



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

AUTO SAFETY HOTLINE
VEHICLE OWNER'S QUESTIONNAIRE
NATIONWIDE 1-800-424-9393
DC METRO AREA 202-368-0128

POSTED

FOR AGENCY USE ONLY

DATE RECEIVED

00 FEB -9 AM 5:43

OFFICE
DEFECTS INVESTIGATION

ed. or

ed. or

REFERENCE NO.

550831

DAY TIME TELEPHONE NO. (AREA CODE)

OWNER INFORMATION (TYPE OR PRINT)

COPIED

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

DATE 1-24-2000

VEHICLE INFORMATION

VEHICLE IDENTIFICATION NO.*

1FTEX15YOLKB34196

VEHICLE MAKE

FORD

VEHICLE MODEL

F-150

MODEL YEAR

1990

*LOCATED AT BOTTOM OF WINDSHIELD ON DRIVER'S SIDE

CURRENT ODOMETER READING

003637

DATE

PURCHASED

☐ NEW☒ USED

DEALER'S NAME, CITY & STATE

ENGINE SIZE
(CID/CC/L)

NO. CYLINDERS 6

☐ TURBO
☒ DIESEL
☐ GAS
☐ FUEL INJECTN

TRANSMISSION TYPE

☐ MANUAL☒ AUTOMATIC

ANTILOCK BRAKES

☒ YES☐ NO

RESTRAINT SYSTEM

☒ DRIVERSIDE AIRBAG ☐ MOTORBELT☐ PASSENGERSIDE AIRBAG☒ 3-POINT BELT ☐ 2-POINT BELT

CRUISE CONTROL

☒ YES☐ NO

DRIVETRAIN

☐ FRONT☒ REAR☐ 4-WHEEL

BODY STYLE

STAWAG

4 DR

2 DR

HATCH BK

VAN

PK UP TRK

OTHER

FAILED COMPONENT(S)/PART(S) INFORMATION (REPORT TIRE INFORMATION ON BACK)

COMPONENT

FUEL TANK
Assembly

PART NAME(S)

CHECK VALVE WITHIN THE
FUEL PUMP ASSEMBLY

LOCATION

☐ LEFT
☐ FRONT

☐ RIGHT
☐ REAR

FAILED PART(S)

☒ ORIGINAL
☐ REPLACEMENT

NO. OF FAILURES

DATE(S) OF FAILURE(S)

MILEAGE AT FAILURE(S)

VEHICLE SPEED AT FAILURE(S)

MANUFACTURER
CONTACTED
☐ YES ☐ NO
NHTSA PREVIOUSLY
CONTACTED
☐ YES ☐ NO

APPLICABLE ACCIDENT INFORMATION

ACCIDENT

☐ YES ☐ NO

FIRE

☐ YES ☐ NO

NUMBER PERSONS INJURED

NUMBER OF FATALITIES

PROPERTY
DAMAGE
ESTS

POLICE REPORTED

☐ YES ☐ NO

NARRATIVE DESCRIPTION OF FAILURE(S), ACCIDENT(S), INJURY(IES)

A MALFUNCTIONING CHECK VALVE WITHIN THE FUEL PUMP ASSEMBLY CAUSES A PORTION OF THE UNUSED FUEL FROM ONE TANK TO BE RETURNED TO THE SECOND TANK. WHEN THIS OCCURS, THE CAPACITY OF THE SECOND TANK IS EXCEEDED, CAUSING FUEL SPILLAGE WHICH IN TURN ARE THROUGH THE PAINT CAUSING PAINT DAMAGE AND LOSS OF TRIM MOLDING ON LEFT REAR QUARTER PANEL. TOOK TRUCK TO CROGSTOWN FORD AND WAS INFORMED THAT THERE WAS NO RECALL AT THIS TIME.

CONTINUE ON BACK IF NEEDED

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.