



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 2008 JAN 29 AM 7:38
(1-888-327-4236) 27-DEC-2007
INTERNET:www.nhtsa.dot.gov/hotline

FOR AGENCY USE ONLY 100148

Date Received

Repository

Reference No.
10212921

OWNER INFORMATION (Type or Print)

Name [REDACTED]
Address [REDACTED]
City BATTLE GROUND State WA Zip Code [REDACTED]

Daytime Telephone Number [REDACTED]

E-mail Address

Evening Telephone Number
SAME

Do you authorize NHTSA to provide a copy of this report to the manufacturer of your vehicle? YES NO
In the absence of an address to the vehicle manufacturer.
Signature of Owner [REDACTED] Date 1/19/07

VEHICLE INFORMATION

17 digit Vehicle Identification Number Located at bottom of windshield on driver's side
1FTSX31P4-[REDACTED] Make FORD Model F350 Model Year 2004

Date Purchased
01-FEB-06

Dealer's Name and Telephone Number
Bought used

Engine:
No: Cylinders 8

Fuel Type:
Diesel

Original Owner

Dealer's City

State Zip Code

Transmission Type Antilock Brakes
MANUAL Cruise Control

Powertrain
4 WHEEL DRIVE

Vehicle Component Code
101100 POWER TRAIN:CLUTCH ASSEMBLY:PEDAL/LINKAGE

Multiple Failure: 1

FAILED COMPONENT(S)/PART(S) INFORMATION

Incident Date(s) 01-NOV-2007 Failure Mileage 63000 Failure Speed 5

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 0 Number of Deaths 0 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).

TL*THE CONTACT OWNS A 2004 FORD F-350. WHILE DRIVING 5 MPH, THE CLUTCH PEDAL BROKE WHEN DEPRESSED. THE CONTACT STATED THAT THE VEHICLE WOULD NOT STOP UNTIL HE SHUT OFF THE IGNITION. THE VEHICLE WAS TOWED TO THE DEALER AND THEY STATED THAT THE BRACKET THAT HELD THE FIRE WALL BROKE. THE DEALER STATED THAT THE BRACKET WAS MADE OF PLASTIC AND THEY REPLACED THE BRACKET AND CLUTCH PEDAL. THE FAILURE MILEAGE WAS 63,000 AND CURRENT MILEAGE WAS 65,000.

ITS NOT THE BRACKET THAT HOLDS THE FIREWALL.
THIS BRACKET IS PLASTIC, IT BOLTS TO THE FIREWALL.
THE CLUTCH, BRAKE, & GAS PEDALS ALL PIVOT ON PINS THAT ARE ASSEMBLED TO THIS BRACKET. THERE IS A LOT OF PRESSURE ON THIS BRACKET-SHOULD NEVER BE PLASTIC

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.

This bracket, should never have been made out of any kind of plastic. They have been, for as long as I can remember, (I'm 54 yrs old) Always been made out of metal. There is a lot of pressure put on this bracket. You can imagine how many times in a vehicles life the clutch or brake or both at once gets depressed in the process of shifting or braking. This incident happened in a quite residential neighborhood, 7pm. It took about a 1/2 a block to get the truck stopped. (From coming up to a crosswalk/stop sign to mid way on the next block). My concerns are what if someone had been in the crosswalk? & what if it had been a busy school crossing? someone crossing the intersection the other way??

The dealer the vehicle was towed to stated they've had a lot of these problems. This dealer also absolutely refused to return the old parts.

Dealer: Country Ford

1313 N.E. 122 Ave

PTSD, OR.