detective for this case is Det. Getting, #5493, and Officer Hawkins, #6791.

All interested parties viewed the vehicle. They took photographs of the vehicle prior to anything being done. The hood of

# Case Report

## Summary

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ORI Number: AZ0040600

the vehicle was opened for the primary location to do a computer download, however, there was some damage in the lines at that location and based on that damage the computer download at that location would not be successful. It should be noted that, prior to going to the secondary location, power was given to the vehicle. When the vehicle powered on, I observed that the hazard lights of the vehicle were on and were blinking.

Based on the primary location being damaged, the secondary location was behind the middle console. It was determined that the DPS officer, Det. Getting, could get to this location with minimal issues involving touching the accelerator or anything that had to do with the acceleration of the vehicle. Det. Getting removed the middle console and cut a section of carpet out so that the plug in unit could be used without touching the accelerator. It should be noted that Jennifer Melton, Mark Salem and I took photographs throughout this process. During this process, I overheard Robert Boatman speaking with the representative from Ford on Jennifer Melton's speakerphone. The representative from Ford was yelling at Mr. Boatman stating that, if DPS were to do a computer readout, it would destroy their evidence and they would be responsible for the destruction of the evidence. I contacted Det. Getting and asked him if that was possible. Det. Getting stated that it was not and that the system they use is a read only system and all they are doing is looking at the information, not manipulating it in any way. The attorney for Ford continued to yell at Mr. Boatman at which time he handed the phone back to Jennifer Melton and then the phone was given to me. The attorney stated that Ford would not be responsible for any of the damages that DPS was going to do and said we needed to stop immediately. I informed the attorney that I had spoken with the DPS detective who does these types of accident collision investigations for a living and he stated that it would not damage any information on the computer. Based on his information, I was going to allow him to continue to do the computer readout because I had faith in DPS in reference to traffic collisions.

The computer readout was completed and was downloaded to the DPS computer. It should be noted that Mark Salem brought a flash drive that he gave to Det. Getting who made a copy of the readings and gave it back to Mark Salem. Jennifer Melton asked if she could get copies of this and I told her that, when the DPS officers returned to the police department I would receive a copy that would be downloaded with this report, and they would be able to get a copy of that readout.

After the readout was done, the center console was placed into the back seat and I took photographs of the vehicle again in the condition it was in. Det. DeSchaaf and I then re-covered and tarped the vehicle to protect it from the elements. All interested parties left the impound lot and I responded back to the Payson Police Department.

Sgt. Faust later sent me the computer readout which was downloaded into this case. A copy of it was included with this report to be scanned in as an attachment.

On February 26, 2012, I received a lab report in reference to the blood sample collected on Saige Bloom. The report for the blood sample was for the alcohol analysis. The test indicated that there was no alcohol in Saige Bloom's blood. It should be noted that the drug screen will take longer and, when that comes in, it will be added to this report.

Both vehicles, the 1999 Buick and the 2002 Ford Escape, will remain at the impound lot until the drug results return to insure that this is not a criminal investigation.

On March 2, 2012 I contacted the Maricopa County Medical Examiner to get information from Saige's examination. The specific information I was trying to obtain was if there was any marks on Saige that would be consistent with Saige wearing a seatbelt during the collision. I spoke with an investigator who looked at the photographs of the examination. I was informed that it did not appear that there was any physical evidence on Saige's shoulder or across her lap consistent with wearing a seatbelt. A second investigator also looked at the photographs and came up with the same conclusion that Saige was not wearing a seatbelt during the collision.

I was informed on how to request a copy of the medical Examination report. I later sent a letter to the Maricopa Medical Examiners Office on official letterhead requesting the report when it is completed. I will add the medical examiners report when I receive it.

For further information, please review all related supplements and the Arizona Crash Report.



# Case Report

## Summary

Print Date/Time: 03/02/2012 10:47  
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Case Number: 2012-00000917

PAYSON POLICE DEPARTMENT  
ORI Number: AZ0040600

End of report.

Det. M. McAnemy #394  
/kak 030112

# Case Report

## Summary

Print Date/Time: 03/02/2012 10:47  
Login ID: kklein  
Case Number: 2012-00000917

PAYSON POLICE DEPARTMENT  
ORI Number: AZ0040600

SUPP 979  
Supplemental report by Officer L. Ortiz #379  
2012-00817

Attachments:  
Voluntary Statements

### Narrative:

On 1/27/12 at approximately 1300 hours dispatch advised patrol officers that a vehicle was coming into town at BIA 101 and Highway 87 northbound, and that the driver could not gain control of the vehicle's accelerator.

I began to respond as an assisting officer, and as I did so I watched as a smaller white SUV entered and cleared the intersection at Hwy. 87 and State Highway 260. The vehicle continued northbound at what appeared to be about 60 miles per hour. I turned around on the vehicle and watched it as it narrowly passed through traffic northbound at Hwy. 87 and Malibu Dr. I went around traffic and watched as the vehicle went on its side and rolled multiple times. As soon as I saw that I requested medical to the scene. The vehicle came to rest in about the 500 block of N. Hwy 87.

I blocked the intersection at Malibu and Hwy. 87 with my marked patrol vehicle. I exited my vehicle and ran towards the point of rest of the vehicle. It was on its roof and I could see a person lying in the road in lane #2 northbound. A woman had come from the side of the roadway and was talking to the young girl, who had been ejected from the vehicle. The girl had what appeared to be a large laceration on her arm, where bone could be seen. She was bleeding. She was struggling to breathe. I checked the inside of the vehicle to see if there were other passengers, and the vehicle was empty. The female was later identified by her mother, who had arrived on scene, as Saige Bloom (17 years of age).

The mother had been following behind Saige when she lost control of the accelerator, according to dispatch. At that time Officer Michael Hansen was assigned to stay with the mother and keep her away from the main accident. Emergency medical staff arrived on scene and took Saige Bloom to the hospital. I then began to get vehicle information from the other vehicles involved in the accident. As I was walking back towards the other vehicles I saw pieces of Bloom's SUV strewn about the northbound lanes of Hwy. 87 from Malibu to the 500 block of N. Hwy. 87.

I contacted Norma Chaparro who I identified by her Arizona driver's license, was being evaluated by Fire Department Staff just north of Malibu on Hwy 87. Her vehicle was severely damaged with the majority of the damage to the rear and passenger side of the vehicle. Norma advised she had been stopped at the stop light leaving Walmart on Rumsey Dr. She related that when the light turned green she turned north into lane #1. She advised that she did not know what happened, but she next felt a strong hit to the passenger side of her vehicle and stopped. She advised she then saw a vehicle go past hers and roll several times.

Norma's husband, Miguel advised that he was in the vehicle with Norma when they made the turn at Rumsey Dr. onto Hwy. 87. Miguel told me that as they began northbound he felt the vehicle get hit strongly. He advised next he saw a vehicle pass them and roll. The Chaparros did have their granddaughter in the vehicle in a car seat. All were released at the scene. Their vehicle was impounded as evidence.

I then met with Officer Joseph Johnson who had made contact with the occupants of two other vehicles involved in the incident, which had been parked at the Verizon Store's parking lot in the 100 block of E. Malibu Dr. Vehicle #2, a Red Ford F-150, had damage to its rear passenger side tail light and surrounding area. The driver, Trudy Hollingsworth was identified by her Arizona driver's license. She related she was in lane #1 waiting for the light when she felt the hit to her vehicle and saw the SUV go by her. Trudy Hollingsworth's daughter, Victoria Hollingsworth was a passenger in the vehicle. Neither needed medical care at the time.

I also spoke with the driver of vehicle #3, a maroon Ford Ranger. That vehicle had damage to the driver side mirror. Kaylee Byers, identified herself by her Arizona driver's license, and related that she was stopped in traffic, in lane #1



## Case Report Summary

Print Date/Time: 09/02/2012 10:47  
Login ID: kklein  
Case Number: 2012-00000917

PAYSON POLICE DEPARTMENT  
ORI Number: AZ0040600

northbound on Hwy. 87 waiting for the light when she felt her vehicle get hit and saw vehicle #1 go by. In the vehicle with her was passenger Gabriel Martinez. Neither of them needed medical attention.

I assisted Detective Michael McAnerny on the scene by collecting and bagging items he was documenting as evidence. When I saw Seige Bloom's purse and looked in it for identification earlier in the investigation I did see cash in the purse and advised Detective McAnerny that it was in the purse. As I was assisting Det. McAnerny, Officer Brandon Buckner assisted by completing inventories and vehicle removal forms for vehicles #1 and #4 in the incident. Once I had completed assisting Det. McAnerny I cleared the scene.

This concluded my involvement in this matter.  
Officer Ortiz 379

/bl 020912

cc Mr. Nicholson has been contacted by Sgt. [unclear]



# Case Report

## Summary

Print Date/Time: 03/02/2012 10:47  
Login ID: kklein  
Case Number: 2012-00000917

PAYSON POLICE DEPARTMENT  
ORI Number: AZ0040800

SUPP 205  
Supplemental Report by Officer J. Davies #205  
2012-917

### Narrative:

On Friday, January 27, 2012, at approximately 1247 hours, the Payson Police Department received a call of a white Ford Escape SUV traveling northbound on Highway 87 approaching Payson. The caller was advising dispatch that there was some sort of mechanical issue with the vehicle, and the driver was unable to stop it. I was in the Chill's parking lot in the 900 block of South Beeline Highway when the call was dispatched, and began to pull onto the highway to start traveling south on the highway to locate the vehicle.

As soon as I made the turn, I observed a white Ford Escape traveling northbound at a high rate of speed, estimated at 80 miles per hour. The vehicle had its hazard lights on, and was weaving in and out of traffic.

I activated my lights and sirens and began traveling northbound to try and catch up to the vehicle. However, because of the speed the vehicle was traveling at, I was unable to catch up. A short time later, Officer Ortiz advised that the vehicle had been in a collision at the intersection of North Beeline Highway and East Malibu Drive.

I responded to that location, and upon my arrival there were numerous vehicles stopped in the roadway. I made contact with several subjects who were on the south side of the intersection, and asked anyone who had witnessed the collision to pull into the parking lot of Digital in the 100 block of East Malibu.

Myself and other officers then began the process of setting up traffic control at the intersection. I remained at that location conducting traffic control until the scene was cleaned up and the roadway was opened again without any restrictions.

No further involvement in this matter.

Supplement closed.  
JTD

/bl 021412



# Case Report

## Summary

Print Date/Time: 03/02/2012 10:47  
Login ID: kklein  
Case Number: 2012-00000917

PAYSON POLICE DEPARTMENT  
ORI Number: AZ0040800

SUPP 135  
Supplemental report by Sergeant L. Barr #135  
2012-917

### Narrative:

On January 27, 2012 at approximately 1247 I heard a call go out over the radio in reference to an individual who was having a malfunction with her vehicle northbound on Highway 87 approaching the city limits of Payson. The information was that the accelerator was stuck on the vehicle and the vehicle was out of control. I was at the police department when this information was dispatched. I exited the police department, got in my patrol car, and by the time I was pulling onto East Malibu, the vehicle had crashed at Malibu and Highway 87.

As I approached that intersection I noticed a grey vehicle that was in the number 1 lane up against the curb median at Malibu and 87. It appeared it had been struck in the rear end on the right side. As I looked down the roadway several hundred feet I saw another vehicle on its top. It appeared to have rolled a couple of times and I saw an individual lying on the asphalt near that vehicle. As I made my way down to that individual I noticed that Officer Ortiz was already there and another civilian who was bent over the subject. The subject had been thrown from the white SUV. Officer Ortiz informed me that her name was Saige Bloom and she was 17 years old.

As I looked at the individual I could tell that she was severely injured. She had an open wound on her right arm and her eyes were fixed and staring forward. She was breathing quickly and it was labored.

The other individual there was a female who stated she was a nun and she was comforting Saige until the fire department arrived shortly thereafter.

I made my way down to the intersection of Malibu and 87 where other officers were arriving. I instructed Officer Davies and Officer Cadwell to begin conducting traffic control at that intersection, averting traffic from the northbound lane of Highway 87 east on Malibu or west into the Walmart parking lot.

I noticed that there was some debris on the south side of that intersection in the northbound lanes. I further learned that there were other vehicle's involved that had been struck and had been instructed to go into the Verizon parking lot on the northeast corner of Malibu and 87.

Detective McAnemy and Detective Sergeant Faust arrived on scene. Detective McAnemy stated he would be handling the investigation.

I instructed Officer Hansen to respond to the hospital to relay information about Saige and to ascertain where they would be transporting her in the Phoenix area.

Chief Engler arrived on scene and I obtained a key from him to open up the light control at Malibu and 87 and switch the lights to flashing in order to make it safer for the officers on traffic control as well as traffic.

A representative from the Department of Transportation arrived, Rick Hounshell. He stated that he would be willing to assist in any way possible. He had a crew coming to divert traffic from the northbound lane into the southbound lane, dividing the southbound lane into basically one lane each way from just south of the Walmart parking lot to the intersection of Highway 87 and Zurich.

After the detectives completed their investigation, the grey vehicle was removed from the accident scene. They rolled the Ford SUV over onto its wheels. As I looked inside the SUV towards the gas pedal area, I could see what looked like distress marks on the kick panel in the dust that had multiple scuffs on it. The gas pedal appeared to be very close to the floorboard.



# Case Report

## Summary

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Login ID: kklein  
Case Number: 2012-00000917

PAYSON POLICE DEPARTMENT  
ORI Number: AZ0040600

The vehicle was removed after detectives photographed the inside of the vehicle. The roadway was cleared.

I instructed ADOT to open up the roadway for northbound traffic as the detectives informed me that they had completed their measurements and investigation at that time. The traffic was re-routed to normal function and the light was switched to normal function.

I had no further involvement. Supplement closed.

/bl 021512



# Case Report Summary

Print Date/Time: 03/02/2012 10:47  
Login ID: kklein  
Case Number: 2012-00000917

PAYSON POLICE DEPARTMENT  
ORI Number: AZ0040600

SUPP 113  
Supplemental Report to #2012-917  
Faust #113

### Narrative:

On Friday January 27, 2012 at approximately 1245 hours I was at the department when I heard dispatch advise of a vehicle northbound on Hwy 87 that was having mechanical issues and unable to slow down. It was reported that the vehicle, a white colored Ford Escape, was going through the Main Street and Hwy 87 intersection. Shortly after that I heard an officer advise that there is a collision at Malibu and Hwy 87.

I then left the department and arrived at the intersection. I observed several vehicles stopped in the northbound lanes, north of the intersection. This included police vehicles. Approximately 300 feet north of the intersection I observed a white colored vehicle on its top, facing eastbound, across the northbound lanes. To the east of the over turned vehicle I observed a female subject in the roadway, on her right side.

I then began photographing the scene, starting from the intersection. I observed debris at the north edge of the intersection and a gray colored sedan with damage to the right rear of the vehicle. I also observed a field of debris from the sedan to the over turned vehicle. This debris consisted of a wheel, vehicle parts and broken glass. As I got closer to the overturned vehicle, I began photographing the state of the vehicle, which appeared to have rolled several times.

At this time I was advised that there were three additional vehicles involved in the accident. The vehicles were in the Verizon Store parking lot. I then went to that location and photographed the vehicles and the damage. Initially I took pictures of three vehicles but one of the vehicles, a white Chevrolet pickup, was determined not to be involved.

I returned to the scene and assisted Detective McAnerny with placing markers on points of interest within the scene. I also photographed the scene with the markers. I then assisted Detective McAnerny with taking measurements of the points of interest.

Carl's Towing had been called to tow the over turned vehicle. Once they arrived, they up righted the vehicle by rolling it towards the south or passenger side. Once the vehicle was right side up, more photographs were taken of the inside. While taking photographs of the interior of the vehicle I did notice that it appeared that the vehicle ignition key was in the on position. The driver's seat belt was hanging in a normal, not in use position, and the accelerator pedal appeared to be in a pressed down position. I also observed marks on the kick panel next to the accelerator pedal. These marks appeared to be cause by repeated foot kicks to the area of the pedal. At this time it was decided to manually check the accelerator pedal. Officer Buckner was able to get inside the back of the vehicle and was able to reach to the accelerator pedal. I observed him to gently press on the pedal with his fingers and I did not see it move as a normal pedal. He indicated that it moved slightly. When the pedal was pulled, it moved freely. It should be noted that the pedal returned to the same position after the push/pull as it was prior to the push/pull. Due to the seriousness of the accident the vehicle was towed from the scene to our evidence lot.

Once the vehicle was taken from the scene, employees from the Arizona Department of Transportation and the Town of Payson Street Department, cleaned the roadway and the roadway was opened up for normal traffic. I then left the scene. On Monday January 30, 2012 I learned that the driver of the over turned vehicle, Saige Bloom had died due to the result of the collision.

On or about Tuesday January 31, 2012 I met with Jaime Bloom and Ryan Bloom, who are the parents of Saige. I met the Blooms in my office. Ms. Bloom advised that she and Saige had just picked up the vehicle that day and were driving home from the valley. Ms. Bloom was in her own vehicle and Saige was following her in her Ford Escape. Several minutes south of Payson, Saige calls Ms. Bloom's cell phone and advises that she cannot stop the vehicle and it is speeding up. Ms. Bloom pulls over on the south end of Payson and Saige passes her. Ms. Bloom said that Saige's vehicle was slowing to approximately 10 mph but that the wheels were smoking and she continued northbound on Hwy 87, picking up speed. Ms. Bloom then ended her conversation with Saige so she could call 911. Ms. Bloom advised that the last time she saw Saige's vehicle was when it was approaching Main Street at a high rate of speed. Ms. Bloom advised that she knew there had been an accident at Malibu and Hwy 87 due to the stopped traffic but she did not see it. On Tuesday February 7, 2012 Detective McAnerny and I met with the Bloom family at the police department. The personal property that was taken at the scene was released to them.

On Thursday February 9, 2012 contact was made with the Arizona Department of Public Safety, Vehicular Homicide Unit, requesting them to assist with the download of the Bloom vehicle. Consent was eventually obtained from Ryan Bloom and Jaime Bloom through their attorney Robert Boatman.

# Case Report

## Summary

Print Date/Time: 03/02/2012 10:47  
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PAYSON POLICE DEPARTMENT  
ORI Number: AZ0040600

On Friday February 24, 2012 at approximately 1300 hours I assisted Detective McAnerny at our evidence lot. This was the date and time set for DPS to arrive and download the information. Detective Curt Getting #5493 would be performing the download. Also present was the family's attorney Mr. Boatman and two of his investigators. Ryan Bloom was also present and a representative from Ford Motor Company. Once the download was complete, Detective Getting and I returned to the police department where I received a copy of the digital information from the vehicle. That file was sent to Detective McAnerny for his file. This supplement ends my involvement in this case so far.

Case Closed

dwl



# Case Report Summary

Print Date/Time: 03/02/2012 10:47  
Login ID: kklein  
Case Number: 2012-00000917

PAYSON POLICE DEPARTMENT  
ORI Number: AZ0040600

SUPP 418  
Supplemental report by Officer B. Buckner #418  
2012-917

**Attachments:**

Vehicle Removal Form  
Receipt from LaForge Towing  
Vehicle Removal Form  
Receipt from Carl's Towing

**Narrative:**

On January 27, 2012 at approximately 1247 hours dispatch advised of a white Ford SUV traveling northbound from Highway 87 and BIA 101. The vehicle was experiencing mechanical issues and could not stop. While en route to assist in clearing the intersection of Highway 87 and State Route 260 I observed a white SUV traveling northbound near the 100 block of Highway 87 traveling at a high rate of speed. I estimated the vehicle speed to be approximately 70 miles per hour.

As I turned my vehicle around I watched as the SUV was able to maneuver around 3 occupied lanes of traffic at Highway 87 and East Malibu. The vehicle passed over a slight hill crest where I lost visual. As I came to the intersection I observed the white SUV laying on its roof with an occupant who appeared to have been ejected from the vehicle. The subject was later identified as the driver Saige Bloom, the driver of the white SUV.

Just north of the intersection a silver Buick bearing Arizona ALL9400 had been struck by the white SUV. I contacted the occupants while other officers attended to the injured driver. The driver of the Buick was identified as Norma Valdez-Chaparro. The front passenger was identified as Miguel Chaparro. Norma identified a small child as Hellen Sierras, her grandchild who was fastened in her car seat. Miguel indicated that he may have possibly struck his head on the dashboard. Hellen could not stop crying. A slight communication barrier existed as I was trying to communicate with Norma and her family as they spoke Spanish. All the occupants were examined by paramedics and released on scene.

I remained on scene and assisted with completing a Payson Police Department Vehicle Removal Forms for the Buick Century and the white SUV, a Ford 4 door station wagon bearing Arizona temporary TZ6807. As the tow truck arrived to turn over the white SUV, I was requested to examine the gas pedal. As I pushed down on the gas pedal with my hand, I observed that it would only move towards the floorboard approximately half an inch. As I pulled on the gas pedal, I observed that it moved approximately 6 to 8 inches. I could compress the brake pedal and also activate the emergency brake with no problem. I relayed this information to Detective Sergeant Faust and Detective McAnerny, who were present.

I had no further involvement in this case. Supplement closed.

Officer Buckner #418

/bl 013012



## Case Report Summary

Print Date/Time: 03/02/2012 10:47  
Login ID: kklein  
Case Number: 2012-00000917

PAYSON POLICE DEPARTMENT  
ORI Number: AZ0040600

SUPP 455  
Supplemental report by Officer J. Cadwell #455  
2012-917

### Narrative:

On January 27, 2012 at approximately 1247 hours dispatch stated that a vehicle was at South Beeline Highway and BIA 101 traveling north and the driver was unable to slow the vehicle. I was driving south on Beeline Highway and was attempting to clear the intersection of State Route 87 and State Route 260 so the vehicle could safely pass through the intersection.

I observed a white SUV traveling north at a high rate of speed. I turned my vehicle around and Officer Ortiz stated that the vehicle had struck another vehicle, rolled over, and one subject was ejected from the vehicle.

I responded to the vehicle that had rolled over and observed a female subject laying on the street. Officer Ortiz stated there were no other passengers in the vehicle.

I went to the vehicle that was struck prior to the rollover and was advised by Officer Buckner that all subjects were secure.

I conducted traffic control at the intersection of North Beeline Highway and Malibu/Rumsay. Officer Davies took over traffic control and I helped clear vehicle debris from the roadway.

This concludes my involvement in this case.

Officer Cadwell #455

/b/ 013112



# Case Report Summary

Print Date/Time: 03/02/2012 10:47  
Login ID: kklein  
Case Number: 2012-00000917

PAYSON POLICE DEPARTMENT  
ORI Number: AZ0040800

## Routing:

- Probation
- Commander
- Fire Marshal
- AZ Department of Liquor
- Other
- ACO
- ADOT
- Traffic Accident Research
- Tonto Apache Tribal Court
- Investigations Division
- Gila County Attorney
- Town Attorney
- Chief
- GCSO
- Special Enforcement Unit
- File

ADOT USE ONLY

Agency Report Number  
2012-00917

REPORT ID

YEAR MONTH DAY HOUR NO. NO. OFFICER ID NO.  
1 2 0 1 2 7 1 2 4 7 0 4 0 6 0 0 3 9 4

Total Number of Struck 10

1 POLICE ONLY - FORWARD COPY TO  
ADOT TRAFFIC RECORDS SECTION 3849  
700 E. WYTHE AVE, PHOENIX, ARIZONA 85007-0000

2 Total Units 4 Total Damages 4 Total Damages 1  
Total Damages 1 To \$1,000 Over Under  
Total Damages 1 To \$1,000 Over Under  
Total Damages 1 To \$1,000 Over Under

3 Location  
N Baseline Hwy.  
City PAYSON County Gila  
District 12

4 Injury Severity (IS)  
1 - No Injury  
2 - Possible Injury  
3 - Non Injuring Injury  
4 - Injuring Injury  
5 - Fatal Injury  
6 - Unknown  
7 - Not Reported

5 Name (First, Middle, Last) Sarge Lynn Bloom  
City Payson State AZ Zip Code 85203

6 Vehicle Make Year Model Body Style Plate No. State  
Ford 2002 Ford Escape A55W T28807 AZ 042512

7 VIN 1FMCUM142KC88154  
Trailer (Other Unit) Plate No. State Year

8 Injury Severity 1  
Police Impound yard  
Telephone Number 1-800-225-2467  
Policy Number AD2-261-047976-80 Exp. Date 08/12/2012

9 Name (First, Middle, Last) Trudy Hollingsworth  
City Payson State AZ Zip Code 85541

10 Vehicle Make Year Model Body Style Plate No. State  
Ford 2005 Ford F150 PK 13ANAZ AZ 03/512

11 VIN 1FTRX14W4GNB88211  
Trailer (Other Unit) Plate No. State Year

12 Injury Severity 2  
Telephone Number 628/472-8064  
Policy Number 886183272 12/02 Exp. Date 08/07/2012

13 Name (First, Middle, Last) Kaylee Marie Byers  
City Star Valley State AZ Zip Code 85541

14 Vehicle Make Year Model Body Style Plate No. State  
Ford 1999 Ford Ranger PK A18271 AZ 11/3012

15 VIN 1FTYR14V0XPA08878  
Trailer (Other Unit) Plate No. State Year

16 Injury Severity 2  
Telephone Number 628/474-2590  
Policy Number 18868882503A Exp. Date 022812

Table with 5 columns: License #, Name, Address, City, State, Zip Code, Telephone No., Sex. Rows include Victoria Hollingsworth, Gabriel Martinez, Miguel Chaparro, and Hellen Sernas.

17 Owner Code 1 - Private  
2 - Public Liability  
3 - Federal Government  
4 - State of Arizona  
5 - County in Arizona  
6 - City in Arizona  
7 - Tribal Nation  
8 - Unknown

18 Insured Name Paul 113/ McAnamney  
Supervisor's Signature  
Agency Name Payson Police  
Date Completed 02/14/2012

19 Insured Name Paul 113/ McAnamney  
Supervisor's Signature  
Agency Name Payson Police  
Date Completed 02/14/2012

20 Insured Name Paul 113/ McAnamney  
Supervisor's Signature  
Agency Name Payson Police  
Date Completed 02/14/2012

ADOT USE ONLY

REPORT ID

Agency Report Number  
2012-917

POLICE ONLY - FORWARD COPY TO  
ADOT TRAFFIC RECORDS SECTION, 684  
208 S. 17TH AVE., PHOENIX, ARIZONA 85007-0885

| YEAR | MONTH | DAY | HOUR | NOIS NO. | OFFICER ID NO. |
|------|-------|-----|------|----------|----------------|
| 12   | 01    | 12  | 12   | 4704     | 00394          |

Total Number of Sheets 10

Total Units 4 Total Injuries 4 Total Fatalities 1 Estimated Total Damage Compensated To \$1,000 Less:  Over  Under  Non-Report  Unit #

LOCATION: N. Beeline Hwy  
 District or Grid No.  Inside  Outside City Payson County AZ  
 North  South  East  West  Plus  Minus Distance 12 Measured Approximate  Miles  Feet

Safety Devices (SD): 0 - Not Applicable, 1 - None Used, 2 - Lap Belt, 3 - Shoulder and Lap Belt, 4 - Child Restraint System, 5 - Helmet Used, 6 - Air Bag Deployed, 7 - Air Bag Deployed/Shoulder-Lap Belt, 8 - Other, 9 - Unknown  
 Injury Severity (IS): 1 - No Injury, 2 - Possible Injury, 3 - Non-Incapacitating Injury, 4 - Incapacitating Injury, 5 - Fatal Injury, 99 - Unknown/Not Reported  
 Seating Position: 01 - Front Seat - Other (Child in Lap), 02 - Additional passenger in vehicle by row, 03 - In enclosed or cargo area, 04 - In unenclosed passenger/cargo area, 05 - Riding on Vehicle Exterior, 06 - Linedown

State/Class/Exp. DL # L No Valid License/Permit: AZ D - [Redacted] Other:  Deceased,  Probation,  Postponed  
 Name (First, Middle, Last): Norma Leticia Chaparro

Residence: 1518 N. Woodland Dr. City Payson State AZ Zip Code 86541 Telephone Number [Redacted]

Color Gray Vehicle Year 1998 Make Buick Model Century Body Style MSDS Plate Number AL9400 State AZ Plate Mfg/Yr 053112  
 VIN 2G4WS82M5X1540942 Trailer (Other Unit) Plate No. State Year  
 Safety Devices 2 Injury Severity 2 Posted Speed Limit 40 Cfo Est. Speed 15 Transported To/By N/A

Reported to (Address/Storage Location/Identifier): Police Impound yard  
 Disabled  Not Disabled  Removed by Car's Towing Orders of Police

Insurance Company: Dairy Land Insurance (Sentry) Telephone Number (480)860-7034 Policy Number 035716815 Exp. Date 020412

State/Class/Exp. DL # L No Valid License/Permit: [Redacted] Other:  Deceased,  Probation,  Postponed  
 Name (First, Middle, Last): [Redacted]

Residence: [Redacted] City [Redacted] State [Redacted] Zip Code [Redacted] Telephone Number [Redacted]

Date of Birth: [Redacted] State or Other: [Redacted] Owner/Carrier Name: [Redacted] Address: [Redacted] City: [Redacted] State: [Redacted] Zip Code: [Redacted]  
 Color: [Redacted] Vehicle Year: [Redacted] Make: [Redacted] Model: [Redacted] Body Style: [Redacted] Plate Number: [Redacted] State: [Redacted] Plate Mfg/Yr: [Redacted]  
 VIN: [Redacted] Trailer (Other Unit) Plate No. State Year  
 Safety Devices: [Redacted] Injury Severity: [Redacted] Posted Speed Limit: [Redacted] Cfo Est. Speed: [Redacted] Transported To/By: [Redacted]

Reported to (Address/Storage Location/Identifier): [Redacted] Disabled  Not Disabled  Removed by: [Redacted] Orders of: [Redacted]

Insurance Company: [Redacted] Telephone Number: [Redacted] Policy Number: [Redacted] Exp. Date: [Redacted]

State/Class/Exp. DL # L No Valid License/Permit: [Redacted] Other:  Deceased,  Probation,  Postponed  
 Name (First, Middle, Last): [Redacted]

Residence: [Redacted] City: [Redacted] State: [Redacted] Zip Code: [Redacted] Telephone Number: [Redacted]

Date of Birth: [Redacted] State or Other: [Redacted] Owner/Carrier Name: [Redacted] Address: [Redacted] City: [Redacted] State: [Redacted] Zip Code: [Redacted]  
 Color: [Redacted] Vehicle Year: [Redacted] Make: [Redacted] Model: [Redacted] Body Style: [Redacted] Plate Number: [Redacted] State: [Redacted] Plate Mfg/Yr: [Redacted]  
 VIN: [Redacted] Trailer (Other Unit) Plate No. State Year  
 Safety Devices: [Redacted] Injury Severity: [Redacted] Posted Speed Limit: [Redacted] Cfo Est. Speed: [Redacted] Transported To/By: [Redacted]

Reported to (Address/Storage Location/Identifier): [Redacted] Disabled  Not Disabled  Removed by: [Redacted] Orders of: [Redacted]

Insurance Company: [Redacted] Telephone Number: [Redacted] Policy Number: [Redacted] Exp. Date: [Redacted]

State/Class/Exp. DL # L No Valid License/Permit: [Redacted] Other:  Deceased,  Probation,  Postponed  
 Name (First, Middle, Last): [Redacted]

Residence: [Redacted] City: [Redacted] State: [Redacted] Zip Code: [Redacted] Telephone Number: [Redacted]

Date of Birth: [Redacted] State or Other: [Redacted] Owner/Carrier Name: [Redacted] Address: [Redacted] City: [Redacted] State: [Redacted] Zip Code: [Redacted]  
 Color: [Redacted] Vehicle Year: [Redacted] Make: [Redacted] Model: [Redacted] Body Style: [Redacted] Plate Number: [Redacted] State: [Redacted] Plate Mfg/Yr: [Redacted]  
 VIN: [Redacted] Trailer (Other Unit) Plate No. State Year  
 Safety Devices: [Redacted] Injury Severity: [Redacted] Posted Speed Limit: [Redacted] Cfo Est. Speed: [Redacted] Transported To/By: [Redacted]

Reported to (Address/Storage Location/Identifier): [Redacted] Disabled  Not Disabled  Removed by: [Redacted] Orders of: [Redacted]

Insurance Company: [Redacted] Telephone Number: [Redacted] Policy Number: [Redacted] Exp. Date: [Redacted]

State/Class/Exp. DL # L No Valid License/Permit: [Redacted] Other:  Deceased,  Probation,  Postponed  
 Name (First, Middle, Last): [Redacted]

Residence: [Redacted] City: [Redacted] State: [Redacted] Zip Code: [Redacted] Telephone Number: [Redacted]

Date of Birth: [Redacted] State or Other: [Redacted] Owner/Carrier Name: [Redacted] Address: [Redacted] City: [Redacted] State: [Redacted] Zip Code: [Redacted]  
 Color: [Redacted] Vehicle Year: [Redacted] Make: [Redacted] Model: [Redacted] Body Style: [Redacted] Plate Number: [Redacted] State: [Redacted] Plate Mfg/Yr: [Redacted]  
 VIN: [Redacted] Trailer (Other Unit) Plate No. State Year  
 Safety Devices: [Redacted] Injury Severity: [Redacted] Posted Speed Limit: [Redacted] Cfo Est. Speed: [Redacted] Transported To/By: [Redacted]

ADOT 10/2010

| Name          | Address              | City    | State | Zip Code | Telephone Number | D.O. Birth |
|---------------|----------------------|---------|-------|----------|------------------|------------|
| Lorenzo Ortiz | 303 N. Baseline Hwy. | Peysoun | AZ    | 85541    |                  | 31         |

| UNIT # | A.R.S. NO. OR CITY CODE | UNIT # | A.R.S. NO. OR CITY CODE |
|--------|-------------------------|--------|-------------------------|
|        |                         |        |                         |
|        |                         |        |                         |
|        |                         |        |                         |

**10 - LIGHT CONDITION**

1 DAYLIGHT  
 2 DAWN  
 3 DUSK  
 4 DARK - LIGHTED  
 5 DARK - NOT LIGHTED  
 6 DARK - UNKNOWN LIGHTING

**11 - WEATHER CONDITIONS**

1 CLEAR  
 2 CLOUDY  
 3 SLEET/RAIL (freezing rain/sleet)  
 4 FOG  
 5 MIST  
 6 LIGHT CLOUDS  
 7 HEAVY CLOUDS  
 8 RAIN  
 9 RAIN WITH WIND, SOIL, DIRT  
 10 ICE, SNOW, SMOKE  
 11 HAZE  
 12 OTHER  
 99 UNKNOWN

**12 - ROAD SURFACE CONDITION**

1 DRY  
 2 WET  
 3 SLUSH  
 4 SLASH  
 5 ICE/SNOW  
 6 SLIPPERY (oil, grease, etc.)  
 7 SAND  
 8 MUD, DIRT, GRAVEL  
 9 OIL  
 97 OTHER  
 99 UNKNOWN

**13 - ROAD GRADE**

1 LEVEL  
 2 DOWNHILL  
 3 UPHILL  
 4 HILLOREST  
 5 SAG/CROTTON  
 99 UNKNOWN

**14 - RELATION TO JUNCTION**

0 NOT JUNCTION RELATED

**NON-CONTROLLED ACCESS AREA**

1 INTERSECTION (90°)  
 2 INTERSECTION RELATED  
 3 ENTRANCE/RAMP (post-ave)  
 4 RAILROAD GRADE CROSSING  
 5 MEDIAN CROSSOVER RELATED  
 6 FRONTAGE ROAD  
 7 DRIVEWAY  
 8 ALLIED ACCESS RELATED  
 9 UNKNOWN NON-INTERCHANGE

**CONTROLLED ACCESS AREA**

10 THROUGHWAY  
 11 INTERSECTION (90°)  
 12 INTERSECTION RELATED  
 13 ENTRANCE/RAMP  
 14 FRONTAGE ROAD  
 15 OTHER PART OF INTERCHANGE  
 99 UNKNOWN

**15 - TYPE OF INTERSECTION**

1 FOUR-WAY INTERSECTION  
 2 T-INTERSECTION  
 3 Y-INTERSECTION  
 4 OTHER AS PART OF INTERCHANGE  
 5 TRAFFIC CIRCLE  
 6 ROUNDABOUT  
 7 RAMP POINT, OR MORE  
 99 UNKNOWN

**16 - TRAFFIC WAY DESCRIPTION**

1 ONE-WAY TRAFFICWAY  
 2 TWO-WAY, NOT DIVIDED (no median present)  
 3 TWO-WAY, NOT DIVIDED WITH A MEDIAN  
 4 TWO-WAY, DIVIDED, UNPROTECTED (median > 4 feet)  
 5 TWO-WAY, DIVIDED, POSITIVE MEDIAN  
 99 UNKNOWN

**17 - MANNER OF CRASH IMPACT**

1 SINGLE VEHICLE  
 2 ANGLE (front to side) (other than left turn)  
 3 LEFT TURN  
 4 REAR END (front-to-front)  
 5 HEAD-ON (front-to-front) (other than left turn)  
 6 SIDESWIP, SAME DIRECTION  
 7 SIDESWIP, OPPOSITE DIRECTION  
 8 REAR-TO-SIDE  
 9 REAR-TO-REAR  
 97 OTHER  
 99 UNKNOWN

**18 - DIRECTION OF UNIT TRAVEL (General) BEFORE 1ST CRASH EVENT**

1 NORTH  
 2 SOUTH  
 3 EAST  
 4 WEST  
 5 NORTHWEST  
 6 NORTHEAST  
 7 SOUTHWEST  
 8 SOUTHEAST  
 99 UNKNOWN

**19 - CONTRIBUTING CIRCUMSTANCES UP TO TWO CHOICES PER UNIT**

**ENVIRONMENTAL**

1 GLARE  
 2 SUNLIGHT  
 3 HEADLIGHTS  
 4 VISUAL OBSTRUCTIONS  
 5 STOPPED/MARKED VEHICLE  
 6 MOVING VEHICLE  
 7 LOAD ON VEHICLE  
 8 TREES/BUSHES

**ROAD**

9 ROAD SURFACE CONDITION  
 10 DRIVEWAYS  
 11 MOUNTAINS  
 12 LANE CLOSURE  
 13 LANE DEPT/CLASURE  
 14 WORK ON SHOULDER OR MEDIAN  
 15 INTERMITTENT OR MOVING WORK  
 16 OTHER  
 17 WORKERS PRESENT  
 18 OBSTRUCTION IN ROADWAY  
 19 CHANGING ROAD WIDTH  
 20 NON-HIGHWAY WORK

**MOTOR VEHICLE**

21 BRAKES  
 22 STEERING  
 23 SUSPENSION  
 24 TIRES  
 25 WHEELS  
 26 LIGHTS (head, signal, tail)  
 27 WINDSHIELD/WINDSHIELD  
 28 MIRRORS  
 29 WIPERS  
 30 TRUCK EQUIPMENT/RAILROAD SAFETY CHAINS  
 97 OTHER  
 99 UNKNOWN

**20 - TRAFFIC CONTROL DEVICE**

1 NO CONTROLS  
 2 SIGNAL  
 3 STOP SIGN  
 4 YIELD SIGN  
 5 WARNING SIGN  
 6 RAILROAD CROSSING DEVICE  
 7 FLASHING TRAFFIC SIGNAL  
 8 PERSON (law enforcement, training guard, flagger, etc.)  
 97 OTHER  
 99 UNKNOWN

**BLOCKS 10 - 24: CHECK ONLY ONE OR ONE BLOCK PER UNIT UNLESS NOTED**

**21 - CONDITION INFLUENCING DRIVER/PEDESTRIAN UP TO TWO CHOICES PER UNIT**

1 NO APPARENT INFLUENCE  
 2 ILLNESS  
 3 PHYSICAL IMPAIRMENT  
 4 FELL ASLEEP/FATIGUED  
 5 ALCOHOL  
 6 DRUGS  
 7 MEDICATIONS  
 8 OTHER

CHECK ONE OF BLOCKS 4, 5, OR 6 CHECKED

A. NO TEST GIVEN  
 B. TEST GIVEN  
 C. TEST REFUSED  
 D. TESTING UNKNOWN  
 97 OTHER  
 99 UNKNOWN CONDITION

**22 - VIOLATIONS/BEHAVIOR UP TO TWO CHOICES PER UNIT**

1 NO IMPROPER ACTION  
 2 SPEED TOO FAST FOR CONDITIONS  
 3 EXCEEDED LAWFUL SPEED  
 4 FOLLOWED TOO CLOSELY  
 5 RAN STOP SIGN  
 6 DISREGARDED TRAFFIC SIGNAL  
 7 MADE IMPROPER TURN  
 8 DROVE/RODE IN OPPOSING TRAFFIC LANE  
 9 KNOWINGLY OPERATED WITH FAULTY/MISSING EQUIPMENT  
 10 REQUIRED MOTORCYCLE SAFETY EQUIPMENT NOT USED  
 11 PASSED IN NO PASSING ZONE  
 12 UNSAFE LANE CHANGE  
 13 FAILED TO KEEP IN PROPER LANE  
 14 DISREGARDED PAVEMENT MARKINGS  
 15 OTHER UNSAFE PASSING  
 16 INATTENTION/DISTRACTION  
 17 DID NOT USE CROSSWALK  
 18 WALKED ON WRONG SIDE OF ROAD  
 19 ELECTRONIC COMMUNICATIONS DEVICE  
 20 FAILED TO YIELD RIGHT-OF-WAY  
 97 OTHER  
 99 UNKNOWN

**23 - TRAFFIC LIGHT MANUEVER/ACTION**

1 GOING STRAIGHT AHEAD  
 2 SLOWING IN TRAFFICWAY  
 3 STOPPED IN TRAFFIC WAY  
 4 MAKING LEFT TURN  
 5 MAKING RIGHT TURN  
 6 MAKING U-TURN  
 7 OVERTAKING/PASSING  
 8 CHANGING LANES  
 9 NEGOTIATING A CURVE  
 10 BACKING  
 11 AVOIDING VEHICLE/OBJECT/MOTORCYCLIST  
 12 ENTERING PARKING POSITION  
 13 LEAVING PARKING POSITION  
 14 PROPERLY PARKED  
 15 IMPROPERLY PARKED  
 16 DRIVERLESS MOVING VEHICLE  
 17 CROSSING ROAD  
 18 WALKING WITH TRAFFIC  
 19 WALKING AGAINST TRAFFIC  
 20 STANDING  
 21 LYING  
 22 GETTING ON/OFF VEHICLE  
 23 WORKING ON/PUSHING VEHICLE  
 24 WORKING ON ROAD  
 97 OTHER  
 99 UNKNOWN

**24 - LOCATION OF PEDESTRIAN/CYCLIST**

1 MARKED CROSSWALK AT INTERSECTION  
 2 AT INTERSECTION BUT NO CROSSWALK  
 3 NON-INTERSECTION CROSSWALK  
 4 DRIVEWAY ACCESS CROSSWALK  
 5 SCHOOL CROSSWALK  
 6 IN ROADWAY (not in crosswalk/intersection)  
 7 MEDIAN (but not on shoulder)  
 8 ISLAND  
 9 SHOULDER  
 10 SIDEWALK  
 11 ROADSIDE  
 12 OUTSIDE OF TRAFFICWAY  
 13 DEDICATED BIKE LANE  
 14 SHARED-USE PATH  
 15 INSIDE BUILDING  
 97 OTHER  
 99 UNKNOWN



**REPORT ID**

Agency Report Number

YEAR MONTH DAY HOUR NOIC NO. OFFICER ID NO.

1 2 0 1 2 7 1 2 4 7 0 4 0 6 0 0 3 9 4      2012-00917

**VEHICLE DAMAGED AREA(S) - (CIRCLE UP TO THREE AREAS PER UNIT)**

1 UNIT 1      2 UNIT 2      3 UNIT 3

0 - NONE  
10 - UNDERCARRIAGE  
15 - OTHER  
99 - UNKNOWN

0 - NONE  
10 - UNDERCARRIAGE  
15 - OTHER  
99 - UNKNOWN

0 - NONE  
10 - UNDERCARRIAGE  
15 - OTHER  
99 - UNKNOWN

26 GLOBAL POSITION      Latitude      Longitude

27 - **ROADWAY ALIGNMENT**

UNIT 1

0 - STRAIGHT  
1 - CURVE LEFT  
2 - CURVE RIGHT  
99 - UNKNOWN

28 - **LANE**

Please enter lane number and type of travel before first crash event

| UNIT 1 | UNIT 2 | UNIT 3 |
|--------|--------|--------|
| L1     | L1     | 1      |

0 - TWOWAY CONTINUOUS LEFT TURN  
1 - FIRST LANE NEXT TO A MEDIAN THROUGH  
2 - THROUGH  
3 - LEFT TURN ONLY LANES (L-1-18T)  
4 - LEFT TURN AFTER MEDIAN CENTERLINE  
5 - THROUGH - RIGHT TURN LANES (R-1-18T)  
6 - RIGHT TURN AFTER THROUGH LANES  
99 - DESIGNATED BIKE LANE  
HCV - HIGH OCCUPANCY VEHICLE  
97 - NON-ROADWAY  
99 - UNKNOWN

29 - **REASON**

0 - NOT APPLICABLE  
1 - NOT REPORTED  
2 - EXTRACTED PARTIALLY  
3 - EXTRACTED TOTALLY  
4 - UNKNOWN DISGREE  
99 - UNKNOWN

UNIT 1 AND UNIT 2 POSITION FROM FRONT PAGE

Distance in feet = 11

| Unit # | Side | Pos | Direction | Extraction |
|--------|------|-----|-----------|------------|
| 1      | 11   | 3   | 0         | 0          |
| 2      | 11   | 1   | 0         | 0          |
| 3      | 11   | 1   | 0         | 0          |
| 4      | 11   | 1   | 0         | 0          |

31 - **SEQUENCE OF EVENTS**

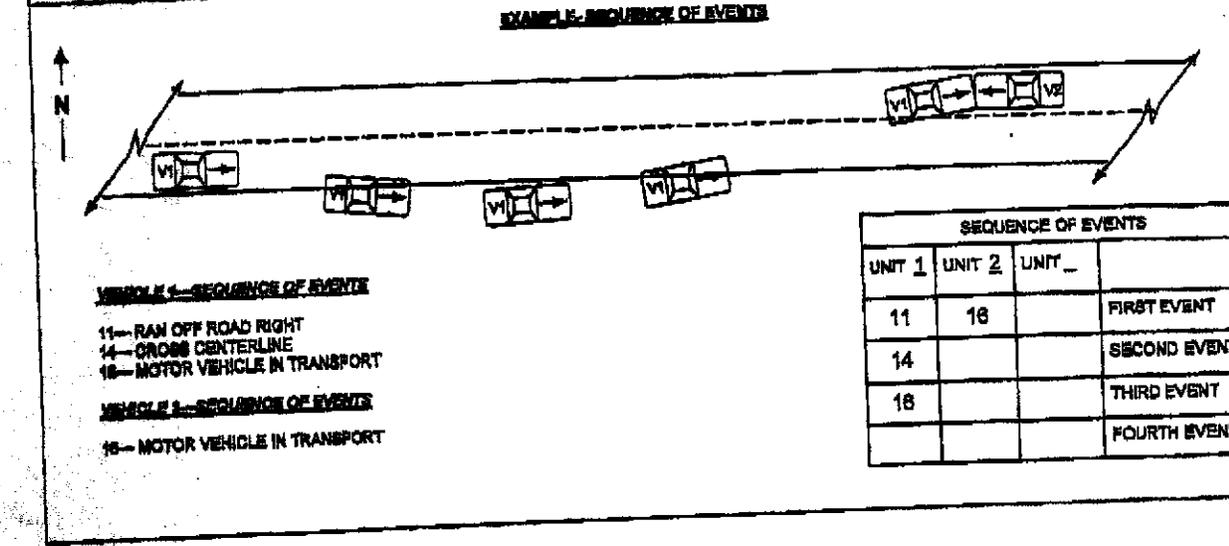
SEE EXAMPLE BELOW

UP TO FOUR CRASH EVENTS FOR EACH UNIT IN THE ORDER OF OCCURRENCE

- NON-COLLISION**
- OVERTURN/ROLLOVER
  - FIRE/EXPLOSION
  - IMMERSION
  - JACKKNIFE
  - CARGO/EQUIPMENT LOSS/SHIFT
  - FELL/JUMPED FROM VEHICLE
  - THROWN OR FALLING OBJECT
  - OTHER NON-COLLISION
  - EQUIPMENT FAILURE (tire, brake)
  - SEPARATION OF UNITS
  - RAN OFF ROAD RIGHT
  - RAN OFF ROAD LEFT
  - CROSS MEDIAN
  - CROSS CENTERLINE
  - DOWNHILL RUNAWAY
- COLLISION WITH PERSON, MOTOR VEHICLE OR NON-FIXED OBJECT**
- IMPACT ATTENUATOR/DRAK CUSHION
  - BRIDGE/OVERHEAD STRUCTURE
  - BRIDGE RAIL
  - CULVERT
  - CURB
  - DITCH
  - EMBANKMENT
  - GUARDRAIL FACE
  - GUARDRAIL END
  - CONCRETE TRAFFIC BARRIER
  - CABLE TRAFFIC BARRIER
  - OTHER TRAFFIC BARRIER
  - TREE, BUSH, STUMP (standing)
  - TRAFFIC SIGN SUPPORT
  - TRAFFIC SIGNAL SUPPORT
  - UTILITY POLE/LIGHT SUPPORT
  - OTHER POST, POLE, OR SUPPORT
  - FENCE
  - MAILBOX
  - BUILDING
  - OTHER FIXED OBJ.
  - UNKNOWN

**SEQUENCE OF EVENTS**

| UNIT 1 | UNIT 2 | UNIT 3 |              |
|--------|--------|--------|--------------|
| 9      | 16     | 16     | FIRST EVENT  |
| 16     |        |        | SECOND EVENT |
| 11     |        |        | THIRD EVENT  |
|        |        |        | FOURTH EVENT |



REPORT ID

Agency Report Number

CONTINUED

1 POLICE ONLY - FORWARD COPY TO ADDITIONAL TRAFFIC SECTION (25A) 200 S. 17TH AVE., PHOENIX, ARIZONA 85007-0000

| YEAR | MONTH | DAY | HOUR | NOV. NO.   | OFFICER ID NO. |
|------|-------|-----|------|------------|----------------|
| 2011 | 12    | 11  | 24   | 7040600394 | 2012-917       |

VEHICLE DAMAGED AREA(S) - (CIRCLE UP TO THREE AREAS PER UNIT)

| UNIT # | AREA | UNIT # | AREA | UNIT # | AREA |
|--------|------|--------|------|--------|------|
| 1      | 10   | 2      | 10   | 3      | 10   |

Longitude: \_\_\_\_\_

26 ROADWAY ALIGNMENT

1 STRAIGHT  
2 CURVE LEFT  
3 CURVE RIGHT  
99 UNKNOWN

31 SEQUENCE OF EVENTS

SEE EXAMPLE BELOW

UP TO FOUR CRASH EVENTS FOR EACH UNIT IN THE ORDER OF OCCURRENCE

COLLISION WITH FIXED OBJECT

29 IMPACT ATTENUATOR/CRASH CUSHION  
30 BRIDGE/OVERHEAD STRUCTURE  
31 BRIDGE RAIL  
32 CULVERT  
33 CURB  
34 DITCH  
35 EMBANKMENT  
36 GUARDRAIL FACE  
37 GUARDRAIL END  
38 CONCRETE TRAFFIC BARRIER  
39 CABLE TRAFFIC BARRIER  
40 OTHER TRAFFIC BARRIER  
41 TREE, BUSH, STUMP (standing)  
42 TRAFFIC SIGNAL SUPPORT  
43 TRAFFIC SIGNAL SUPPORT  
44 UTILITY POLE/LIGHT SUPPORT  
45 OTHER POST, POLE, OR SUPPORT  
46 FENCE  
47 MAILBOX  
48 BUILDING  
49 OTHER FIXED OBJ. \_\_\_\_\_

28 LANE

Please enter unit's number and lane of travel before that crash event

| UNIT # | UNIT | UNIT |
|--------|------|------|
| 1      |      |      |

0 TWO-WAY CONTINUOUS LEFT TURN  
1-18 FIRST LANE NEXT TO A MEDIAN THROUGH CROSSWALK  
19 LEFT TURN ONLY LANES (L+RT)  
20 LEFT TURN AFTER MEDIAN CENTERLINE  
21 THRU RT - RIGHT TURN LANES (R+RT)  
22 RIGHT TURN AFTER THROUGH LANES  
23 DESIGNATED BIKE LANE  
24 HIGH OCCUPANCY VEHICLE  
25 NON-ROADWAY  
99 UNKNOWN

NON-COLLISION

1 OVERTURN/ROLLOVER  
2 FIRE/EXPLOSION  
3 IMMERSION  
4 JACKKNIFE  
5 CARGO/EQUIPMENT LOSS/SHIFT  
6 FELL/JUMPED FROM VEHICLE  
7 THROWN OR FALLING OBJECT  
8 OTHER NON-COLLISION  
9 EQUIPMENT FAILURE (Tires, Brakes)  
10 SEPARATION OF UNITS  
11 RAN OFF ROAD RIGHT  
12 RAN OFF ROAD LEFT  
13 CROSS-MEDIAN  
14 CROSS CENTERLINE  
15 DOWNHILL RUNAWAY

COLLISION WITH PERSON, MOTOR VEHICLE, OR NON-FIXED OBJECT

16 MOTOR VEHICLE IN TRANSPORT  
17 PEDESTRIAN  
18 PEDALCYCLE  
19 RAILWAY VEHICLE (TRAIN, ENGINE)  
20 LIGHT RAILWAY/RAILCAR VEHICLE  
21 ANIMAL, WILD - NON GAME  
22 ANIMAL, WILD - GAME  
23 ANIMAL - PET  
24 ANIMAL - LIVESTOCK  
25 PARKED MOTOR VEHICLE  
26 WORK ZONE MAINT. EQUIP.  
27 STRUCK BY FALLING, SHIFTING CARGO OR ANYTHING SET IN MOTION BY ANOTHER VEHICLE  
28 OTHER NON-FIXED OBJ. \_\_\_\_\_

69 UNKNOWN

29 DAMAGE

0 NOT APPLICABLE  
1 NOT REPORTED  
2 EXTERIOR PARTIALLY  
3 EXTERIOR FULLY  
4 UNDERCARRIAGE  
99 UNKNOWN

30 EXTRICATION

0 NOT APPLICABLE  
1 EXTRACTED  
99 UNKNOWN

UNIT # and Lane Position from front page

Draw a circle around = 11

| Unit | Seat | Pos | Extraction | Intrication |
|------|------|-----|------------|-------------|
|      |      |     |            |             |

SEQUENCE OF EVENTS

| UNIT # | UNIT | UNIT |              |
|--------|------|------|--------------|
| 15     |      |      | FIRST EVENT  |
|        |      |      | SECOND EVENT |
|        |      |      | THIRD EVENT  |
|        |      |      | FOURTH EVENT |

EXAMPLE SEQUENCE OF EVENTS

VEHICLE 1 - SEQUENCE OF EVENTS

11 - RAN OFF ROAD RIGHT  
14 - CROSS CENTERLINE  
16 - MOTOR VEHICLE IN TRANSPORT

VEHICLE 2 - SEQUENCE OF EVENTS

16 - MOTOR VEHICLE IN TRANSPORT

SEQUENCE OF EVENTS

| UNIT 1 | UNIT 2 | UNIT |              |
|--------|--------|------|--------------|
| 11     | 16     |      | FIRST EVENT  |
| 14     |        |      | SECOND EVENT |
| 16     |        |      | THIRD EVENT  |
|        |        |      | FOURTH EVENT |

|   |   |           |       |     |      |          |                |                      |   |   |   |   |   |   |   |   |   |   |   |
|---|---|-----------|-------|-----|------|----------|----------------|----------------------|---|---|---|---|---|---|---|---|---|---|---|
| CONTINUED<br>POLICE ONLY - FORWARD COPY TO<br>ASOT TRAFFIC RECORDS SECTION, 2541<br>302 S. 17TH AVE., PHOENIX, ARIZONA 85007-0228 |   | REPORT ID |       |     |      |          |                | Agency Report Number |   |   |   |   |   |   |   |   |   |   |   |
|   |   | YEAR      | MONTH | DAY | HOUR | NOID NO. | OFFICER ID NO. | 2012-00917           |   |   |   |   |   |   |   |   |   |   |   |
| 1   | 1 | 2         | 0     | 1   | 2    | 7        | 1              | 2                    | 4 | 7 | 0 | 4 | 0 | 6 | 0 | 0 | 3 | 9 | 4 |

34 **NARRATIVE** Describe what happened

On 01-27-12 at approximately 1247 hours vehicle #1 was northbound on Beeline Hwy. at a high rate of speed. Vehicle #2 was stopped at the intersection on N. Beeline Hwy and Malibu Dr. in the left turn lane to turn into the Walmart parking lot. Vehicle #3 was stopped at the intersection on N. Bee Line Hwy and Malibu Dr. in the number #1 lane at the red light to travel northbound. Vehicle #4 was turning left from the Walmart parking lot onto N. Beeline Hwy on a green arrow into the #1 lane. Vehicle #1 squeezed between vehicles #2 and #3 striking vehicle #2's passenger side and vehicle #3's driver side mirror as vehicle #1 failed to stop for the red light for northbound traffic. Vehicle #1 then struck the rear of vehicle #4 on the north side of the intersection in lane #1. Vehicle #1 lost control where it rolled several times until it came to rest in both the #1 and #2 lanes. For further information refer to Payson Police Report 2012-917.

| Officer No. | Officer Name | Address | City | State | Zip Code | Telephone No. | D.O.B./Age | Sex |
|-------------|--------------|---------|------|-------|----------|---------------|------------|-----|
|             |              |         |      |       |          |               |            |     |
|             |              |         |      |       |          |               |            |     |
|             |              |         |      |       |          |               |            |     |

| REPORT ID   |       |     |    |     |     |                |   |   |   | Agency Report Number  |   |                                     |   |                                    |   |   |   |   |   |
|---|-------|-----|----|-----|-----|----------------|---|---|---|---|---|-------------------------------------|---|------------------------------------|---|---|---|---|---|
| FATAL SUPPLEMENT  |       |     |    |     |     |                |   |   |   | 2012-00917  |   |                                     |   |                                    |   |   |   |   |   |
| YEAR  | MONTH | DAY | HR | MIN | SEC | OFFICER ID NO. |   |   |   |   |   |                                     |   |                                    |   |   |   |   |   |
| 1   | 2     | 0   | 1  | 2   | 7   | 1              | 2 | 4 | 7 | 0   | 4 | 0                                   | 6 | 0                                  | 0   | 3 | 9 | 4 | <input type="checkbox"/> Delayed Fatality |
| NAME OF VICTIM<br>Saige Lynn Bloom  |       |     |    |     |     |                |   |   |   | <input checked="" type="checkbox"/> DRIVER  |   | <input type="checkbox"/> PEDESTRIAN |   | <input type="checkbox"/> BICYCLIST |   |   |   |   |   |
| ADDRESS   |       |     |    |     |     |                |   |   |   | CITY  |   | STATE                               |   | ZIP                                |   |   |   |   |   |
| SEX: Female WEIGHT: 140 EYES: Blu HEIGHT: 506 HAIR: Bro DATE OF BIRTH: [REDACTED] |       |     |    |     |     |                |   |   |   |   |   |                                     |   |                                    |   |   |   |   |   |
| VICTIM REMOVED TO<br>Payson Regional Medical Center/ Scottsdale Osborn            |       |     |    |     |     |                |   |   |   | VICTIM REMOVED BY   |   |                                     |   |                                    |   |   |   |   |   |
| DATE OF DEATH   |       |     |    |     |     |                |   |   |   | TIME OF DEATH   |   |                                     |   |                                    |   |   |   |   |   |
| [REDACTED]  |       |     |    |     |     |                |   |   |   | [REDACTED]  |   |                                     |   |                                    |   |   |   |   |   |
| <input type="checkbox"/> YES <input type="checkbox"/> NO                          |       |     |    |     |     |                |   |   |   | <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO                       |   |                                     |   |                                    |   |   |   |   |   |
| MIDDYYYY  |       |     |    |     |     |                |   |   |   | MMDDYYYY  |   |                                     |   |                                    |   |   |   |   |   |
| SAFETY DEVICE FAILURES  |       |     |    |     |     |                |   |   |   | SAFETY DEVICE - IMPROPER USAGE  |   |                                     |   |                                    | EJECTION (Eject) PATH   |   |   |   |   |
| <input type="checkbox"/> 0 NOT APPLICABLE (SAFETY DEVICE WORKED)                  |       |     |    |     |     |                |   |   |   | <input type="checkbox"/> 0 NOT APPLICABLE (Safety Device Properly Used)                   |   |                                     |   |                                    | <input type="checkbox"/> 0 NOT APPLICABLE (NON-MOTORIST/ NOT EJECTED)           |   |   |   |   |
| <input type="checkbox"/> 1 LAP FAILED   |       |     |    |     |     |                |   |   |   | <input type="checkbox"/> 1 LAP  |   |                                     |   |                                    | <input type="checkbox"/> 1 THROUGH SIDE DOOR OPENING                            |   |   |   |   |
| <input type="checkbox"/> 2 SHOULDER FAILED  |       |     |    |     |     |                |   |   |   | <input type="checkbox"/> 2 SHOULDER   |   |                                     |   |                                    | <input type="checkbox"/> 2 THROUGH SIDE WINDOW                                  |   |   |   |   |
| <input type="checkbox"/> 3 BOTH FAILED  |       |     |    |     |     |                |   |   |   | <input type="checkbox"/> 3 BOTH   |   |                                     |   |                                    | <input type="checkbox"/> 3 THROUGH WINDSHIELD                                   |   |   |   |   |
| <input type="checkbox"/> 4 CHILD SAFETY SEAT FAILED                               |       |     |    |     |     |                |   |   |   | <input type="checkbox"/> 4 CHILD SAFETY SEAT  |   |                                     |   |                                    | <input type="checkbox"/> 4 THROUGH BACK WINDOW                                  |   |   |   |   |
| <input type="checkbox"/> 5 CHILD BOOSTER SEAT FAILED                              |       |     |    |     |     |                |   |   |   | <input type="checkbox"/> 5 CHILD BOOSTER SEAT   |   |                                     |   |                                    | <input type="checkbox"/> 5 THROUGH BACK DOOR/ TAILGATE OPENING                  |   |   |   |   |
| <input type="checkbox"/> 99 UNKNOWN   |       |     |    |     |     |                |   |   |   | <input type="checkbox"/> 99 UNKNOWN   |   |                                     |   |                                    | <input type="checkbox"/> 6 THROUGH ROOF OPENING (sunroof; convertible top down) |   |   |   |   |
|   |       |     |    |     |     |                |   |   |   |   |   |                                     |   |                                    | <input type="checkbox"/> 7 Through ROOF (convertible top up)                    |   |   |   |   |
|   |       |     |    |     |     |                |   |   |   |   |   |                                     |   |                                    | <input type="checkbox"/> 8 OTHER PATH   |   |   |   |   |
|   |       |     |    |     |     |                |   |   |   |   |   |                                     |   |                                    | <input type="checkbox"/> 99 UNKNOWN   |   |   |   |   |
| AREAS NOT AVAILABLE   |       |     |    |     |     |                |   |   |   |   |   |                                     |   |                                    |   |   |   |   |   |
| <input type="checkbox"/> 0 NOT APPLICABLE   |       |     |    |     |     |                |   |   |   |   |   |                                     |   |                                    |   |   |   |   |   |
| <input type="checkbox"/> 1 PREVIOUSLY DEPLOYED - NOT REPLACED                     |       |     |    |     |     |                |   |   |   |   |   |                                     |   |                                    |   |   |   |   |   |
| <input type="checkbox"/> 2 DISABLED   |       |     |    |     |     |                |   |   |   |   |   |                                     |   |                                    |   |   |   |   |   |
| <input type="checkbox"/> 3 REMOVED  |       |     |    |     |     |                |   |   |   |   |   |                                     |   |                                    |   |   |   |   |   |
| 3 DRIVER  |       |     |    |     |     |                |   |   |   | 2 SAME AS VICTIM  |   |                                     |   |                                    |   |   |   |   |   |
| 4 EXTRICATION (Eject) SUPPLEMENT UNIT#  |       |     |    |     |     |                |   |   |   | 5 COMPLETED IF ANY DRIVER IS TESTED FOR ALCOHOL/DRUGS                                     |   |                                     |   |                                    |   |   |   |   |   |
| <input type="checkbox"/> 0 NOT APPLICABLE (NON MOTORIST/ NOT EXTRICATED)          |       |     |    |     |     |                |   |   |   | DRIVER # 1  |   |                                     |   |                                    |   |   |   |   |   |
| <input type="checkbox"/> 1 BY AMBULANCE ATTENDANT                                 |       |     |    |     |     |                |   |   |   | ALCOHOL TEST TYPE Blood   |   |                                     |   |                                    |   |   |   |   |   |
| <input type="checkbox"/> 2 BY POLICE  |       |     |    |     |     |                |   |   |   | ALCOHOL TEST RESULTS [REDACTED]   |   |                                     |   |                                    |   |   |   |   |   |
| <input type="checkbox"/> 3 BY FIRE DEPARTMENT                                     |       |     |    |     |     |                |   |   |   | ALCOHOL TEST TYPE [REDACTED]  |   |                                     |   |                                    |   |   |   |   |   |
| <input type="checkbox"/> 4 BY RAMPART   |       |     |    |     |     |                |   |   |   | ALCOHOL TEST RESULTS [REDACTED]   |   |                                     |   |                                    |   |   |   |   |   |
| <input type="checkbox"/> 5 BY OTHER   |       |     |    |     |     |                |   |   |   | DRUG TEST TYPE [REDACTED]   |   |                                     |   |                                    |   |   |   |   |   |
| <input type="checkbox"/> 99 UNKNOWN   |       |     |    |     |     |                |   |   |   | DRUG TEST RESULTS [REDACTED]  |   |                                     |   |                                    |   |   |   |   |   |
| 6 MOTOR VEHICLE UNDERDRIVE OVERRIDE UNIT#   |       |     |    |     |     |                |   |   |   | 7 FIRE OCCURRENCE UNIT#   |   |                                     |   |                                    |   |   |   |   |   |
| <input type="checkbox"/> 0 NOT APPLICABLE   |       |     |    |     |     |                |   |   |   | <input type="checkbox"/> 0 NOT APPLICABLE   |   |                                     |   |                                    |   |   |   |   |   |
| <input type="checkbox"/> 1 UNDERDRIVE (COMPARTMENT INTRUSION)                     |       |     |    |     |     |                |   |   |   | <input type="checkbox"/> 1 FIRE OCCURRED IN VEHICLE DURING CRASH                          |   |                                     |   |                                    |   |   |   |   |   |
| <input type="checkbox"/> 2 UNDERDRIVE (NO COMPARTMENT INTRUSION)                  |       |     |    |     |     |                |   |   |   |   |   |                                     |   |                                    |   |   |   |   |   |
| <input type="checkbox"/> 3 UNDERDRIVE (COMPARTMENT INTRUSION UNKNOWN)             |       |     |    |     |     |                |   |   |   |   |   |                                     |   |                                    |   |   |   |   |   |
| <input type="checkbox"/> 4 UNDERDRIVE (COMPARTMENT INTRUSION)                     |       |     |    |     |     |                |   |   |   |   |   |                                     |   |                                    |   |   |   |   |   |
| <input type="checkbox"/> 5 UNDERDRIVE (NO COMPARTMENT INTRUSION)                  |       |     |    |     |     |                |   |   |   |   |   |                                     |   |                                    |   |   |   |   |   |
| <input type="checkbox"/> 6 UNDERDRIVE (COMPARTMENT INTRUSION UNKNOWN)             |       |     |    |     |     |                |   |   |   |   |   |                                     |   |                                    |   |   |   |   |   |
| <input type="checkbox"/> 7 OVERDRIVE (A MOTOR VEHICLE IN-TRANSPORT)               |       |     |    |     |     |                |   |   |   |   |   |                                     |   |                                    |   |   |   |   |   |
| <input type="checkbox"/> 8 OVERDRIVE (A MOTOR VEHICLE NOT IN-TRANSPORT)           |       |     |    |     |     |                |   |   |   |   |   |                                     |   |                                    |   |   |   |   |   |
| <input type="checkbox"/> 9 THROUGH ROOF OPENING (sunroof)                         |       |     |    |     |     |                |   |   |   |   |   |                                     |   |                                    |   |   |   |   |   |
| <input type="checkbox"/> 99 UNKNOWN   |       |     |    |     |     |                |   |   |   |   |   |                                     |   |                                    |   |   |   |   |   |
| 7 TIME EMS CALLED 1250  |       |     |    |     |     |                |   |   |   | TIME EMS ARRIVED 1255   |   |                                     |   |                                    |   |   |   |   |   |
|   |       |     |    |     |     |                |   |   |   | ARRIVAL TIME AT HOSPITAL 1310   |   |                                     |   |                                    |   |   |   |   |   |
| 8 COMMENTS  |       |     |    |     |     |                |   |   |   | Refer to Payson Police Crash Report and police report 2012-00917 for further information. |   |                                     |   |                                    |   |   |   |   |   |
| OFFICER'S NAME  |       |     |    |     |     |                |   |   |   | SUPERVISOR'S SIGNATURE  |   |                                     |   |                                    |   |   |   |   |   |
| Det. McAmerly #394  |       |     |    |     |     |                |   |   |   | AGENCY Payson Police  |   |                                     |   |                                    |   |   |   |   |   |
|   |       |     |    |     |     |                |   |   |   | DATE COMPLETED 02/14/2012   |   |                                     |   |                                    |   |   |   |   |   |

|   |  |  |       |                      |      |                     |                |
|---|--|--|-------|----------------------|------|---------------------|----------------|
| ARIZONA CRASH REPORT                        |  | VEHICLE ID                                 |       | AGENCY REPORT NUMBER |      | Total No. of Sheets |                |
| ACCIDENT MEASUREMENT SUPPLEMENT             |  | YEAR                                       | MONTH | DAY                  | HOUR | NOISE NO.           | OFFICER ID NO. |
| POLICE OFFICER: [REDACTED]                  |  | 1  | 2     | 0                    | 1    | 2                   | 7              |
| ADDITIONAL INFORMATION SECTION MARK         |  | 1  | 2     | 7                    | 1    | 2                   | 4              |
| SEE U. 178 AVM, PHOENIX, ARIZONA 85017-3283 |  | 0  | 4     | 0                    | 6    | 0                   | 3              |
| ZERO POINT IS Traffic pole NEC              |  | PERMANENT POINT IS 3' west of traffic pole |       | 2012-0917            |      | 10                  |                |
| EDGE IS East edge of N/B traffic            |  |  |       |                      |      |                     |                |

MEASUREMENTS ARE IN FEET AND TENTHS  
 FEET AND INCHES

| POINT | FROM RP   | FROM EDGE | DESCRIPTION OF POINT MEASURED                     |
|-------|-----------|-----------|---|
| AA    | 56' 1" S  | 30' 1" W  | Point of impact #1 with vehicle #2                |
| BB    | 52' 6" S  | 24' 0" W  | Point of impact #2 with vehicle #3                |
| A     | 8' 5" N   | 18' 10" W | Point of impact #3 with vehicle #4                |
| B     | 10' 5" N  | 18' 6" W  | Start of skid for vehicle #2 rear passenger tire  |
| C     | 26' 6" N  | 7' 10" W  | Veh #1 front pass tire skid mark (sideway skid)   |
| D     | 29' 9" N  | 10' 3" W  | Veh #1 Front driver tire skid mark (sideway skid) |
| E     | 56' 6" N  | 8' 10" W  | Debris from vehicle #1                            |
| F     | 64' N     | 1' 1" W   | End of skid veh #1 front pass tire sideway skid   |
| G     | 72' 4" N  | 7' 2" W   | End of skid veh #1 front driver tire sideway skid |
| H     | 85' N     | 2' 10" E  | Vehicle strike on curb on passenger "c" column    |
| I     | 93' 2" N  | 20' 3" W  | Resting point veh #2 passenger rear tire          |
| J     | 102' 2" N | 19' 8" W  | Resting point veh #2 passenger driver tire        |
| K     | 101' N    | 0' W      | Start of veh #1's first roll                      |
| L     | 135' 7" N | 6' 5" E   | End of roll #1 with rear driver tire strike       |
| M     | 145' 7" N | 1' 11" E  | Start of skid for second roll on the pass side    |
| N     | 155' N    | 5' 7" E   | End of skid and beginning of second roll          |
| O     | 181' N    | 8' 10"    | Rear passenger tire strike                        |
| P     | 188' N    | 5' 7" E   | Strike on "B" pass side on top starting roll      |
| Q     | 218' 7" N | 10' 2" E  | Strike from the "D" column driver's side on top   |
| R     | 226' 3" N | 1' 8" E   | Strike front driver's quarter panel               |
| S     | 228' N    | 5' 8" W   | Medicine bottle in the street                     |
| T     | 246' N    | 4' 11" E  | Purse in the right hand turn lane                 |
| U     | 260' N    | 4' 6" W   | Vehicle hood and roof skid to a stop              |
| V     | 263' N    | 5' 7" E   | Point of rest driver                              |
| W     | 278' N    | 21' 10" E | Left shoe   |
| X     | 284' 5" N | 17' W     | Vehicle #1 passenger side point of rest           |
| Y     | 291' 2" N | 9' 3" W   | Vehicle #1 driver side point of rest              |
| Z     | 298' N    | 4' 5" W   | Right shoe  |

FORM 100-100-100-100-100

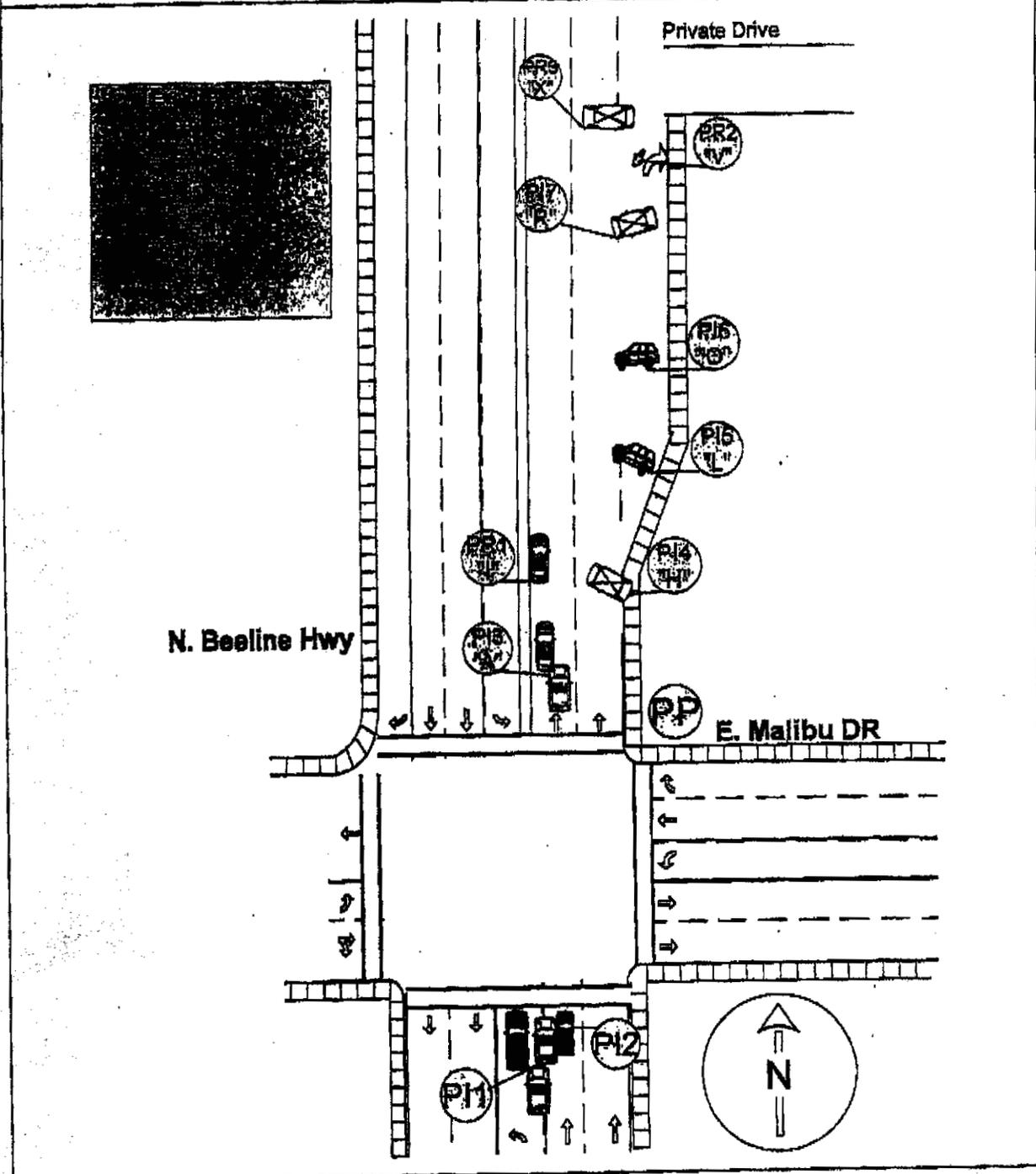
Case Number: 2012-917

Date: 1/27/2012

Location: N. Beeline Hwy. / E. Malibu Dr.

**Description:**

On 01-27-12 at approximately 1247 a multi vehicle collision occurred at the intersection of N. Beeline Hwy and E. Malibu Dr. for further information refer to police report 2012-917



# **ATTACHMENT F**



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|  |                              |                                   |                              |                               |
|--|------------------------------|-----------------------------------|------------------------------|-------------------------------|
| CUSTOMER NO. <b>90741</b>                                  | APPROX. <b>OTTIS BARRETT</b> | TAG NO. <b>346</b>                | INVOICE DATE <b>04/15/10</b> | INVOICE NO. <b>FOCS233609</b> |
| <b>JEFF PIEHL</b><br>27019 E FRIEND PL<br>AURORA, CO 80016 | LABOR RATE                   | LEASE NO. <b>444-NYU</b>          | MILEAGE <b>73,272</b>        | COLOR                         |
|  | VEH. / PYS. CODE             | <b>04/FORD TRUCK/ESCAPE/BLACK</b> |                              |                               |
|  | VEHICLE ID. NO.              | <b>1FMCU94174KA62770</b>          |                              |                               |
|  | F.T.E. NO.                   | P.O. NO.                          | R.O. DATE <b>04/15/10</b>    |                               |
| RES. PHONE <b>303-813-6451</b>                             | BUSINESS PHONE               | COMMENTS                          |                              | MO: 73272                     |
| JOB# 1 CHARGES   |                              |                                   |                              |                               |

LABOR # 1 10FOZ

DRIVEABILITY TECH(S):3045 INTERNAL

C/S REQUEST MORE INFORMATION ON CABLE FAILURE UPON VEH ARRIVAL, PERFORMED EEC QUICK TEST. NO CODES PRESENT. TESTED FUEL INJECTION SYSTEM AND CONTROLS. THROTTLE PLATE STUCK OPEN. REMOVED 3 FASTENERS HOLDING ENGINE TRIM COVER ONTO ENGINE, AND REMOVED COVER FOR INSPECTION OF THROTTLE BODY AND CONTROL CABLES. ONCE COVER WAS REMOVED, FOUND ATTACHMENT FITTING FOR CRUISE CONTROL CABLE WEDGED BETWEEN THROTTLE LEVER AND ENGINE TRIM COVER. FITTING HAD BECOME WEDGED DUE TO THE INNER CABLE GUIDE BEING BROKEN OFF OF ATTACHMENT FITTING, AT THROTTLE BODY ATTACHMENT POINT. ONCE INNER GUIDE WAS BROKEN, THE INNER CABLE WAS ALLOWED TO DEFLECT, ALLOWING CONTACT WITH COVER DURING FULL THROTTLE APPLICATION. ONCE CONTACT WAS MADE, THROTTLE COULD NOT CLOSE DUE TO FITTING BEING STUCK ON TRIM COVER. REMOVED CRUISE CONTROL CABLE FROM THROTTLE LEVER, AND THROTTLE CLOSED AS DESIGNED. REMOVED BROKEN CRUISE CONTROL CABLE FROM THROTTLE LEVER AND CRUISE CONTROL ACTUATOR. REPLACED WITH NEW CABLE ASSEMBLY, AND REATTACHED TO THROTTLE LEVER AND CRUISE CONTROL ACTUATOR. TESTED OPERATION OF THROTTLE WITHOUT TRIM COVER. OPERATES AS DESIGNED. REINSTALLED TRIM COVER AND FASTENERS. RETESTED THROTTLE OPERATION WITH COVER INSTALLED, THROTTLE OPERATES AS DESIGNED. CRUISE CONTROL CABLE APPEARS TO HAVE BEEN FRACTURED DUE TO LATERAL FORCE. NO REPAIR HISTORY ON VEHICLE AT THIS FACILITY OF ANY REPAIRS IN THIS AREA OF ENGINE, BUT MAINTENANCE STICKER ON WINDSHIELD FROM AFTERMKT REPAIR FACILITY. REFERENCE ORIGINAL REPAIR ORDER # 233536. DESCRIPTION REWRITTEN AT CUSTOMER'S REQUEST.

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JOB# 1 TOTALS-----

JOB# 1 JOURNAL PREFIX FOCS JOB# 1 TOTAL 0.00

TOTALS-----

TOTAL LABOR.... 0.00  
 TOTAL PARTS.... 0.00  
 TOTAL SUBLET... 0.00  
 TOTAL G.O.G.... 0.00  
 TOTAL MISC CHG. 0.00  
 TOTAL MISC DISC 0.00  
 TOTAL TAX..... 0.00

ON BEHALF OF SERVICING DEALER, I HEREBY CERTIFY THAT THE INFORMATION CONTAINED HEREON IS ACCURATE, UNLESS OTHERWISE SHOWN SERVICES DESCRIBED WERE PERFORMED AT NO CHARGE TO OWNER, THERE WAS NO INDICATION FROM THE APPEARANCE OF THE VEHICLE OR OTHERWISE THAT ANY PART REPAIRED OR REPLACED UNDER THIS CLAIM HAD BEEN CONNECTED IN ANY WAY WITH ANY ACCIDENT NEGLIGENCE OR MISUSE. RECORDS SUPPORTING THIS CLAIM ARE AVAILABLE FOR (1) YEAR FROM THE DATE OF PAYMENT NOTIFICATION AT THE SERVICING DEALER FOR INSPECTION BY REPRESENTATIVES OF FORD.

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 We appreciate your business.

PAGE 1 OF 1 CUSTOMER COPY

[ END OF INVOICE ] 03:39pm

Reynolds and Reynolds, EPA/NTS/HE, GM42688 O (04-02)