



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 241

Date Received

29-NOV-2001

Od_or _____
rt_dt _____
pd_rt _____
rp_lr _____

Reference No.

899684

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) (Locate at bottom of windshield or driver's side)	Vehicle Make	Vehicle Model	Vehicle Year	Current Odometer Reading
1XP5DB9X8YN520370	PETERBILT	379	2000	

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

Transmission Type	Antilock Brakes	Restraint System	Cruise Control	Drive Train	Vehicle Type	Body Style
☐ Manual ☐ Automatic	☒ Yes ☐ No	☒ 3-Point Belt ☐ Motorbelt ☐ Driverside Airbag ☐ 2-Point Bel ☐ Passengerside Airbag	☐ Yes ☐ No	☐ Front ☐ Rear ☐ 4-Wheel	☐ Car ☐ Sport Util ☐ Van ☐ Truck ☐ Minivan ☐ Motorcycle ☐ Other _____	☐ 2-Door ☐ 4-Door ☐ Stationwagon ☐ Pick Up Truck ☐ Other _____

FAILED COMPONENT(S)/PART(S) INFORMATION

Component 13100000	Part Name(s) STRUCTURE:FRAME:MEMBERS AND BODY	Location ☐ Left ☐ Right ☐ Front ☐ Rear	Failed Part(s) ☐ Original ☐ Replacement
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No of Failure	Dates of Failure(s) 28-NOV-2001	Failed Part(s) ☐ Yes ☐ No	NHTSA Previously ☐ Yes ☐ No
	Mileage at Failure(s) 190000		
	Vehicle Speed at Failure(s) _____		

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 Damag	Reported to Police ☐ Yes ☐ No
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NARRATIVE DESCRIPTION OF FAILURE(S), INCIDENT(S), INJURY(IES)

VEHICLE IS LEANING TOO MUCH TO THE LEFT. VEHICLE BEEN TO DEALER AND SEVERAL INDEPENDENT REPAIR SHOPS, AND NO ONE CAN CORRECT THE PROBLEM, ASKING NHTSA TO ASSIST ON THIS ISSUE. FEEL FREE TO PROVIDE ANY FURTHER INFORMATION CONCERNING THIS MATTER.*AK

COPIES OF REPORTS - FREE -

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.

 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 241 Date Received _____ Date NO / 2001 _____ Reference No. 899684 Work Number _____ Home Number _____	
OWNER INFORMATION (Type or Print) [Redacted] 728250		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 [Redacted] Date 01/25/01	
VEHICLE INFORMATION			
Vehicle Ident. No. (VIN) (Located at bottom of windshield on driver's side)	Vehicle Make	Vehicle Model	Vehicle Year
1XP5DB9X8YN520370	PETERBILT	379	2000
Purchase Date 09/01/00	Dealer's Name PETERBILT OF ILLINOIS - CHICAGO, L.L.C.		Engine Size CID/CC/L
☒ New ☐ Used	City Schaumburg	State ILLINOIS	Zip Code 60173
Transmission Type	Antilock Brakes	Restraint System	Cruise Control
☒ Manual ☐ Automatic	☒ Yes ☐ No	☒ 3-Point Belt ☐ Driver-side Airbag ☐ Passenger-side Airbag	☒ Yes ☐ No
Vehicle Type	Body Style	Drive Train	Engine Type
☐ Car ☐ Van ☐ Minivan ☐ Other	☐ 2-Door ☐ 4-Door ☐ Station wagon ☐ Pick Up ☐ Truck	☐ Front ☒ Rear ☐ 4 Wheel	☐ Turbo ☒ Diesel ☐ Gas ☐ Fuel Injection
FAILED COMPONENT(S)/PART(S) INFORMATION			
Component 13100000	Part Name(s) STRUCTURE:FRAME:MEMBERS AND BODY	Location ☒ Left Front ☐ Right Rear	Failed Part(s) ☐ Original ☐ Replacement
No. of Failures 11+	Date(s) of Failure(s) 23-NOV-2001 Mileage at Failure(s) 116,374 Vehicle Speed at Failure(s)	Failed Part(s) ☐ Yes ☐ No	NHTSA Previously ☐ 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	
NARRATIVE DESCRIPTION OF FAILURE(S), INCIDENT(S), INJURY(IES) VEHICLE IS LEANING TOO MUCH TO THE LEFT. VEHICLE BEEN TO DEALER AND SEVERAL INDEPENDENT REPAIR SHOPS, AND NO ONE CAN CORRECT THE PROBLEM, ASKING NHTSA TO ASSIST ON THIS ISSUE. FEEL FREE TO PROVIDE ANY FURTHER INFORMATION CONCERNING THIS MATTER. *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.			

Fold to show Return Address (no stamp needed) Fasten with tape or staple and mail																					
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)																					

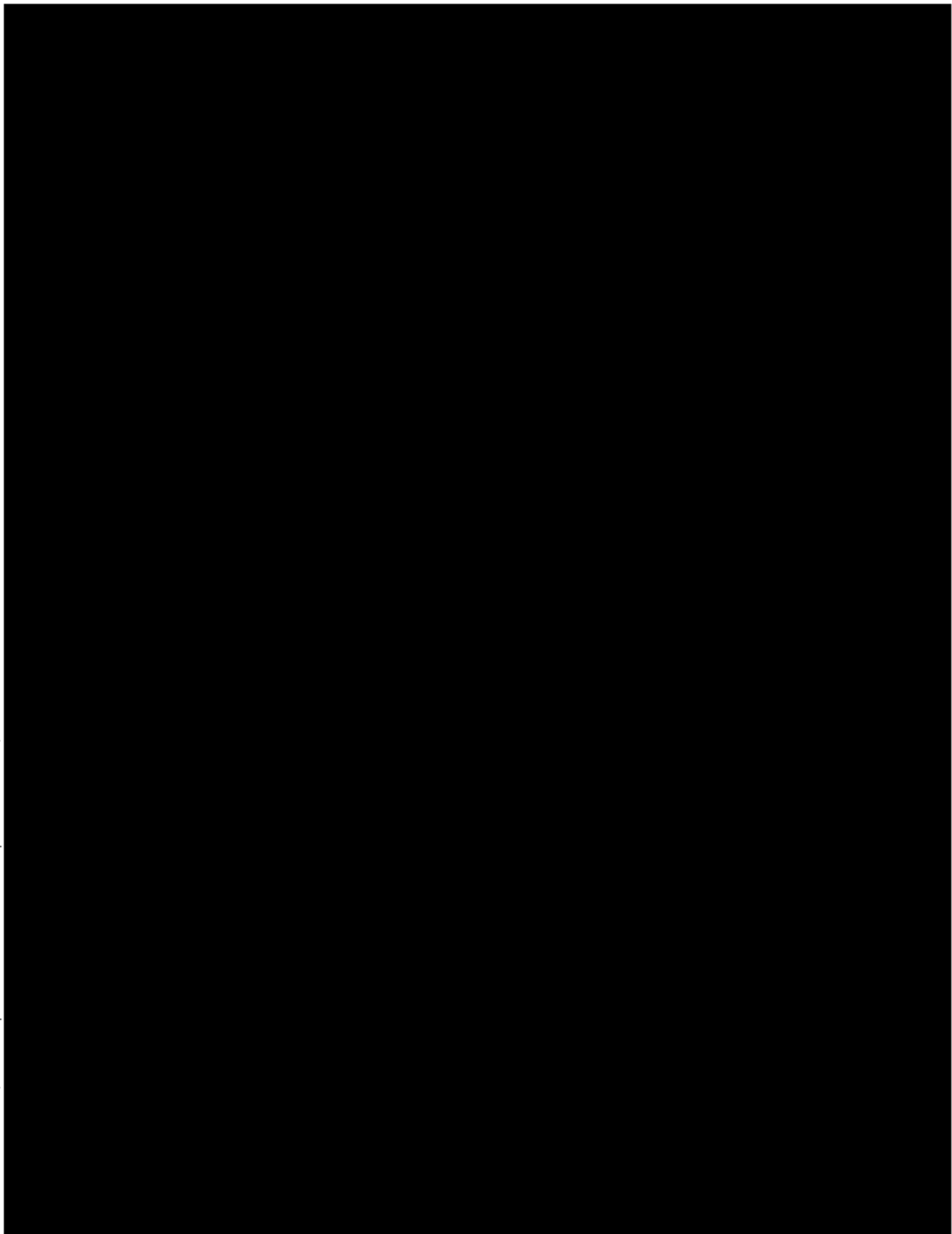
NOTE: 7 PAGES LETTERS AND DESCRIPTION ATTACHED WITH REPAIRED BILLS AND
IMPORTANT PAPERS OF MY TRUCK. NO LETTERS TO MANUFACTURED BUT
I HAS BEEN REPORTED MANY TIMES TO THERE MAIN OFFICE DENTON, TX.
AND THERE CUSTOMER HOT LINE 1-800-4-PETERBILT.

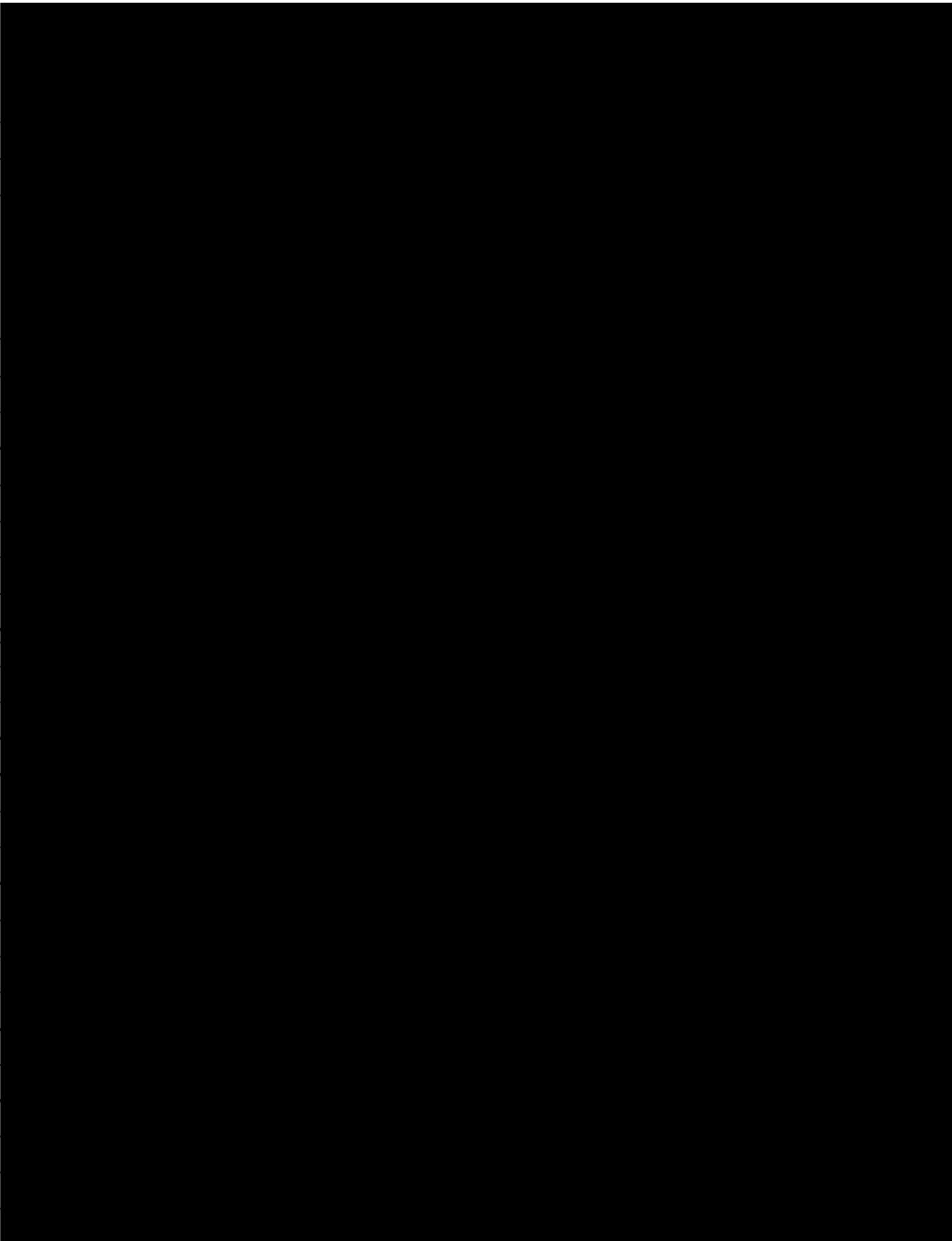
U.S. Department of Transportation
National Highway Traffic Safety Administration
Information Management Staff NSA-10.01
400 7th Street, SW
Washington, DC 20590

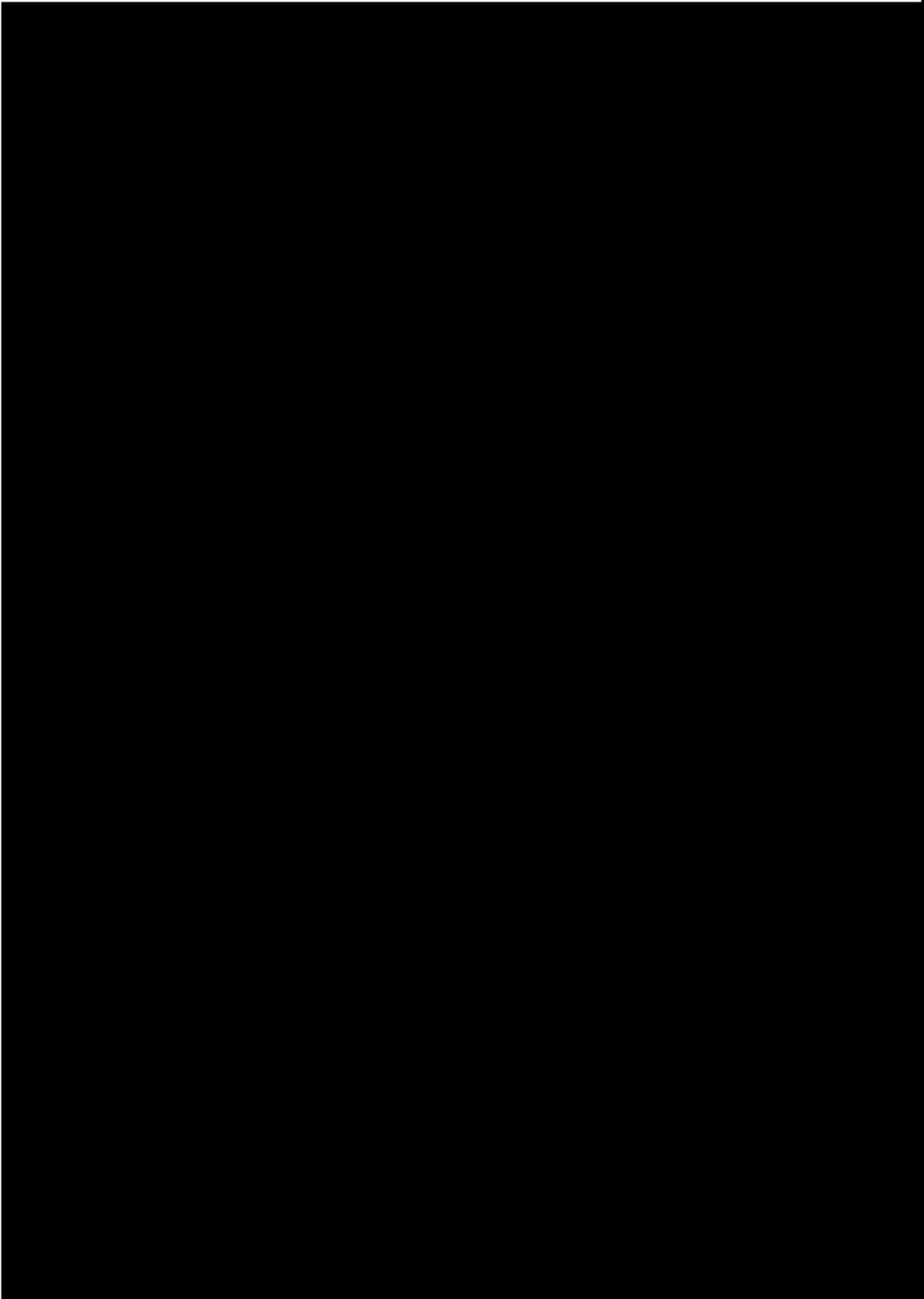


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PROTECT UNWARRANTED INVASION OF
PERSONAL PRIVACY PURSUANT TO
EXEMPTION 6 OF THE FREEDOM OF
INFORMATION ACT (FOIA), 5 U.S.C. 552(b)(6)**

(Page 1 through Page 32)







1. The first part of the document discusses the importance of maintaining accurate records of all transactions and activities. It emphasizes the need for transparency and accountability in financial reporting.

2. The second part of the document outlines the various methods used to collect and analyze data. It includes a detailed description of the sampling process and the statistical techniques employed to interpret the results.

3. The third part of the document presents the findings of the study. It shows that there is a significant correlation between the variables being studied, which supports the hypothesis that was tested.

4. The fourth part of the document discusses the implications of the findings for future research and practice. It suggests that the results of this study could be used to inform policy decisions and to guide the development of new interventions.

5. The fifth part of the document provides a conclusion and a summary of the key points. It reiterates the importance of the study and the need for further research in this area.

6. The sixth part of the document includes a list of references to the sources used in the study. It also includes a list of appendices that provide additional information about the study.

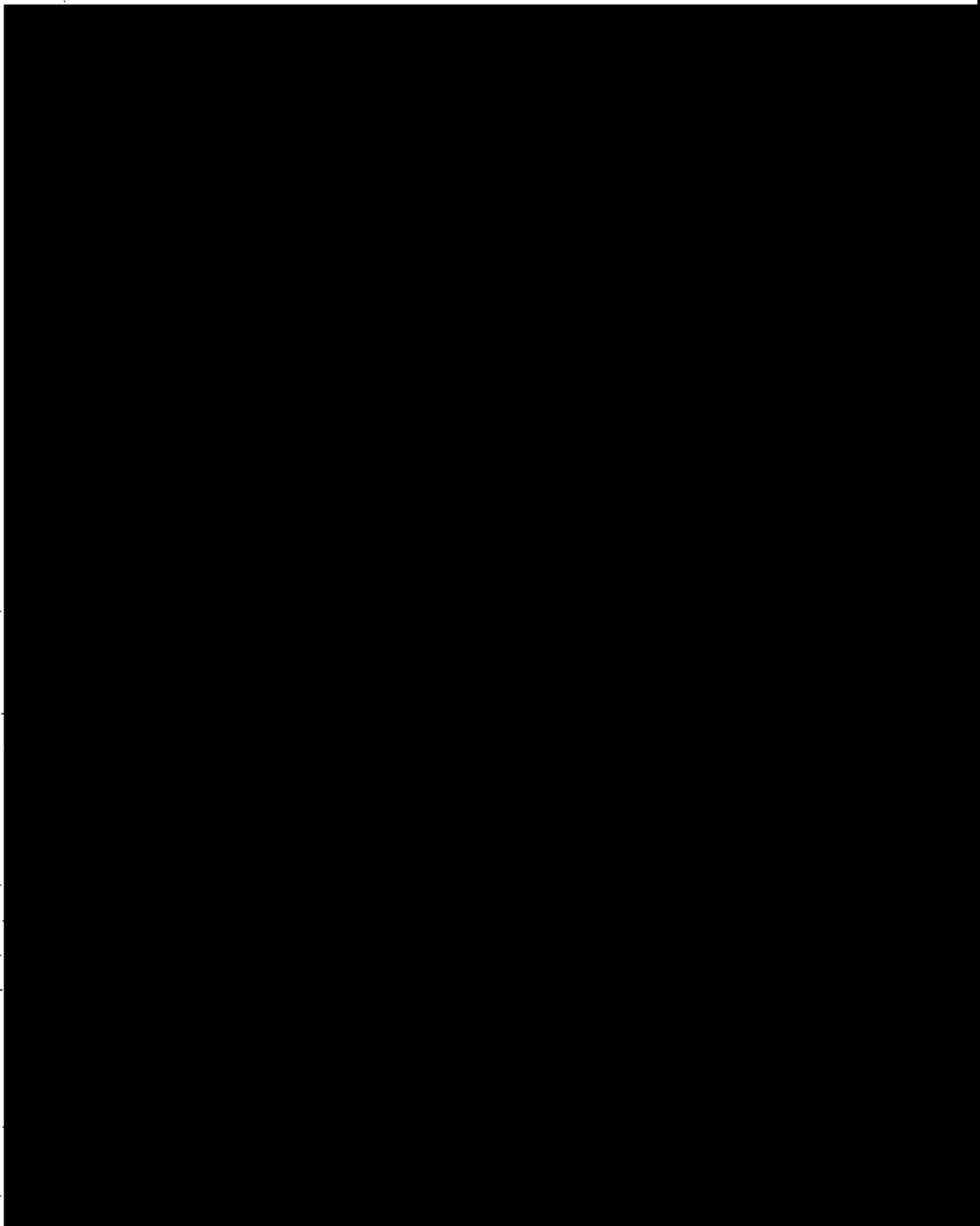
7. The seventh part of the document includes a list of figures and tables that are used to present the data. It also includes a list of footnotes that provide additional information about the study.

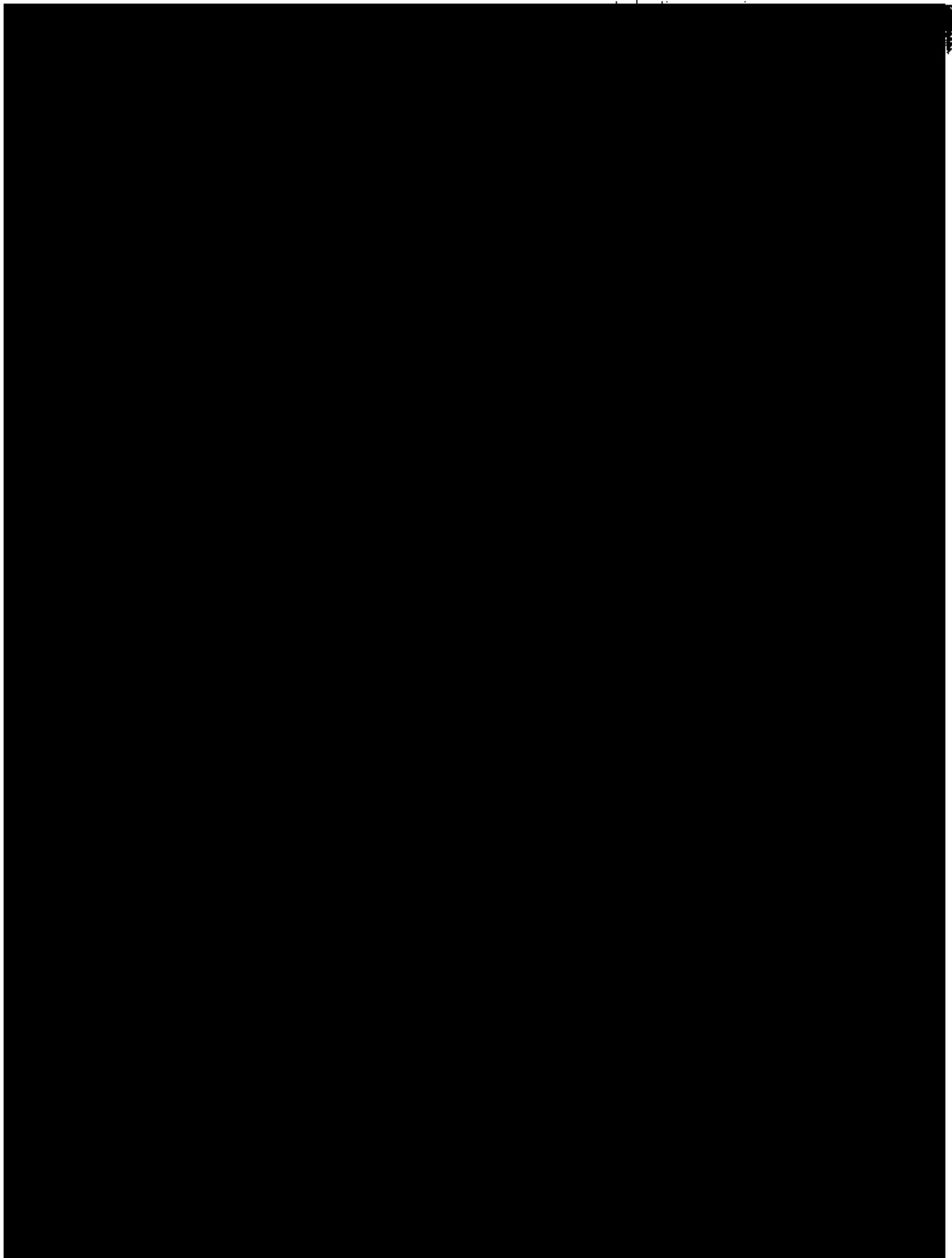
8. The eighth part of the document includes a list of acknowledgments that thank the people who helped with the study. It also includes a list of contact information for the authors.

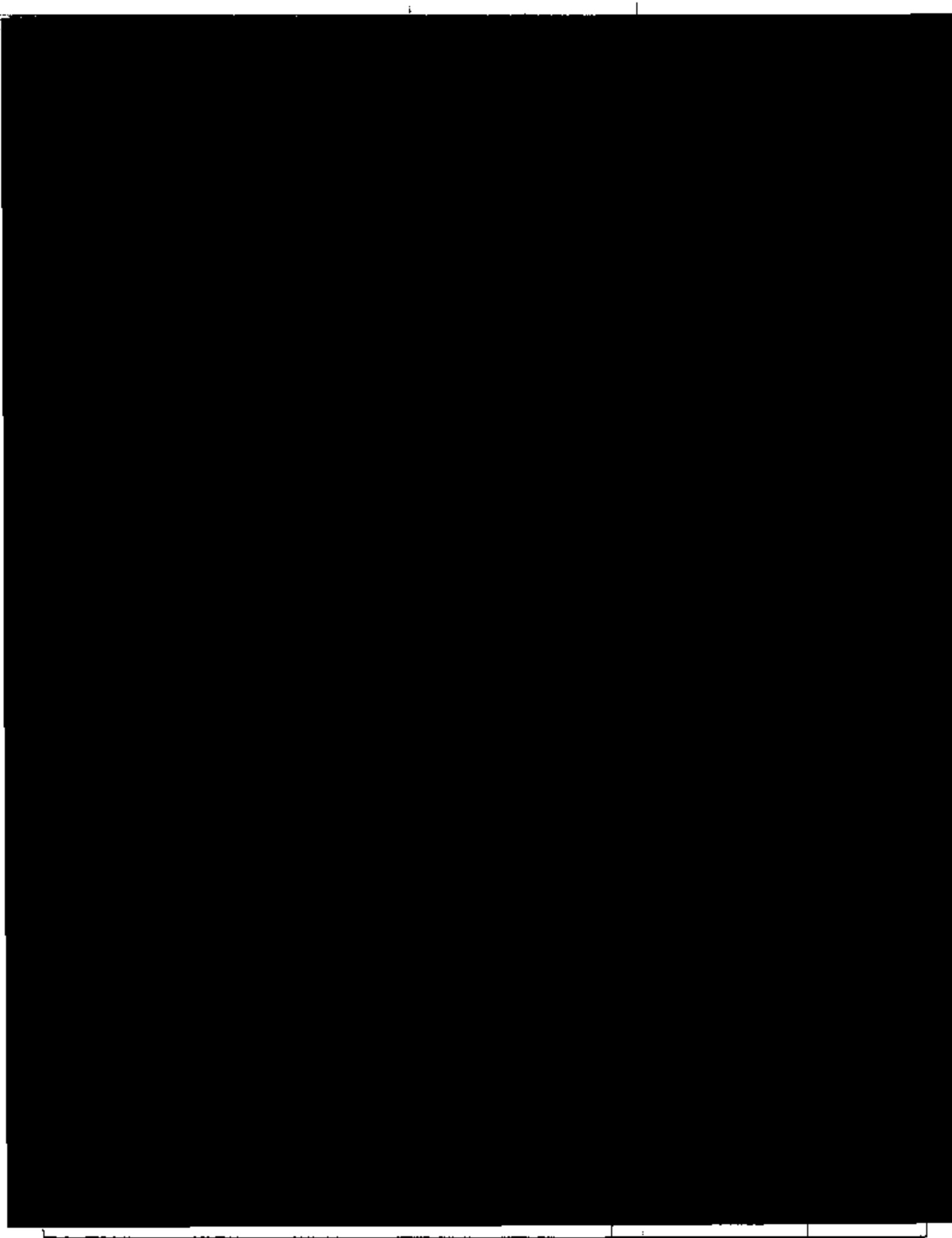
9. The ninth part of the document includes a list of appendices that provide additional information about the study. It also includes a list of footnotes that provide additional information about the study.

10. The tenth part of the document includes a list of appendices that provide additional information about the study. It also includes a list of footnotes that provide additional information about the study.

GER IN CHICAGO PETERBILT AND I APPRECIATED HIM, THAT THEY DONE A GOOD JOB. I THOUGHT THE PROBLEM WAS FIXED. BUT IN MY 9TH DAY ON THE ROAD 12/13/01. I WAS ON MY WAY TO DELIVER A LOAD IN ATLANTA, GA. 30 MILES SOUTH OF LOUISVILLE, KY. ON I-65. WHEN IT WAS DONE IT AGAIN THE SAME PROBLEM LEANING VERY HARD TO THE LEFT AND POWER STEERING WHEEL WAS TOO LOOSE (TOO MUCH PLAY). I NOTIFIED THE SERVICE MANAGER IN PETERBILT OF CHICAGO ABOUT THE PROBLEM OF THE TRUCK. I ASKED THE PHONE NUMBER OF THE PETERBILT FACTORY PLANT IN NASHVILLE, TN. I CALLED PETERBILT FACTORY PLANT IN NASHVILLE, TN AND I EXPLAINED TO HER THE PROBLEM OF MY TRUCK. SHE ANSWERED, I HAVE TO TALK TO THE GREAT LAKES REGIONAL PETERBILT REPRESENTATIVE AND I DID THAT WHAT SHE TOLD ME. I TALKED TO MR. ROBERT HOLT HE ASKED ME WHEN I COMING BACK AGAIN IN CHICAGO. I ANSWERED, BEFORE NEW YEAR SIR, I NEED TO GET FIX THIS PROBLEM IN NASHVILLE PETERBILT DEALER. BECAUSE I AM ON MY WAY GOING DOWN TO ATLANTA, GA. AND NASHVILLE PETERBILT DEALER WAS THE CLOSER ONE. SO I WAS GOING ONLY 35MPH ON I-65 WITH MY 4 WAYS FLASHER ON AND TENNESSEE DOT OFFICER PULLED ME OVER APPROXIMATELY 10 MILES NORTH OF NASHVILLE, TN. HE ASKED ME WHY I WAS DOING ONLY 35MPH AND THE MINIMUM SHOULD 45MPH. I ANSWERED SIR, MY TRUCK WAS LEANING VERY HARD TO THE LEFT AND MY POWER STEERING WHEEL WAS TOO LOOSE (TOO MUCH PLAY). SO HE GUIDED ME UP TO THE NEAREST TRUCK STOP. THEN I CALLED MY COMPANY, MARTEN TRANSPORT TO RE-POWER MY LOAD. I WENT BACKTAIL IN NASHVILLE PETERBILT DEALER TO GET FIX THE PROBLEM. THE FIRST MECHANIC WHO ROAD TEST MY TRUCK, HE SAID SOMETHING WRONG OF MY DRIVE AXLE. THE NEXT DAY THEY CHECKED EVERYTHING THEY CAN'T FIND THE PROBLEM. WE WERE ROAD TEST THE TRUCK WITH THE SHOP FOREMAN NAME RON. HE DROVE FIRST, THEN I DROVE GOING BACK TO THERE SHOP. WHILE I WAS DRIVING, I DEMONSTRATE HIM WHEN THE STEERING WHEEL GOING LOOSE (TOO MUCH PLAY). SO HE KNOWS EXACTLY THE PROBLEM. I TOLD HIM SIR, PLEASE CAN YOU PUT A NEW STEERING GEAR BOX. HE SAID OK WE DON'T HAVE NEW, BUT WE HAVE RE-MANUFACTURED. THEN I ASKED HIM IF THAT RE-MAN PART IS GOOD. HE SAID YES, THAT IS WHAT WE USED ALL THE TIME. SO THEY REPLACED THE STEERING GEAR BOX WITH







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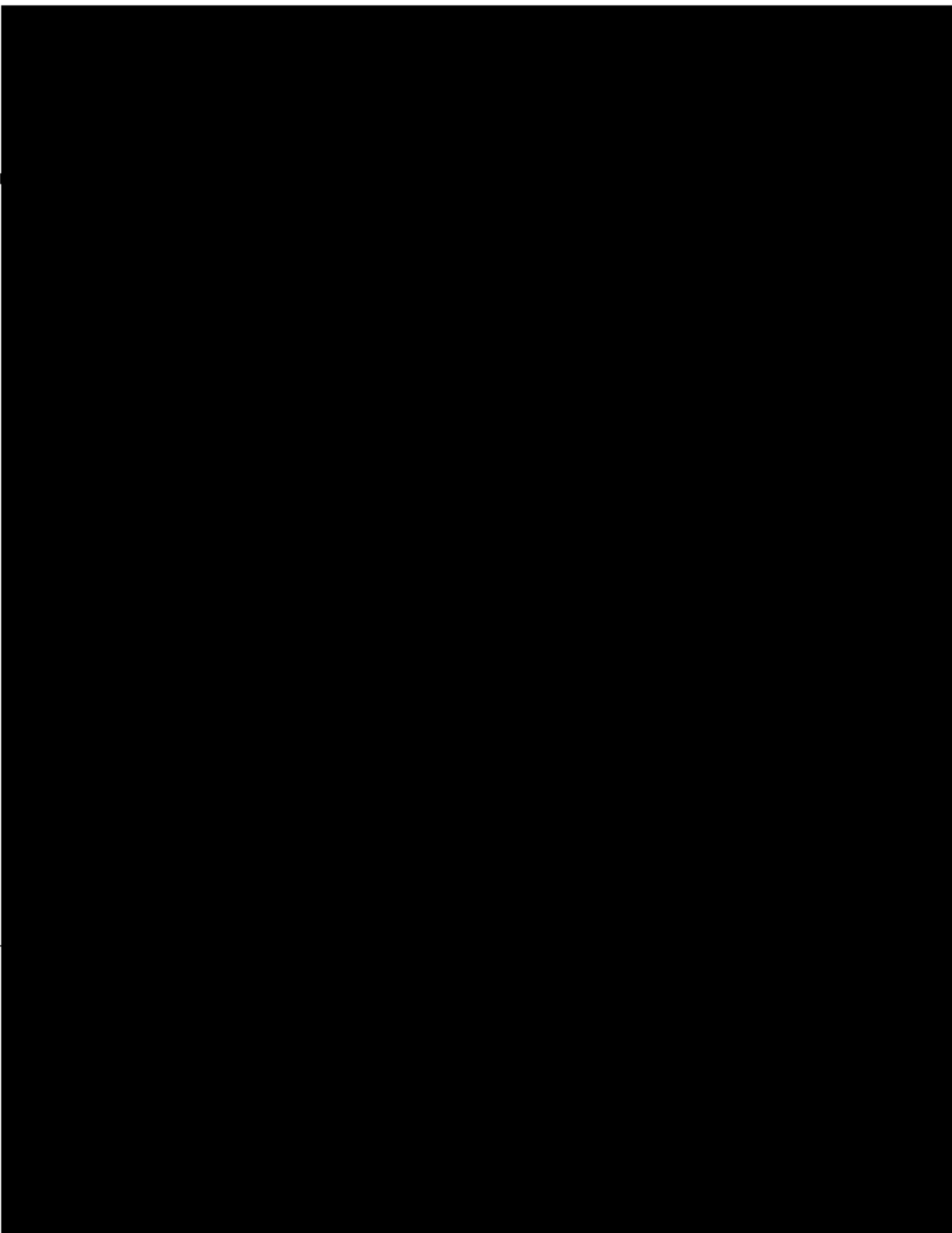
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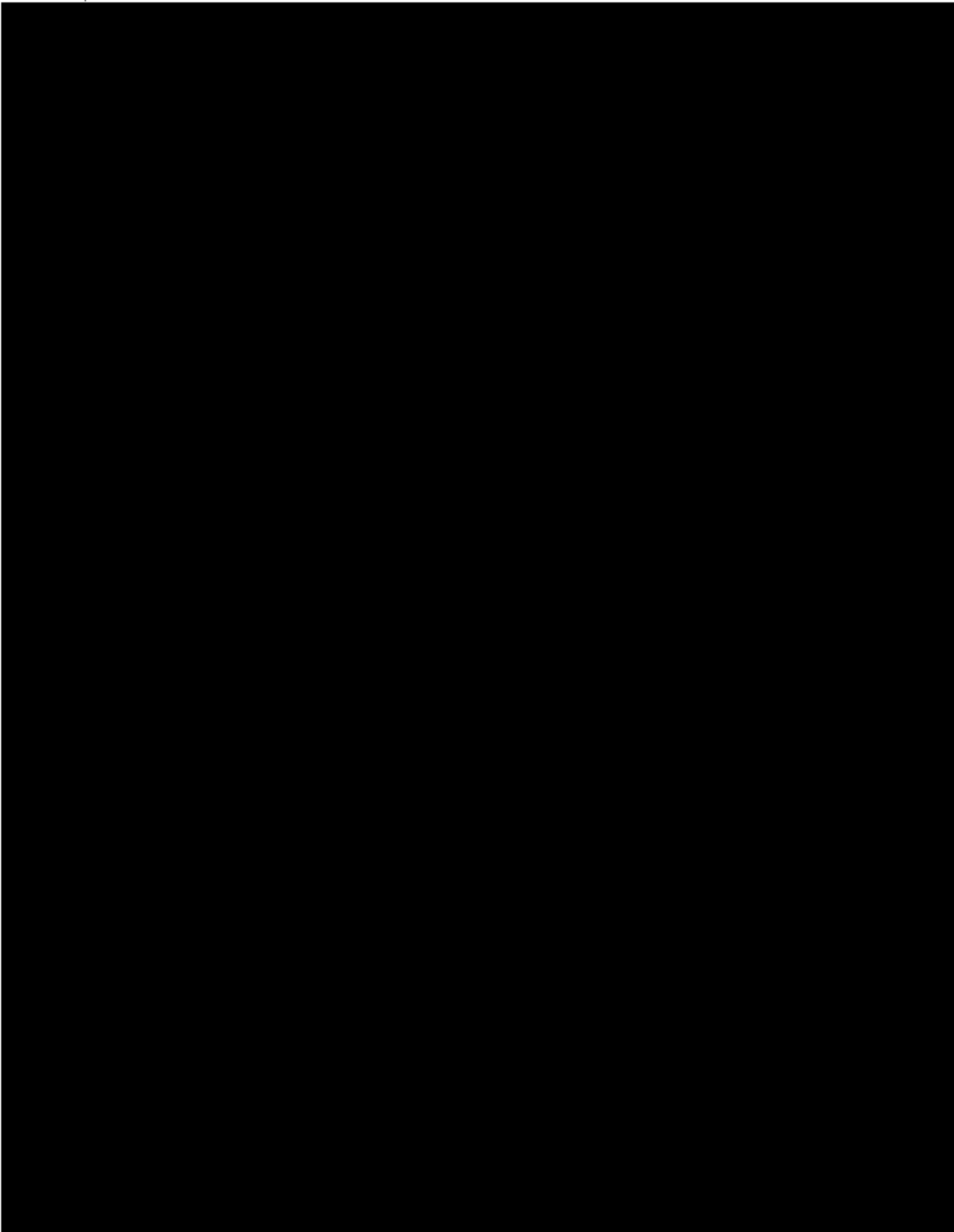
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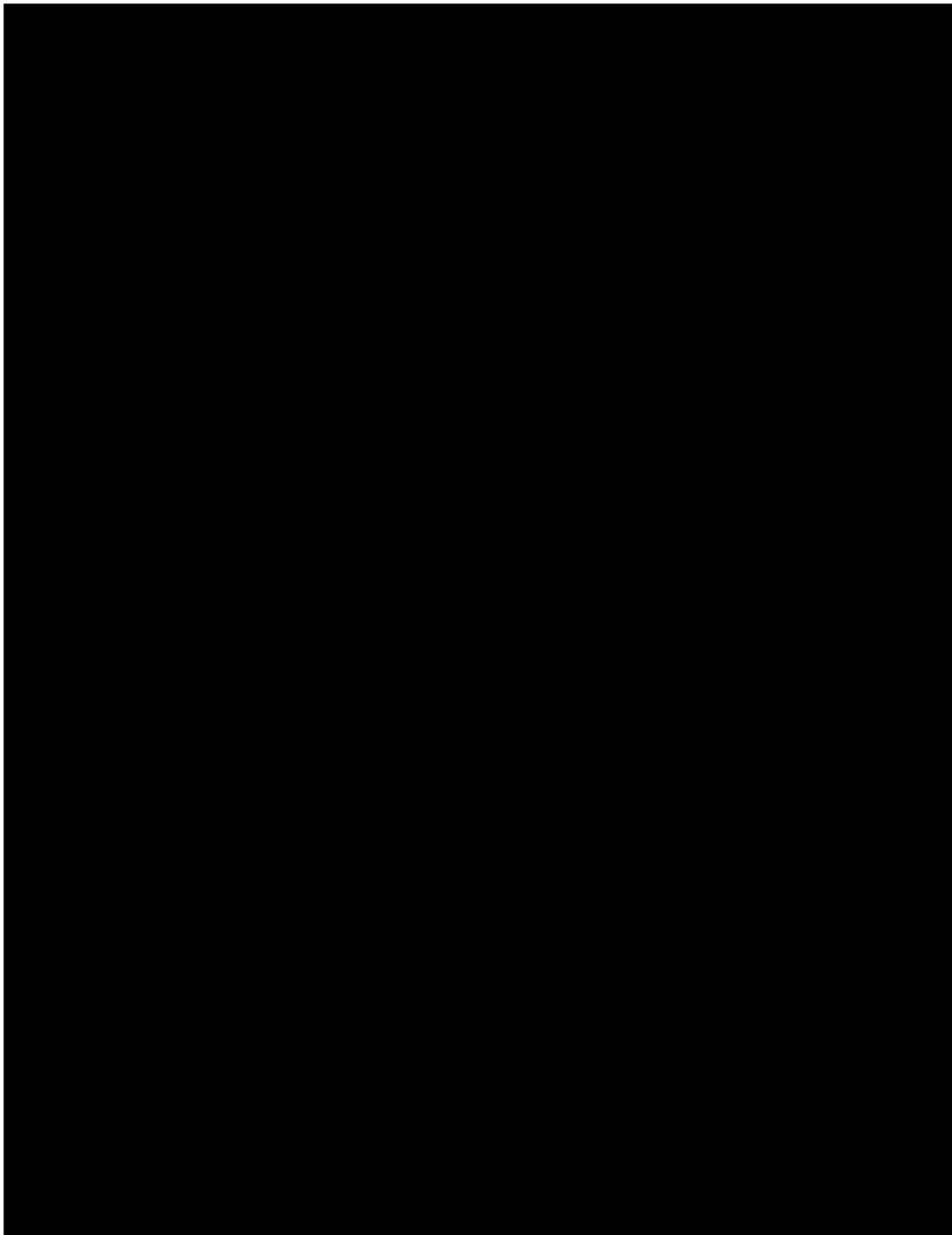
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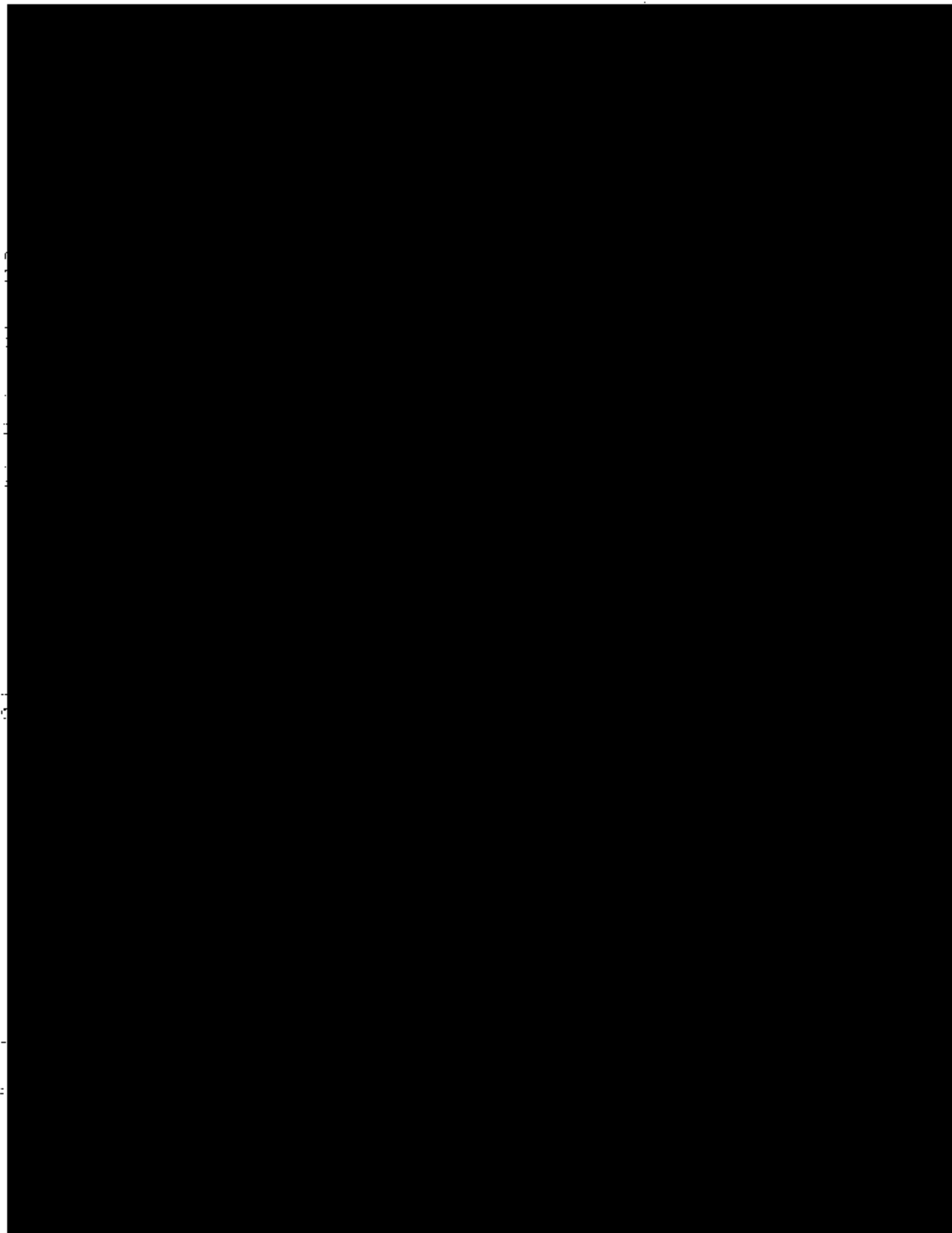


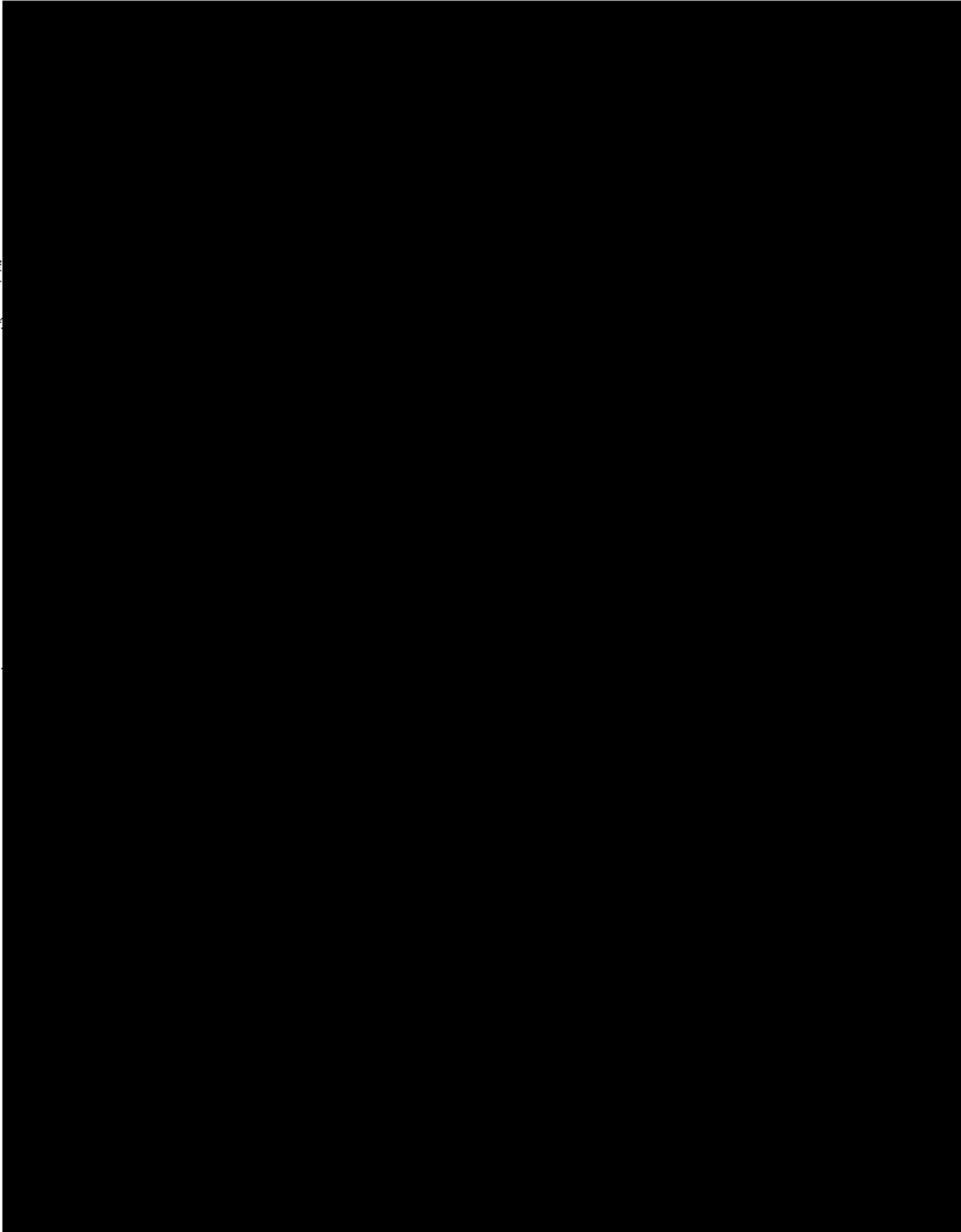


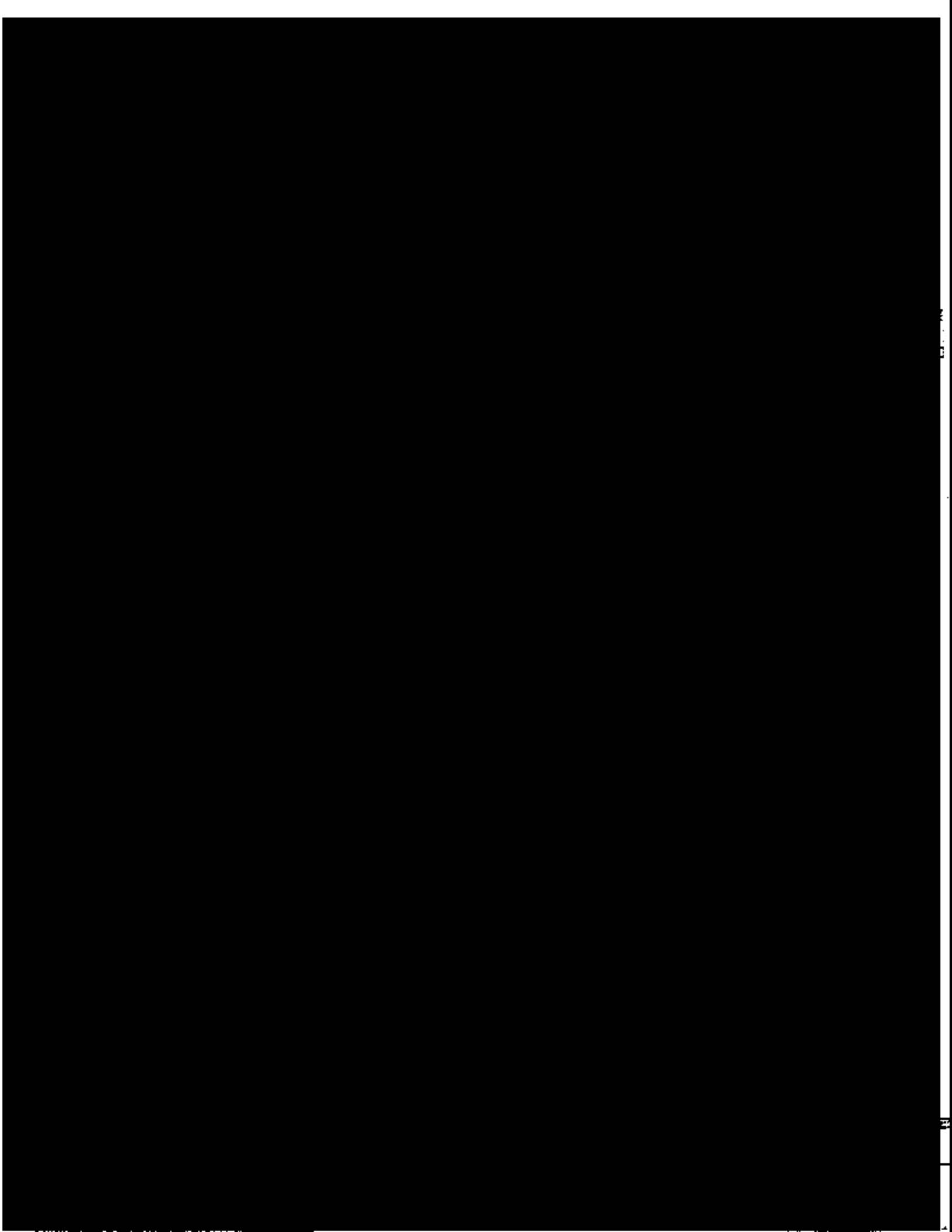


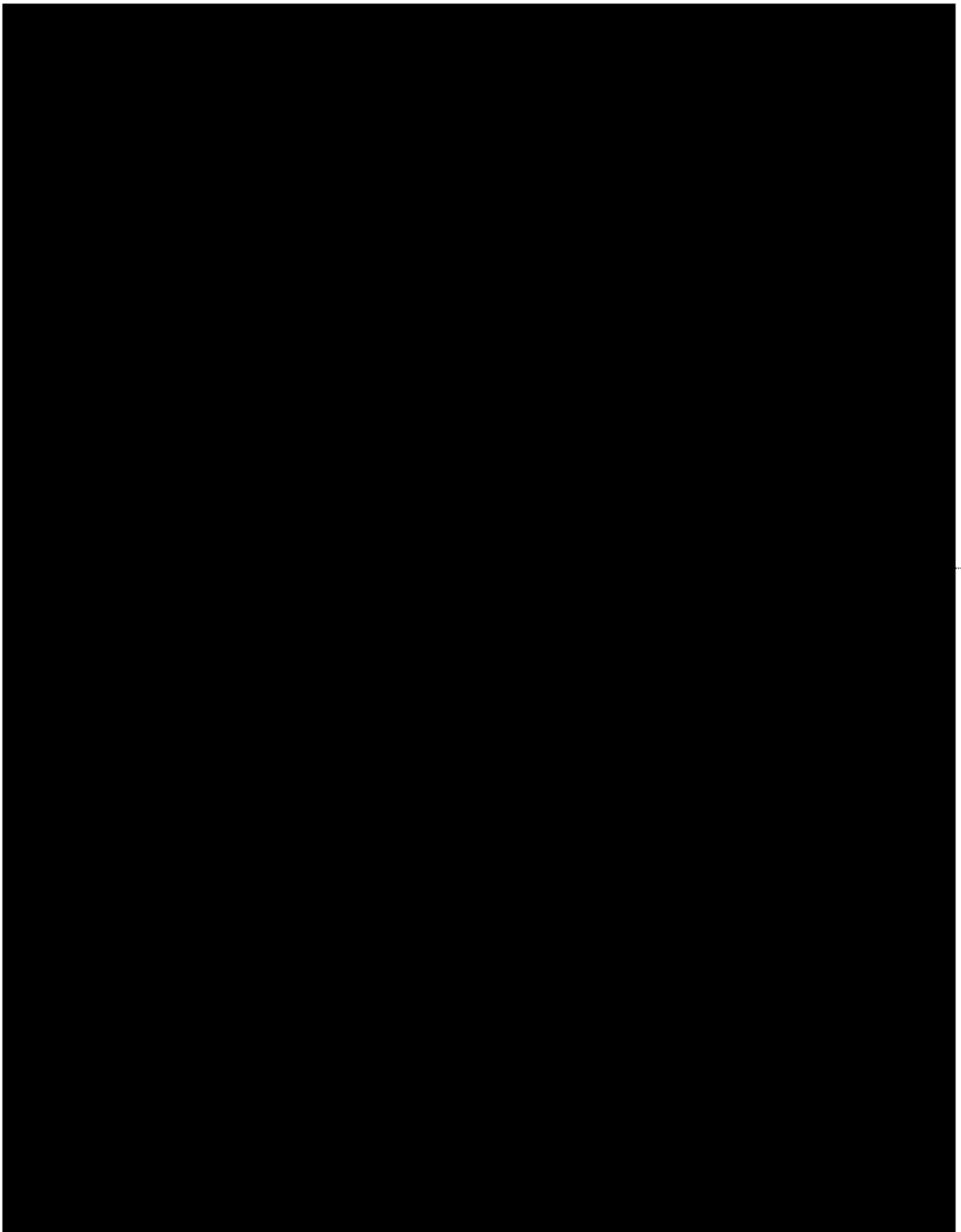


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