



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

DOT Auto Safety Hotline

**Vehicle Owner's Questionnaire**  
To Report Vehicle Safety Defects  
1-888-DASH-2-DOT  
(1-888-327-4236)  
INTERNET: www.nhtsa.dot.gov/hotline

FOR AGENCY USE ONLY 100147

Date Received

2004 JUL 30 PM 4:20  
28 JUN 2004

Repository

Reference No.  
10080012

**OWNER INFORMATION (Type or Print)**

Name: [REDACTED]  
Address: [REDACTED]  
City: GLOVERSVILLE State: NY Zip Code: [REDACTED]

Daytime Telephone Number

E-mail Address

Evening Telephone Number

Do you authorize NHTSA to provide a copy of this report to the manufacturer of your vehicle?  YES  NO  
In the absence of an authorization, NHTSA WILL NOT provide your name or address to the vehicle manufacturer.

Signature of Owner \_\_\_\_\_ Date: 7/1/04

**VEHICLE INFORMATION**

17 digit Vehicle Identification Number Located at bottom of windshield on driver's side: 1FDXX47F12G [REDACTED]  
Make: FORD Model: F450 Model Year: 2002  
Date Purchased: 9/21/01 Dealer's Name and Telephone Number: CROWN'S FORD  
Original Owner:  Dealer's City: AMSTERDAM NY State: Zip Code: Engine: 6 No. Cylinders: Fuel Type: Diesel  
Transmission Type: AUTOMATIC  Antilock Brakes  Cruise Control Powertrain: 4 WHEEL DRIVE  
Vehicle Component Code: 036000 SERVICE BRAKES, HYDRAULIC:ANTILOCK  
Multiple Failure: 2

**FAILED COMPONENT(S)/PART(S) INFORMATION**

Incident Date(s): 17-JUN-2004 Failure Mileage: Failure Speed:

**ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A TIRE FAILURE**

Tire Make: Tire Model (Name or Number): Tire Size (Example P215/65R15)  
DOT No. (Example: DOTM18ABC036)  Original Equipment  Prior Repair Failure Location:  
Tire Component Code: Tire Failure Type:

**ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A CHILD SEAT FAILURE**

Make: Date Manufactured: Model No./Name:  
Seat Type: Installation System:  
Child Seat Component Code: Failed Part:

**APPLICABLE INCIDENT INFORMATION**

(Please describe in detail the incident(s), failure(s), crash(es), and injury(ies).)

Crash  Yes  No Fire  Yes  No  
Number of Persons Injured: Number of Deaths: Reported to Police: N

Narrative Description of Incident(s), Crash(es), and Injury(ies).  
Please describe (1) events leading up to the failure, (2) failure and its consequences, and (3) what was done to correct the failure; i.e. parts repaired or replaced (and if old part is available).

WHEN DEPRESSING THE BRAKES PEDAL WENT ALL THE WAY TO THE FLOOR BEFORE STOPPING. CONSUMER TOOK THE VEHICLE TO THE DEALER FOR INSPECTION. \*AK

Include, if available: Police/Fire Department Report, Photos, and Repair Invoices. ATTACH ADDITIONAL SHEETS IF NECESSARY.

The Privacy Act of 1974-Public Law 93-579 This information is requested pursuant to authority vested in the National Highway Traffic Safety Act and subsequent amendments. You are under no obligation to respond to this questionnaire. Your response may be used to assist the NHTSA in determining whether a Manufacturer should take appropriate action to correct a safety defect. If the NHTSA proceeds with administrative enforcement or litigation against a manufacturer, your response or a statistical summary thereof, may be used in support of the agency's action.

[REDACTED]  
Gloversville NY  
(Summer)

[REDACTED]  
Brookville FL  
(Winter)

July 14, 2004

NHTSA Ref. No. 10080012

I took the vehicle to my dealer. (enclosed invoice) They replaced the booster, but nothing changed. He tried a new truck on his lot and it did the same thing. He spoke with FORD , and they said that is the way it is.

I then stopped at another dealer in Sartoga NY, and asked if I could try a couple of his trucks - they both did it. So I then stopped people in parking lots and asked them. Some knew about it and others didn't, but all trucks did it. It surprised those people who didn't. (trucks ranged from a 1999 F-450 to brand new ones. - All had same action. So FORD was right in that it is the way it is, however is that right????

The ABS part works OK, but a lot of people complained of it. I personally do not like it either. Especially on ice and snow. As soon as you touch the brakes they lock up and there isn't enough friction to try to turn the wheels so the computer thinks the vehicle is stopped. and the brake remains on and you are in an instant skid. Just watch the news on TV when they have an ice storm down south and see them sliding all over the place because all wheels are locked up.

[REDACTED]

**THE ATTACHMENTS TO THIS  
DOCUMENT HAVE BEEN REMOVED  
TO PROTECT UNWARRANTED  
INVASION OF PERSONAL PRIVACY  
PURSUANT TO EXEMPTION 6 OF  
THE FREEDOM OF INFORMATION  
ACT (FOIA), 5 U.S.C. 552(b)(6).**