

**785253**

**From:** siracusa@publicinteractive.com  
**To:** Young, Beverly <NHTSA>, Jimenez, Alberto <NHTSA>, Chiang, George <NHTSA>  
**Date:** 2/4/01 1:13AM  
**Subject:** Car Talk VOQ submission

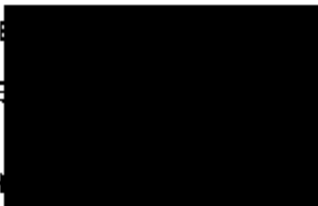
\* This data was submitted via a fill-in form at the Cartalk web site  
\* (<http://www.cartalk.cars.com/Tools/nhtsa.pl>) if you have any problems  
\* or suggestions regarding the format of this submission, send email  
\* to [webmaster@cartalk.com](mailto:webmaster@cartalk.com)

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SUBMISSION DATE: Sunday, February 4th 2001 at 1:13:26 AM

**VEHICLE OWNER'S QUESTIONNAIRE**  
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**OWNER INFORMATION**  
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NAME  
ADDRESS  
TELEPHONE



NHTSA authorized to send a copy of this report to the manufacturer: No

**VEHICLE INFORMATION**  
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VIN: 1FTHX26F1TEA58132  
MAKE: Ford  
MODEL: F-250 S/C 4x4 Diesel  
YEAR: 1996

ODOMETER: 49286  
PURCHASE DATE: NEW OR USED: New

DEALER NAME: Koons of College Park  
ADDRESS: College Park, MD

ENGINE SIZE: 7.3  
CYLINDERS: 8

FUEL INJECTION: Yes  
TURBO: Yes  
FUEL TYPE: Diesel  
ANTILOCK BRAKES: Yes  
CRUISE CONTROL: Yes  
DRIVETRAIN: 4 Wheel

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

FAILED COMPONENT(S)/PART(S) INFORMATION

COMPONENT: Idler Pulley(roller bearing).  
PART NAME(S): Idler Pulley Assem.(F6TZ-8678-HA)  
LOCATION: Right Front  
NUMBER OF FAILURES: (1)One  
DATE(S) OF FAILURES: 1/8/01  
MILEAGE AT FAILURE(S): 48458  
SPEED AT FAILURE(S): 10 M.P.H  
MANUFATURER CONTACTED: Yes  
NHTSA CONTACTED: Yes

APPLICABLE ACCIDENT INFORMATION

ACCIDENT: No  
FIRE: No  
NUMBER OF PERSONS INJURED: None  
NUMBER OF FATALITIES: None  
ESTIMATED PROPERTY DAMAGE: \$  
DRIVER AIRBAG DEPLOYED: N/A  
PASSENGER AIRBAG DEPLOYED: N/A  
REPORTED TO POLICE: No

INFORMATION ON TIRE FAILURE(S) (IF APPLICABLE)

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

ADDITIONAL COMMENTS

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Without any prior notice,noise etc., the idler pulley came off of the motor. Which lead to losing the serp. belt. Resulting in the lose of P/S and P/B, because of the vacuum pump not working, which is needed with diesel engines. Being 100% disabled I could bearty control the vehicle due to the lack of strength in back and legs. P.S I have a friend with this same vehicle having the same exact event happen while towing a large trailer.

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END OF FORM

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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) 366-0123  
INTERNET: <http://www.nhtsa.dot.gov>

**FOR AGENCY USE ONLY** 778

Date Received

04-FEB-2001

Od\_or \_\_\_\_\_  
rt\_dt \_\_\_\_\_  
pd\_rt \_\_\_\_\_  
rp\_lr \_\_\_\_\_

Reference No.

785253

### OWNER INFORMATION (Type or Print)

CHRISTOPHER K. MILES 682826  
2 ARROWHEAD COURT  
PIKESVILLE MD 21208

Work Number

Home Number 410-655-0514

Do you authorize NHTSA to provide a copy of report to the manufacturer of your vehicle?  YES  NO  
In the absence of an authorization, NHTSA WILL NOT provide your name and address to the vehicle manufacturer.

Signature of Owner \_\_\_\_\_ Date \_\_\_\_/\_\_\_\_/\_\_\_\_

### VEHICLE INFORMATION

Vehicle Ident. No. (VIN) <small>(Lowercase letters and numbers only)</small>	Vehicle Make	Vehicle Model	Vehicle Year	Current Odometer Reading
1FTHX26F1TEA58132	FORD TRUCK	F250	1996	

Purchase Date

New  Used

Dealer's Name \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_

Engine Size  
(CID/CC/L 8 CYL

No. Cylinders \_\_\_\_\_

Turbo  
 Diesel  
 Gas  
 Fuel Injectio