



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

2007 SEP - 5 PM 1:05

FOR AGENCY USE ONLY 100148

Date Received	Repository <input type="checkbox"/>
Reference No.	

OWNER INFORMATION (Type or Print)

Name: [REDACTED]
 Address: [REDACTED]
 City: SOUTH LYON State: MI Zip Code: [REDACTED]

Daytime Telephone Number: [REDACTED] 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: [REDACTED] Date: / /

VEHICLE INFORMATION

17 digit Vehicle Identification Number Located at bottom of windshield on driver's side 3FTNX21F11 [REDACTED]		Make FORD	Model F-250 SD	Model Year 2001
Date Purchased 25-APR-01	Dealer's Name and Telephone Number		Engine: No: Cylinders 8	Fuel Type: Diesel
Original Owner <input checked="" type="checkbox"/>	Dealer's City	State	Zip Code	
Transmission Type AUTOMATIC	<input checked="" type="checkbox"/> Antilock Brakes <input checked="" type="checkbox"/> Cruise Control	Powertrain 4 WHEEL DRIVE	Vehicle Component Code 191000 TIRES:TREAD/BELT Multiple Failure: 1	

FAILED COMPONENT(S)/PART(S) INFORMATION

Incident Date(s) 08-JUL-2007	Failure Mileage 71000	Failure Speed 70
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ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A TIRE FAILURE

Tire Make FIRESTONE	Tire Model (Name or Number) STEELTEX	Tire Size (Example P215/65R15) LT265/75R16
DOT No. (Example: DOTM19ABC036) VNW81XL0801	<input checked="" type="checkbox"/> Original Equipment <input type="checkbox"/> Prior Repair	Failure Location: DRIVER SIDE REAR
Tire Component Code 191000 TIRES:TREAD/BELT	Tire Failure Type TREAD SEPARATION	

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 <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Fire <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Number of Persons Injured 0	Number of Deaths 0	Reported to Police N
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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).

TL*THE CONTACT OWNS A 2001 FORD F-250 SD. WHILE DRIVING 70 MPH, THE DRIVER SIDE REAR TIRE SEPARATED, BUT THE TIRE WAS STILL INFLATED. THE LEFT REAR QUARTER PANEL OF THE VEHICLE BUCKLED AND THE INNER FENDER BRACE RIPPED OUT. THE ROAD CONDITIONS WERE NORMAL. THE TIRES WERE FIRESTONE STEEL TEX. THE CURRENT AND FAILURE MILEAGES WERE 71,000.

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 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.

Dear N.H.T.S.A.

8/2/07

On July 8, 07 my wife and I were returning from a camping trip. I had my 2001 Montana 5th wheel attached to my 2001 Ford F-250 pick up along with a small motorcycle trailer at the rear of the 5th wheel. which was carrying my motorcycle.

While traveling south at about 65 to 70 m.p.h. on I-75 in Flint Mich., my truck left rear Fire Stone Steel Tex tire failed. The tread totally separated from the tire casing, causing it to deflate rapidly. While trying to maintain control in heavy traffic my truck pushed and fishtailed from R. to L. across all 3-lanes nearly slamming into the center concrete median wall, when I finally gained control the traffic behind me had stopped and allowed me to move to the right shoulder. When I exited the truck to see what had happened, I noticed the left rear tire which was still half inflated but all that remained of the tire was the casing and steel belts.

As a result my left box side panel on the truck is buckled, the inner fender shields were missing, along with the brace for the side panel. The braking force also warped my front brake rotors.

As for my 5th wheel trailer, the front

STORAGE COMPARTMENT WAS DAMAGED FROM :
PIECES OF RUBBER TREAD STUCK THROUGH IT,
THE BACK END OF THE 5TH WHEEL ALSO WAS
DAMAGED FROM THE WHPLASH EFFECT, THE
REAR WINDOW BROKEN, CRACKED FIBERGLASS AND
DENTED IN. ALSO THE FRESH WATER TANK
WAS DAMAGED FROM SHIFTING LOOSE TO ONE SIDE.

MY MOTOR CYCLE TRAILER WAS SEVERELY DAMAGED
ALSO THE FRONT NOSE PANEL CAVED IN IT ALSO
BENT THE AXEL SPINDLE AND DESTROYED THE WHEEL
BEARINGS, I HAVE NO INSURANCE ON THE SMALL
TRAILER WHICH WAS ONLY 2 MONTHS OLD. THE

DAMAGE TO THE 5TH WHEEL IS LIKELY NOT
MUCH MORE THAN MY INSURANCE DEDUCTABLE;
SAME AS WITH MY TRUCK SO I MAY JUST ATTEMPT
TO REPAIR THEM MYSELF RATHER THAN MAKE
AN INSURANCE CLAIM.

I REPLACED THE TIRES THE NEXT DAY, BUT
I DID SAVE THE DAMAGED TIRE IN CASE I NEED
IT TO MAKE A CLAIM. WHEN THE POLICE STOPPED
TO ASSIST DIRECTING TRAFFIC AROUND MY
VEHICLE. THE OFFICER ASKED IF THEY WERE
RECAPPED TIRES BECAUSE HE HAD NEVER SEEN
ONE SEPERATE LIKE THAT. HE ALSO SAID NO POLICE
REPORT WAS NECESSARY AS MY VEHICLE WAS
THE ONLY ONE INVOLVED, AND THEY WERE
QUITE BUSY AS IT WAS THE WEEKEND AFTER

The 4th of July, I changed The Tires and made it to The next EXIT, where I had a Friend Come and HELP get my Damaged Vehicles Home.

The Tires in question APPEAR to be PERFECTLY SAFE AS They were INFLATED Properly WHICH I HAD JUST checked in Gayling MI, not more than 100 miles AWAY. Also The TIRE TREAD WAS NO where NEAR The WEAR BAR INDICATORS WHICH IS WHAT The MANUFACTURER recommends TO go by FOR TIRE Replacement. Also NO SIGNS OF CRACKING OR DRYROT visible, Both Ford Dealer and Firestone Dealer INSIST These ARE Very Good Tires. They SAID The AGE AND miles ARE The Cause OF The Failure. I ALWAYS MAINTAIN The Proper Pressure FOR towing AND ROTATE Tires on a Regular BASIS.


I Believe THAT A GREAT DANGER EXISTS WITH These Tires AS I See A large AMOUNT OF The Same Vehicles & Tires Driven By RETIREES in Campgrounds ECT, Pulling very Heavy Trailers & RIGS. The very SAME Thing COULD HAPPEN WITH DISASTEROUS RESULTS AS MOST people Believe These Tires AND Vehicles ARE SAFE TO Handle GREAT Loads They ARE DesIGNED TO Haul. Please HELP get These Tires OFF The Road. Respectfully Yours [REDACTED]

Maintenance and care

SERVICING YOUR TIRES

Checking the tire pressure

- Use an accurate tire pressure gauge.
- Check the tire pressure when tires are cold, after the vehicle has been parked for at least one hour or has been driven less than 5 km (3 miles).
- Adjust tire pressure to recommended specifications found on the Certification Label.

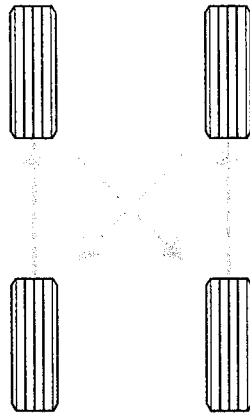
 Improperly inflated tires can affect vehicle handling and can fail suddenly, possibly resulting in loss of vehicle control.

Tire rotation

Because your vehicle's tires perform different jobs, they often wear differently. To make sure your tires wear evenly and last longer, rotate them as indicated in the scheduled maintenance guide. If you notice that the tires wear unevenly, have them checked.

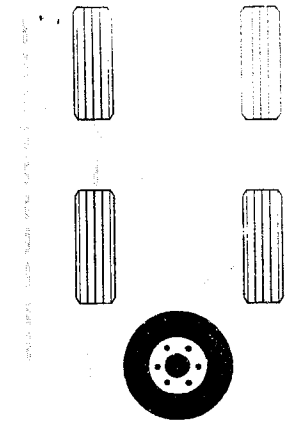
The following procedure applies to vehicles equipped with single rear wheels, if your vehicle is equipped with dual rear wheels it is recommended that only the front wheels be rotated (side to side).

- Four tire rotation



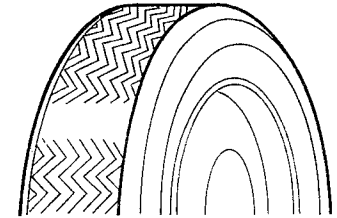
Maintenance and care


- Five tire rotation




Replacing the tires

Replace the tires when the wear band is visible through the tire treads.



 When replacing full size tires, never mix radial bias-beited, or bias-type tires. Use only the tire sizes that are listed on the Certification Label. Make sure that all tires are the same size, speed rating, and load-carrying capacity. Use only the tire combinations recommended on the label. If you do not follow these precautions, your vehicle may not drive properly and safely.

 Make sure that all replacement tires are of the same size, type, load-carrying capacity and tread design (e.g., "All Terrain", etc.), as originally offered by Ford.