



US Department
of Transportation
National Highway
Traffic Safety
Administration

AUTO SAFETY HOTLINE

VEHICLE OWNER'S QUESTIONNAIRE

NATIONWIDE 1-800-424-9393
DC METRO AREA 306-0123

FOR AGENCY USE ONLY

REFERENCE NO.

DATE RECEIVED

POSTED COPIED 553257
RECEIVED

OWNER INFORMATION (TYPE OR PRINT)

LAST NAME

FIRST NAME AND INITIAL

TELEPHONE NO. (Area Code)

SIGNATURE OF OWNER

DATE 7/22/00

VEHICLE IDENTIFICATION NO.

VEHICLE MAKE & MODEL

MODEL YEAR

1 F M P W 1 8 L R V L B 3 0 6 7 6

FORD EXPEDITION

1997

* LOCATED AT BOTTOM OF WINDSHIELD ON DRIVER'S SIDE

CURRENT ODOMETER
READING

DATE

4/97

DEALER'S NAME, CITY, & STATE

ENGINE SIZE

5.4L

☐ TURBO

DATE

4/97

APPLE VALLEY FORD

ICID/CC/LI

8

☐ DIESEL

NEW

☐ USED

" " VAN

NO. CYLINDERS

8

☒ GAS

☒ FUEL INJECTED

TRANSMISSION TYPE

☐ MANUAL

☒ AUTOMATIC

CRUISE

CONTROL

POWER

STEERING

POWER

BRAKES

AIR

CONDITIONED

BODY STYLE

STAVAG

HATCH BK

VAN

☐ 3 ☐ 4 ☐ 5 (Speed)

☒ Yes ☐ No

☒ Yes ☐ No

☒ Yes ☐ No

☒ Yes ☐ No

4 DR

PK UP TRK

OTHER

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

COMPONENT/PART NAME(S) FRONT STABILIZER ANCHORS

LEFT SIDE AND RIGHT SIDE

LOCATION

☒ Left ☒ Right

☒ Front ☐ Rear

FAILED PART(S)

☒ ORIGINAL

☐ REPLACEMENT

NO. OF FAILURES

ONE

DATE(S) OF FAILURE(S)

UNKNOWN

MILEAGE(S) AT FAILURE(S)

UNKNOWN

VEHICLE SPEED AT FAILURE(S)

UNKNOWN

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

(Est.)

POLICE REPORT

FILED

☐ YES ☒ NO

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

I RECENTLY DISCOVERED THAT THE ANCHOR LINK ASSEMBLIES
ON THE FRONT SUSPENSION STABILIZER BAR WERE BOTH BROKEN.
THE LEFT SIDE LINK AND BROKEN STUD WERE RUSTED IN
PLACE. THE RIGHT SIDE ANCHOR ASSEMBLY ~~WAS~~ WAS TOTALLY
MISSING. I HAD TO CUT AWAY THE PLASTIC LINK IN ORDER
TO EXPOSE THE BROKEN STUD. (SEE ENCLOSED PICTURES).
THE RUSTED CONDITION OF THE STUD WOULD INDICATE THAT
THIS FAILURE OCCURRED SOME TIME AGO - PERHAPS A
RESULT OF OVERTIGHTENING DURING INITIAL ASSEMBLY.

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 cor-
rect 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.

INFORMATION ON TIRE FAILURE(S) (IF APPLICABLE)

TIRE IDENTIFICATION NO.*

D O T

MANUFACTURER/TIRE NAME

SIZE

* The identification number consists of 7 to 10 letters and numerals following the letters DOT. It is usually located near the rim flange on the side opposite the whitewall or on either side of a blackwall tire.

NARRATIVE DESCRIPTION (CONTINUED)

IT IS ALSO PROBABLE THAT BOTH SIDES FAILED
SIMULTANEOUSLY SINCE "NORMAL" FAILURE OF ONE
SIDE WOULD RELIEVE THE OTHER SIDE OF ANY TENSION.

THE APPARENT PURPOSE OF THIS STABILIZER IS TO
MINIMIZE SWAY AND PREVENT LOSS OF CONTROL
AND POTENTIAL ROLLOVER DURING EVASIVE ACTION
SITUATIONS. I, THEREFORE, WANT TO BRING THIS
SAFETY SYSTEM FAILURE TO YOUR ATTENTION.

PS: BOTH THE DEALER AND FORD CUSTOMER SERVICE
REFUSED TO ACCEPT ANY FINANCIAL RESPONSIBILITY
FOR REPAIR OF THIS FAILURE.

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

Official Business
Penalty for Private Use \$300



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U.S. Department of Transportation
National Highway Traffic Safety Administration
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400 7th Street, SW
Washington, DC 20590



