 U.S. Department of Transportation National Highway Traffic Safety Administration		INFORMATION ACT (FOIA), 5 U.S.C. 552(B)(6) DOT Auto Safety Hotline		FOR AGENCY USE ONLY 100148	
Vehicle Owner's Questionnaire To Report Vehicle Safety Defects 1-888-DASH-2-DOT (1-888-327-4236) INTERNET: www.nhtsa.dot.gov/hotline				Date Received 07-MAY-2014	Repository <input type="checkbox"/> Reference No. 10587059
OWNER INFORMATION (Type or Print)					
Name		Address		Daytime Telephone Number	E-mail Address
City		State	Zip Code	Evening Telephone Number	
AKRON		PA			
The information you provide will be used to identify potential safety-related defects. We may share your information with the applicable vehicle manufacturer during an investigation or recall in accordance with the routine uses described in the agency's Privacy Act notice. See 49 FR 53971 (Sep. 3, 2004).					
VEHICLE INFORMATION					
17 digit Vehicle Identification Number Located at bottom of windshield on driver's side			Make	Model	Model Year
1FTEX14H1T			FORD	F-150	1996
Date Purchased	Dealer's Name and Telephone Number			Engine:	Fuel Type:
APRIL 2002	CARSMART INC 610-385-9661			No: Cylinders	UNLEADED
Original Owner	Dealer's City		State	Zip Code	GASOLINE
<input type="checkbox"/>	DOUGLASSVILLE		PA		
Transmission Type	<input type="checkbox"/> Antilock Brakes	Powertrain	Multiple Failure:		Incident Date(s)
AUTO	<input checked="" type="checkbox"/> Cruise Control	4X4			08-AUG-2007
FAILED COMPONENT(S)/PART(S) INFORMATION					
Vehicle Component Code: FUEL/PROPULSION SYSTEM (PWS)				Failure Mileage	Failure Speed
FAILED. REAR FUEL DELIVERED TO UNUSED FRONT TANK. SEE ATTACHMENT.				120000	
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)		<input type="checkbox"/> Original Equipment	<input type="checkbox"/> 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	Fire	Number of Persons Injured	Number of Deaths	Reported to Police	
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	0	0	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 1996 FORD F-150. THE CONTACT STATED THAT THE VEHICLE WAS EQUIPPED WITH A DUAL FUEL TANK AND WHILE DRIVING VARIOUS SPEEDS, A STRONG ODOR OF GASOLINE EMITTED INSIDE AND OUTSIDE OF THE VEHICLE. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER, WHO STATED THAT THE FUEL RETURN CHECK VALVE WOULD NEED TO BE REPLACED BECAUSE THE FUEL FROM THE REAR FUEL TANK OVERFLOWED INTO THE SECOND FUEL TANK. IN ADDITION, FUEL HAD SEEPED OUT OF THE FUEL TANK CAP. THE VEHICLE WAS NOT REPAIRED. THERE WAS A RECALL ISSUED FOR 1990-1993 F-SERIES MODEL VEHICLES UNDER NHTSA CAMPAIGN ID NUMBER: 01I008000 (FUEL SYSTEM, GASOLINE) BUT NOT FOR THE 1996 MODEL YEARS. THE MANUFACTURER WAS NOTIFIED OF THE DEFECT. THE APPROXIMATE FAILURE MILEAGE WAS 120,000.					
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.					

Ford manufacturer knew the internal check valve (inside the fuel pump) can fail. The ninth generation -- 1992 to 1996 (including some 1991 and 1997 model year) Ford F150, F250 and F350 and engine sizes 4.9L, 5.0L, 5.8L and 7.5L all gasoline only with dual tanks -- the check valves within the fuel pumps can fail causing the one operated tank return fuel flow to other unused or unoperated tank. A waste of fuel spilling out from the filler cap is not only a FIRE HAZARD, it is ENVIRONMENTAL HAZARD and may be a SAFETY HAZARD. The recall was for 1990 to 1993 but not all registered owners received a recall notice. Ford did not continue to send a recall notice for the 1994 to 1996 model year.

The reason Ford does not want to send out a massive recall is: Time consuming and too many failed check valves per model year. Ford decided it is enough, the dual fuel tanks are no longer made for the beginning of 10th generation for the F series. That's what I was told by a local Ford (Blaise Alexander Ford of Ephrata, PA) dealership's mechanic.


When I noticed and smell the fuel around August 2007 I didn't understand why the fuel lines, fuel filter, fuel injectors, fuel rails and gas tanks weren't leaking. But the fuel was spilling out of the filler cap from the left front side of the truck bed (only when driven or at idling). To solve this problem is to use the front operating fuel tank first until the fuel is almost empty. Secondly, use the rear operating fuel tank. But the fuel is still returning to the front unused tank at a rate of 2-4 gallons per every 25 miles.

This year my front fuel pump failed (it wouldn't operate) -- I had to use the rear fuel tank and it was spilling out fuel constantly from the front filler cap and I finally had to stop driving until I receive a brand new fuel pump. I purchased a new front fuel pump and I installed it around early April 2014. The mileage was around 129,000. The rear operated fuel tank is still flowing fuel into the front tank. I have to use the front tank of fuel first to avoid fuel spillage.

I've done a research on NHTSA and I'm not surprised that hundreds of complaints per Ford model year are experiencing fuel transferring to unused tank.

I rather not have Ford take advantage of me and all registered owners that we have to pay for the very expensive fuel pump (not the newly designed external check valves) and labor. For safety: If someone need a new exhaust pipe and muffler at a shop, what will happen if the mechanic uses a welder to weld underneath the F series? Or sparks flying off heated front brake pads and rotors through a very long downhill roadways? Sparks can ignite gas. Vehicular accidents can ignite gas, too. Note: If all F series equipped with single fuel tank only, we wouldn't have any fire and safety issues because the fuel will return back to that single fuel tank.

Sellers sold F series to buyers are unaware of fuel transferring to unused fuel tank can be more problematic and they may be thinking, "This truck is extremely gas hog." And at later learned, some may smell the fuel and report or file a complaint.

Regards,

06/17/2014