



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

1200 New Jersey Avenue SE.
Washington, DC 20590

October 14, 2011

The Honorable Bob Corker
United States Senator
Tri-Cities Regional Airport
P.O. Box 1014
Blountville, TN 37617

NVS-216 et
Ref. No. 10425009

Dear Senator Corker:

Thank you for your correspondence on behalf of your constituent, [REDACTED]. [REDACTED] wrote your office concerning her model year (MY) 2005 Ford F-350 truck.

The National Highway Traffic Safety Administration 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.

[REDACTED] indicated that she encountered problems with the diesel engine, front suspension, and steering in her MY 2005 Ford F-350 truck. She states Ford needs to acknowledge and be held accountable for what she believes to be engineering defects.

We have reviewed our database in an effort to identify whether a safety defect trend exists with the diesel engine, front suspension, and steering in MY 2005 Ford F-350 trucks. The Office of Defects Investigation conducted an engineering analysis (08-007, enclosed) that did not identify a safety defect trend with regard to steering and suspension problems in the MY 2005 Ford F-350 trucks. At this time there is insufficient evidence to warrant opening a new safety defect investigation. The information provided has been entered into our database. It will be considered with future reports to identify any safety defect trends that may require our attention. We recommend [REDACTED] continue to work with her dealer and Ford regarding these problems.

A search of our database has revealed several technical service bulletins (Article No. 07-10-10, 07-1-17, 05-10-18, copies enclosed) concerning steering and suspension problems in certain MY 2005 Ford F-350 trucks. However, the issuance of a technical service bulletin does not



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necessarily reflect the existence of a safety-related defect in accordance with the National Traffic and Motor Vehicle Safety Act. Therefore, NHTSA cannot require Ford to perform the corrective action described in the technical service bulletins at no cost to [REDACTED]

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,

A handwritten signature in black ink, appearing to read "Chan D. Lieu". The signature is written in a cursive style with a large, stylized initial "C".

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

Enclosures

cc: Washington Office