

**INFORMATION Redacted PURSUANT TO THE FREEDOM OF
INFORMATION ACT (FOIA), 5 U.S.C. 552(B)(6)**



U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**

1200 New Jersey Avenue SE.
Washington, DC 20590

March 17, 2011

The Honorable Michael F. Bennet
United States Senator
409 North Tejon Street, Suite 107
Colorado Springs, CO 80903

NVS-216 mec
Ref. No. 10364689

Dear Senator Bennet:

Thank you for your correspondence on behalf of your constituent, [REDACTED] wrote your office concerning his model year (MY) 1999 Ford Super Duty truck equipped with a Triton V-10 engine.

The National Highway Traffic Safety Administration (NHTSA) is the Federal agency responsible for improving safety on our Nation's highways. We are authorized to order manufacturers to recall and repair vehicles or motor vehicle equipment when our investigations indicate that they contain safety defects in their design, construction, or performance. In order for the agency to initiate an investigation, we look carefully at the body of consumer complaints and other available data to determine whether a safety defect may exist. We cannot act on isolated problems or resolve disputes between individual owners, dealers, or manufacturers.

We appreciate the report you provided on behalf of [REDACTED]. We also received his online complaint he filed with NHTSA, which we located under complaint No. 10351854. Information submitted via the Internet is automatically entered into our complaint database. If necessary, we will follow up and contact the vehicle owner to obtain more information. Otherwise the information is entered into our database and used to identify safety-related defect trends.

[REDACTED] indicates that a spark plug blew out of his engine causing gas to enter into the engine compartment. [REDACTED] requests that the agency reopen its investigation into allegations of engine spark plug ejections in certain MY 1997 through MY 2004 Ford Motor Company vehicles with Triton V-8 and V-10 engines.

On January 4, 2006, ODI denied defect petition 05-005 after conducting a thorough analysis of information submitted in support of the petition and data in our database, and after conducting telephone interviews with complainants. As described in the enclosed resume, ODI's analysis of 474 complaints describing incidents of spark plug ejection found that only a very few alleged



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any safety-related consequences. Please be advised, ODI continually reviews and analyzes all available data to determine whether an investigation is warranted. However, there is insufficient evidence at this time to warrant reopening defect petition 05-005. For [REDACTED] information, we have enclosed the petition resume, the denial of that petition, and a brochure explaining the investigation process (which can also be found at: www-odi.nhtsa.dot.gov/cars/problems/recalls/recallprocess.cfm).

I hope this information is helpful. If you have any questions, please contact me or Mr. Claude H. Harris, Acting Associate Administrator for Enforcement, at (202) 366-3217.

Sincerely yours,



Chan D. Lieu
Director, Governmental Affairs,
Policy and Strategic Planning

Enclosures

cc: Washington Office