



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

DOT Auto Safety Hotline
Vehicle Owner's Questionnaire
TO REPORT VEHICLE SAFETY DEFECTS
1-888-DASH-2-DOT
(1-888-327-4236)
INTERNET: www.nhtsa.dot.gov/hotline

POSTED AGENCY USE ONLY

Date Received

RECEIVED

OCT 20 AM 9:21

for
t_d
oo_r
up_tr

Reference No.

OFFICE
DEFECTS INVESTIGATION

556318

OWNER INFORMATION (Type or Print)

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 10/11/00

VEHICLE INFORMATION

Vehicle Identification No. (VIN.)
(17 Digits)(Located at bottom of
windshield on driver's side)

Make

Model

Year

1FDKF38MXKKA51668

FORD

F-350

'89

Purchased Date

11-88

Dealer's Name

BIRLEFFI MOTORS

Dealer's City

CALISTOGA

State

CA

Zip Code

94515

Engine Size
(CID/CC/L)

7.3

☒ Turbo
☒ Diesel

No. Cylinders

8

☐ Gas
☐ Fuel InjectionManufacture Date
(on driver's door or pillar)

Transmission Type

☒ Manual☐ Automatic

Restraint System

☐ Driverside Air Bag☐ Motorbelt☐ Passengerside Air Bag☐ 2-Point Belt☒ 3-Point Belt

Cruise Control

☐ Yes☒ No

Drive/Train

☐ Front☐ Rear☒ 4-Wheel

Vehicle Type

☐ Car☐ Van☐ Minivan☐ Other☐ Sport Utility☒ Truck☐ Motorcycle

FLATBED

Body Style

☐ 2-Door☐ 4-Door☐ Stationwagon☐ Pick Up Truck☒ Other

FAILED COMPONENT(S)/PART(S) INFORMATION

Part Name(s)

TIRES (3)

Location

☒ Left☐ Front☐ Right☒ Rear

Failed Part(s)

☒ Original☒ Replacement

Handicap Adaptive Equip

☐ Yes☐ No

TO BE COMPLETED WHEN REPORTING A TIRE FAILURE

Tire Brand

#1-2, MICHELIN; #3-PATHFINDER APR

Tire Name

Complete Tire Size

LT 235/85R16

No. of Failures

3

Date(s) of Failure(s)

2-8-96, 2-13-96, 7-26-00

Mileage at Failure(s)

41857, 42265, 63008

Vehicle Speed at Failure(s)

50-60 MPH

Failed Part(s)

Available?

☐ Yes☒ No

NHTSA Previously

Contacted?

☐ Yes☒ No

APPLICABLE INCIDENT INFORMATION

(Please describe in detail the incident(s), failure(s), crash(es), and injury(ies). Attach photos if available.)

Crash

☐ Yes☒ No

Fire

☐ Yes☒ No

Number of Persons Injured

0 SO FAR

Number of Fatalities

0

Reported to Manufacturer

☐ Yes☒ No

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

ALL 3 INSTANCES WERE TREAD SEPARATION OF LEFT REAR OUTSIDE
DUAL TIRE. I ORIGINALLY THOUGHT IT WAS A PROBLEM WITH THE MICHELIN
BUT SINCE IT HAS NOW HAPPENED WITH ANOTHER BRAND PLUS MY READING
A LOT OF OTHER PEOPLE HAVE HAD SIMILAR OCCURRENCES, I BELIEVE
THERE IS SOME FLAW WITH THE VEHICLE. SO FAR, I HAVE FELT + HEARD
THE PROBLEM BEFORE A SERIOUS EVENT HAPPENED - BUT, NEXT TIME?
I NOW HAVE NO DOUBT ANOTHER TREAD SEPARATIONS WILL HAPPEN
OVER

Continue on back.

The Privacy Act of 1974 - Public Law 93-579 This information is requested pursuant to 49 U.S.C. Chapter 301. You are under no obligation to respond to this questionnaire. Your response may be used to assist NHTSA in determining whether a manufacturer should take appropriate action to correct a safety defect. If 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.

Mail postpaid free or fax to 202-368-7882

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

A SECOND WORRY IS THAT THE BRAKES FADE AWAY EASILY. I AM VERY CAREFUL TO NOT RIDE THE BRAKES BUT THEY HAVE COMPLETELY GONE AWAY TWICE ON ME NOW ON LONG DOWNGRADES TOWING A TRAILER, EVEN THOUGH THE TRAILER BRAKING IS ON MAX. THE FORD DEALER INSISTS THERE ARE NO SERVICE BULLETINS OR RECALLS ON THE BRAKES, BUT I BELIEVE SOMETHING SHOULD BE DONE.

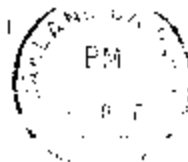
ATTACH ADDITIONAL SHEETS IF NECESSARY

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



NO POSTAGE
NECESSARY
IF MAILED
IN THE
UNITED STATES

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
Office of Defects Investigation, NSA-10.01
400 7th Street, SW
Washington, DC 20590



Complete and return or place in your car manual for future use



**VEHICLE
OWNER'S**

QUESTIONNAIRE

(V00Q)

DOT AUTO SAFETY HOTLINE

TO REPORT VEHICLE SAFETY DEFECTS
COMPLETE THIS FORM

OR

DASH 2 DOT

and dial toll free at

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1-888-327-4236

DOT Auto Safety Hotline
(DASH) 2 DOT



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NATION

Ford finds

left-rear

tire failure

more often

By JUSTIN HUNDE
Associated Press

DETROIT — Recalled Firestone tires mounted on Ford Explorers and other Ford Motor Co. trucks appear to fail more often on the left-rear side than other locations.

Ford is trying to find out why, but the automaker contends the tendency does not undermine its contention that tread separations are a tire problem, not a vehicle problem.

Rear tire failures are more common than front tire failures, according to experts, and are harder for a driver to control. They are more dangerous in sport utility vehicles,

which are more prone to rolling over than passenger cars. When a rear tire fails, it tends to push the rear of the vehicle to one side, a startled driver may put the vehicle into a skid by stomping on the brakes.

The database of Firestone complaints released by the National Highway Traffic Safety Administration shows that most Explorer rollovers have involved a rear tire failure, and a few more of them involved driver, or left, side tires than passenger side. The vast majority of complaints about Firestone tread separations have involved Explorers.

Keith Baumgardner, a tire consultant, is

analyzing Firestone tires in connection with lawsuits against the tiremaker and Ford. Of the 64 cases of tread separations on Explorers that he has examined, 25 involved the left-rear tire and 15 involved the right-rear tire; the rest were front tires or their position was not known, he said.

Ford spokesman Ken Zimo said the company had seen a slight left-rear tread and was running tests to search for a cause at its Arizona proving grounds. Ford did not provide its figures on the tread.

Another Ford spokesman, Mike Vaughan, said engineers were investigating several the-

ories, including whether the location of the Explorer's fuel tank on the left side of the vehicle could put more weight on that wheel. The location of the Explorer's drive shaft might place more force on the left side than the right. And American roads might radiate more heat from the center of the pavement than they do from the edges, increasing the heat transferred to the driver's side tires.

Heat has been cited as one possible factor in reports of tread separations linked to more than 100 deaths and 400 injuries. The majority of complaints to NHTSA have come from four warm-weather states.

BRAYES
1/2 R TIRE SP. X3 + AXEL SP. -9393
1-800-424-9393
1-800-NHTSA-DET. 8 MIL.
WASH. NHTSA 8 MIL. 8 MIL.
WAIT FIND OUT HAVE
TREADS
HOW TO WAIT
PRESS
8 AM-10 PM ET
8 AM-4 PM ET
BUSIEST

Entire Stock Saved 130