

784664

From: siracusa@publicinteractive.com
To: Young, Beverly <NHTSA>, Jimenez, Alberto <NHTSA>, Chiang, George <NHTSA>
Date: 5/29/00 4:53PM
Subject: Car Talk VOQ submission

* This data was submitted via a fill-in form at the Cartalk web site
* (<http://www.cartalk.cars.com/Tools/nhtsa.pl>) If you have any problems
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* to webmaster@cartalk.com

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SUBMISSION DATE: Monday, May 29th 2000 at 1:23:35 PM

VEHICLE OWNER'S QUESTIONNAIRE

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OWNER INFORMATION

NAME: 
ADDRESS: 
TELEPHONE: 

NHTSA authorized to send a copy of this report to the manufacturer: Yes

VEHICLE INFORMATION

VIN: 1FTWX33F3XEE64601
MAKE: Ford Truck
MODEL: Superduty
YEAR: 1999

ODOMETER: 12000
PURCHASE DATE: NEW OR USED: New

DEALER NAME: Country Ford
ADDRESS: Burtoh, OH 44021

ENGINE SIZE: 7.3
CYLINDERS: 8

FUEL INJECTION: Yes
TURBO: Yes
FUEL TYPE: Diesel
ANTILOCK BRAKES: Yes
CRUISE CONTROL: Yes
DRIVETRAIN: Rear

DRIVER AIRBAG: Yes
PASSENGER AIRBAG: Yes
3-POINT BELT: Yes
MOTOR BELT: No
2-POINT BELT: No
BODY STYLE: Pickup Truck

FAILED COMPONENT(S)/PART(S) INFORMATION

COMPONENT: brakes
PART NAME(S): ABS
LOCATION:
NUMBER OF FAILURES: 1
DATE(S) OF FAILURES: 05/28/00
MILEAGE AT FAILURE(S): 12000
SPEED AT FAILURE(S): 20 to 30
MANUFATURER CONTACTED: Yes
NHTSA CONTACTED: No

APPLICABLE ACCIDENT INFORMATION

ACCIDENT: No
FIRE: No
NUMBER OF PERSONS INJURED: 0
NUMBER OF FATALITIES: 0
ESTIMATED PROPERTY DAMAGE: \$0
DRIVER AIRBAG DEPLOYED: No
PASSENGER AIRBAG DEPLOYED: No
REPORTED TO POLICE: No

INFORMATION ON TIRE FAILURE(S) (IF APPLICABLE)

DOT NUMBER: DOT
TIRE MANUFACTURER:
TIRE NAME:
TIRE SIZE:

ADDITIONAL COMMENTS

National Highway Transportation Safety Administration

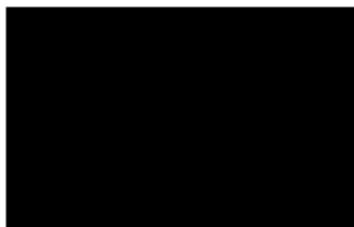
5/29/00 12:48 PM

Dear NHTSA:

Yesterday I experienced a brief brake failure on my 1999 Ford Superduty. The condition lasted a few seconds and occurred as I turned from the roadway into a parking lot at 20 or 30 mph. The brake pedal went to the floor and there was no feeling of brake action for a few seconds. I turned the vehicle from side to side to scrub off speed and pumped the brakes. Within 30 seconds to a minute brake action returned to normal. I am wondering if the fairly rapid turn fooled the ABS system. I was towing a 6000 lb trailer at the time and was experiencing electrical problems due to corrosion in the hookup as well as a broken ground connection. I have heard that trailer wiring problems have been known to cause a transmission malfunction mediated by an unexpected signal to a chip. I wonder therefore if a lack of adequate isolation of the ABS system from the trailer hookup could be a factor.

Please assign a case number to this message that I can refer to in the future if there are further problems. I will be notifying my Ford Dealer and Ford Motor Company.

Thank you,



END OF FORM
