



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

Posted

# Vehicle Owner's Questionnaire

DOT Auto Safety Hotline  
TO REPORT VEHICLE SAFETY DEFECT  
1-888-DASH-2-DOT  
1-888-327-4236  
INTERNET: <http://www.nhtsa.dot.gov>

FOR AGENCY USE ONLY

Date Received

RECEIVED  
60 APR 14 AM 11:14  
OFFICE DEFECTS INVESTIGATION

Off. or  
rt. or  
Dist. or  
up. Jtr

Station No.

551869

Daytime Telephone Number

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 3/29/00

### VEHICLE INFORMATION

Vehicle Ident. No. (VIN.) (17 Digits) 3FCNF53S7XJA28739	(Located at bottom of windshield on driver's side)	Vehicle Make FORD	Vehicle Model RV CHASSIS	Vehicle Year 1999	Current Odometer Reading 3681	
Purchased Date 6-8-99	Dealer's Name THOMPSON & SONS TRL SALES L.C.	Engine Size (CID/CC/L) 6.8	<input type="checkbox"/> Turbo <input type="checkbox"/> Diesel <input checked="" type="checkbox"/> Gas <input type="checkbox"/> Fuel Injection	No. Cylinders 10		
<input checked="" type="checkbox"/> New <input type="checkbox"/> Used	Dealer's City DAVENPORT, IA	State IA	Zip Code 52804			
Transmission Type <input type="checkbox"/> Manual <input checked="" type="checkbox"/> Automatic	Antilock Brakes <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Restraint System <input type="checkbox"/> Driverside Airbag <input type="checkbox"/> Motorbelt <input type="checkbox"/> Passengerside Airbag <input type="checkbox"/> 2-Point Belt <input checked="" type="checkbox"/> 3-Point Belt	Cruise Control <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Drivetrain <input type="checkbox"/> Front <input checked="" type="checkbox"/> Rear <input type="checkbox"/> 4-Wheel	Vehicle Type <input type="checkbox"/> Car <input type="checkbox"/> Sport Utl. <input type="checkbox"/> Van <input type="checkbox"/> Truck <input type="checkbox"/> Minivan <input type="checkbox"/> Motorcycle <input checked="" type="checkbox"/> Other RV CHASSIS	Body Style <input type="checkbox"/> 2-Door <input type="checkbox"/> 4-Door <input type="checkbox"/> Stationwagon <input type="checkbox"/> Pick Up Truck <input type="checkbox"/> Other

### FAILED COMPONENT(S)/PART(S) INFORMATION

Component AIR INTAKE	Part Name(s) AIR FILTER & HOUSING (REF TO ADDITIONAL INFO ON BACK)	Location <input type="checkbox"/> Left <input type="checkbox"/> Right <input type="checkbox"/> Front <input type="checkbox"/> Rear	Failed Part(s) <input checked="" type="checkbox"/> Original <input type="checkbox"/> Replacement
No. of Failures 1	Date(s) of Failure(s) 10-3-99	Failed Part(s) Available? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	NHTSA Previously Contacted? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	Mileage at Failure(s) 2960		
	Vehicle Speed at Failure(s): 60 MPH		

### APPLICABLE INCIDENT INFORMATION

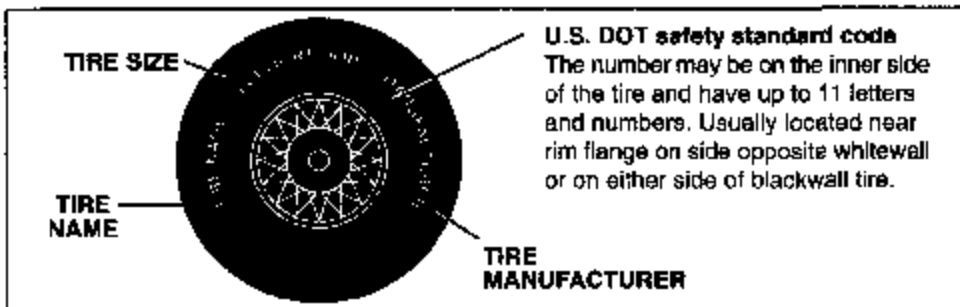
(Please describe in detail the incident(s), Failure(s), Crash(es), and Injury(ies) on the back of this form)

Crash <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Fire <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Number Persons Injured —	Number of Fatalities —	Estimated Property Damage \$ —	Reported to Police <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
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### INFORMATION ON TIRE FAILURE(S) (IF APPLICABLE)

To report defective or failed tires provide the following: DOT Number, Tire Manufacturer, Tire Name, Tire Size (include all numbers and letters).  
Note: This information not required for normal operation tires.

DOT	Manufacturer	Tire Name	Complete Tire Size
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The Privacy Act of 1974 - Public Law 93-570 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 administration enforcement or litigation against a manufacturer, your response, or a statistical summary thereof, may be used in support of the agency's action.

Narrative Description of Incident(s), Failure(s), Crash(es), and Injury(ies)

As advised by the NHTSA when we phoned we were to complete the form that would be sent and write a letter describing the problem since the representative thought, too, that a safety factor did exist. See our attached letter and reference material from Ford Motor Co.

ATTACH ADDITIONAL SHEETS IF NECESSARY

U.S. Department of Transportation

National Highway Traffic Safety Administration

400 Seventh St., S.W. Washington, D.C. 20590

Official Business Penalty for Private Use \$300



**BUSINESS REPLY MAIL**

FIRST CLASS PERMIT NO 73173 WASHINGTON, D.C.

POSTAGE WILL BE PAID BY NATL. HWY. TRAFFIC SAFETY ADMIN.

U.S. Department of Transportation  
National Highway Traffic Safety Administration  
DOT Auto Safety Hotline, NSA-10.1  
400 7th Street, SW  
Washington, DC 20590

20330+0001



**VEHICLE OWNER'S QUESTIONNAIRE**

**DOT AUTO SAFETY HOTLINE**

TO REPORT VEHICLE SAFETY DEFECTS  
COMPLETE THIS FORM  
OR

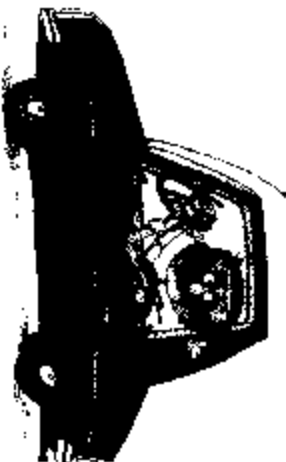
**DASH2DOT**

and dial toll free at

**1-888-DASH-2-DOT**

**1-888-327-4236**

DOT Auto Safety Hotline  
(DASH) 2 DOT



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Administration  
<http://www.nhtsa.dot.gov/hotline>

DHTSA

Washington, D.C.

April 6, 2000

In October, 1999, the engine on our new (purchased June, 1999) 1999 Holiday Rambler Endeavor motorhome on a 1999 Ford F53 R.V. with a V-10 Triton gasoline engine stalled while driving in the rain on Interstate highway.

We contacted a local Ford truck dealer (see attached sheet #1) for his diagnosis of the problem. He could not resolve it. Then we contacted the Ford Motor Co. R.V. hotline. That representative advised us to replace the original air filter with a K-N filter because water was entering through the air intake of the original filter due to the rainy conditions was saturating it. He further advised us to put duct tape over the hole which existed in the air filter housing. This was to be a temporary fix until Ford could issue a service bulletin. In March of 2000, we informed that a Ford service bulletin 55M-13079 (see attached sheet #2) had been issued and that a revised air inlet shroud was being developed but would not be available until sometime in the 4th quarter of 1999. Upon our request our area Ford dealer contacted Ford on April 5, 2000, and was told by Ford that these parts would not be available until midyear 2000.

This is not acceptable because of the possible safety factor involved should the engine stall while driving in the rain on the Interstate systems especially near large cities. We feel Ford Motor Co. should expedite the fix for this problem before serious situations occur involving these motorhomes. They have been aware of the problem for quite some time as ours was not the only motorhome affected.

Sincerely,

DEALER: Dave Gill Trucks, In  
WARRANTY CLAIM NUMBER: 089335

REPAIR DATE: 10/07/1999  
ODOMETER: 003105 MILES

DIAGNOSE FOR STALL CONCERN. CHECK OASIS FILE. CHECK AIR FILTER FOR WATER. DUMP  
WATER FROM AIR FILTER& TAPE AIR FILTER HOUSING. NO FIX AT THIS TIME.

PART NUMBER                      PART DESCRIPTION                      QTY LABOR OP                      CONDITION CODE AND DESC

~~9600                      DUCT SHRD A/C A/I TU 000 MI                      42 DOES NOT OPERATE PR~~

~~DEALER: Dave Gill Trucks, In                      REPAIR DATE: 10/07/1999  
WARRANTY CLAIM NUMBER: 089335                      ODOMETER: 003105 MILES~~

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13079

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1999/2000 F53 MOTORHOME STUMBLE/HESITATION

SOME 1999-2000 F53 CLASS A MOTORHOME CHASSIS MAY EXHIBIT INTERMITTENT ENGINE

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STUMBLE, STALL OR LACK OF POWER WHEN DRIVEN IN THE RAIN. THIS MAY BE CAUSED BY WATER ENTERING THE AIR CLEANER ASSEMBLY AND IS DEPENDENT ON THE GRILLE OPENING/PLACEMENT USED BY THE MOTORHOME MANUFACTURER. THE AIR FILTER SHOULD BE INSPECTED. IF SIGNS OF WATER CONTAMINATION ARE FOUND, NO FURTHER REPAIR SHOULD BE ATTEMPTED. THE AIR FILTER CAN BE RE-USED WHEN DRY. A REVISED AIR INLET SHROUD IS BEING DEVELOPED TO ADDRESS THIS ISSUE AND IS PLANNED FOR RELEASE DURING THE FOURTH QUARTER OF 1999.