

U.S. Department
of TransportationNational Highway
Traffic Safety
Administration

DOT Auto Safety Hotline

Vehicle Owner's Questionnaire (VOQ)

NATIONWIDE 1-888-DASH-2-DOT

1-888-327-4236

www.nhtsa.dot.gov/hotline

FOR AGENCY USE ONLY

284

Date Received

03-JUL-2000

Od_or

rt_dt

od_rt

up_ltr

Reference No.

864649

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) (located at front of windshield or driver's side)	Vehicle Make	Vehicle Model	Vehicle Year	Current Odometer Reading
3FCMF53S1XJA04819	FORD TRUCK	F53	1999	

Purchase Date	Dealer's Name	Engine Size (CID/CCL)	☐ Turbo ☐ Diesel ☐ Gas ☐ Fuel Injection
☒ New ☐ Used	City _____ State _____ Zip Code _____	No. Cylinders	

Transmission Type ☐ Manual ☐ Automatic	Antilock Brakes ☐ Yes ☒ No	Restraint System ☐ 3-Point Belt ☐ Driverside Airbag ☐ Passengerside Airbag ☐ Motorbelt ☐ 2-Point Belt	Cruise Control ☐ Yes ☒ No	Drive Train ☐ Front ☐ Rear ☐ 4-Wheel	Vehicle Type ☐ Car ☐ Van ☐ Minivan ☐ Other	Body Style ☐ Sport Vlt ☐ Truck ☐ Motorcycle ☐ 2-Door ☐ 4-Door ☐ Stationwagon ☐ Pick Up Truck ☐ Other
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FAILED COMPONENT(S)/PART(S) INFORMATION

Component 06200000	Part Name(s) FUEL:FUEL CARBURETION	Location ☐ Left ☐ Front ☐ Right ☐ Rear	Failed Part(s) ☐ Original ☐ Replacement
No. of Failures	Dates of Failure(s) Mileage at Failure(s) 7 Vehicle Speed at Failure(s)	Failed Part(s) Available? Yes No	NHTSA Previously Contacted? Yes No

APPLICATION INCIDENT INFORMATION

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

Crash ☐ Yes ☒ No	Fire ☐ Yes ☒ No	Number of Persons Injured	Number of Fatalities	Estimated Property Damage	Reported to Police ☐ Yes ☒ No
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NARRATIVE DESCRIPTION OF FAILURE(S), INCIDENT(S), INJURY(IES)

AIR FILTER SUCKS IN WATER WHEN IT RAINS, CAUSING THE ENGINE TO STALL. FORD HAS ISSUED A TSB ON THE VEHICLE; HOWEVER THERE IS NO SOLUTION. MANUFACTURER HAS BEEN NOTIFIED.

*AK

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 correct 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.



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07 JUL 24 AM 11:05
03 JUL 2000

OFFICE

DEFECTS INVESTIGATION

Od or

Crash

Od rt

Up tr

Reference No.

864649

Work Number

Home Number

OWNER INFORMATION (Type or Print)

Do you authorize NHTSA to provide a copy of report to the manufacturer of your vehicle?

☒ YES☐ NO

In the absence of an authorized signature, your name and address to the vehicle manufacturer.

Signature of Owner

Date 7/17/00

VEHICLE INFORMATION

Vehicle Ident. No. (VIN.) (Located at bottom of windshield on driver's side)		Vehicle Make	Vehicle Model	Vehicle Year	Current Odometer Reading
3FCMF53S1XJA04819		FORD TRUCK	F53	1999	8000
Purchase Date	Dealer's Name <u>FOREST RIVER RV</u>		Engine Size (CID/CC/L)	☐ Turbo	☐ Diesel
☒ New ☐ Used	City <u>GOSHEN</u> State <u>IN</u> Zip Code <u>46756</u>	No Cylinders <u>10</u>	☐ Gas	☐ Fuel Injection	
Transmission Type	Antilock Brakes	Restraint System	Cruise Control	Drive Train	Vehicle Type
☐ Manual	☐ Yes	☐ 3-Point Belt ☐ Motorbell	☐ Yes	☐ Front	☐ Car
☒ Automatic	☒ No	☐ Driverside Airbag ☒ 2-Point Belt	☒ No	☒ Rear	☐ Van
		☐ Passengerside Airbag		☐ 4-Wheel	☐ Minivan
					☐ Other
					<u>CLASS A RV</u>
					<u>CLASS 1</u>
					☐ Sport Util
					☐ Truck
					☐ Motorcycle
					☐ 2-Door
					☐ 4-Door
					☐ Stationwagon
					☐ Pick Up Truck
					☒ Other

FAILED COMPONENT(S)/PART(S) INFORMATION

Component 06200000	Part Name(s) FUEL:FUEL CARBURETION	Location ☐ Left ☐ Right ☐ Front ☐ Rear	Failed Part(s) ☐ Original ☐ Replacement
No of Failures MANY	Date(s) of Failure(s) <u>1999-2000</u> Mileage at Failure(s) <u>7</u> Vehicle Speed at Failure(s) <u>ALL</u>	Failed Part(s) Available? ☐ Yes ☒ No	NHTSA Previously Contacted? ☐ Yes ☒ No

APPLICATION INCIDENT INFORMATION

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

Crash ☐ Yes ☒ No	Fire ☐ Yes ☒ No	Number of Persons Injured	Number of Fatalities	Estimated Property Damage	Reported to Police ☐ Yes ☒ No
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AIR FILTER SUCKS IN WATER WHEN IT RAINS, CAUSING THE ENGINE TO STALL. FORD HAS ISSUED A TSB ON THE VEHICLE; HOWEVER THERE IS NO SOLUTION. MANUFACTURER HAS BEEN NOTIFIED. *AK

CONTINUE ON BACK IF NEEDED

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X30S8X

3L

X30F4X

(CONTINUED ON 12101)

12101

1999 F-350 ONLY, 4.6L, 5.4L, 6.8L, 7.3 (CONTINUED FROM 12100)

BODY CODES	DESCRIPTION ENGINE	X-VIN
F33, F37, W33,	F-350 4X4 4.6L	F31W2X
W37, X33, X37 5.4L	F31L5X	
6.8L	F31S6X	
7.3L	F31F2X	

THIS CONCERN IS SCHEDULED TO BE FIXED IN THE R99JAN RELEASE, DUE 12/1998.

12343

1999 MUSTANG/WINDSTAR/F-SERIES/EXPEDITION/NAVIGATOR

THE "PATS IGNITION KEY CODE PROGRAM" FUNCTION OF THE NGS TESTER IS INOPERATIVE FOR 1999 MUSTANG/WINDSTAR/F-SERIES/EXPEDITION/NAVIGATOR EQUIPPED WITH AN ICM/HEC PATS SYSTEM. IN ORDER TO PROGRAM SPARE KEYS TO A VEHICLE, "ALL" PROGRAMMED KEYS MUST FIRST BE ERASED FROM THE CLUSTER USING THE "IGNITION KEY CODE ERASE" OPTION. THEN TWO PATS KEYS MUST BE CYCLED TO RUN. THIS ISSUE AFFECTS NGS SERVICE CARD 4.X. THE "PATS IGNITION KEY CODE PROGRAM" FUNCTION WILL BE RESTORED IN SERVICE CARD 5.0.

12991

P0605 (ROM TEST ERROR) - CHECK FOR 'AFTER MARKET' DEVICES

SOME OBDII VEHICLES MAY EXHIBIT A KEY ON ENGINE OFF (KCEO) SELF TEST DIAGNOSTIC TROUBLE CODE (DTC) OF P0605 (PCM ROM TEST ERROR). THIS MAY BE CAUSED IF AN AFTER MARKET PERFORMANCE DEVICE IS INSTALLED ON THE POWERTRAIN CONTROL MODULE (PCM). TYPICALLY THESE DEVICES ARE INSTALLED BETWEEN THE PCM & VEHICLE HARNESS OR CONNECTED TO THE J3 CONNECTOR ON THE BACK OF THE PCM. IF AN "AFTERMARKET PERFORMANCE DEVICE" CAUSES DAMAGE TO THE POWERTRAIN NECESSITATING A REPAIR, AT PRESENT OR IN THE FUTURE, A RESULTING REPAIR IS NOT REIMBURSABLE UNDER WARRANTY. REFER TO THE WARRANTY & POLICY MANUAL, SECTION THREE UNDER NON-REIMBURSABLE CONDITIONS. IF NO "AFTERMARKET PERFORMANCE DEVICES" ARE FOUND, PERFORM DIAGNOSIS PER THE POWERTRAIN CONTROL/EMISSIONS DIAGNOSIS (PC/ED) MANUAL.

33079

1999/2000 F53 MOTORHOME STUMBLE/HESITATION

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

CALL 1/10/99 440-4321 100 6/10 5/3/01 Fix in JUNE will call: C.C.R. 6/2/01 NOT YET
607500 - Acceleration " 7/3/02 " "
VIN: 3FCMF53SIXJA04819; PAGE #3 CALL FPM NOT 7/1/00

March 1, 2000

This note is in regards to Information Bulletin 13079.

I have a 1999 motorhome with the F53 class A chassis, purchased in May 1998.

The stumble, stall and lack of power is very severe. The engine does die, making steering and stopping very difficult, creating a very dangerous situation.

I've been told by your tech hotline a solution may be in 60 to 90 days, that means another summer of dangerous driving. I've also been told by the manufacturer, ForestRiver, to tape up the holes on the canister and the funnel shaped opening at the bottom. I've have done this but have not driven in the rain to see if this cures the problem. I would like to know from you if this is a good temporary solution?

I've driven Ford products for years and think the Triton V/10 is great, but I feel this is a very dangerous situation and should be dealt with, with the highest of priority.

Please keep me informed, so I don't have to keep calling you.

