



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 100148

Date Received

2006 JUN
21-JUN-2006

Repository ☐

Reference No.
10160394

OWNER INFORMATION (Type or Print)

Name

Address

City

METAMORA

State

IL

Zip Code

Daytime Telephone Number

E-mail Address

Evening Telephone Number

Do you authorize NHTSA to contact the manufacturer of your vehicle?
In the absence of a signature, please print your name or address to the vehicle manufacturer.
Signature of Owner

☒ YES ☐ NO

Date / /

VEHICLE INFORMATION

17 digit Vehicle Identification Number Located at bottom of windshield on driver's side

1FMNU40S2YE

Make

FORD

Model

EXCURSION

Model Year

2000

Date Purchased
02-SEP-00

Dealer's Name and Telephone Number

Engine:

No: Cylinders 10

Fuel Type:

Gas

Original Owner

☒

Dealer's City

State

Zip Code

Transmission Type

AUTOMATIC

☒ Antilock Brakes

☒ Cruise Control

Powertrain

REAR WHEEL DRIVE

Vehicle Component Code

192000 TIRES:SIDEWALL

Multiple Failure:

FAILED COMPONENT(S)/PART(S) INFORMATION

Incident Date(s)
01-JUN-2005

Failure Mileage
34000

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: DOTM19ABC036)

☐ 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).

DT: THE CONTACT STATED THAT ALL FOUR OF THEIR TIRES SIDEWALLS TO TIRES ARE SPLITTING. THE TIRES ARE THE ORIGINAL TIRES THAT THE VEHICLE CAME WITH. THE TIRES ARE RECOMMENDED AT 65 POUNDS WHICH THEY HAVE BEEN KEPT AT. THE TIRES ARE REGULARLY SERVICED, ROTATED AND HAVE THE PRESSURE CHECKED ON THEM. THERE HAS BEEN NO VIBRATION WHILE DRIVING AND NO ABNORMAL BULGING. THE CONTACT HAS PICTURES OF SIDE WALL SPLITTING AVAILABLE UPON REQUEST.

Include, if available: Police/Fire Department Report, Photos, and Repair Invoice.

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.

June 30, 2006

Dear Mr. Alberto Jimenez,

Thank you for your speedy reply to our safety concerns with our vehicle's Firestone tires. Enclosed are some of the pictures I have taken. I have several more if necessary. I previously sent you four pictures and a copy of the letter I sent to Firestone Tire Company and Billy Ford at Ford Motor Company.

Yesterday Bill Ludwig of Firestone Tire Company contacted me by phone. He suggested this problem normally is caused by under inflated or overloaded tires. He also informed me that Ford Motor Company recommended running these tires at 35 PSI for a softer ride.

In the life of my vehicle I have always ran these tires at 65 PSI, which is stamped on the sidewalls of my tires. He also informed me that this vehicle should have had E load range tires instead of D load range tires. This seems to coincide with the overloading theory. I have never towed one single item with this vehicle. It is simply transportation for my family. At today's date the gross weight of my entire family is approximately 850 lbs. I cannot see how this type of vehicle can be considered overloaded carrying these nine passengers. Furthermore, if this load range is truly an issue, who's decision was it to equip this 9-passenger vehicle with these tires.

I believe it is public knowledge that similar Firestone Steeltex All-terrain tires were recalled for this same sidewall failure. It makes me wonder how many of these defective tires are still allowed on the road today. How many other fellow Americans have had to prematurely replace their tires at their cost for this same reason? I am 44 years old. I have also driven several one-ton Chevy and Ford extended vans for a HVAC company for the last 20+ years. On an average I get approximately 50,000 – 60,000 miles between tire changes. In my 20+ years in the HVAC service industry, and on my personal vehicles, I have never seen the sidewalls of tires split apart like this.

I cannot believe that this could be anything by the same defect as the other Firestone Steeltex All-terrain tires. I would greatly appreciate your time and efforts in investigating this matter. Mr. Bill Ludwig from Firestone left me two contact numbers. They are 1-800-356-4644 or 630-972-5013.

Sincerely,

















