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12 **IN THE UNITED STATES DISTRICT COURT**
13 **FOR THE SOUTHERN DISTRICT OF CALIFORNIA**
14

15 WILLIAM LESSIN, on behalf of himself and
16 all others similarly situated,

17 Plaintiff,

18 v.

19 FORD MOTOR COMPANY, a Delaware
20 corporation; and Does 1 through 10, inclusive,

21 Defendants.
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Case No.: '19CV1082 AJB WVG

CLASS ACTION COMPLAINT

1. Violation of the California Consumer Legal Remedies Act (Cal. Civ. Code §§ 1750, *et seq.*);
2. Violation of California Unfair Competition Law (Cal. Bus. & Prof. Code §§ 17200);
3. Violation of California's False Advertising Law (Cal. Bus. & Prof. Code §§ 17500, *et seq.*)
4. Breach of Express Warranty (Based on California Law);
5. Breach of Implied Warranty (California Commercial Code § 2314);
6. Breach of Written Warranty Under the Magnuson-Moss Warranty Act (15 U.S.C. §§ 2301, *et seq.*);
7. Fraudulent Concealment (Based on California Law)

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- 8. Breach of the Duty of Good Faith and Fair Dealing;
- 9. Violation of the Song-Beverly Act – Breach of Implied Warranty (Cal. Civ. Code §§ 1792, 1791.1, *et seq.*)

DEMAND FOR JURY TRIAL

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28

CLASS ACTION COMPLAINT

1
2 Plaintiff William Lessin brings this action against Defendant Ford Motor Company (“Ford”) and
3 Does 1 through 10 (collectively “Defendants”), by and through their attorneys, individually and on
4 behalf of all others similarly situated, and allege as follows:

5 **I INTRODUCTION**

6 1. This is a class action lawsuit brought by Plaintiff on behalf of himself and a class of
7 current and former owners and lessees of Ford F-250 and F-350 trucks, model years 2005 through 2019
8 (the “Class Vehicles”).

9 2. This action arises from Defendant Ford’s failure to disclose to Plaintiff and similarly
10 situated consumers, despite their longstanding knowledge, that the Class Vehicles contain several latent
11 defects in their suspension and/or steering linkage systems—which typically manifests itself during and
12 shortly after the limited warranty period has expired—that cause the vehicle to start violent shaking,
13 which can only be controlled by a sudden substantial reduction of vehicle speed.

14 3. Significantly, the presence of this defect, resulting in the violent shaking of the vehicle,
15 poses a safety risk to the operator and passengers of the Class Vehicles. The violent shaking of the
16 vehicle can cause loss of control of the vehicle and difficulty steering while the Class Vehicles are in
17 operation at any time and under typical driving conditions or speed. This exposes the driver and
18 occupants of the Class Vehicles, as well as others who share the road with them, to an increased risk of
19 accident, injury, or death. As discussed further herein, numerous owners and lessees of the Class
20 Vehicles have experienced this spontaneous violent shaking while operating the Class Vehicles, thus
21 placing themselves and those around them in immediate danger and seriously risking the lives of its
22 consumer and other vehicle occupants on the road.

23 4. Not only did Defendant actively conceal the fact that particular components within the
24 Class Vehicles’ suspension are prone to failure, it did not reveal that the existence of the defect would
25 diminish the intrinsic and resale value of the Class Vehicles and lead to the safety concerns described
26 herein.

27 5. Defendant has long been aware of the defect described herein, yet Defendant has
28 routinely refused to repair the Class Vehicles without charge when the defect manifests. Indeed, in many

1 cases Defendant has even refused to disclose the existence of the defect when Class Vehicles displaying
2 symptoms consistent with the defect are brought in for service, instead choosing to recommend costly
3 repairs.

4 6. Many other owners and lessees of the Class Vehicles have communicated with Defendant
5 and/or its agents to request that they remedy and/or address the defect and/or resultant damage at no
6 expense. Defendant has routinely failed to do so even within the warranty period.

7 7. Not only has Defendant refused to take any action to correct this concealed defect when it
8 manifests in the Class Vehicles outside of the warranty period, in many instances, it required owners to
9 pay for purported fixes for this problem when it manifested within the warranty period. Because the
10 defect can manifest shortly outside of the warranty period for the Class Vehicles—and given Defendant’s
11 knowledge of this concealed, safety-related defect—Defendant’s attempt to limit the warranty with
12 respect to the suspension defect is unconscionable and unenforceable here.

13 8. Despite notice and knowledge of the defect from the numerous complaints it has
14 received, information received from dealers, National Highway Traffic Safety Administration
15 (“NHTSA”) complaints, and their own internal records, including pre-sale durability testing, Defendant
16 has not recalled and/or offered an adequate suspension repair to the Class Vehicles, offered their
17 customers suitable repairs or replacements free of charge, or offered to reimburse their customers who
18 have incurred out-of-pocket expenses to repair the defect.

19 9. As a result of Defendant’s unfair, deceptive and/or fraudulent business practices, owners
20 and/or lessees of the Class Vehicles, including Plaintiff, have suffered an ascertainable loss of money
21 and/or property and/or loss in value. The unfair and deceptive trade practices committed by Defendant
22 were conducted in a manner giving rise to substantial aggravating circumstances.

23 10. Had Plaintiff and other Class Members known of the defect at the time of purchase or
24 lease, they would not have bought or leased the Class Vehicles, or would have paid substantially less for
25 them.

26 11. Plaintiff is also informed and believes, and on that basis alleges, that as the number of
27 complaints increased, and Class Members grew dissatisfied with the performance of the Class Vehicles,
28 Defendant was forced to acknowledge that the Class Vehicles suffer from an inherent defect.

1 12. As a result of the defect and the monetary costs associated with attempting to repair the
2 defect, Plaintiff and the Class Members have suffered injury in fact, incurred damages, and have
3 otherwise been harmed by Defendant’s conduct.

4 13. Accordingly, Plaintiffs bring this action to redress Defendants’ violations of the
5 consumer protection statutes of California and also seek recovery for Defendants’ breach of express
6 warranty, breach of implied warranty, breach of the duty of good faith and fair dealing, and common law
7 fraud.

8 **II JURISDICTION**

9 14. This Court has subject matter jurisdiction of this action pursuant to 28 U.S.C. § 1332 of
10 the Class Action Fairness Act of 2005 because: (i) there are 100 or more class Members, (ii) there is an
11 aggregate amount in controversy exceeding \$5,000,000, exclusive of interest and costs, and (iii) there is
12 minimal diversity because at least one plaintiff and one defendant are citizens of different States. This
13 court has supplemental jurisdiction over the state law claims pursuant to 28 U.S.C. § 1367.

14 15. This Court has specific personal jurisdiction over Defendant because it is registered to
15 conduct business in California, has purposefully availed itself of the benefits and protections of
16 California by conducting continuously and systematically conducting substantial business in this judicial
17 district, directing advertising and marketing materials to districts within California, and intentionally and
18 purposefully placing Class Vehicles into the stream of commerce within the districts of California and
19 throughout the United States with the expectation and intent that they would be purchased by
20 consumers. Moreover, Plaintiff’s causes of action all arise out of Defendant’s contacts with the State of
21 California.

22 **III VENUE**

23 16. Venue is proper in this judicial district pursuant to 28 U.S.C. §1391 because Defendant
24 transacts business in this District, is subject to personal jurisdiction in this District, and therefore is
25 deemed to be citizens of this district. Additionally, there are one or more authorized Ford dealers within
26 this District and Ford has advertised in this District and have received substantial revenue and profits
27 from their sales and/or leasing of Class Vehicles in this district; therefore, a substantial part of the events
28 and/or omissions giving rise to the claims occurred, in part, within this District.

IV PARTIES

A. Plaintiff William Lessin

17. Plaintiff William Lessin is a resident of San Diego, California. Plaintiff owns a 2011 Ford F-250, which he purchased in Poway, California, on July 23, 2010 (for the purposes of this paragraph “the Vehicle”). Prior to purchasing the Vehicle, Plaintiff reviewed the sticker placed on its window by Defendant. The window sticker advertised the various features of the Vehicle (such as the price, specifications, gas mileage, equipment and warranty details and crash test ratings) and Plaintiff relied on the advertisements contained within the window sticker when deciding to purchase the Vehicle. The window sticker did not state that the Vehicle suffered from any defects.

18. Plaintiff Lessin purchased (and still owns) the Vehicle, which is used for personal, family and/or household uses.

19. Plaintiff has presented the Vehicle to Mossy Ford of San Diego for repair on two occasions within a period of less than three months to correct the Defect (defined *infra* at ¶ 26). On each occasion, Defendant has failed to provide an adequate remedy to the Death Wobble (defined *infra* at ¶¶ 27-28), denied the existence of the Defect, and has refused to provide repair the Vehicle under warranty.

20. Plaintiff Lessin has suffered an ascertainable loss as a result of Defendant’s omissions and/or misrepresentations associated with the Defect, including, but not limited to, out of pocket losses for repairs (approximately \$1,231.00), out of pocket losses for replacement parts (approximately \$375.75), diminished value of his vehicle, and other consequential damages.

21. Neither Defendant, nor any of its agents, dealers, or other representatives informed Plaintiff Lessin of the existence of the Defect prior to, or any time after, his purchase.

B. Defendant Ford Motor Company

22. Defendant Ford Motor Company is a corporation doing business in all 50 states and the District of Columbia and is organized under the laws of the State of Delaware, with its principle place of business in Dearborn, Michigan.

23. At all times relevant to this action, Ford manufactured, sold, and warranted the Class Vehicles throughout the United States. Ford and/or its agents, divisions, or subsidiaries designed, manufactured, and installed the steering linkage system/suspension on the Class Vehicles.

1 24. The true names and capacities of the Defendants sued herein as DOES 1 through 10,
2 inclusive, are currently unknown to Plaintiff, who therefore sues such Defendants by such fictitious
3 names. Each of the Defendants designated herein as a DOE is legally responsible in some manner for the
4 unlawful acts referred to herein. Plaintiff will seek leave of Court to amend this Complaint to reflect the
5 true names and capacities of the Defendant designated herein as DOES when such identities become
6 known.

7 25. Based upon information and belief, Plaintiff alleges that at all times mentioned herein,
8 each and every Defendant was acting as an agent and/or employee of each of the other Defendants, and
9 at all times mentioned was acting within the course and scope of said agency and/or employment with
10 the full knowledge, permission, and consent of each of the other Defendants. In addition, each of the
11 acts and/or omissions of each Defendant alleged herein were made known to, and ratified by, each of the
12 other Defendant.

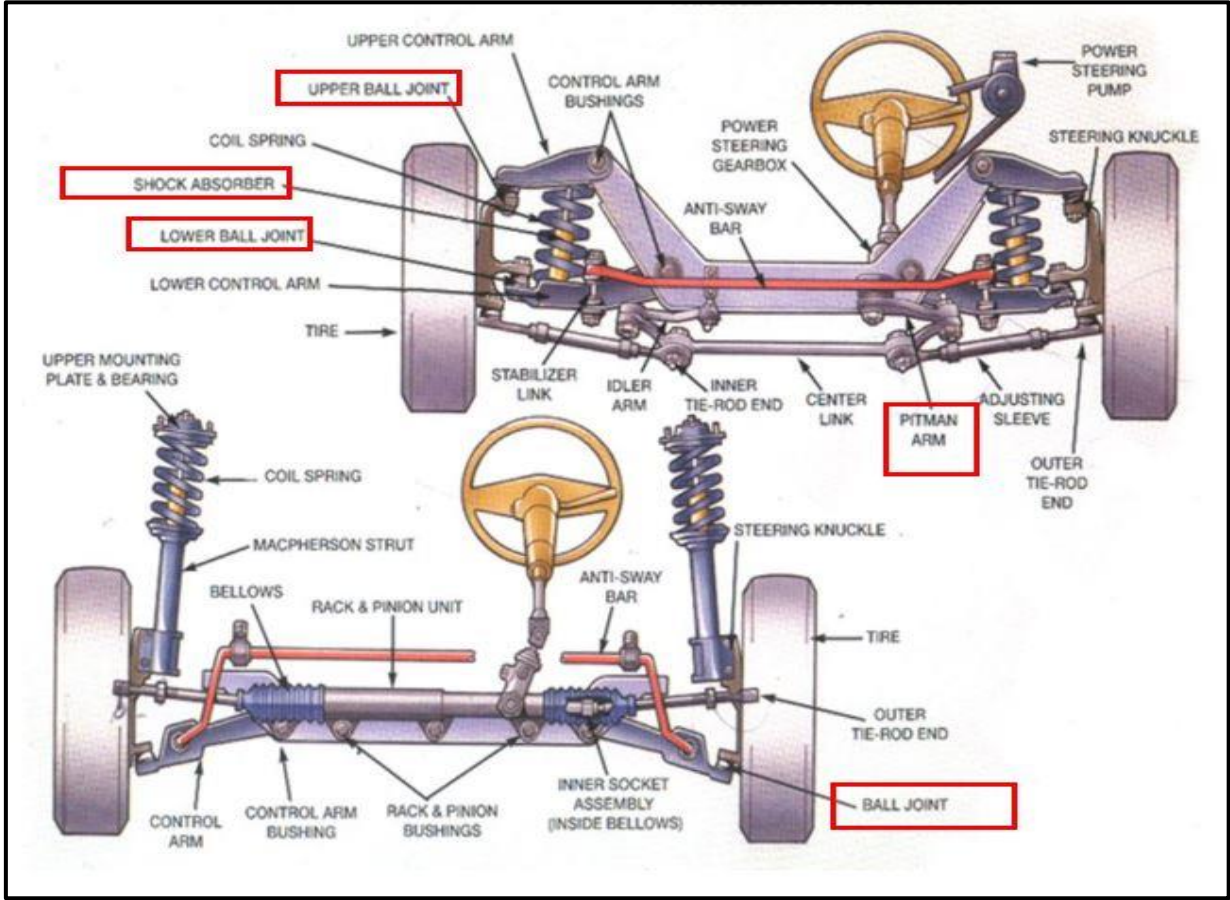
13 **V FACTUAL ALLEGATIONS**

14 **A. The Class Vehicles Suffer from Dangerous Defects**

15 26. The Class Vehicles suffer from one or more defects in their suspension and steering
16 linkage systems (illustrated below at p. 10), including but not limited to, abnormal wearing and/or
17 loosening of the track bar bushing (or “pitman arm”), damper bracket, the ball joints, control arms,
18 shock absorbers, and/or struts, resulting in spontaneous and continuous violent shaking of the vehicle
19 when encountering irregularities in the roadway surface at freeway speeds (collectively referred to as
20 “the Defect” or “the Death Wobble Defect”). The Defect which may result in a loss of steering control,
21 increases the Class Vehicles’ risk of crash, thus affecting their safety and value.

22 27. The Defect causes the Class Vehicles to lose steering control during normal operation
23 and poses a serious risk of crash without warning. As discussed below, Plaintiff and numerous Class
24 Vehicle owners and lessees have reported that the Defect causes a sudden loss of steering control, a
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1 violent front-end vibration and swaying of the Vehicles—an event that has been referred to as a “Death
2 Wobble.”¹



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19 28. The Death Wobble is typically triggered when the Class Vehicles are traveling at speeds
20 above 50 miles per hour and one of the tires hits a groove or bump in the road. This causes a violent
21 shaking of the vehicle, which can only be controlled by a sudden reduction of speed. The violent
22 shaking of the vehicle and inability of the driver to retain full steering control poses a serious risk of
23 injury to the occupants and the surrounding cars or pedestrians.

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27 ¹ See <http://www.trucktrend.com/how-to/chassis-suspension/1305dp-curring-death-wobble-tightening-up-your-steering/> (describing “death wobble” in detail) [last accessed June 10, 2019]; see also
28 <https://www.youtube.com/watch?v=F7M2-DC59pk> (demonstrative video of the death wobble experience) [last accessed June 10, 2019].

1 29. Based on information and belief, the Defect is present at the time of sale of all Class
2 Vehicles, and its first identifiable symptom—i.e. the Death Wobble—can manifest at any point after the
3 point of purchase of a Class Vehicle.

4 30. One of the most important sources of field data regarding this issue is the National
5 Highway Traffic Safety Administration’s Consumer Complaint Database. This publicly available
6 database contains all motor vehicle-related consumer complaints submitted to NHTSA since January
7 2000. Consumers submit what is called a “Vehicle Owner Questionnaire” in which they asked to
8 provide information that includes, the make, model, and model year of the vehicle, the approximate
9 incident date, the mileage at which the incident occurred, whether the incident involved a crash or a fire,
10 whether any persons were injured or killed in the incident, the speed of the vehicle at the time of the
11 incident, and a description of the incident along with a description of the vehicle components they
12 believe were involved in the incident. The majority of consumer complaints are submitted online at
13 www.safercar.gov where consumers can input this information directly into the database through their
14 computer. They can also submit complaints by telephone through the Auto Safety Hotline, through
15 submitting a paper Vehicle Owner Questionnaire form, and by submitting consumer letters to NHTSA
16 by mail. This information is then entered into NHTSA’s ARTEMIS database where it can be searched
17 and reviewed by the general public and vehicle manufacturers alike, by make, model, model year, and
18 component. this database is promoted by NHTSA as a valuable consumer information tool.

19 31. From March 10, 2005, through February 6, 2019, a stunning 1,265 consumer complaints
20 have been submitted to NHTSA describing having experienced the Death Wobble, in many cases on
21 repeated occasions.

22 32. The extreme danger posed by the Death Wobble is evidenced by the fact that of these
23 1,265 consumer complaints regarding the Death Wobble:

- 24 • 12 resulted in accidents and injuries;
- 25 • another 82 resulted in a loss of control of the vehicle; and
- 26 • a staggering 148 consumer complaints expressed the fear that people would be killed as a
27 result of the Death Wobble defect.

1 **1. NHTSA Consumer Complaints of Death Wobble Resulting in Crashes**

2 33. The following are the consumer complaints submitted to NHTSA where the Death
3 Wobble defect caused an accident:²

4 **September 24, 2009 NHTSA ID NUMBER: 10285130**

5 **Components: SUSPENSION**

6 **NHTSA ID Number:** 10285130

7 **Incident Date** September 23, 2009

8 **Consumer Location** CASTLEWOOD, VA

9 **Vehicle Identification Number** N/A

10 **Summary of Complaint**

11 **CRASH**Yes

12 **FIRE**No

13 **INJURIES**0

14 **DEATHS**0

15 FORD F-250 SUPERDUTY- WHILE DRIVING AT 55MPH OR HIGHER,AND YOU HIT A SMALL
16 POTHOLE OR DIP IN THE ROAD, THIS VEHICLE GOES INTO A VIOLENT SHIMMY. THE
17 VEHICLE IS UNCONTROLLABLE AND EXTREMELY DANGEROUS. I WON'T LET ANY OF
18 MY FAMILY MEMBERS RIDE IN THE TRUCK WITH ME AND CRINGE AT THE THOUGHTS
19 OF HAVING TO DRIVE IT ON THE INTERSTATE! IT HAS SHAKEN ME OFF THE ROAD AND
20 INTO THE DITCH OR MEDIAN SEVERAL TIMES. *TR

21 **1 Affected Product**

22 **April 25, 2007 NHTSA ID NUMBER: 10188890**

23 **Components: STEERING**

24 **NHTSA ID Number:** 10188890

25 **Incident Date** April 24, 2007

26 **Consumer Location** EASTCHESTER, NY

27 **Vehicle Identification Number** 1FTSW21565E*****

28 **Summary of Complaint**

CRASHYes

FIRENo

INJURIES0

DEATHS0

SHORTLY AFTER I PURCHASED MY 2005 FORD F-250 SUPER DUTY PICKUP I
EXPERIENCED A VIOLENT VIBRATION IN THE STEERING, WHEN TRAVELING OVER 55
MPH, AFTER HITTING A SMALL BUMP IN THE ROAD. WHEN I BROUGHT MY TRUCK IN
FOR SERVICE AND MENTIONED THIS EPISODE. THE SERVICE MANAGER ACTED AS
THOUGH IT WERE AN ANOMALY, MAYBE THE ROAD CONDITIONS OR SOMETHING ELSE.
THIS DIDN'T SEEM TO BE THE TRUTH, SINCE IT HAPPENED SEVERAL TIMES SINCE

² The foregoing complaints are reproduced as they appear on the NHTSA website. Any typographical errors are attributable to the original author of the complaint. Emphasis added to original text is denoted by bold underlining.

1 THEN. WHEN I BROUGHT IT TO THE ATTENTION OF THE LOCAL SERVICE MANAGER, HE
2 SAID THAT THIS IS COMMON AMONGST THESES LARGE PICKUP TRUCKS, AND JUST TAP
3 THE BRAKES UNTIL THE VIBRATIONS SUBSIDE, IT SHOULDN'T LAST LONG. YESTERDAY
4 I WAS TRAVELING AT ABOUT 60 MILES AN HOUR ON THE HIGHWAY, WHEN I WENT
5 OVER A SEWER GRATE IN THE LEFT LANE. THE VIBRATION BECAME SO VIOLENT THAT
6 I HAD NO CONTROL OF THE STEERING AT ALL. I NARROWLY AVOIDED A COLLISION
7 WITH A FUEL TRUCK AND SEVERAL OTHER CARS ON MY WAY OFF THE ROAD AND
8 INTO WOODS CAUSING MULTIPLE TIRE DAMAGE, AND SUFFERING DENTS AND
9 DAMAGE TO THE VEHICLE. I THANK GOD NO ONE WAS HURT, INCLUDING ME. I WAS
10 ABLE TO DRIVE THE TRUCK AWAY AFTER CHANGING THE TIRES AND CLEANING UP
11 THE MESS FROM MY PERSONAL PROPERTY BEING TOSSED AROUND THE CABIN. NOT
12 ONLY DID I LOOSE STEERING BUT, I WAS SURPRISED THAT SUCH A VIOLENT EPISODE
13 DID NOT DEPLOY THE AIR BAGS. I RETURNED TODAY TO THE DEALER WITH MY
14 TRUCK. THE SERVICE MANAGER HAD BEEN REPLACED, WITH A NEW ONE. WHEN I
15 INFORMED HIM OF THE SITUATION HE CHECKED THE COMPUTER FOR MY RECORDS
16 AND MAGICALLY HE WAS ABLE TO FIND EVERY OTHER RECORD OF SERVICE AND
17 REPAIRS, EXCEPT THE STEERING COMPLAINTS. TOMORROW, THE 26TH, I HAVE AN
18 APPOINTMENT WHERE I HOPE TO HAVE THIS CORRECTED. ALTHOUGH THIS SERVICE
19 MANAGER SAYS HE HASN'T HEARD OF ANY PROBLEMS WITH THESE TRUCKS. I WAS
20 SEARCHING THE INTERNET AND FOUND MULTIPLE COMPLAINTS ON
21 DIFFERENT SITES, INCLUDING THE ONE THAT MADE REFERENCE TO YOUR SITE.
22 THROUGH INSURANCE, I HOPE THAT THERE WOULD BE SOME TYPE OF LIABILITY TO
23 THE FORD MOTOR COMPANY. *JB

1 **Affected Product**

17 **August 29, 2008 NHTSA ID NUMBER: 10240263**

18 **Components: STEERING, TIRES**

19 **NHTSA ID Number:** 10240263

20 **Incident Date** August 27, 2008

21 **Consumer Location** PARKER, AZ

22 **Vehicle Identification Number** 1FTSW21P85E*****

23 **Summary of Complaint**

24 **CRASH**Yes

25 **FIRE**No

26 **INJURIES**0

27 **DEATHS**0

28 TL*THE CONTACT OWNS A 2005 FORD F-250. WHILE DRIVING 55 MPH, THE FRONT END
OF THE VEHICLE BEGAN TO SHAKE. THE CONTACT SLOWED THE VEHICLE DOWN AND
THE TIRES BLEW OUT. THE VEHICLE VEERED TO THE LEFT AND INTO ONCOMING
TRAFFIC. THE CONTACT CRASHED INTO A MOUNTAIN AND THE VEHICLE ROLLED
OVER TWICE. THERE WERE NO INJURIES. A POLICE REPORT WAS FILED. THE CURRENT
AND FAILURE MILEAGES WERE 65,197.

1 **Affected Product**

1 **August 21, 2008 NHTSA ID NUMBER: 10239123**

2 **Components: SUSPENSION**

3 **NHTSA ID Number:** 10239123

4 **Incident Date** February 11, 2005

5 **Consumer Location** PALMDALE, CA

6 **Vehicle Identification Number** 1FTWW33P05E****

7 **Summary of Complaint**

8 **CRASHY**es

9 **FIRE**No

10 **INJURIES**0

11 **DEATHS**0

12 TO BRUCE YORK AND RICHARD BOYD I AM SO THANKFUL SOMEONE IS DOING
13 SOMETHING ABOUT THIS PROBLEM. I KNOW FOR A FACT THIS SITUATION WITH THIS
14 STEERING PROBLEM FAR EXCEEDS ANYTHING FORD IS WILLING TO ADMIT. MY CASE;
15 I HAVE OWNED MY 2005 FORD F-350 KING RANCH 4X4, VIN #, SENSE FEBRUARY 11, 2005.
16 THIS TRUCK HAS EARNED ITS TWO NICKNAMES, RHUBARB EXPRESS AND #!*% PIECE
17 OF #@^%\$. THIS TRUCK HAS BEEN NOTHING BUT A NIGHTMARE FOR OUR FAMILY. MY
18 WIFE AND I CAN'T BEGIN TO COUNT HOW MANY TIMES THIS TRUCK HAS GONE OUT OF
19 CONTROL AND LEFT US IN THE DITCH. WE HAVE LOST CONTROL OF THIS TRUCK
20 NEARLY EVERY TIME EITHER ONE OF US HAS DRIVEN IT. TYPICAL SITUATION, WE ARE
21 DRIVING ALONG THE FREEWAY AT A SAFE SPEED. WE MIGHT FEEL A LITTLE BUMP ON
22 THE ROAD THEN THE STEERING WHEEL STARTS TO SHIMMY THEN BEGINS TO PULL
23 FROM YOUR HANDS IN A HARD SHIMMY. FROM THE TIME YOU HIT THE BUMP TO THE
24 TIME THE TRUCK IS RIPPING YOUR HANDS FROM THE STEERING WHEEL IS LESS THE 2
25 SECONDS. THE OSCILLATIONS ARE MORE THE 90 DEGREES FROM SIDE TO SIDE ON THE
26 STEERING WHEEL. THESE OSCILLATIONS WILL CONTINUE FROM YOUR ORIGINAL
27 DRIVING SPEED UNTIL THE TRUCK IS BROUGHT TO A COMPLETE STOP. THIS USUALLY
28 MEANS DRIVING OFF THE SIDE OF THE FREEWAY OR ROAD ONTO THE SHOULDER. ON
MANY OCCASIONS THERE IS NO SHOULDER AND WE HAVE STOPPED IN THE ROAD. ON
OTHER OCCASIONS WE HAVE HAD TO STOP IN THE MIDDLE OF THE FREEWAY AS
THERE WERE SEMI TRUCKS IN THE SLOW LANE. I MEAN 65 TO 0 MILES AN HOUR IN THE
MIDDLE OF A LOS ANGELES FREEWAY! WE ALSO HAVE COUNTLESS MEMORIES OF
SLIDING TO A STOP IN THE RHUBARB, DUST FLYING, OFF THE EDGE OF THE FREEWAY.
ALL WHILE CALLING FORD AND BEGGING THEM TO FIX IT! WE HAD THIS TRUCK IN
THE DEALER MANY TIMES TO HAVE IT REPAIRED. *TR

1 Affected Product

24 **September 18, 2009 NHTSA ID NUMBER: 10284483**

25 **Components: STEERING**

26 **NHTSA ID Number:** 10284483

27 **Incident Date** September 12, 2009

28 **Consumer Location** DURANT, OK

Vehicle Identification Number 1FTWW33P65E****

Summary of Complaint

1 **CRASHY**es

2 **FIRE**No

3 **INJURIES**0

4 **DEATHS**0

5 I HAVE A FORD F350 HEAVY DUTY 1 TON, I HAD EXPERIENCED ON SEPARATE
6 OCCASIONS WHEN TRAVELING WITH SPEED AROUND 50-65 MPH, IF A BUMP (SLIGHT)
7 DIP OR ANY SLIGHT VARIANCE IN ROAD MY TRUCK WILL BEGIN A VIOLENT SHAKE. I
8 HAD RECEIVED THE RECALL NOTICE OF IMPROPER AIR PRESSURE AND CAUSE AND
9 EFFECT. I HAVE HAD MY TIRE PRESSURE CHECKED ON NUMEROUS OCCASIONS, I HAVE
10 ALSO HAD TAKEN MY TRUCK TO LOCAL DEALERSHIP TO CHECK FRONT SUSPENSION ,
11 NOTHING FOUND TO BE WRONG WITH FRONT END. (SUSPENSION). ON SEPT. 12, 09 I WAS
12 TRAVELING ON HWY 199 COMING FROM MADILL, OK (JOB) COMING TOWARDS DURANT
13 HAVING EMPLOYEE IN TRUCK (FRONT PASSENGER SEAT) MY TRUCK BEGAN TO
14 VIOLENTLY SHAKE, THROWING MY TRUCK INTO A CONCRETE BRIDGE. I STEERED
15 TRUCK THE BEST I COULD CONSIDERING THE TRUCK WAS UNCONTROLLABLE. THE
16 REAR END OF THE TRUCK CLIMBED OVER THE BRIDGE THROWING THE TRUCK
17 NEARLY ON ITS SIDE LANDING IN ONCOMING TRAFFIC FACING OPPOSITE DIRECTION
18 OF TRAVEL 60FT. AWAY FROM BRIDGE. MY TRUCK APPEARS TO BE TOTALED. I OWE
19 MORE THAN THE VALUE OF THE TRUCK AND NOW. MY EMPLOYEE AND MYSELF WERE
20 TREATED TO LOCAL HOSPITAL I NOW HAVE A HERNIA FROM THE IMPACT OF THE
21 TRUCK INTO THE BRIDGE.. DUE TO SUSPENSION. I HAD TOLD OFFICER THAT THE
22 TRUCK HAD DONE THIS BEFORE I HAVE RECEIVED A TICKET FOR NOT MAINTAINING
23 SAFE VEHICLE. MY INSURANCE DOES NOT COVER MY PERSONAL INJURIES. I FEEL LIKE
24 FORD HAS NOT OWN UP TO DEFECT OF THE TRUCK SUSPENSION. MAYBE DOT SHOULD
25 INVESTIGATE FORD AGAIN. *TR

26 **1 Affected Product**

27 **September 23, 2008 NHTSA ID NUMBER: 10243184**

28 **Components: STEERING**

NHTSA ID Number: 10243184

Incident Date September 22, 2008

Consumer Location CINCINNATI, OH

Vehicle Identification Number 1FTSX21536E****

Summary of Complaint

CRASHYes

FIRENo

INJURIES0

DEATHS0

TL*THE CONTACT OWNS A 2006 FORD F-250. WHILE DRIVING 63 MPH, THE VEHICLE
STRUCK A SMALL DIP IN THE ROAD. THE STEERING BEGAN TO SHAKE VIOLENTLY AND
THE CONTACT LOST CONTROL. THE VEHICLE WILL NOT BE REPAIRED BECAUSE THE
CONTACT WANTS THE VEHICLE REPLACED. THE MANUFACTURER STATED THAT THEY
WERE AWARE OF THE FAILURE; HOWEVER, ADVISED HIM TO FOLLOW THE TSB
INSTRUCTION TO REPAIR THE FAILURE. THE FAILURE MILEAGE WAS 51,000 AND
CURRENT MILEAGE WAS 65,000.

1 **1 Affected Product**

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3 **March 31, 2008 NHTSA ID NUMBER: 10222944**

4 **Components: SUSPENSION**

5 **NHTSA ID Number:** 10222944

6 **Incident Date** January 15, 2008

7 **Consumer Location** WINCHESTER, VA

8 **Vehicle Identification Number** 1FTSX21P06E****

9 **Summary of Complaint**

10 **CRASH**Yes

11 **FIRE**No

12 **INJURIES**0

13 **DEATHS**0

14 AT APPROXIMATELY 40K ON THE VEHICLE, A PROBLEM BEGAN TO OCCUR WHEN A
15 BUMP IN THE ROAD WAS HIT, RESULTING IN THE FRONT WHEELS SHIMMYING LEFT TO
16 RIGHT FOR ABOUT A SECOND. OVER THE NEXT FOUR MONTHS, THE PROBLEM
17 INTENSIFIED, LEADING TO A SEVERE SHAKE EMITTING FROM THE FRONT LEFT WHEEL.
18 FORD RECOMMENDED AN ALIGNMENT AND THE STEERING DAMPENER (WHICH WAS
19 ALREADY INSTALLED). I REPLACED THE TIRES, DAMPENER, TRACK BAR AND BUSHING,
20 WHICH SOLVED THE ISSUE FOR SEVERAL WEEKS, BUT SOON FOUND THAT I
21 CORRECTED A SYMPTOM AND NOT THE TRUE PROBLEM. ABOUT THIS TIME I FOUND
22 OUT ABOUT YOUR INVESTIGATION AND DECIDED TO DEAL WITH THE PROBLEM, SINCE
23 NO ONE COULD DIAGNOSE THE ISSUE IN THE SHOP...HOPING YOUR INVESTIGATION
24 WOULD PROVIDE A FIX. ON JANUARY 15TH, 2008 I EXPERIENCED AN ENCOUNTER
25 WHERE THE SHAKE OCCURRED AND HIT BLACK ICE, RESULTING IN LOSS OF CONTROL,
26 SPINNING AND LANDING IN A DITCH, CAUSING BODY DAMAGE. THE ONLY WAY TO
27 STOP THE SHAKING IS TO ALMOST COMPLETELY STOP OR OVER CORRECT THE
28 STEERING (IF THERE IS ROOM TO DO IT). SINCE THERE WAS NO OTHER VEHICLE
INVOLVED THE STATE TROOPER DIDN'T MAKE A REPORT OF THE INCIDENT. THE
PROBLEM STILL HAS NOT BEEN CORRECTED. *TR

21 **1 Affected Product**

22 **January 6, 2014 NHTSA ID NUMBER: 10558662**

23 **Components: STEERING, SUSPENSION**

24 **NHTSA ID Number:** 10558662

25 **Incident Date** August 20, 2012

26 **Consumer Location** PLACERVILLE, CA

27 **Vehicle Identification Number** 1FTWW33P36E****

28 **Summary of Complaint**

CRASHYes

FIRENo

INJURIES0

DEATHS0

1 I WAS IN OAKLAND CALIFORNIA I880 NORTH NUMBER FOUR LANE PULLING MY CAR
2 TRAILER WITH A LOAD WHEN THE "DEATH WOBBLE" OCCURRED, BEFORE I COULD
3 GRAB THE TRAILER BRAKES TO SLOW THE VEHICLE, THE RIG STARTED A WHIP AND
4 THE TRAILER STRUCK THE "K" RAIL. I SLOWED TO ABOUT 10MPH BEFORE THE SHIMMY
5 STOPPED. THE FENDER ON THE RIGHT SIDE OF THE TRAILER WAS DESTROYED AND
6 BLEW BOTH TIRES ON THE TANDEM AXLE TRAILER. LUCKILY NO ONE ELSE WAS
7 INVOLVED AND NO ONE WAS HURT. THIS TRUCK NOW IS ON IT'S THIRD SET OF THE
8 FACTORY B.F. GOODRICH RUGGED TRAIL T/A RADIALS ON THE FRONT. I HAVE HAD
9 THIS VEHICLE ALIGNED WITH EACH TIRE CHANGE AND HAVE EXPERIMENTED WITH
10 TIRE PRESSURES, IT DOES NOT MATTER, AFTER ABOUT TEN THOUSAND MILES ON A
11 SET OF TIRES IT SHIMMIES AGAIN. I HAVE RESORTED TO THE SAFETY AND
12 RELIABILITY OF MY 30 YEAR OLD CHEVY HALF TON AND OVERLOADING IT BY UP TO
13 50% OUT OF FEAR FOR THIS TRUCK. BECAUSE OF SHEAR NUMBERS INVOLVED,
14 NOTHING WILL EVER BE DONE BY THE NHTSA ABOUT THIS VEHICLE TYPE'S DEFECTS.
15 *TR

16 **1 Affected Product**

17 **July 1, 2014 NHTSA ID NUMBER: 10607347**
18 **Components: STEERING, SUSPENSION**
19 **NHTSA ID Number: 10607347**
20 **Incident Date June 10, 2014**
21 **Consumer Location NEW BRAUNFELS, TX**
22 **Vehicle Identification Number 1FTSW21R38E******

23 **Summary of Complaint**

24 **CRASHYes**

25 **FIRENo**

26 **INJURIES0**

27 **DEATHS0**

28 ON MY DAILY COMMUTE TO WORK I EXPERIENCED WHAT I HAVE LATER RESEARCHED
TO FIND OUT IS CALLED THE "DEATH WOBBLE". THE FIRST OCCURRENCE HAPPENED
WHILE MAINTAINING A SPEED OF APPROXIMATELY 55 MPH WHICH WAS THE
SUGGESTED ROAD SPEED LIMIT, AFTER RIDING OVER A SMALL BUMP IN THE ROAD MY
FRONT LEFT END INITIATED INTO A VIOLENT SHAKING SENSATION THAT FELT AS
THOUGH I HAD JUST BLOWN A TIRE. AFTER REDUCING MY SPEED ABRUPTLY AND
NEARLY BEING REAR ENDED THE FRONT END REGAINED ITS CONTROL AND I
CONTINUED AND ARRIVED SAFELY TO WORK AFTER REDUCING MY SPEED TO 45 MPH. I
LOOKED IN THE WHEEL HUB AND UNDERNEATH BUT DID NOT SEE ANYTHING OUT OF
THE ORDINARY FROM PLANE SIGHT. I EXPERIENCED THE VIOLENT SHAKING ON
MULTIPLE OCCASIONS, DIFFERENT LOCATIONS AND FOUND MYSELF EXPERIENCING IT
MORE AND MORE AT LOWER SPEEDS AND ON SMALLER ROAD BUMPS/POT HOLES.
AFTER DAY 2 I SCHEDULED AN APPOINTMENT FOR 6/30/14 WITH FORD SERVICE TO
HAVE THE REPAIR & DIAGNOSES. THE NEXT DAY 6/27/14 WE HAD TO EVACUATE OUR
JOB SITE IN LOUISIANA DUE TO EXTREME WEATHER CONDITIONS AND POSSIBLE
TORNADOS, ON MY COMMUTE HOME, THE SO CALLED DEATH WOBBLE OCCURRED
AGAIN AND THIS TIME RESULTED IN LOOSING CONTROL AND CRASHING INTO A

1 SMALL TREE BECAUSE OF THE VIOLENT SHAKING AND NECESSARY BRAKING TO
2 REGAIN CONTROL. I WAS ABLE TO ESCAPE WITH MINOR DAMAGES TO MY FRONT
3 BUMPER. FORD IS HAVING TO REPLACE MY BALL JOINTS, BEARINGS AND TIE BAR
4 THAT WILL COST WELL OVER \$600 IN REPAIRS EXCLUDING A NEW FRONT BUMPER
5 THAT I CANNOT AFFORD TO FIX. I'M AFRAID THIS COULD RESULT IN A SERIOUS
6 INJURY/FATALITY IF NOT RECALLED AND FIXED. HAD I GONE INTO INCOMING TRAFFIC
7 IT COULD HAVE BEEN MY LIFE OR THEIRS AND I WOULD THINK FORD WOULD BE
8 FULLY RESPONSIBLE. THERE ARE HUNDREDS OF SIMILAR CASES FROM OLDER
9 MODELS AND EVEN NEWER UP TO 2013, MINE IS A F-250 2008.
10 [HTTP://WWW.TOPIX.COM/FORUM/AUTOS/FORD-F-250-SUPER-](http://www.toPIX.com/forum/autos/ford-f-250-super-duty/toHP1M75VBFbft9IL/P5)
11 [DUTY/TOHP1M75VBFbft9IL/P5](http://www.toPIX.com/forum/autos/ford-f-250-super-duty/toHP1M75VBFbft9IL/P5). *TR

12 **1 Affected Product**

13 **August 28, 2013 NHTSA ID NUMBER: 10537757**

14 **Components: SUSPENSION**

15 **NHTSA ID Number: 10537757**

16 **Incident Date** March 2, 2010

17 **Consumer Location** LUFKIN, TX

18 **Vehicle Identification Number** 1FT7W2B67BE****

19 **Summary of Complaint**

20 **CRASH**Yes

21 **FIRE**No

22 **INJURIES**1

23 **DEATHS**0

24 2011 F -250 SD4X4 HAD 08 KING RANCH NEVER A PROB IN 87K MILES.THE 11 IS
25 DANGEROUS!!!!!!!!!! THIS TRUCK WILL BE DOING FINE ON THE ROAD, HIT A BUMP OR
26 ROUGH SPOT IN THE ROAD AND TRUCK GOES INTO (DEATH WOBBLE MODE) THE
27 WHOLE TRUCK STARTS BOUNCING AND SHAKING AND VILOENTLY WOBBLING. HAVE
28 HAD IT BACK TO FORD STORE 4 TIMES. THEY REPLACED STEERING STABLIZER SHOCKS
AND BALL JOINTS AT MY EXPENSE DUH!!! FIRST 3 TIMES THEY COULDNT FIND
ANYTHING WRONG.IT KEPT DOIN IT . I TOOK IT BACK AND THEY DID THE REPAIRS I
STATED. WELL I THOUGHT IT WAS FIXED ...WRONG, 22 MILES AFTER REPAIR IT DID IT
AGAIN IN A CURVE,, I COULDNT CONTROL THE WOBBLE AND ENDED UP GOIN THRU A
FENCE INTO A FIELD..HAVE TERRIBLE CUT ON LEGS AND FACE...FILED LAWSUIT
YESTERDAY..WILL KEEP YOU POSTED...FORD HAS A MAJOR ENGINEERING PROB. THEY
CONTINUE TO IGNORE,,,I INTEND TO GET THEIR ATTN,,,,,JC *TT

29 **1 Affected Product**

30 **January 18, 2019 NHTSA ID NUMBER: 11170696**

31 **Components: STEERING, WHEELS**

32 **NHTSA ID Number: 11170696**

33 **Incident Date** January 14, 2019

34 **Consumer Location** BURLINGTON, WV

35 **Vehicle Identification Number** 1FT8W3DT4HE****

1 **Summary of Complaint**

2 **CRASH**Yes

3 **FIRE**No

4 **INJURIES**0

5 **DEATHS**0

6 TRUCK SHAKING, WAS TOLD TIRE INFLATION WAS NOT BEING MAINTAINED. ALL
7 VALVE STEMS LEAKING SINCE DAY I BOUGHT IT. ONE TIRE HAD FIX A FLAT IN IT
8 WHEN I BOUGHT IT. IT TOOK FORD 6 MONTHS TO REPLACE VALVE STEMS CORRECTLY.
9 AFTER THIS TRUCK STILL SHAKES ON ANY ROUGH ROAD, IF HIT ANY REAL RUFF
10 TRUCK VIOLENT SHAKE HAVE TO STOP TO GET IT TO STOP. NOW SINCE TIRE PRESSURE
11 CAN BE MAINTAINED SINCE VALOVE STEMS FIXED. THEY TELL ME FRONT TIRES NEED
12 REPLACED FROM NOT MAINTAINING TIRE PRESSURES. THAT IS WHY TRUCK SHAKES.
13 THE TRUCK HAS SHAKENOUGH SINCE THE FIRST MONTH I OWNED IT IT MARCH 2018,
14 THIS HAS CAUSED FRONT TIRES TO WERE ON BOTH OUTSIDE EDGES. THE TRUCK
15 SHAKES SO BAD, I HAVE RAN OFF 7 TIMES, RAN TWO OTHER CARS OFF ROAD, AND
16 PULLED OVER FOR SUSPECTED DUI TOLD OFFICER WHAT HAPPENED AND IF I DIDN'T
17 GET IT FIXED HE WRITE ME TICKET DEFECTIVE EQUIPMENT AND DEEM VEHICLE
18 UNSAFE TO OPERATE. ALWAYS IN MOTION, ANY SPEED, ANY RUFF ROAD, EVEN GOING
19 ACROSS BRIGGS ANYTHING THAT IS NOT PERFECT SMOOTH ROAD

20 **1 Affected Product**

21 **2. NHTSA Consumer Complaints of Death Wobble Causing Loss of Control of Vehicle**

22 34. The following are the consumer complaints submitted to NHTSA where the Death

23 Wobble defect caused the driver to lose control of the vehicle:

24 **February 11, 2009 NHTSA ID NUMBER: 10258400**

25 **Components: SUSPENSION**

26 **NHTSA ID Number:** 10258400

27 **Incident Date** February 10, 2009

28 **Consumer Location** Unknown

Vehicle Identification Number N/A

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

WHILE TRAVELING AT ABOUT 60 MPH I LOST CONTROL OF MY TRUCK DUE TO VIOLENT
SHAKING OF THE FRONT END. I HAD TO PULL OVER AND LET SPEED DECREASE TO 20
MPH TO REGAIN CONTROL. THIS HAPPENED TWICE IN A 2 MILE PERIOD. I THEN DROVE
ON SHOULDER OF THE ROAD AT 20 MPH TO GET HOME. THIS HAS BEEN A CONSISTENT
PROBLEM SINCE I BOUGHT THE TRUCK NEW IN 2005 BUT IT HAS NEVER BEEN THIS BAD.
I ORIGINALLY THOUGHT IT WAS BECAUSE IT WAS A 4 WHEEL DRIVE. I AM NOW NOT
WILLING TO DIVE AT HIGH SPEEDS. THIS IS A SUPER DANGEROUS PROBLEM!!! *TR

1 Affected Product

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April 4, 2009 NHTSA ID NUMBER: 10264111

Components: STEERING, SUSPENSION

NHTSA ID Number: 10264111

Incident Date April 1, 2009

Consumer Location PUYALLUP, WA

Vehicle Identification Number 1FTSW21P05E*****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

DRIVING AT SPEED. 2005 FORD F-250 VIOLENT FRONT END DEATH WOBBLE, DEALER SAID IT NEEDED ALIGNMENT, THEN SAID IT WAS MY TIRES, WITH NEW TIRES IT STILL DID IT. DEALER SAID THAT IT WAS OKAY. NOTHING WRONG. UNTIL YESTERDAY WHILE DRIVING TO INTER FREEWAY, AT 45MPH SLIGHT ROUGH ROAD SENT MY FORD TRUCK INTO VIOLENT DEATH WOBBLE ALMOST CAUSED AN ACCIDENT, BY HITTING CONCRETE BARRIER. LOST TOTAL CONTROL OF MY TRUCK. I'VE CONTACTED LEGAL COUNSEL TO SEE WHAT MY OPTIONS WILL BE, ALSO INFORMED TO MAKE CONTACT WITH DEALER SHIP TO SEE WHAT THEY INTEND TO DO. I HAVE EXTENDED WARRANTY ON MY TRUCK. DOES THIS FALL UNDER WARRANTY? OR LAW SUIT? *TR

1 Affected Product

January 19, 2010 NHTSA ID NUMBER: 10300354

Components: SUSPENSION

NHTSA ID Number: 10300354

Incident Date January 19, 2010

Consumer Location PLANT CITY, FL

Vehicle Identification Number N/A

Summary of Complaint

CRASHNo

FIRENo

INJURIES1

DEATHS0

2005 FORD F250 SUPER DUTY 4X4. VIOLENT SHAKING AFTER HITTING A SMALL DEFORMED PART OF THE ROAD, SLOW VEHICLE TO 10 MPH TO STOP THE SHAKING. HAVE LOST CONTROL OF THE VEHICLE 2 TIMES IN THE LAST WEEK. I HAVE TAKEN IT TO THE SHOP AND NO ONE COULD FIND ANYTHING WRONG WITH THE VEHICLE. *TR

1 Affected Product

June 27, 2008 NHTSA ID NUMBER: 10232498

Components: STEERING

NHTSA ID Number: 10232498

1 **Incident Date July 15, 2007**
2 **Consumer Location** ATLANTIC BEACH, FL
3 **Vehicle Identification Number** 1FTSW21575E*****

4 **Summary of Complaint**
5 **CRASH**No
6 **FIRE**No
7 **INJURIES**0
8 **DEATHS**0

9 TL*THE CONTACT OWNS A 2005 FORD F-250 SUPERDUTY. WHILE DRIVING
10 APPROXIMATELY 70 MPH OVER A BUMP, THE STEERING WHEEL BEGAN TO VIBRATE
11 AND SHAKE. THE CONTACT LOST PARTIAL CONTROL OF THE STEERING AND THE
12 VEHICLE SWAYED TO THE SHOULDER OF THE HIGHWAY. THERE WERE NO WARNINGS
13 PRIOR TO THE FAILURE. THE VEHICLE WAS NOT TAKEN TO A MECHANIC FOR THIS
14 FAILURE AND WAS ABLE TO BE DRIVEN. THE FAILURE OCCURRED TWO ADDITIONAL
15 TIMES. THE VEHICLE WAS TAKEN TO AN INDEPENDENT MECHANIC AND THEY
16 PERFORMED A SAFETY INSPECTION. THE TECHNICIAN STATED THAT THERE WERE NO
17 MALFUNCTIONS WITH THE VEHICLE. THE FAILURE MILEAGE WAS 42,000 AND CURRENT
18 MILEAGE WAS 51,000. UPDATED 07/29/08 *BF UPDATED 07/29/08

19 [1 Affected Product](#)
20 [1 Associated Document](#)

21 **June 13, 2009 NHTSA ID NUMBER: 10273718**
22 **Components: SUSPENSION, STEERING**

23 **NHTSA ID Number:** 10273718
24 **Incident Date June 13, 2009**
25 **Consumer Location** WEST PITTSTON, PA
26 **Vehicle Identification Number** 1FTNF21535E*****

27 **Summary of Complaint**
28 **CRASH**No
29 **FIRE**No
30 **INJURIES**0
31 **DEATHS**0

32 I EXPERIENCED A SEVERE AND VIOLENT SHAKING OF THE FRONT END OF MY 2005
33 FORD F-250 TRUCK WHILE TRAVELING 60 MPH OVER A SLIGHT ROUGH PATCH ON A
34 HIGHWAY. I LOST CONTROL OF MY VEHICLE AND WAS FORCED TO SWERVE OFF THE
35 HIGHWAY. I WAS ALMOST HIT BY THE VEHICLE DIRECTLY BEHIND ME. THIS IS THE
36 THIRD TIME I HAVE LOST CONTROL OF THE TRUCK BECAUSE OF THIS VIOLENT
37 SHAKING IN THE LAST MONTH. I HAVE HAD THE TRUCK TO A LOCAL INSPECTION
38 STATION AND THEY REPLACED THE STEERING STABILIZER AND DID AN ALIGNMENT.
39 THIS DID NOT HELP. I HAVE CALLED THE FORD DEALER I PURCHASED THE TRUCK
40 FROM AND THEY SAID THEY NEVER HEARD OF ANYONE HAVING THIS PROBLEM WITH
41 ANY FORD TRUCK. OBVIOUSLY, THEY ARE AWARE OF THE PROBLEM. I ONLY HOPE
42 THERE IS A RECALL BEFORE TOO MANY PEOPLE DIE. *TR

43 [1 Affected Product](#)

1 **August 21, 2008 NHTSA ID NUMBER: 10239123**

2 **Components: SUSPENSION**

3 **NHTSA ID Number:** 10239123

4 **Incident Date** February 11, 2005

5 **Consumer Location** PALMDALE, CA

6 **Vehicle Identification Number** 1FTWW33P05E****

7 **Summary of Complaint**

8 **CRASH**Yes

9 **FIRE**No

10 **INJURIES**0

11 **DEATHS**0

12 TO BRUCE YORK AND RICHARD BOYD I AM SO THANKFUL SOMEONE IS DOING
13 SOMETHING ABOUT THIS PROBLEM. I KNOW FOR A FACT THIS SITUATION WITH THIS
14 STEERING PROBLEM FAR EXCEEDS ANYTHING FORD IS WILLING TO ADMIT. MY CASE;
15 I HAVE OWNED MY 2005 FORD F-350 KING RANCH 4X4, VIN #, SENSE FEBRUARY 11, 2005.
16 THIS TRUCK HAS EARNED ITS TWO NICKNAMES, RHUBARB EXPRESS AND #!*% PIECE
17 OF #@^%\$. THIS TRUCK HAS BEEN NOTHING BUT A NIGHTMARE FOR OUR FAMILY. MY
18 WIFE AND I CAN'T BEGIN TO COUNT HOW MANY TIMES THIS TRUCK HAS GONE OUT OF
19 CONTROL AND LEFT US IN THE DITCH. WE HAVE LOST CONTROL OF THIS TRUCK
20 NEARLY EVERY TIME EITHER ONE OF US HAS DRIVEN IT. TYPICAL SITUATION, WE ARE
21 DRIVING ALONG THE FREEWAY AT A SAFE SPEED. WE MIGHT FEEL A LITTLE BUMP ON
22 THE ROAD THEN THE STEERING WHEEL STARTS TO SHIMMY THEN BEGINS TO PULL
23 FROM YOUR HANDS IN A HARD SHIMMY. FROM THE TIME YOU HIT THE BUMP TO THE
24 TIME THE TRUCK IS RIPPING YOUR HANDS FROM THE STEERING WHEEL IS LESS THE 2
25 SECONDS. THE OSCILLATIONS ARE MORE THE 90 DEGREES FROM SIDE TO SIDE ON THE
26 STEERING WHEEL. THESE OSCILLATIONS WILL CONTINUE FROM YOUR ORIGINAL
27 DRIVING SPEED UNTIL THE TRUCK IS BROUGHT TO A COMPLETE STOP. THIS USUALLY
28 MEANS DRIVING OFF THE SIDE OF THE FREEWAY OR ROAD ONTO THE SHOULDER. ON
MANY OCCASIONS THERE IS NO SHOULDER AND WE HAVE STOPPED IN THE ROAD. ON
OTHER OCCASIONS WE HAVE HAD TO STOP IN THE MIDDLE OF THE FREEWAY AS
THERE WERE SEMI TRUCKS IN THE SLOW LANE. I MEAN 65 TO 0 MILES AN HOUR IN THE
MIDDLE OF A LOS ANGELES FREEWAY! WE ALSO HAVE COUNTLESS MEMORIES OF
SLIDING TO A STOP IN THE RHUBARB, DUST FLYING, OFF THE EDGE OF THE FREEWAY.
ALL WHILE CALLING FORD AND BEGGING THEM TO FIX IT! WE HAD THIS TRUCK IN
THE DEALER MANY TIMES TO HAVE IT REPAIRED. *TR

1 Affected Product

24 **June 22, 2009 NHTSA ID NUMBER: 10274673**

25 **Components: SUSPENSION**

26 **NHTSA ID Number:** 10274673

27 **Incident Date** June 20, 2009

28 **Consumer Location** FAYETTEVILLE, GA

Vehicle Identification Number 1FTWW33P75E****

Summary of Complaint

1 **CRASHNo**
2 **FIRENo**
3 **INJURIES0**
4 **DEATHS0**

5 I OWN A 2005 FORD F-350 4X4 6.0 DIESEL. IT HAS 63,000 MILES ON IT. ON MANY
6 OCCASIONS THE STEERING WHEEL HAS SHIMMIED OR OSCILLATED VIOLENTLY TO THE
7 POINT I ALMOST LOST CONTROL OF THE TRUCK. THIS IS VERY DANGEROUS. WHEN THE
8 FRONT WHEELS HIT A BUMP OR POTHOLE, WITH A VERY SMALL AMOUNT OF TURNING
9 THE VEHICLE TO THE LEFT OR RIGHT SUCH AS GOING AROUND A CURVE, THE FRONT
10 WHEELS HAVE STARTED TO VIOLENTLY SHIMMY OR OSCILLATE CAUSING THE
11 STEERING WHEEL TO VIOLENTLY SHIMMY BACK AND FORTH. THIS USUALLY OCCURS
12 AT SPEEDS ABOVE 40 MPH. FOUR TIMES I HAVE ALMOST LOST CONTROL OF THE
13 TRUCK. ONCE THE TRUCK TURNED LEFT INTO AN ONCOMING LANE BUT
14 FORTUNATELY THERE WERE NO ONCOMING VEHICLES AT THAT MOMENT. I HAD TO
15 SLOW DOWN TO ABOUT 25-30 MPH AND MOVE TO THE SHOULDER OF THE ROAD TO
16 GAIN CONTROL OF THE VEHICLE. THIS IS A SERIOUS PROBLEM WITH THIS VEHICLE
17 ESPECIALLY IN HEAVY TRAFFIC OR ON TWO LANE MOUNTAIN ROADS. I ORIGINALLY
18 COMPLAINED ABOUT THIS AFTER I PURCHASED THE VEHICLE IN FEBRUARY 2005, AND
19 WAS TOLD THE TRUCK WAS WITHIN SPECS AND THERE WAS NOTHING TO BE DONE. I
20 REQUEST THE NHTSA LOOK INTO THIS. I HAVE DISCUSSED THIS WITH OTHER OWNERS
21 AND THEY TOO HAVE HAD SIMILAR LOSS OF CONTROL PROBLEMS FROM STEERING
22 WHEEL SHIMMY OR OSCILLATION. I BELIEVE THERE ARE OTHER TRUCKS THAT HAVE
23 THE SAME PROBLEM. *TR

24 **1 Affected Product**

25 **February 8, 2016 NHTSA ID NUMBER: 10824888**
26 **Components: STEERING, SUSPENSION, UNKNOWN OR OTHER**

27 **NHTSA ID Number:** 10824888
28 **Incident Date** November 25, 2015
Consumer Location SANDY, OR
Vehicle Identification Number 1FTWW31P85E****

Summary of Complaint

CRASHNo
FIRENo
INJURIES0
DEATHS0

I WAS DRIVING ON A TWO LANE BACK ROAD AROUND 45 TO 50 MPH, AND MY TRUCK STARTED VIOLENTLY SHAKING AND I LOST ALL CONTROL OF STEERING. I WENT INTO THE ONCOMING LANE, LUCKILY NO ONE WAS COMING, AND HAD TO HIT MY BRAKES HARD TO GET THE SHAKING TO STOP. IT HAS ALSO HAPPENED WHILE DRIVING AT SPEEDS OF 35-40 ON A CITY STREET AND 60 MPH ON A HIGHWAY. THIS IS KNOWN AS DEATH WOBBLE. THE WOBBLE WAS SO BAD THAT IT LOOSENED THE TRACK BAR AND THE BOLT HOLDING THE POWER STEERING HARD LINE. I LOST ALL POWER STEERING FLUID WITHIN SECONDS. I HAVE RESEARCHED IT, TRIED REPLACING SEVERAL PARTS, LIKE TIE-RODS, AND IT HAS LESSENED A LITTLE BIT, BUT IF I HIT A BUMPY ROAD OR

1 EVEN JUST A PATCH OF NEW PAVEMENT, IT STARTS SHAKING. I HAVE READ A LOT OF
2 OTHER FORD OWNERS ARE EXPERIENCING THIS SAME ISSUE WITH THEIR TRUCKS.

3 **1 Affected Product**

4 **January 5, 2007 NHTSA ID NUMBER: 10177891**

5 **Components: STEERING**

6 **NHTSA ID Number:** 10177891

7 **Incident Date** January 4, 2007

8 **Consumer Location** GLEN BURNIE, MD

9 **Vehicle Identification Number** 1FTWW33P15E****

10 **Summary of Complaint**

11 **CRASHNo**

12 **FIRENo**

13 **INJURIES0**

14 **DEATHS0**

15 TL* - WHEN CONTACT WAS DRIVING AND GOING OVER A SERIES OF SMALL BUMPS
16 LOST CONTROL OF THE STEERING WHEEL WHICH WENT FROM RIGHT TO LEFT
17 QUICKLY TO THE POINT OF BEING ALMOST UNCONTROLLABLE. IN ORDER FOR
18 CONTACT TO GET CONTROL OF THE STEERING WHEEL SHE HAD TO SLOW THE VEHICLE
19 DOWN TO A SPEED OF 5 MPH OR COME TO A COMPLETE STOP. THE CONTACT TOOK THE
20 VEHICLE TO THE DEALERSHIP ,AND THEY STATED THAT THEY NOTICED THE SAME
21 INCIDENT AS WELL ON A TEST DRIVE OF THE VEHICLE, BUT THEY COULD NOT DO
22 ANYTHING ABOUT THE INCIDENT BECAUSE THE MANUFACTURER HASN'T GIVING THE
23 DEALERSHIP ANY ADVISE ON HOW TO FIX THE FAILURE.*AK

24 **1 Affected Product**

25 **January 23, 2008 NHTSA ID NUMBER: 10215739**

26 **Components: STEERING, ELECTRICAL SYSTEM**

27 **NHTSA ID Number:** 10215739

28 **Incident Date** January 17, 2008

Consumer Location Unknown

Vehicle Identification Number 1FTWX31525E****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

TL*THE CONTACT OWNS A 2005 FORD F-350 SD. WHILE DRIVING 65 MPH, THE CONTACT
LOST CONTROL OF THE STEERING AND THE VEHICLE SWERVED ALL OVER THE ROAD.
WHEN DRIVING OVER ROUGH PAVEMENT, A BRIDGE EXPANSION, OR A SLIGHT BUMP,
THE STEERING WORSENS. HE HAS TAKEN THE VEHICLE TO THE DEALER FOUR TIMES
AND WAS INFORMED THAT THE TIRES NEEDED TO BE ROTATED, THE BUSHING NEEDED
TO BE CHANGED, AND THE TIRE PRESSURE WAS INCORRECT. THE PURCHASE DATE

1 WAS UNKNOWN. THE CURRENT MILEAGE WAS 36,674 AND FAILURE MILEAGE WAS
2 10,000. THE ENGINE LIGHT ILLUMINATED. UPDATED 02-12-08 *BF

3 **1 Affected Product**

4 **1 Associated Document**

5 **September 5, 2008 NHTSA ID NUMBER: 10241025**

6 **Components: STEERING**

7 **NHTSA ID Number:** 10241025

8 **Incident Date** April 19, 2008

9 **Consumer Location** ALGONQUIN, IL

10 **Vehicle Identification Number** 1FTWW31PX5E****

11 **Summary of Complaint**

12 **CRASHNo**

13 **FIRENo**

14 **INJURIES0**

15 **DEATHS0**

16 TL*THE CONTACT OWNS A 2005 FORD F-350 SUPERDUTY. THE CONTACT STATED THAT
17 THE STEERING WHEEL SHOOK SO VIOLENTLY THAT HE LOST CONTROL. WHILE
18 DRIVING 65 MPH, HE WAS INCAPABLE OF CONTROLLING THE STEERING. IT WOULD
19 MOVE FROM LEFT TO RIGHT AND HE UNSUCCESSFULLY COMPENSATED FOR THE
20 FAILURE. THE VEHICLE WAS TAKEN TO THE DEALER TWICE, BUT THEY COULD NOT
21 DUPLICATE THE FAILURE. THE DEALER STATED THAT NOTHING WAS WRONG WITH
22 THE VEHICLE. THE MANUFACTURER HAS NOT BEEN NOTIFIED. THE CURRENT MILEAGE
23 WAS APPROXIMATELY 95,000 AND FAILURE MILEAGE WAS APPROXIMATELY 93,000.

24 **1 Affected Product**

25 **July 28, 2011 NHTSA ID NUMBER: 10415452**

26 **Components: STEERING**

27 **NHTSA ID Number:** 10415452

28 **Incident Date** July 2, 2011

Consumer Location LOS GATOS, CA

Vehicle Identification Number 1FTWW31P25E****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

ON JULY 2, 2011, I WAS DRIVING MY 2005 F350 4X4 FORD TRUCK AT APPROXIMATELY 60
MPH ON A DOWNHILL GRADE AND HIT A POTHOLE IN THE ROAD. THE TRUCK STARTED
SHAKING SO VIOLENTLY THAT I LOST CONTROL AND DRIFTED INTO THE ONCOMING
TRAFFIC LANE FOR SEVERAL SECONDS WITHOUT BEING ABLE TO CONTROL THE
VEHICLE. FORTUNATELY IT WAS LATE AT NIGHT AND NO OTHER VEHICLES WERE
APPROACHING. THE STEERING WHEEL SHOOK SO VIOLENTLY THAT IT BLURRED MY
VISION WHILE TRYING TO HOLD ON AND REGAIN CONTROL. THE SHAKING LASTED 10-

1 15 SECONDS AND ONLY STOPPED AFTER I WAS ABLE TO SLOW THE VEHICLE BELOW 40
2 MPH. I HAD MY WIFE AND TWO SONS IN THE VEHICLE WITH ME. THIS INCIDENT MAY
3 HAVE CAUSED A CRASH IF THERE WAS ONCOMING TRAFFIC OR IF IT HAD OCCURRED
4 ON A BEND IN THE ROAD. THIS INCIDENT WAS THE MOST VIOLENT EXPERIENCED TO
5 DATE, BUT I HAVE EXPERIENCED THIS VIOLENT SHAKING ON 3 OTHER OCCASIONS
6 AFTER HITTING A BUMP IN THE ROAD. I HAD MY TRUCK CAMPER ON THE VEHICLE
7 AND IT SHOOK THE CAMPER SO VIOLENTLY IN THE BED THAT THE TAILGATE DOES
8 NOT FIT PROPERLY ANYMORE DUE TO WHAT APPEARS TO BE A FLARING OF THE
9 TRUCK BED. I FIRMLY BELIEVE MY ENTIRE FAMILY WAS IN MORTAL DANGER WITH
10 THIS EVENT AND I AM HESITANT TO DRIVE THE VEHICLE. FORD NEEDS TO RECALL
11 AND FIX THIS VERY DANGEROUS DEFECT IN THEIR TRUCKS. *TR

1 Affected Product

9 **November 15, 2008 NHTSA ID NUMBER: 10248890**

10 **Components: SUSPENSION, EQUIPMENT**

11 **NHTSA ID Number:** 10248890

12 **Incident Date** July 4, 2005

13 **Consumer Location** EL CAJON, CA

14 **Vehicle Identification Number** 1FTWW33P45E****

15 **Summary of Complaint**

16 **CRASH**0

17 **FIRE**0

18 **INJURIES**0

19 **DEATHS**0

20 ON JULY 4, 2005, I PURCHASED A 2005 FORD F350 SUPER DUTY LARIAT WITH LONG BED
21 AND DUAL WHEELS AND 4WD AT EL CAJON FORD. FROM THE BEGINNING, THE TRUCK
22 EXPERIENCED SEVERE FRONT-END VIBRATION WHEN I REACHED ABOUT 60 MPH. IT
23 CONTINUED UNTIL I GOT TO ABOUT 80 MPH. I COMPLAINED ABOUT THIS PROBLEM
24 FROM THE FIRST VISIT FOR SERVICE AT DOWNEY FORD. AFTER A FEW VISITS FOR
25 DIAGNOSTICS, DOWNEY FORD INSTALLED A "DAMPENER" ON THE FRONT END. IT
26 MADE THE PROBLEM BETTER, BUT IT DID NOT COMPLETELY CURE THE DEFECT. I
27 EVENTUALLY BOUGHT A LANCE CAMPER, WHICH WAS ON THE TRUCK FOR OVER A
28 YEAR. WHILE THE TRUCK HAD THE 3000 LB CAMPER ON IT, THE VIBRATION WENT
AWAY ON THE STRAIGHTAWAY, BUT WAS HORRIBLY DANGEROUS ON THE CURVES.
FOR EXAMPLE, ONE SUCH CURVE IS THE 605 SB TO THE 405 SB IN LONG BEACH. I
ALMOST LOST CONTROL OF THE VEHICLE/CAMPER ON THIS CURVE UNLESS I ALMOST
STOPPED. I REMOVED THE CAMPER ABOUT A YEAR AGO AND THE PROBLEM WITH THE
TRUCK IS WORSE. IT NOW WILL VIBRATE UNCONTROLLABLY AT 40-50 MPH. I
REPORTED THIS VIBRATION PROBLEM EVERY TIME I WENT TO THE DEALER FOR
SERVICE. THEY ALWAYS SAID THEY DID ALL THEY COULD WITH THE DAMPENER. I
TOOK THE TRUCK TO EL CAJON FORD ABOUT 3-4 WEEKS AGO. NOW THAT IT IS OUT OF
WARRANTY, FORD NOW SAYS IT CAN FIX THE PROBLEM, BUT IT HAS DAMAGE THE
FRONT STEERING MECHANISM. THE SERVICE WRITER SAID IN A VOICE MAIL THAT
DOWNEY PUT ON A DAMPER THAT WAS TOO SMALL FOR MY TRUCK.

1 I DEMANDED THEY FIX IT FREE AND THEY REFUSE. I WANT MY TRUCK FIXED. THIS IS
2 A DESIGN DEFECT, SINCE IT HAS EXISTED FROM DAY 1. I HAVE READ ON SEVERAL
3 WEBSITES THAT THIS IS A COMMON PROBLEM THAT EXISTED WELL BEFORE 2005, BUT
4 FORD HAS IGNORED THE SAFETY ISSUES. A HIGH PROBABILITY OF AN ACCIDENT
5 EXISTS WHEN YOUR TRUCK IS VIBRATING AND BOUNCING ACROSS LANES AND YOU
6 CANNOT STEP ON THE BRAKE OR MAKE IT WORSE! THANK YOU, ANNETTE GILLIAM
*TR

7 **2 Affected Products**

8 **September 4, 2016 NHTSA ID NUMBER: 10903511**
9 **Components: STEERING, WHEELS, SUSPENSION**

10 **NHTSA ID Number:** 10903511

11 **Incident Date July 14, 2015**

12 **Consumer Location** CHESTER, NH

13 **Vehicle Identification Number** 1FTWW31595E****

14 **Summary of Complaint**

15 **CRASH**No

16 **FIRE**No

17 **INJURIES**0

18 **DEATHS**0

19 DEATH WOBBLE. 1ST TIME IT HAPPENED WAS ENTERING THE HIGHWAY OFF THE RAMP
20 AND ACCELERATING TO MERGE INTO TRAFFIC AND GOING OVER THE OVERPASS THE
21 BRIDGES IN MASS. ARE A MESS, ANY WAY, WHEN I DROVE THOSE SERIES OF BUMPS AT
22 ABOUT 60-65 MPH IN A TRUCK IT GETS BUMPY ANYWAY BUT ALL OF A SUDDEN THE
23 STEERING WHEEL, AND THE TRUCK STARTED VIOLENTLY SHAKING OUT OF CONTROL
24 SO BAD I LOST COMPLETE VISION IT WAS SHAKING SO BAD WITH NO CAPABILITY OF
25 STEERING THE TRUCK..INSTINCTIVELY I APPLIED THE BRAKES NOT EVEN CHECKING
26 TO SEE WHAT WAS BEHIND ME AS IT WAS SHAKING SO BAD, YOU CANT TURN
27 AROUND, YOU CAN NOT SEE OUT THE MIRRORS. AS I STATED YOU KIND OF LOSE
28 VISION AND EVERYTHING GOES BLURRY BECAUSE YOUR SHAKING IN THE VEHICLE SO
BAD. A QUICK GOOGLE AND YOU FIND THIS HAPPENS TO MANY MANY OWNERS OF
THIS VERY THE SAME TRUCK. IN FACT FORD SENT ME A LETTER STATING THEY KNEW
ABOUT IT AND TO MAKE SURE WE HAVE THE CORRECT AIR PRESSURE. I USE A \$50 AIR
PRESSURE GAUGE, THE AIR PRESSURES NOT THE PROBLEM. IT WAS STILL HAPPENING
ANYTIME YOU GO OVER BIG BUMPS OR A SERIES OF SMALLER BUMPS WILL SET IT OFF
WHILE DRIVING ON THE HIGHWAY OR OVER 60 MPH. IT DOESN'T HAPPEN TO US AT
SLOWER SPEEDS. THIS IS AN EXTREMELY DANGEROUS DEFECT.

1 Affected Product

July 24, 2008 NHTSA ID NUMBER: 10235638

Components: SUSPENSION, STEERING

NHTSA ID Number: 10235638

Incident Date June 18, 2008

Consumer Location BLOWING ROCK, NC

1 **Vehicle Identification Number** 1FTSX21586E****

2 **Summary of Complaint**

3 **CRASHNo**

4 **FIRENo**

5 **INJURIES0**

6 **DEATHS0**

7 I OWN A 2006 F-250 FORD TRUCK. WHILE DRIVING ON THE INTERSTATE THE FRONT END
8 OF THE TRUCK STARTED VIOLENTLY SHAKING. I ALMOST LOST CONTROL AND COULD
9 HAVE BEEN KILLED. THIS HAPPENED YET AGAIN THE VERY SAME DAY. I TOOK MY
10 FORD TRUCK TO THE FORD DEALERSHIP IN BOONE AND WAS TOLD THERE WAS
11 NOTHING WRONG WITH MY TRUCK. THEY CLAIMED IT WAS PROBABLY DUE TO LOW
12 AIR PRESSURE IN THE TIRES. AFTER RESEARCHING THIS PROBLEM ON MY OWN I
13 DISCOVERED THAT THIS IS QUITE A COMMON PROBLEM AND MANY MANY FORD
14 TRUCK OWNERS ARE CURIOUS AS TO WHY NOTHING HAS BEEN DONE. AFTER CLEARLY
15 TELLING THE FORD DEALERSHIP THAT I WILL NOT ACCEPT MY TRUCK BACK UNTIL IT
16 HAS BEEN FIXED, THEY REVEAL THAT THEY DO HAVE A SERVICE BULLETIN ABOUT
17 THIS PROBLEM AND REVEAL TO ME THAT FORD TOLD THEM TO CHANGE THE AIR
18 PRESSURE IN THESE TRUCKS. THIS DOES NOT CORRECT THIS DANGEROUS AND
19 POTENTIALLY LIFE THREATENING PROBLEM! THESE TRUCKS NEED TO BE RECALLED
20 AND HAVE THEIR STEERING DAMPNERS REPLACED! AFTER FIVE DAYS OF ARGUING
21 WITH THE FORD DEALERSHIP I HAVE YET TO GET MY TRUCK BACK. I DEMANDED A
22 LETTER STATING THAT MY FORD TRUCK WOULD BE SAFE AND THAT THEY WOULD BE
23 LIABLE IN THE EVENT OF MY DEATH DUE TO THIS PROBLEM THAT NO ONE WILL TAKE
24 CARE OF! I HAVE YET TO RECEIVE THEIR ANSWER. *TR

25 **1 Affected Product**

26 **August 22, 2008 NHTSA ID NUMBER: 10239261**

27 **Components: SUSPENSION, STEERING**

28 **NHTSA ID Number:** 10239261

Incident Date May 15, 2008

Consumer Location CARY, NC

Vehicle Identification Number 1FTSW21P66E****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

VIOLENT SHAKING IN FRONT SUSPENSION AND WHEELS AFTER HITTING ROUGH
PAVEMENT AT APPROX 65 MPH. TRUCK ALWAYS HAS EXCESSIVE WHEEL HOP BUT
EXTREME SHAKING HAS OCCURRED 5 TIMES IN 66K MILES. FORD TECHNICAL
BULLETIN USELESS FOR RESOLVING PROBLEM. DEALER SUGGESTED CHECK TIRE
INFLATION, TOW SETTINGS, AND STEERING COMPONENTS. NO RESULTS. THIS IS A
DEATH TRAP. IT SHOOK TWO DRINKS OUT OF THE CUPHOLDER. LOST STEERING
ABILITY, CROSSED LANES AND STOPPED SHAKING ONLY AFTER COMING TO A
COMPLETE STOP. *TR

1 **1 Affected Product**

2
3 **September 3, 2010 NHTSA ID NUMBER: 10353642**

4 **Components: SUSPENSION, STEERING**

5 **NHTSA ID Number:** 10353642

6 **Incident Date** September 2, 2010

7 **Consumer Location** ROCHESTER, NY

8 **Vehicle Identification Number** N/A

9 **Summary of Complaint**

10 **CRASH**No

11 **FIRE**No

12 **INJURIES**0

13 **DEATHS**0

14 FORD 2006 F250 DEATH WOBBLE. I WAS DRIVING MY TRUCK TODAY AND I HIT A LITTLE
15 POT HOLE IN THE ROAD AND NEARLY LOST CONTROL OF MY TRUCK. THE TRUCK WAS
16 SHAKING SO BAD I THOUGHT FOR SURE THE FRONT WHEELS WERE OFF AND WE WERE
17 DEAD. SCARIEST THING EVER. FORD NEEDS TO RECALL THIS ISSUE BEFORE IT KILLS
18 SOMEONE IF IT HASN'T ALREADY. THIS IS VERY SERIOUS WE PAY GOOD MONEY FOR
19 THESE VEHICLES AND SHOULD NOT HAVE TO PAY OUT OF POCKET FOR THE FIX.
20 THANK YOU VERY MUCH FOR TAKING THE TIME TO READ THIS HOPE FORD DOSE THE
21 RIGHT THING AND RECALLS THIS ISSUE. *TR

22 **1 Affected Product**

23 **September 18, 2013 NHTSA ID NUMBER: 10544242**

24 **Components: STEERING, SUSPENSION, WHEELS**

25 **NHTSA ID Number:** 10544242

26 **Incident Date** September 3, 2013

27 **Consumer Location** Unknown

28 **Vehicle Identification Number** 1FTSW21556E****

Summary of Complaint

CRASHYes

FIRENo

INJURIES4

DEATHS0

I HAD NEVER HEARD OF A DEATH WOBBLE UNTIL I WAS ON MY WAY TO THE HOSPITAL
WITH MY THREE CHILDREN AFTER BEING INVOLVED IN A ROLLOVER ACCIDENT. WE
WERE TRAVELING NORTH BOUND ON THE M53 VAN DYKE EXPRESSWAY WHICH HAS A
POSTED SPEED OF 70 MPH. I HAD JUST PASSED A VEHICLE THAT WAS IN THE RIGHT
LANE. JUST AFTER PASSING THIS VEHICLE I DEVELOPED THIS DEATH WOBBLE, I WAS
SWITCHING LANES BACK TO THE RIGHT LANE WHEN MY STEERING WHEEL STARTED
TO SHAKE, NOT JUST A LITTLE SHACKING EITHER. I HAD APPLIED MY BRAKES AND
HELD THE WHEEL WITH BOTH MY HANDS. MY STEERING WHEEL WAS SHACKING SO
BADLY THAT MY DASHBOARD WAS FALLING APART, AND I WAS HAVING MAJOR
PROBLEMS CONTROLLING MY VEHICLE. IT FELT AS IF MY DRIVER'S WHEEL WAS

1 BOUNCING UP AND DOWN AND MY STEERING WHEEL WAS ALSO SHAKING SO BADLY
2 THAT IN JUST A SECOND I HAD LOST TOTAL CONTROL OF MY VEHICLE. MY TRUCK
3 DRIFTED TO THE RIGHT AND MY LEFT FRONT WHEEL HIT THE TURF FOLLOWED BY MY
4 LEFT REAR WHEEL HITTING THE TURF AND WE STARTED TO ROLL. WE ROLLED TWO IN
5 HALF TIMES BEFORE COMING TO A STOP UPSIDE DOWN. THE CAB OF THE TRUCK WAS
6 CRUSHED, THE RIGHT REAR CORNER OF THE CAB WAS PUSHED DOWN FURTHER THAN
7 THE HEADRESTS ON THE SEAT WERE MY YOUNGEST WAS SITTING, AND THANK GOD
8 MY 7 YEAR OLD WASN'T KILLED. ON THE PASSENGER'S SIDE THE ROOF WAS SMASHED
9 AGAINST THE HEAD REST WERE MY DAUGHTER WAS SEATED. I AM VERY THANKFUL
10 THAT MY 3 CHILDREN AND I LIVED THROUGH THIS NIGHT MARE. I HAVE DRIVEN A
11 PICKUP TRUCK FOR OVER 20 YRS., AND I HAVE NEVER FELT THIS DEATH WOBBLE
12 BEFORE.

13 **1 Affected Product**

14 **February 20, 2014 NHTSA ID NUMBER: 10565061**
15 **Components: WHEELS, SUSPENSION, STEERING**

16 **NHTSA ID Number:** 10565061

17 **Incident Date** February 19, 2014

18 **Consumer Location** JOHNS CREEK, GA

19 **Vehicle Identification Number** N/A

20 **Summary of Complaint**

21 **CRASH**No

22 **FIRE**No

23 **INJURIES**0

24 **DEATHS**0

25 WHILE DRIVING MY 2006 FORD F250 FX4, AT SPEEDS BETWEEN 45-65 MPH, A SLIGHT
26 VIBRATION IS FELT. WITHIN A FEW SECONDS IT TURN INTO A VIOLENT SHAKING
27 MOTION AS IF I'M DRIVING ON LARGE COBBLE STONES. IT HAS BEEN SO BAD I HAVE
28 ALMOST LOST CONTROL ON THE HIGHWAY AND CAME WITHIN INCHES OF HITTING
ANOTHER VEHICLE. WHEN IT STARTS THERE IS NO STOPPING IT, AS THE STEERING
WHEEL JERKS VIOLENTLY. FORD HAS SENT A LETTER OUT THAT SAY INFLATE YOUR
TIRES AND IF IT STILL HAPPENS SLOW DOWN UNTIL IT STOPS. THAT'S NOT RIGHT. THIS
IS DANGEROUS. I HAVE TO SLOW DOWN TO 30 MPH FOR IT TO STOP. I CAN'T DO THAT
ON THE HIGHWAY. THE DEALERS AND FORD SAY THERE IS NOTHING THEY WILL DO.
THIS ISSUE IS EXTREMELY DANGEROUS DUE TO FORDS ENGINEERING MISHAP.MY
TIRES ARE STOCK, ROTATED, BALANCED, AND ALIGNED, THIS HAPPENS AT LEAST
ONCE EVERY OTHER WEEK 2005-2013 F250,350 OWNERS REPORT THE SAME ISSUE.
GOOGLE: FORD DEATH WOBBLE, AND WATCH THE F250 AT CRUISING SPEED. *TR

29 **1 Affected Product**

30 **September 23, 2008 NHTSA ID NUMBER: 10243184**

31 **Components: STEERING**

32 **NHTSA ID Number:** 10243184

33 **Incident Date** September 22, 2008

1 **Consumer Location** CINCINNATI, OH
2 **Vehicle Identification Number** 1FTSX21536E****

3 **Summary of Complaint**

4 **CRASH**Yes

5 **FIRE**No

6 **INJURIES**0

7 **DEATHS**0

8 TL*THE CONTACT OWNS A 2006 FORD F-250. WHILE DRIVING 63 MPH, THE VEHICLE
9 STRUCK A SMALL DIP IN THE ROAD. THE STEERING BEGAN TO SHAKE VIOLENTLY AND
10 THE CONTACT LOST CONTROL. THE VEHICLE WILL NOT BE REPAIRED BECAUSE THE
11 CONTACT WANTS THE VEHICLE REPLACED. THE MANUFACTURER STATED THAT THEY
12 WERE AWARE OF THE FAILURE; HOWEVER, ADVISED HIM TO FOLLOW THE TSB
13 INSTRUCTION TO REPAIR THE FAILURE. THE FAILURE MILEAGE WAS 51,000 AND
14 CURRENT MILEAGE WAS 65,000.

15 **1 Affected Product**

16 **April 10, 2009 NHTSA ID NUMBER: 10264951**

17 **Components: STEERING**

18 **NHTSA ID Number:** 10264951

19 **Incident Date** December 18, 2005

20 **Consumer Location** COTTONWOOD, AZ

21 **Vehicle Identification Number** 1FTSW21Y56E****

22 **Summary of Complaint**

23 **CRASH**No

24 **FIRE**No

25 **INJURIES**0

26 **DEATHS**0

27 I HAVE A 2006 F-250 SUPER DUTY WITH ONLY 17,000 MILES, FROM THE DAY I PICKED IT
28 UP NEW AT THE DEALER I NOTICE THAT EVERY TIME I HIT A RUT OR BUMP IN THE
ROAD THERE WAS HUGE VIBRATIONS IN THE REAR END AND VERY NEAR LOSING
CONTROL. RECENTLY I WAS TRAVELING ON A MAJOR INTERSTATE AT
APPROXIMATELY 80 MPH AND ALL OF A SUDDEN THE FRONT END FELT LIKE BOTH
WHEELS WERE COMING OFF AND THE STEERING WHEEL WAS SHAKING SO VIOLENTLY
I NEARLY LOST CONTROL. I WAS BESIDE AN 18 WHEELER AND I THOUGHT THIS WOULD
PROBABLY BE MY LAST DAY BUT SOMEHOW I GOT IT BACK UNDER CONTROL. CAN'T
TELL YOU HOW NERVOUS I WAS BUT YOU CAN IMAGINE. I CALLED OUR LOCAL FORD
DEALER TODAY AND HE SAID SOUNDS LIKE SOMETHING TERRIBLE IS WRONG, WE'LL
SEE WHAT THE OUTCOME IS. EVERYTHING I'VE READ ON THIS SAYS FORD DOESN'T
THINK THEY HAVE A PROBLEM, FROM THE STORIES OUT THERE I DISAGREE. *TR

1 Affected Product

October 1, 2007 NHTSA ID NUMBER: 10204597

Components: STEERING, SUSPENSION

NHTSA ID Number: 10204597

1 **Incident Date** September 16, 2007
2 **Consumer Location** HAMPDEN, MA
3 **Vehicle Identification Number** 1FTSW21516E****

4 **Summary of Complaint**

5 **CRASH**No

6 **FIRE**No

7 **INJURIES**0

8 **DEATHS**0

9 MY 2006, 5.3 GAS ENGINE, 4 WHEEL DRIVE, F250 SUPER DUTY HAS HAD EXCESSIVE
10 WHEEL HOP, BOUNCING, VIBRATION, AND SOMETIMES, VIOLENT SHAKING OF THE
11 WHOLE FRONT OF THE TRUCK, WHEN GOING OVER EXPANSION JOINTS, BUMPS AND
12 ROAD DEFECTS SINCE IT WAS NEARLY NEW. THIS RESULTS IN THE STEERING WHEEL
13 SHAKING AND MAKES THE TRUCK HARD TO CONTROL. WHEN NEW WITH 300 MILES ON
14 IT IN FEB. 2007, I DROVE IT FROM MA TO FL AND NOTICED THAT SOMETIMES IT
15 SHUDDERED, WHEN GOING OVER A BUMP AT SPEEDS OVER 50. THAT IS, IT DID NOT
16 JUST GIVE ONE HARD JOLT, BUT BOUNCED A FEW TIMES. THE BOUNCING GOT WORSE
17 AS MILEAGE ON THE VEHICLE WENT UP. SOMETIMES THE TRUCK WOULD MOVE
18 Laterally after a hard bump, that is, move to the edge of the traveled
19 lane, or partially into one of the adjacent lanes. Now, within the last 2
20 weeks, at its extreme of vibrations and bouncing, the violent shaking has
21 happened to me twice, both times when traveling on a highway at 60-68
22 mph, after going over an expansion joint coming off or going on to a
23 bridge. First time, on Sept 16, 2007, with about 9000 miles on the F250, shaking
24 lasted about 5 seconds, on I64 in Virginia Beach, VA, and then, on Sept. 28,
25 2007, for about 10 seconds, or about 1000', on the New Jersey Turnpike.
26 During these last 2 incidents, I thought that I might easily have lost
27 control of the vehicle and have either injured someone else or myself.
28 Both of the serious violent shaking episodes happened on a dry interstate
highway in decent condition with other traffic traveling at the same
speed and many, many other vehicles going over the same bumps. I have
checked the tire pressure and all the tires read about 50#, the same as
when I got the truck on Jan. 31, 2007. There are no obvious defects in the
tires. Now, it shudders when going over very minor bumps, sometimes even
at below 45 mph. I've made it back from my trip and there are about 9500
miles on the truck and I am taking it to the dealer this week. This problem
could result in the loss of life. *JB

1 Affected Product

25 **November 5, 2007 NHTSA ID NUMBER: 10208006**

26 **Components: SUSPENSION**

27 **NHTSA ID Number:** 10208006

28 **Incident Date** November 5, 2007

Consumer Location PATASKALA, OH

Vehicle Identification Number N/A

1 **Summary of Complaint**

2 **CRASHNo**

3 **FIRENo**

4 **INJURIES0**

5 **DEATHS0**

6 WHILE DRIVING HOME FROM WORK, I HIT A SMALL BUMP IN THE FREEWAY AT 65MPH
7 AND NEARLY LOST CONTROL OF MY 2006 F-250. THE VEHICLE BEGAN TO SHAKE
8 UNCONTROLLABLY AND VIOLENTLY. I TRIED TO REGAIN CONTROL OF MY DIRECTION
9 WHICH ONLY HAPPENED AFTER I GOT BELOW 15 MPH. AFTER PULLING OFF THE
10 HIGHWAY, I GOT OUT TO CHECK WHICH TIRE HAD BLOWN AND TO MY SURPRISE ALL
11 WERE FINE. IF I HADN'T HAVE BEEN IN THE FAR RIGHT HAND LANE OF THE FREEWAY, I
12 WOULD HAVE CAUSED AN ACCIDENT AND HURT EITHER MYSELF OR SOMEONE ELSE.
13 THIS WAS NOT A TYPICAL VEHICLE RESPONSE AND WAS VERY LITERALLY A VIOLENT
14 WHEEL HOP OR FRONT END SUSPENSION MALFUNCTION. I CONSIDER THIS TO BE A
15 SERIOUS AND DANGEROUS ISSUE FOR F-250 OWNERS AND ALL WHO TRAVEL AROUND
16 THEM. FORD NEEDS TO RE-CALL THESE FRONT END DEFECTS BEFORE SOMEONE GETS
17 KILLED. AFTER A THOROUGH SEARCH OF THE INTERNET, I DISCOVERED A MOUNTAIN
18 OF OTHER F-250 OWNERS WHO WERE AND ARE EXPERIENCING THE SAME PROBLEM
19 WITH SIMILAR RESULTS, MOST CLAIMING THE SAME THING, THESE VEHICLES HAVE A
20 MAJOR LEAGUE PROBLEM WITH THE FRONT END SUSPENSION WHICH WILL
21 UNDOUBTEDLY COST SOMEONE THEIR LIFE SOMEDAY. WHAT IS THE NHTSA DOING TO
22 BRING FORD TO THE TABLE AND GET THIS FIXED? IT'S TIME. *TR

23 **1 Affected Product**

24 **April 16, 2008 NHTSA ID NUMBER: 10224740**

25 **Components: SUSPENSION**

26 **NHTSA ID Number:** 10224740

27 **Incident Date** March 1, 2008

28 **Consumer Location** BROWN CITY, MI

Vehicle Identification Number 1FTSW21P26E*****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

ON MY 2006 FORD F250 SD DIESEL I EXPERIENCE VIOLENT OSCILLATIONS OF THE
STEERING WHEEL WHEN GOING OVER RR TRACKS OR BUMPS IN THE ROAD, LEADING
TO A NEAR LOST OF CONTROL OF THE VEHICLE. AS A RESULT OF THIS THE FRONT
TIRES ARE FLAT SPOTTED, AND UNEVENLY WORN. FORD CLAIMS THE PROBLEM IS
RELATED TO LOW TIRE PRESSURE, BUT MY TIRE PRESSURE WAS AT THE MFG
RECOMMENDATION. I HAVE READ NUMEROUS REPORTS THAT A STEERING DAMPENER
IS REQUIRED AND NOT INSTALLED ON THE FORD SD TRUCKS. *TR

1 Affected Product

1 **December 31, 2008 NHTSA ID NUMBER: 10253393**

2 **Components: SUSPENSION**

3 **NHTSA ID Number:** 10253393

4 **Incident Date** September 20, 2007

5 **Consumer Location** LAUREL, MD

6 **Vehicle Identification Number** 1FTSX215X6E****

7 **Summary of Complaint**

8 **CRASHNo**

9 **FIRENo**

10 **INJURIES0**

11 **DEATHS0**

12 THIS IS A SUSPENSION PROBLEM THAT I NOTICED ABOUT 9 MONTHS AFTER I BOUGHT
13 THE VEH., (2006 FORD F-250SD). THE PROBLEM IS IN THE SUSPENSION. IT SEEMS TO
14 ONLY HAPPEN WHEN YOU GO OVER AN AREA OF THE ROAD THAT IS ROUGH. IT HAS
15 GOTTEN PROGRESSIVELY WORSE. I WAS DRIVING AT 60 MPH AND WENT OVER A
16 BUMPY AREA ON THE HIGHWAY AND I ALMOST LOST CONTROL OF THE TRUCK. IT
17 PULLED HARD TO THE LEFT AND BEGAN SHAKING HEAVILY. IF I HAD NOT BEEN
18 HOLDING THE WHEEL FIRMLY I WOULD HAVE CROSSED THE DOUBLE YELLOW LINE
19 INTO ONCOMING TRAFFIC. I FOUND A SITE WHERE THERE WERE 11 OTHER
20 COMPLAINTS ON THIS SAME VEH. AND THE SAME PROBLEM. I HAVE OWNED F250'S
21 INCLUDING MY LAST THAT WAS A 2002 AND I NEVER HAD A PROBLEM LIKE THIS. ITS
22 APPARENT THAT THERE IS SOMETHING WRONG WITH THE SUSPENSION SYSTEM THEY
23 USED. IF SOMEONE IS DRIVING THAT HASN'T EXPERIENCED IT THEY MAY LOOSE
24 COMPLETE CONTROL OF THE VEHICLE AND CAUSE A FATALITY. I AM GOING TO TAKE
25 IT TO A FORD DEALER TO LOOK AT, BUT FROM WHAT I READ OF THE OTHER
26 COMPLAINTS SOME PEOPLE HAVE BEEN IN 3-4 TIMES AND STILL HAVE THE SAME
27 PROBLEM. *TR

28 **1 Affected Product**

19 **March 2, 2009 NHTSA ID NUMBER: 10260393**

20 **Components: SUSPENSION**

21 **NHTSA ID Number:** 10260393

22 **Incident Date** October 10, 2008

23 **Consumer Location** BELLEVUE, WA

24 **Vehicle Identification Number** 1FTSX21PX6E****

25 **Summary of Complaint**

26 **CRASHNo**

27 **FIRENo**

28 **INJURIES0**

DEATHS0

TRAVELING APPROXIMATELY 60MPH ON INTERSTATE HIGHWAY ON SOMEWHAT
UNDULATING CONCRETE SURFACE, VEHICLE EXPERIENCED EXTREME VIBRATING OF
SUSPENSION SUCH THAT IT FELT LIKE THE AXLES WERE UNCONNECTED FROM THE
VEHICLE FRAME. STEERING CONTROL BECAME DIFFICULT AND NEARLY LOST
CONTROL. *TR

1 **1 Affected Product**

2
3 **April 21, 2009 NHTSA ID NUMBER: 10266214**

4 **Components: STEERING, SUSPENSION**

5 **NHTSA ID Number:** 10266214

6 **Incident Date** November 20, 2008

7 **Consumer Location** SACRAMENTO, CA

8 **Vehicle Identification Number** 1FTSX21Y76E****

9 **Summary of Complaint**

10 **CRASH**No

11 **FIRE**No

12 **INJURIES**0

13 **DEATHS**0

14 I RECEIVED A NOTICE FROM FORD MOTOR CO. REGARDING A SHIMMY OR SEVERE
15 VIBRATION THAT MAY OCCUR WHEN MY FORD F-250 FORD TRUCK TRAVELS OVER A
16 BUMP OR DIP IN THE ROAD. THIS HAS HAPPENED TO ME. AT THE TIME I HAD NO IDEA
17 WHAT CAUSED IT. I WAS TRAVELING AT APPROX. 65 MPH ON A HIGHWAY WHEN I
18 DROVE TROUGH A DIP IN THE ROAD UNDER AN OVERPASS. MY TRUCK WENT IN A
19 SEVERE SHIMMY. I ALMOST LOST FULL CONTROL OF THE TRUCK. HAD THERE BEEN A
20 VEHICLE NEXT TO ME IN THE LEFT LANE I WOULD NOT HAVE BEEN ABLE TO AVOID
21 HITTING IT. I DON'T KNOW WHAT THE PSI OF AIR IN MY TIRES WERE AT THE TIME.
22 THEY WERE THE STOCK TIRES THAT CAME WITH THE TRUCK OFF THE LOT. I HAVE
23 SINCE CHANGED THESE TIRES DUE TO WEAR. THIS IS A VERY SERIOUS ISSUE AND
24 NEEDS TO BE GIVEN A LOT OF ATTENTION. *TR

25 **1 Affected Product**

26
27 **September 4, 2009 NHTSA ID NUMBER: 10282830**

28 **Components: SUSPENSION**

NHTSA ID Number: 10282830

Incident Date September 2, 2009

Consumer Location LEBANON, TN

Vehicle Identification Number 1FTSX21PX6E****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

HELLO; I HAVE A 2006 FORD SUPER DUTY 4X4 DIESEL. I HAVE LOW MILES 23,000 AND
NO MODIFICATIONS TO TRUCK. I HAVE HAD A FEW TIMES WHERE THE FRONT END
WILL SHAKE AFTER HITTING A POT HOLE OR BRIDGE BUMP. IT NOW DID THIS AGAIN
ON 9/2/2009 AND WAS VIOLENT AND DANGEROUS, ALMOST LOST CONTROL. I HAVE
SEARCHED THE INTERNET THIS MORNING AND ITS CALLED THE 'DEATH WOBBLE' AND
SEEMS ALOT OF FORD SUPER DUTY'S ARE EXPERIENCING THIS PROBLEM. PLEASE
ADVISE ME WHAT STEPS TO TAKE AS I AM EXTREMELY CONCERNED. THANKS *TR

1 **1 Affected Product**

2
3 **September 27, 2010 NHTSA ID NUMBER: 10357936**

4 **Components: SUSPENSION**

5 **NHTSA ID Number:** 10357936

6 **Incident Date** March 1, 2009

7 **Consumer Location** LEBANON, KY

8 **Vehicle Identification Number** 1FTSX215X6E****

9 **Summary of Complaint**

10 **CRASHNo**

11 **FIRENo**

12 **INJURIES0**

13 **DEATHS0**

14 I HAVE OWNED MY 2006 FORD SD SINCE DECEMBER 2008. SHORTLY AFTER WINTER
15 DURING HIGH WAY DRIVING I EXPERIENCED VIOLENT SHAKING IN THE FRONT END
16 AFTER HITTING A POT WHOLE. I NEARLY LOST CONTROL OF THE VEHICLE WHICH
17 COULD HAS CAUSED A SERIOUS ACCIDENT. I RECEIVED A NOTICE FROM FORD
18 EXPLAINING THAT I NEED TO KEEP THE TIRE PRESSURE AT THE RECOMMENDED LEVEL
19 OR IT WOULD CAUSE THE SHAKING. BUT THE AIR PRESSURE DID NOT CORRECT THE
20 PROBLEM. I BECAME TOO AFRAID TO DRIVE THIS VEHICLE ON ANY EXPRESS WAYS
21 AND LIMITED DRIVING IT IN TOWN AND NON-EXPRESSWAY ROADS. AFTER A YEAR
22 AND A HALF THIS VIOLENT SHAKING, I HAD TO BUY ANOTHER VEHICLE BECAUSE I
23 BECAME TO AFRAID THIS VEHICLE WOULD CAUSE A SERIOUS ACCIDENT. I STILL OWN
24 THIS VEHICLE BUT I ONLY TRUST IT IN TOWN DRIVING. *TR

25 **1 Affected Product**

26
27 **May 21, 2011 NHTSA ID NUMBER: 10403273**

28 **Components: SUSPENSION**

NHTSA ID Number: 10403273

Incident Date May 15, 2011

Consumer Location Unknown

Vehicle Identification Number 1FTNF21516E****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

UPON HITTING BUMPS ON ROADWAY I LOST COMPLETE CONTROL OF TRUCK FOR
APPROX 2 TENTHS OF A MILE UNTIL I SLOWED DOWN. FRONT END SHOOK VIOLENTLY
SOMEBODY IS GOING TO DIE IN ONE OF THESE DEATH TRAPS,I HOPE ITS NOT ONE OF
MY KIDS

1 Affected Product

1 November 24, 2011 NHTSA ID NUMBER: 10437224

2 **Components: STEERING, SUSPENSION**

3 NHTSA ID Number: 10437224

4 Incident Date April 1, 2011

5 Consumer Location COVINA, CA

6 Vehicle Identification Number N/A

7 **Summary of Complaint**

8 CRASHNo

9 FIRENo

10 INJURIES0

11 DEATHS0

12 I WAS TRAVELING ON THE FREEWAY AT 60 MPH. THE VEHICLE WENT INTO A VIOLENT
13 SHAKING AFTER GOING OVER AN UNEVEN ROAD SURFACE. THE VEHICLE JUMPED A
14 HALF LANE OVER AND I HAD LOST CONTROL UNTIL MY SPEED WAS REDUCED. AT
15 THAT TIME I WAS AFRAID OF SLAMMING ON THE BRAKES AND LOSING MORE
16 CONTROL OR POSSIBLY FLIPPING OVER. NOW THIS VIOLENT SHAKING OCCURS EVERY
17 TIME I HIT A POT HOLE OR ANY UNEVEN SURFACE AT 55 TO 60 MPH. I HAVE TAKEN MY
18 VEHICLE TO FORD SERVICE AND THEY CAN NOT FIND ANY PROBLEM THAT WOULD
19 CAUSE THE VIOLENT SHAKING. AFTER DOING SOME RESEARCH I FOUND A VIDEO OF
20 THIS ON YOU TUBE AS "F-250 DEATH WOBBLE". THIS VIDEO SAYS IT ALL AND IS BASED
21 ON A STOCK ORIGINAL EQUIPMENT F-250 SUPER DUTY. *TR

22 **1 Affected Product**

23 October 24, 2009 NHTSA ID NUMBER: 10289670

24 **Components: STEERING**

25 NHTSA ID Number: 10289670

26 Incident Date October 23, 2009

27 Consumer Location FRESNO, CA

28 Vehicle Identification Number 1FTSW21P56E****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

I LOST CONTROL OF MY FORD F-250 TRUCK GOING DOWN THE ROAD. THE FRONT END
STARTED A WOBBLE AND SHAKE. (DEATH WOBBLE) *TR

1 Affected Product

January 19, 2011 NHTSA ID NUMBER: 10377213

Components: TIRES, STEERING

NHTSA ID Number: 10377213

Incident Date December 19, 2010

Consumer Location RIVERSIDE, CA

Vehicle Identification Number 1FT5X21P46E****

1 **Summary of Complaint**

2 **CRASHNo**

3 **FIRENo**

4 **INJURIES0**

5 **DEATHS0**

6 TL* THE CONTACT OWNS A 2006 FORD F-250 DIESEL SD. THE CONTACT STATED THAT
7 WHILE DRIVING APPROXIMATELY 60 MPH OVER A ROAD BUMP, HE MOMENTARILY
8 LOST CONTROL OF THE VEHICLE ABNORMALLY UNTIL THE VEHICLE SPEEDS WAS
9 SLOWED. THE VEHICLE WAS INSPECTED BY THE DEALER WHO INFORMED THE
10 CONTACT THAT THE FAILURE COULD HAVE BEEN CAUSED BY UNDER INFLATED TIRES.
11 THE VEHICLE WAS NOT REPAIRED. THE VIN WAS UNAVAILABLE. THE FAILURE AND
12 CURRENT MILEAGE WAS 58,000. UPDATED 06/16/11 *BF UPDATED 06/27/11

13 **1 Affected Product**

14 **1 Associated Document**

15 **September 21, 2011 NHTSA ID NUMBER: 10426658**

16 **Components: STEERING**

17 **NHTSA ID Number:** 10426658

18 **Incident Date** September 18, 2011

19 **Consumer Location** EL CENTRO, CA

20 **Vehicle Identification Number** 1FTSW21P96E*****

21 **Summary of Complaint**

22 **CRASHNo**

23 **FIRENo**

24 **INJURIES0**

25 **DEATHS0**

26 TL* THE CONTACT OWNS A 2006 FORD F-250 SD. THE CONTACT STATED THAT WHILE
27 DRIVING 70 MPH OVER SMALL ROAD BUMPS, HE LOST CONTROL OF THE STEERING.
28 THE VEHICLE BEGAN TO VIOLENTLY SHAKE UNTIL THE CONTACT STOPPED THE
VEHICLE. THE FAILURE RECURRED WHENEVER THE CONTACT DROVE OVER ROAD
BUMPS AT HIGHWAY SPEEDS. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER
WHERE THE CONTACT WAS INFORMED THAT THE FAILURE WAS A COMMON
OCCURRENCE. THE STEERING LINKAGES AND STEERING DAMPENER WERE REPAIRED.
THE FAILURE RECURRED ONCE FOLLOWING REPAIRS. THE FAILURE MILEAGE WAS
43,200. UPDATED 10/13/11 *BF UPDATED 01/12/12

1 Affected Product

1 Associated Document

29 **August 24, 2009 NHTSA ID NUMBER: 10281566**

30 **Components: SUSPENSION, STEERING**

31 **NHTSA ID Number:** 10281566

32 **Incident Date** June 1, 2008

33 **Consumer Location** Unknown

34 **Vehicle Identification Number** 1FTWW33P46E*****

35 **Summary of Complaint**

1 **CRASHNo**

2 **FIRENo**

3 **INJURIES0**

4 **DEATHS0**

5 TL*THE CONTACT OWNS A 2006 FORD F350 CREW CAB 4X4 WHICH WAS PURCHASED IN
6 2005. WHILE DRIVING APPROXIMATELY 25 MPH, THE CONTACT LOST STEERING
7 CONTROL WHEN THE STEERING WHEEL BEGAN SHAKING EXCESSIVELY. THE
8 MANUFACTURER STATED THAT THEY WERE AWARE OF THE FAILURE. THE
9 MANUFACTURER ALSO CONFIRMED THAT THERE WERE NO RELATED RECALLS;
10 HOWEVER, THERE WERE TECHNICAL SERVICE BULLETINS. THE FRONT END OF THE
11 VEHICLE WAS REPLACED AS WELL AS PREVIOUS REPAIRS WERE PERFORMED TO
12 CORRECT THE FAILURE. THE FAILURE MILEAGE WAS APPROXIMATELY 10,000 AND THE
13 CURRENT MILEAGE WAS 29,000.

14 **1 Affected Product**

15 **May 26, 2008 NHTSA ID NUMBER: 10228887**

16 **Components: STEERING**

17 **NHTSA ID Number:** 10228887

18 **Incident Date** May 10, 2008

19 **Consumer Location** SHADOW HILLS, CA

20 **Vehicle Identification Number** N/A

21 **Summary of Complaint**

22 **CRASHNo**

23 **FIRENo**

24 **INJURIES0**

25 **DEATHS0**

26 06 F350 DUALY DIESEL CREW CAB. WHEN DRIVING ANYWHERE BETWEEN 50-70 MPH
27 AND HIT A POTHOLE THE FRONT END GOES INTO A DEATH WOBBLE AND IS NOT
28 CONTROLLED UNTIL VEHICLE IS SLOWED TO 30 MPH. ALMOST LOST CONTROL OF
VEHICLE ON LOS ANGELES FREEWAYS. HAS HAPPENED MULTIPLE TIMES AND HAVE
BEEN TO FORD DEALER WITH NO ASSISTANCE. LAST EPISODE WAS LAST WEEK, THEN
MY INSURANCE CO TOLD ME TO FILE COMPLAINT IN CASE OF ACCIDENT THAT IS NOT
MY FAULT BUT A VEHICLE DEFECT. AAA ALSO SENT ME TO THIS FORUM OF OTHER
FORD OWNERS THAT HAVE HAD THE SAME COMPLAINT. *TR

1 Affected Product

December 1, 2009 NHTSA ID NUMBER: 10294097

Components: STEERING

NHTSA ID Number: 10294097

Incident Date November 30, 2009

Consumer Location HONOLULU, HI

Vehicle Identification Number 1FTWW31P16E****

Summary of Complaint

CRASHNo

1 **FIRENo**
2 **INJURIES0**
3 **DEATHS0**

4 2006 FORD F350 SUPERDUTY DIESEL DRIVING ON THE FWY MAKING A CURVE ABOUT
5 55MPH THE FRONT END STARTS TO HOP VIOLENTLY AND BOUNCING. ALMOST LOST
6 CONTROL DUE TO OTHER CARS ON THE ROAD. I HAD TO APPLY MY BRAKES ON THE
7 FWY IN A VERY UNSAFE MANNER AND LOCATION CAUSING CAR BEHIND ME TO VEER
8 OFF IN MANY DIRECTIONS AS I CAME TO A HALT. THIS LOSS OF CONTROL HAPPENED
9 ABOUT A DOZEN TIMES NOW IN THE LAST 2YEARS WITH ALWAYS THE SAME
10 SITUATION FWY SPEEDS AND ANY TYPE OF BUMP IN THE ROAD SURFACE. HAPPENED
11 ON UPHILL CURVES AS WELL AS FLAT OR DOWN HILL CURVES. A LESSER OF DRIVER
12 MAY FAIL TO MAKE PROPER ADJUSTMENTS WHICH I SURE WILL LEAD TO A CRASH OR
13 WORSE A DEATH. *TR

14 **1 Affected Product**

15 **October 29, 2014 NHTSA ID NUMBER: 10651012**

16 **Components: STEERING**

17 **NHTSA ID Number:** 10651012

18 **Incident Date** February 5, 2013

19 **Consumer Location** STOCKTON, CA

20 **Vehicle Identification Number** N/A

21 **Summary of Complaint**

22 **CRASHNo**

23 **FIRENo**

24 **INJURIES0**

25 **DEATHS0**

26 STEERING WOBBLE AND SHAKES. THIS HAS BEEN GETTING WORSE AS TIME GOES ON.
27 ANYTIME I HIT A BUMP ON THE FREEWAY MY TRUCK STARTS TO VIOLENTLY SHAKE
28 AND WOBBLE. IT IS EVEN WORSE ON A ROAD CURVE. IT IS VERY DANGEROUS TO
DRIVING ON THE FREEWAY IN THE MOUNTAINS. I FEW TIMES I ALMOST LOST
CONTROL. THE SHAKE DOES NOT GO AWAY UNTIL I SLOW DOWN BELOW 40MPH
WHICH CAUSES ANOTHER DANGEROUS SITUATION WHILE ON THE FREEWAY. I HAVE
CHANGED TIRES, CHECKED PRESSURE AND ROTATED TIRES. ALSO, I REPLACED
STEERING DAMPENER. NOTHING HAS WORKED TO DIMINISH THE SHAKE. I ALSO HAD
THE 4 WHEEL ALIGNMENT CHECKED AND THE SHOP SHOWED ME THAT IT WAS
CORRECT. THEY CHECKED EVERYTHING AND COULD NOT FIND ANYTHING THAT WAS
WORN OUT AND NEEDED CHANGING. I WAS TOLD NO REPAIRS NEEDED. THIS IS A VERY
DANGEROUS SITUATION AND NEEDS TO BE CORRECTED BEFORE BODIES START PILING
UP. *TR

29 **1 Affected Product**

30 **June 21, 2009 NHTSA ID NUMBER: 10274553**

31 **Components: SUSPENSION**

32 **NHTSA ID Number:** 10274553

1 **Incident Date June 11, 2009**

2 **Consumer Location** JONESBOROUGH, TN

3 **Vehicle Identification Number** 1FTWW33P86E****

4 **Summary of Complaint**

5 **CRASH**No

6 **FIRE**No

7 **INJURIES**0

8 **DEATHS**0

9 I OWN AN 06' FORD F350 SD. I FIRST NOTICED AN EXTREME TIRE SHIMMY/BOUNCE AT
10 AROUND 15,000 MI, WHEN A POT HOLE, BRIDGE EXPANSION OR ROUGH ROAD IS
11 ENCOUNTERED. THE TRUCK NOW HAS 105,000 MI. AND THE PROBLEM HAS BECOME
12 SOME EXTREME THAT I BELIEVE IT IS TOO DANGEROUS TO DRIVE UNTIL THE
13 PROBLEM IS REMEDIED. THE BOUNCING IS SO EXTREME THAT CONTROL OF THE
14 TRUCK IS NEARLY LOST. FORD HAS SENT ME A LETTER CLAIMING IMPROPER TIRE
15 PRESSURE IS THE PROBLEM, I HAVE ADJUSTED BUT TO NO HELP. THE TRUCK SHIMMYS/
16 SHAKES UNCONTROLLABLY, AT EVERY BUMP ENCOUNTERED. THIS IS AN EXTREMELY
17 DANGEROUS SITUATION WHICH IS WIDE SPREAD AMONG SD OWNERS ACCORDING TO
18 POSTINGS ON THE WEB. PLEASE HELP! *TR

19 **1 Affected Product**

20 **November 2, 2010 NHTSA ID NUMBER: 10363770**

21 **Components: SUSPENSION**

22 **NHTSA ID Number:** 10363770

23 **Incident Date** August 15, 2010

24 **Consumer Location** LOOMIS, CA

25 **Vehicle Identification Number** 1FTWW33P36E****

26 **Summary of Complaint**

27 **CRASH**No

28 **FIRE**No

INJURIES0

DEATHS0

TL* THE CONTACT OWNS A 2006 FORD F-350 SUPER DUTY. THE CONTACT WAS DRIVING
APPROXIMATELY 60 MPH OVER A ROAD BUMP WHEN THE CONTACT LOST ALL
STEERING CONTROL. HE HAD TO DECREASE THE VEHICLES' SPEED TO 30 MPH TO
REGAIN STEERING CONTROL. THE VEHICLE WAS TAKEN TO A LOCAL MECHANIC
WHERE THE STEERING BUSHING, SHOCKS, LOWER CONTROL, AND IDLER ARMS WERE
REPLACED. THE FAILURE RECURRED WITHIN THREE WEEKS OF THE REPAIRS. THE
CONTACT LOCATED AN INVESTIGATION (NHTSA ITEM NUMBER: PE07057-
SUSPENSION:FRONT) WHICH DESCRIBED FAILURE AND INQUIRED WITH THE DEALER.
THE DEALER SET THE TIRE PRESSURE TO THE CORRECT MANUFACTURER'S
SPECIFICATIONS TO CORRECT THE FAILURE. THE FAILURE MILEAGE WAS 86,800 AND
THE CURRENT MILEAGE WAS 86,444.

1 Affected Product

1 August 19, 2008 **NHTSA ID NUMBER: 10238850**

2 **Components: STEERING, SUSPENSION**

3 **NHTSA ID Number:** 10238850

4 **Incident Date** August 18, 2008

5 **Consumer Location** ALEXANDRIA, LA

6 **Vehicle Identification Number** 1FTSX21537E****

7 **Summary of Complaint**

8 **CRASHNo**

9 **FIRENo**

10 **INJURIES0**

11 **DEATHS0**

12 TL*THE CONTACT OWNS A 2007 FORD F250. WHILE DRIVING APPROXIMATELY 70 MPH, THE VEHICLE DROVE OVER A SMALL PATCH IN THE ROAD. THE STEERING WHEEL BEGAN TO SHAKE VIOLENTLY AND THE CONTACT LOST CONTROL OF THE VEHICLE. THE VEHICLE SKIDDED ONTO THE SIDE OF THE ROAD. AFTERWARDS, THE CONTACT DROVE ANOTHER FIVE MILES TO HIS DESTINATION. THE VIN WAS UNKNOWN. THE CURRENT AND FAILURE MILEAGES WERE 4,000.

13 **1 Affected Product**

14 September 24, 2009 **NHTSA ID NUMBER: 10285160**

15 **Components: SUSPENSION**

16 **NHTSA ID Number:** 10285160

17 **Incident Date** August 20, 2008

18 **Consumer Location** DOVER, DE

19 **Vehicle Identification Number** 1FTWW33P47E****

20 **Summary of Complaint**

21 **CRASHNo**

22 **FIRENo**

23 **INJURIES0**

24 **DEATHS0**

25 THERE IS A SEVERE SHAKING IN MY FORD F30 SUPER DUTY TRUCK THAT IIS GETTING WORSE. STARTED OUT AS GOING OVER BUMPS OR AROUND CORNERS . TOOK IT TO DEALER RIGHT AFTER I BOUGHT IT. THEY SAID NEEDED ALIGNING. THEN AFTER CHARGING ME FOR IT SAID EVERYTHING WAS OK(FAILING TO NOTE MY TIRE DEPTH ON PAPER,WHICH TIRE TREAD WAS EXCELLENT). TOOK IT BACK SEVERAL MONTHS LATER WHEN IT CONTINUED TO GET WORSE AND TREAD WEAR STARTED.PUT ON MACHINE SAID IT WAS ALL GOOD. FAILED TO NOTE DEPTH AGAIN. THEN RECEIVED LETTER "LITERATURE PROGRAM 09L02, STATING IN LESS WORDS THAT THEY KNOW OF THE PROBLEM BUT DON'T DEEM IT THEIR FAULT , JUST SLOW DOWN WHEN IT HAPPENS. CALLED FORD TOLD ME TO TAKE IT IN DEALER. TOOK IT IN, NOW THEY ARE SAYING IT BECAUSE OF THE POOR TIRE TREAD ON TIRES, WHICH WAS PERFECT WHEN I FIRST STARTED TO COMPLAIN ABOUT THE SHIMMY. NOW THEY WANT ME TO BUY NEW TIRES AND START ALL OVER AGAIN .AFTER GETTING NEW TIRES THEY WANT ME TO BRING IT IN SO THEY CAN CHARGE ME TO PUT IT BACK ON THE ALIGNMENT MACHINE.THIS IS A NEVER ENDING CYCLE. WHEN ASKED ABOUT THE LETTER THEY

1 SENT, AFTER I STATED THAT ITS A KNOWN ISSUE, THEY KEPT SAYING ITS THE
2 CUSTOMERS FAULT FOR NOT MAINTAINING PROPER TIRE PRESSURE. I FIND THAT
3 HARD TO BELIEVE SINCE IM IN THERE REGULARLY TO GET MY TIRE PRESSURE
4 CHECKED SINCE I TRAVEL ALOT.AT THE CAMPGROUND I GO TO THERE ARE 3 OTHER
5 FORD F 350 SIMILAR TO MINE HAVING THE SAME SEVERE SHAKE AND BOUNCE AS
6 MINE AND ARE HAVING THE SAME WEAR(WHICH IS DIFFERENT ON EACH OF THE
7 FRONT TIRES). EVEN AFTER THE LAST TIME I TOOK IT IN TO GET THE AIR FILLED, ONE
8 OF THE TECHS NOTICED THE TIRE WEAR AND INFORMED ME THAT " FORD KNOWS
9 THESE FRONT ENDS ARE JUNK AND CAUSE PROBLEMS BUT THEY TRY TO BLAME THE
10 CUSTOMER AND MOST BUY IT" PLEASE HELP... I FEEL VERY UNSAFE IN THIS TRUCK AS
11 I HAVE ALMOST LOST CONTROL ON
12 THE HIGHWAY, STRAIGHT AWAYS AND CURVES, JUST FROM THE BOUNCE AND
13 SHIMMY. *TR

14 **1 Affected Product**

15 **February 22, 2014 NHTSA ID NUMBER: 10565456**

16 **Components: SUSPENSION, STEERING**

17 **NHTSA ID Number:** 10565456

18 **Incident Date** February 22, 2014

19 **Consumer Location** MANCHESTER, MD

20 **Vehicle Identification Number** 1FTWW31P27E****

21 **Summary of Complaint**

22 **CRASH**No

23 **FIRE**No

24 **INJURIES**0

25 **DEATHS**0

26 I WAS DRIVING ON AND OVERPASS/ EXIT RAMP AND PASSED OVER A STEEL DIVIDER
27 ON THE HIGHWAY. UPON DOING SO I TEMPORARILY LOST CONTROL OF THE STEERING
28 ON THE TRUCK AND HAD TO DECELERATE AND MOVE TOWARDS THE SHOULDER. I
RECEIVED AN INFORMATION BULLETIN FROM FORD ABOUT THIS POTENTIAL
"STEERING WOBBLE" AND MADE SURE TO CHECK OUT ALL OF THEIR
RECOMMENDATIONS. AFTER DOING SOME RESEARCH ONLINE I FEEL AS THOUGH THIS
IS A MAJOR ISSUE AND FORD SHOULD BE DOING SOMETHING BEFORE MORE PEOPLE
ARE INJURED OR KILLED. THERE ARE SEVERAL ONLINE FORUMS ADDRESSING THIS
ISSUE AND IT SEEMS AS THOUGH FORD IS NOT BEING HELD RESPONSIBLE. *TR

29 **1 Affected Product**

30 **November 2, 2010 NHTSA ID NUMBER: 10363678**

31 **Components: STEERING**

32 **NHTSA ID Number:** 10363678

33 **Incident Date** April 17, 2009

34 **Consumer Location** Unknown

35 **Vehicle Identification Number** 1FTWW33P07E****

36 **Summary of Complaint**

1 **CRASHNo**
2 **FIRENo**
3 **INJURIES0**
4 **DEATHS0**

5 TL* THE CONTACT OWNS A 2007 FORD F-350 SUPER DUTY. THE CONTACT STATED THAT
6 HE NOTICED A SEVERE WOBBLE IN THE VEHICLE WHEN DRIVING 65-70 MPH AND WHEN
7 CARRYING HEAVY LOADS. THE CONTACT REFERRED TO THE FAILURE AS A DEATH
8 WOBBLE AND STATED THAT THE FAILURE WOULD CAUSE HIM TO MOMENTARILY
9 LOSE CONTROL OF THE VEHICLE. THE VEHICLE WAS TAKEN TO AN AUTHORIZED
10 DEALER WHERE THE CONTACT WAS AWAITING A DIAGNOSIS OF THE FAILURE AND
11 REPAIRS. THE MANUFACTURER WAS NOT NOTIFIED. THE FAILURE MILEAGE WAS
12 APPROXIMATELY 20,000 AND THE CURRENT MILEAGE WAS APPROXIMATELY 30,000.
13 UPDATED 01/13/11*BF THE CONSUMER STATED HE LOST COMPLETE CONTROL OF THE
14 STEERING. THE CONSUMER WAS ABLE TO REGAIN CONTROL AFTER SLOWING DOWN
15 TO 45 MPH, WHICH DID TAKE SOME TIME. THE DEALER REFUSED TO ASSIST THE
16 CONSUMER WITH THE COST. THE CONSUMER REQUESTED TO HAVE THE FRONT
17 STEERING COMPONENTS MODIFIED AT HIS EXPENSE. UPDATED 04/04/11

18 [1 Affected Product](#)
19 [1 Associated Document](#)

20 [July 29, 2010 NHTSA ID NUMBER: 10346223](#)

21 **Components: STEERING**

22 **NHTSA ID Number:** 10346223

23 **Incident Date July 26, 2010**

24 **Consumer Location** JESUP, IA

25 **Vehicle Identification Number** 1FTSX21568E****

26 **Summary of Complaint**

27 **CRASHNo**

28 **FIRENo**

INJURIES0

DEATHS0

I BOUGHT A 2008 FORD F-250 EXTENDED CAB TRUCK AND WHEN I GO OVER A SMALL
BUMP IN THE ROAD THE FRONT END SHAKES REAL BAD TO THE POINT I ALMOST LOST
CONTROL GOING DOWN A HIGHWAY AT 55MPH. I CHECKED THE AIR PRESSURE IN THE
TIRES AND THEY WERE AT 70PSI IN THE FRONT AND 80PSI IN THE BACK. THE DOOR
STICKER SAID THE PRESSURES SHOULD BE 70 IN THE FRONT AND 80 IN THE BACK. I
HAVE REPLACED THE SHOCKS AND STEERING STABILIZER SHOCK AND IT DID NOT
MAKE A DIFFERENCE. THE OLD SHOCKS APPEARED TO BE IN GOOD SHAPE YET. I THEN
REPLACED THE TIRES EVEN THOUGH THEY WERE STILL GOOD AND THEY WERE WORN
EVENLY. STILL DID NOT FIX IT. I THEN DROPPED MY AIR PRESSURE IN THE TIRES TO
60PSI FRONT AND BACK TO IF IT MADE A DIFFERENCE. STILL DID NOT FIX IT. I HAD THE
DEALERSHIP LOOK AT IT AND THEY SAID THEY COULD NOT FIND ANYTHING WRONG
WITH IT. I OWNED A 1999 F-250 AND IT NEVER HAD THIS PROBLEM. I HAD 165,000 MILES
ON IT WHEN I TRADED IT IN FOR THIS ONE. I GOOGLED MY PROBLEM AND FOUND A
LOT OF PEOPLE WITH THE SAME PROBLEM. FORD NEEDS TO COME UP WITH A REPAIR

1 FOR THIS SOON. I WON'T LET MY WIFE DRIVE THIS TRUCK FOR FEAR OF THIS
2 HAPPENING AND HER ENDING UP IN A WRECK. FORD NEEDS TO THINK ABOUT THE
3 PEOPLE AND CHILDREN THAT RIDE IN THERE VEHICLES AND THE LIVES THAT THEY
4 COULD TAKE. I AM A FORD DRIVER ALL MY VEHICLES ARE FORD AND I'M NOT MAD AT
5 FORD YET BUT THEY NEED TO CURE THIS PROBLEM. THIS PROBLEM IS FOR SURE A
6 DESIGN FLAW. *TR

7 **1 Affected Product**

8 **March 17, 2009 NHTSA ID NUMBER: 10262107**

9 **Components: STEERING**

10 **NHTSA ID Number:** 10262107

11 **Incident Date June 10, 2008**

12 **Consumer Location** Unknown

13 **Vehicle Identification Number** 1FDWW35R08E*****

14 **Summary of Complaint**

15 **CRASH**No

16 **FIRE**No

17 **INJURIES**0

18 **DEATHS**0

19 TL*THE CONTACT OWNS A 2008 FORD F-350 SD. THE CONTACT STATED THAT THE
20 FRONT END OF THE VEHICLE WOULD SHIMMY AND SHAKE WHILE DRIVING
21 APPROXIMATELY 50 MPH. ON ONE OCCASION, THE STEERING WHEEL SHOOK SO
22 SEVERELY THAT HE LOST CONTROL OF THE VEHICLE AND VEERED OFF THE ROAD.
23 THERE WERE NO INJURIES. THE CONTACT TOOK THE VEHICLE TO THE DEALER FOR
24 REPAIRS, BUT THE FAILURE PERSISTED. HE FILED A COMPLAINT WITH THE
25 MANUFACTURER, BUT HAS YET TO RECEIVE ANY FEEDBACK. THE CURRENT MILEAGE
26 WAS APPROXIMATELY 42,600 AND FAILURE MILEAGE WAS APPROXIMATELY 15,000.

27 **1 Affected Product**

28 **March 3, 2010 NHTSA ID NUMBER: 10316308**

Components: STEERING

NHTSA ID Number: 10316308

Incident Date January 2, 2009

Consumer Location SAN BERNARDINO, CA

Vehicle Identification Number 1FTWW33R68E*****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

I HAVE A 2008 FORD F-350 DUALLY THAT WHEN HITTING A DIP/BUMP IN THE ROAD AT
SPEEDS ABOVE ABOUT 35, THE ENTIRE FRONT END SHAKES/SHIMMYS SO BAD THAT
YOU CAN'T EVEN CONTROL IT! I RECEIVED A LETTER IN THE MAIL FROM FORD IN

1 APRIL 2009 BASICALLY SAYING WHEN IT HAPPENS SLOW DOWN. THE DEALER REFUSES
2 TO DO ANYTHING. SOMEONE IS GOING TO GET KILLED IF THIS IS NOT FIXED. *TR
3 **1 Affected Product**

4 **May 29, 2012 NHTSA ID NUMBER: 10459926**

5 **Components: STEERING, SUSPENSION**

6 **NHTSA ID Number:** 10459926

7 **Incident Date** May 29, 2012

8 **Consumer Location** MIDLAND, TX

9 **Vehicle Identification Number** N/A

10 **Summary of Complaint**

11 **CRASHNo**

12 **FIRENo**

13 **INJURIES0**

14 **DEATHS0**

15 WHILE DRIVING ABOUT 60MPH ON LOOP 250 HERE IN MIDLAND, TX I WENT OVER AN
16 OVERPASS CHANGING FROM THE PAVEMENT TO CONCRETE. AT THAT POINT I
17 COMPLETELY LOST CONTROL OF THE VEHICLE DUE TO VERY BAD FRONT WHEEL
18 WOBBLE. I WAS ONLY ABLE TO REGAIN CONTROL BY COMING TO ALMOST A
19 COMPLETE STOP VERY CLOSELY AVOIDING AN ACCIDENT. I HAVE NOTICED THIS
20 DEATH WOBBLE BEFORE ON MY 2007 FORD F-250 AND NOW IT HAS STARTED ON MY
21 2010. I TOOK THE 2007 TO THE DEALER MANY TIMES AND THEY COULD NEVER
22 DUPLICATE THE PROBLEM OR WOULD USE AN EXCUSE THAT THEY ADJUSTED THE AIR
23 PRESSURE ON TIRES. THIS PROBLEM IS A MAJOR ISSUE AND WILL CAUSE SERIOUS
24 ACCIDENTS IF IT HAS NOT ALREADY. AFTER ARRIVING AT WORK I SEARCHED THE
INTERNET FOR OTHERS WITH SIMILAR PROBLEMS AND IT SEEMS ALL FORD F-250 4X4'S
HAVE THE SAME ISSUE ALL THEY WAY UP TO THE CURRENT MODEL. THERE ARE TONS
OF YOUTUBE VIDEOS SHOWING EXACTLY WHAT HAPPENED TO ME STATING THAT
FORD WILL NOT CORRECT THE PROBLEM. SOMETHING NEEDS TO BE DONE!

25 [HTTP://WWW.YOUTUBE.COM/WATCH?V=8EUQ6F8RGT4](http://www.youtube.com/watch?v=8EUQ6F8RGT4)

26 [HTTP://WWW.YOUTUBE.COM/WATCH?V=PSDBCv-GCS8](http://www.youtube.com/watch?v=PSDBCv-GCS8)

27 [HTTP://WWW.TOPIX.COM/FORUM/AUTOS/FORD-F-250-SUPER-](http://www.toPIX.com/forum/autos/ford-f-250-super-duty/t0sgdctmobhe5jer1/p13)

28 [DUTY/T0SGDCTMOBHE5JER1/P13 HTTP://WWW.RACE-](http://www.race-dezert.com/forum/showthread.php/82022-f250-quot-death-wobble-quot-steering-issue)

[DEZERT.COM/FORUM/SHOWTHREAD.PHP/82022-F250-QUOT-DEATH-WOBBLE-QUOT-STEERING-ISSUE.](http://www.race-dezert.com/forum/showthread.php/82022-f250-quot-death-wobble-quot-steering-issue) *TR

1 Affected Product

25 **July 24, 2013 NHTSA ID NUMBER: 10531702**

26 **Components: STEERING, SUSPENSION**

27 **NHTSA ID Number:** 10531702

28 **Incident Date** July 22, 2013

Consumer Location PELHAM, NH

Vehicle Identification Number N/A

Summary of Complaint

1 **CRASHNo**
2 **FIRENo**
3 **INJURIES0**
4 **DEATHS0**

5 I JUST BOUGHT THIS VEHICLE AND WAS DRIVING THE HIGHWAY AT 65 MPH. I WENT
6 OVER THE EXPANSION JOINT ON A BRIDGE AND LOST CONTROL OF THE VEHICLE. IT
7 JUMPED INTO THE NEXT LANE. THANK GOD NO ONE WAS IN THE OTHER LANE AND NO
8 ONE GOT HURT. MY FAMILY AND OTHERS COULD HAVE BEEN KILLED. THE
9 DEALERSHIP SAID THE STEERING DAMPER WAS BAD. I'M SORRY BUT A BAD STEERING
10 DAMPER WHEN YOU ARE TRAVELING 65 MPH OVER A SMALL BUMP SHOULD NOT
11 MAKE YOUR VEHICLE JUMP INTO THE NEXT LANE AND LOOSE CONTROL. THIS MUST
12 BE FIXED BY FORD. I AM READING THAT OTHER PEOPLE HAVE HAD TO HAVE ALL OF
13 THE FRONT END PARTS REPLACED AND THEN THE PROBLEM RETURNS AGAIN. WHAT IS
14 THE NHTSA DOING ABOUT THIS? DO NOT HAVE VIN AT THIS TIME MY TRUCK IS AT THE
15 DEALERS. *TR

16 **1 Affected Product**

17 **September 20, 2015 NHTSA ID NUMBER: 10765447**

18 **Components: STEERING**

19 **NHTSA ID Number:** 10765447

20 **Incident Date** September 20, 2015

21 **Consumer Location** PUYALLUP, WA

22 **Vehicle Identification Number** 1FTSW2BR3AE*****

23 **Summary of Complaint**

24 **CRASHNo**

25 **FIRENo**

26 **INJURIES0**

27 **DEATHS0**

28 DRIVING DOWN THE FREEWAY. HIT A SMALL POTHOLE ON THE HIGHWAY AND LOST
CONTROL OF THE VEHICLE DUE TO A "DEATH WOBBLE" THAT FELT LIKE IT WAS FROM
THE FRONT END. IT FELT LIKE THE FRONT OF THE TRUCK WAS GOING TO BE RIPPED
OFF.

1 Affected Product

January 19, 2013 NHTSA ID NUMBER: 10493509

Components: SUSPENSION, STEERING

NHTSA ID Number: 10493509

Incident Date January 19, 2013

Consumer Location COCHRANVILLE, PA

Vehicle Identification Number 1FT7W2B60BE*****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

1 **DEATHS0**

2 TRAVELING ON A HIGHWAY AND HIT A SLIGHT BUMP AND A VIOLENT SHAKING
3 STARTED. THE BRAKES WERE APPLIED AND I MANAGED TO PULL ONTO THE
4 SHOULDER. THE SHAKING CONTINUED UNTIL THE TRUCK STOPPED. ALMOST LOST
5 CONTROL OF THE VEHICLE. AFTER INSPECTING THE VEHICLE, FINDING NOTHING
6 WRONG, I CONTINUED TO MY DESTINATION. AN INTERNET SEARCH SHOWS THIS IS A
7 COMMON PROBLEM, AND THE REPORTS I READ MOST CONSIDER IT A VERY
8 DANGEROUS PROBLEM. *TR

9 **1 Affected Product**

10 **July 21, 2013 NHTSA ID NUMBER: 10526016**

11 **Components: STEERING, WHEELS, SUSPENSION**

12 **NHTSA ID Number:** 10526016

13 **Incident Date** July 4, 2013

14 **Consumer Location** DALLAS, TX

15 **Vehicle Identification Number** N/A

16 **Summary of Complaint**

17 **CRASH**No

18 **FIRE**No

19 **INJURIES**0

20 **DEATHS**0

21 I HAVE HAD REPEATED ISSUES WITH THE STEERING OF MY TRUCK. I HAVE TAKEN IT IN
22 TO THE FORD DEALERSHIP FOR THE LAST 2 YEARS AND HAVE BEEN UNABLE TO GET
23 THIS RESOLVED. THE ISSUE IS KNOWN AS THE "DEATH WOBBLE". I WAS UNAWARE OF
24 HOW COMMON THIS ISSUE WAS UNTIL I STARTED READING FORMS WHERE MANY
25 PEOPLE HAVE HAD THE SAME COMPLAINT. I HAVE NEARLY LOST CONTROL OF MY
26 TRUCK WAY TOO MANY TIMES. *TR

27 **1 Affected Product**

28 **June 10, 2014 NHTSA ID NUMBER: 10597434**

Components: SUSPENSION, STEERING

NHTSA ID Number: 10597434

Incident Date May 1, 2014

Consumer Location EL PASO, TX

Vehicle Identification Number 1FT7W2BT8BE*****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

MY TRUCK STARTS SHAKING VIOLENTLY AT 40-60 MPH. STEERING CONTROL IS LOST
AND CAN ONLY BE REGAINED BY COMING TO A COMPLETE STOP. TRUCK WILL NOT
SWITCH LANES AND PULLING OVER TO THE SHOULDER IS IMPOSSIBLE DUE TO LOSS OF
STEERING. SHAKING IS VIOLENT TO THE POINT OF LOOSENING BOLTS. TAKEN TO

1 DEALER TO BE CHECKED UNDER WARRANTY. THEY CLAIMED IT WAS AIR PRESSURE
2 OR THE NEED FOR NEW TIRES. THE VEHICLES TIRES ARE IN GOOD CONDITION AND AIR
3 PRESSURE IS SET AT FACTORY RECOMMENDED LEVELS. FORD SAYS THIS BEHAVIOR IS
4 NORMAL. A SERIOUS ACCIDENT EXTREMELY POSSIBLE. AN INDEPENDENT SUSPENSION
5 SHOP CLAIMS ISSUE IS DUE TO DEFECTIVE BALL JOINTS, LACK OF STEERING DAMPER,
6 AND DEFECTIVE CONTROL ARMS. *TR

7 **1 Affected Product**

8 **October 23, 2014 NHTSA ID NUMBER: 10649518**

9 **Components: STEERING, SUSPENSION**

10 **NHTSA ID Number:** 10649518

11 **Incident Date** October 22, 2014

12 **Consumer Location** ZEBULON, NC

13 **Vehicle Identification Number** 1FT7W2BT9BE*****

14 **Summary of Complaint**

15 **CRASHNo**

16 **FIRENo**

17 **INJURIES0**

18 **DEATHS0**

19 MY HUSBAND WAS DRIVING THROUGH A ROAD CONSTRUCTION WORK ZONE WHEN
20 SUDDENLY THE STEERING WHEEL STARTED SHAKING VIOLENTLY AND JUMPED OUT
21 OF HIS HANDS . HE LOST CONTROL OF THE TRUCK . THE OTHER DRIVERS WERE ABLE
22 TO COMPENSATE FOR THE OUT OF CONTROL TRUCK AND AN ACCIDENT WAS AVOIDED
23 . I WENT ON TO RESEARCH THIS ISSUE . I FOUND A FORUM WITH MANY OTHERS
24 HAVING THE SAME ISSUE . MY HUSBAND TOOK IT TO THE LOCAL DEALERSHIP WHERE
25 THEY SAY THEY HAVE NO KNOWLEDGE OF SUCH ISSUES . THEY TOLD HIM IT WAS
26 POOR TIRE PRESSURE OR OUT OF ALIGNMENT . MY HUSBAND HAD BOTH CHECKED
27 AND THERE WAS NO PROBLEM . I FEAR IT IS JUST A MATTER OF TIME BEFORE THERE IS
28 A SEVERE ACCIDENT DUE TO THIS ISSUE . THE OTHERS SAY THE VEHICLE CONTINUES
TO DO THE" DEATH WOBBLE" AS IT HAS BEEN COINED ONLINE . PLEASE HAVE
SOMEONE LOOK INTO THIS PROBLEM . I HAVE ALSO EMAILED FORD MOTOR COMPANY
. *TR

1 Affected Product

August 27, 2015 NHTSA ID NUMBER: 10759761

Components: STEERING, SUSPENSION

NHTSA ID Number: 10759761

Incident Date August 22, 2015

Consumer Location BENNINGTON, NH

Vehicle Identification Number N/A

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

PURCHASED 2011 F-250 86000 MILES ON IT. GOING HOME ON THE HIGHWAY RIGHT AFTER I BOUGHT THE TRUCK WE WENT OVER A ROUGH PATCH OF ROAD AND THE TRUCK VIBRATED AND SHOOK SO BAD WE NEARLY LOST CONTROL. HAD TO STOP ON A BUSY HIGHWAY SHOULDER AND LOOK TO SEE IF WE HAD A FLAT TIRE. NOTHING OBVIOUS BUT BROUGHT IT TO OUR MECHANIC ANYWAYS A COUPLE DAYS LATER. EVERY BUMP ON THE ROAD WILL NOW CAUSE THIS REACTION AND AT HIGHWAY SPEEDS COULD BE DEVASTATING. OUR MECHANIC IS GOING TO TRY A NEW STEERING STABILIZER AND FRONT AXLE JOINTS BUT I FEAR THIS TRUCK HAS THE DREADED "DEATH WOBBLE". VERY DANGEROUS ISSUE THAT FORD WILL NOT ADDRESS.

1 Affected Product

December 6, 2016 NHTSA ID NUMBER: 10930180

Components: SUSPENSION, STEERING

NHTSA ID Number: 10930180

Incident Date October 15, 2016

Consumer Location WILLIS, TX

Vehicle Identification Number 1FT7W2BT0BE****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

TL* THE CONTACT OWNS A 2011 FORD F-250. WHILE DRIVING 70 MPH, THE CONTACT LOST CONTROL OF THE VEHICLE. IT TOOK SEVERAL SECONDS FOR THE CONTACT TO REGAIN CONTROL. THE FAILURE RECURRED SEVERAL TIMES. THE VEHICLE WAS TAKEN TO AN INDEPENDENT MECHANIC WHO DIAGNOSED THAT THE SUSPENSION SYSTEM FAILED. THE VEHICLE WAS REPAIRED. THE MANUFACTURER WAS NOTIFIED OF THE FAILURE. THE FAILURE MILEAGE WAS APPROXIMATELY 100,000.

1 Affected Product

May 9, 2018 NHTSA ID NUMBER: 11092739

Components: SUSPENSION

NHTSA ID Number: 11092739

Incident Date March 14, 2018

Consumer Location STANSBURY PARK, UT

Vehicle Identification Number 1FT7W2BTXBE****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

I BOUGHT THIS TRUCK CERTIFIED USED IN 2011 WITH APPROXIMATELY 9000 MILE ON IT. MY PROBLEM STARTED WHEN THE TRUCK HAD ABOUT 20000 MILES, MORE OR LESS.

1 IT EXPERIENCES THE FAMOUS FORD DEATH WOBBLE REPEATEDLY WHEN DRIVING AT
2 HIGHWAY SPEED AND ENCOUNTERING A SMALL BUMP OR HOLE IN A ROAD. IT IS
3 PARTICULARLY BAD WHEN TRAVELING BETWEEN 50 AND 65 MPH AND MAKING
4 SLIGHT LEFT TURN AS MAY BE ENCOUNTERED ON A FREEWAY ENTRANCE OR EXIT.
5 THE SHAKING IS SO BAD THAT STEERING CONTROL CAN BE TOTALLY LOST. THE ONLY
6 WAY TO STOP THE SHAKING IS TO COME TO NEARLY A FULL STOP WHICH CAN BE
7 EXCEPTIONALLY DANGEROUS ON HIGH SPEED FREEWAYS AND HIGHWAYS. I HAVE
8 READ AND HEARD OF MANY OTHER COMPLAINTS OF THE SAME NATURE INVOLVING
9 FORD PICKUPS FOR 2011 AND OTHER YEARS. EACH TIME THE PROBLEM SEEMS TO BE
10 BEING IGNORED BY FORD AS "NORMAL" OR BY THE NHTSA DUE TO THE LACK OR A
11 RECALL OR SUGGESTED FIX.

12 **1 Affected Product**

13 **November 29, 2012 NHTSA ID NUMBER: 10486413**

14 **Components: SUSPENSION, STEERING**

15 **NHTSA ID Number:** 10486413

16 **Incident Date** November 25, 2012

17 **Consumer Location** BENSON, VT

18 **Vehicle Identification Number** 1FTRF3DTXBE****

19 **Summary of Complaint**

20 **CRASHNo**

21 **FIRENo**

22 **INJURIES0**

23 **DEATHS0**

24 THE TRUCK VIOLENTLY STARTED SHAKING AFTER HITTING SEVERAL SMALL BUMPS
25 IN ROAD. ALMOST LOST CONTROL OF TRUCK. IN ORDER FOR SHAKING TO STOP I HAD
26 TO SLOW TRUCK DOWN TO 25 MPH. I ALMOST WAS REAR ENDED BY A TRUCK
27 FOLLOWING ME. THE SHAKE FEELS LIKE THE FRONT WHEELS ARE ABOUT TO COME
28 OFF. THIS HAS HAPPENED ALMOST A DOZEN TIMES SINCE THE TRUCK WAS BOUGHT
NEW. *TR

1 Affected Product

June 7, 2015 NHTSA ID NUMBER: 10723796

Components: STEERING

NHTSA ID Number: 10723796

Incident Date June 6, 2015

Consumer Location FARIBAULT, MN

Vehicle Identification Number 1FT8W3BT7BE****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

1 I LOST STEERING IN THE TRUCK. THE STEERING WHEEL TURNED LEFT TO RIGHT AND
2 VISE VERSA WITH A LOT OF PLAY. IT HAPPENS RANDOMLY. THE FRONT END WILL
3 SHAKES BECAUSE OF NO STEERING MAKING THE TRUCK UNCONTROLLABLE. IT IS
4 VERY RANDOM WHEN IT HAPPENS AND HAS HAPPENED AT INTERSTATE SPEED. THE
5 DEALER SAYS THERE IS NOTHING WRONG AND HAVE REPLACED TIE ROD ENDS ALONG
6 WITH BRAKES.

7 **1 Affected Product**

8 **March 15, 2013 NHTSA ID NUMBER: 10503219**

9 **Components: STEERING, SUSPENSION**

10 **NHTSA ID Number:** 10503219

11 **Incident Date** January 15, 2013

12 **Consumer Location** WEST MONROE, LA

13 **Vehicle Identification Number** 1FT7W2BT7CE*****

14 **Summary of Complaint**

15 **CRASHNo**

16 **FIRENo**

17 **INJURIES0**

18 **DEATHS0**

19 WHILE DRIVING 60 MPH, TRUCK HIT IRREGULARITIES IN THE ROAD. VEHICLE STARTED
20 SHAKING VIOLENTLY AND LOST CONTROL OF THE STEERING. VEHICLE HAD TO BE
21 SLOWED TO 10-15 MPH BEFORE THE SHAKING STOPPED. NO ACCIDENT OR INJURY
22 OCCURRED ON THIS INCIDENT. TRUCK WAS TAKEN TO DEALER AND TRACK BAR ASSY
23 / BUSHING WAS REPLACED. THE SECOND SERIOUS INCIDENT WAS @ 48,000 MILES A
24 MERE 11,000 MILES LATER. WHILE TRAVELING 55-60 MPH THROUGH A LEFT HAND
25 CURVE AND CROSSING ANOTHER IRREGULARITY IN THE ROAD (BRIDGE-PAVEMENT
26 JOINT) THE TRUCK AGAIN BEGAN SHAKING VIOLENTLY AND CAUSED THE VEHICLE TO
27 GO INTO THE ONCOMING LANE OF TRAFFIC WHERE A LOG TRUCK WAS TRAVELING.
28 THE LOG TRUCK WAS ABLE TO GET ON THE SHOULDER OF THE ROAD IN TIME TO
PREVENT AN ACCIDENT. AGAIN THE TRUCK HAD TO BE SLOWED TO ALMOST A
COMPLETE STOP BEFORE THE SHAKING STOPPED. TRUCK WAS TAKEN TO DEALER
AGAIN AND THE ONLY THING REPLACED WAS THE TRACK BAR BUSHING. THIS
VEHICLE IS NOT SAFE! *TR

1 Affected Product

November 16, 2016 NHTSA ID NUMBER: 10926570

Components: STEERING, SUSPENSION

NHTSA ID Number: 10926570

Incident Date March 9, 2016

Consumer Location LAFAYETTE, LA

Vehicle Identification Number 1FT7W2BT0CE*****

Summary of Complaint

CRASHNo

FIRENo

**INJURIES0
DEATHS0**

WHILE DRIVING AT SPEEDS ABOVE 50 MPH ON BOTH CITY AND HIGHWAY ROADS THE FRONT END AND STEERING WHEEL START TO WOBBLE AND VIBRATE TO A POINT WHERE CONTROL OF THE VEHICLE IS ALMOST LOST. THE ONLY WAY TO REMEDY THE WOBBLE/VIBRATION IS TO HIT THE BRAKES AND SLOW THE VEHICLE DOWN. THIS ONLY OCCURS WHEN DRIVING OVER UNEVEN PAVEMENT, POT HOLES OR WASHBOARD ROADS. MY RESEARCH HAS REVEALED THAT THIS IS A VERY COMMON PROBLEM WITH THE F250S AND IS COMMONLY REFERRED TO AS THE "DEATH WOBBLE". THE 2 DEALERS I BROUGHT IT TO EVEN AGREED THAT IT IS A COMMON PROBLEM THAT THEY HAVE BEEN DEALING WITH. THIS PROBLEMS OCCURS ALMOST EVERY HIGHWAY TRIP I TAKE.

1 Affected Product

January 17, 2018 NHTSA ID NUMBER: 11063319

Components: STEERING

NHTSA ID Number: 11063319

Incident Date January 1, 2018

Consumer Location ARCADIA, FL

Vehicle Identification Number N/A

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

TL* THE CONTACT OWNS A 2012 FORD F-250. WHILE DRIVING 65 MPH, THE CONTACT DROVE IN THE MIDDLE TWO LANES TO AVOID A COLLISION WITH A VEHICLE THAT HAD PULLED OVER TO THE SIDE OF THE ROAD AND OPENED THE DRIVER'S DOOR. WHILE PASSING THE OTHER VEHICLE, THE CONTACT'S VEHICLE SHOOK VIOLENTLY AND THE CONTACT LOST CONTROL OF THE VEHICLE. ALSO, THE BRAKE PEDAL FAILED TO OPERATE. THE CONTACT WAS ABLE TO REGAIN CONTROL OF THE VEHICLE ONCE THE SPEED SLOWED DOWN TO 35 MPH. THE VEHICLE WAS TAKEN TO DESOTO AUTOMALL (3039 SE 70, ARCADIA, FL 34266) WHERE IT WAS DIAGNOSED THAT THE FAILURE WAS CALLED THE "FORD DEATH WOBBLE". THE VEHICLE WAS NOT REPAIRED. THE MANUFACTURER WAS ALSO CONTACTED AND DID NOT ASSIST. THE FAILURE MILEAGE WAS 128,000. THE VIN WAS UNAVAILABLE.

1 Affected Product

February 10, 2014 NHTSA ID NUMBER: 10563791

Components: WHEELS, STEERING, SUSPENSION

NHTSA ID Number: 10563791

Incident Date February 8, 2014

Consumer Location Unknown

Vehicle Identification Number 1FT8W3BT0CE****

Summary of Complaint

1 **CRASHNo**

2 **FIRENo**

3 **INJURIES0**

4 **DEATHS0**

5 THIS IS PROBABLY ABOUT THE 30TH TIME MY FORD F-350 HAS HAD A DEATH WOBBLE.
6 THIS TIME I WAS DRIVING ON HIGHWAY 69 BETWEEN PRESCOTT VALLEY AND
7 PRESCOTT WHEN IT STARTED. IT WAS SHAKING SO BAD THAT I ALMOST LOST
8 CONTROL AND HIT THE MEDIAN. THE OTHER VEHICLES MUST HAVE NOTICED THE
9 VEHICLE SHAKING BECAUSE ALL OF THE TRAFFIC AROUND ME BACKED WAY OFF.
10 ONCE AGAIN I REPORTED IT TO FORD AND TOOK IT IN RIGHT AWAY. THEY TOLD ME
11 AGAIN THAT IF IT DID NOT DO IT FOR THEM THERE WAS NOTHING THEY COULD DO
12 FOR ME AND SENT ME HOME WITH MY VEHICLE. THIS SEEMS TO BE A PROBLEM WITH
13 THE FORD F-350 BUT FORD REFUSES TO RECALL OR FIX IT. I FOUND TONS OF
14 INFORMATION ONLINE ABOUT THE ISSUE AS WELL AS YOUTUBE VIDEOS TAKEN OF
15 THE EVENTS HAPPENING. *TR

16 **1 Affected Product**

17 **August 21, 2014 NHTSA ID NUMBER: 10627327**

18 **Components: SUSPENSION**

19 **NHTSA ID Number: 10627327**

20 **Incident Date July 16, 2014**

21 **Consumer Location HOUSTON, TX**

22 **Vehicle Identification Number 1FT7W2A65DE******

23 **Summary of Complaint**

24 **CRASHNo**

25 **FIRENo**

26 **INJURIES0**

27 **DEATHS0**

28 COMING BACK FROM A TRIP ON I-10 DRIVING HIGHWAY SPEED I HIT A SMALL POT
HOLE. THE TRUCK JUMP TO THE RIGHT, ALMOST LOST IT. THIS HAS HAPPENED A
NUMBER OF TIMES. SPOKE WITH DEALER, THEY STATED TO LET SOME AIR OUT OF THE
TIRES. AT THIS POINT AND TIME I HAVE NOT LET ANY AIR OUT. I FEEL IT HAS
SOMETHING TO DO WITH THE SUSPENSION. *TR

1 Affected Product

March 11, 2015 NHTSA ID NUMBER: 10693753

Components: STEERING, SUSPENSION

NHTSA ID Number: 10693753

Incident Date January 14, 2014

Consumer Location AMARILLO, TX

Vehicle Identification Number 1FT7W2BT3DE****

Summary of Complaint

CRASHNo

FIRENo

**INJURIES0
DEATHS0**

I WAS DRIVING DOWN HIGHWAY AT 65 MPH AND HIT BUMP IN ROAD. THE TRUCK WENT INTO A MASSIVE VIBRATION ALMOST LOST CONTROL OF VEHICLE HAD TO SLOW DOWN TO ALMOST 35 MPH VIBRATION STOPPED AND CONTINUED ON DOWN HIGHWAY! TOOK INTO FORD DEALERSHIP AND THEY SAID THAT THE TRACK BAR HAD LOOSE BUSHINGS!! THEY WANTED 1200 TO FIX SAID THAT MY WARRANTY WAS OUT ON THAT PART AT 35,000 MILES TRUCK ONLY HAS 40,000 ON IT I THINK THE VIBRATION ALSO CAUSED LEAK IN RADIATOR AND OF COURSE NO HELP FROM FORD!!!!

1 Affected Product

August 27, 2017 NHTSA ID NUMBER: 11019943

Components: STEERING, SUSPENSION

NHTSA ID Number: 11019943

Incident Date August 24, 2017

Consumer Location LOUISVILLE, CO

Vehicle Identification Number 1FT7X2B67FE****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

THERE IS AN ISSUE WITH THE TRUCK LOSING STEERING WHEN ENCOUNTERING BUMPY ROADS OR MULTIPLE POTHOLES IN A ROW WHENEVER SPEED IS ABOVE 30 MPH. AT HIGHWAY SPEEDS I HAVE LITERALLY LOST CONTROL ENOUGH THAT I CROSS LANES, UNCONTROLLABLY BECAUSE I HAVE ENCOUNTERED DEFECTS IN THE ROAD SURFACE. I HAVE TRAVELED ACROSS THE SAME ROAD SURFACE IN OTHER VEHICLES AT SIMILAR SPEEDS AND HAVE NO NOTICABLE EFFECTS. THE 2015 F250 SD HAS THE SAME LOSS IN CONTROL EVERY TIME.

1 Affected Product

October 30, 2016 NHTSA ID NUMBER: 10920115

Components: ELECTRONIC STABILITY CONTROL, SUSPENSION, POWER TRAIN

NHTSA ID Number: 10920115

Incident Date October 30, 2016

Consumer Location STRASBURG, OH

Vehicle Identification Number 1FTBF2B65GE****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

I WAS DRIVING DOWN THE HIGHWAY AND ALL OF A SUDDEN TWICE WITHIN 10 MILES OF EACH OTHER MY TRUCK STARTED VIOLENTLY SHAKING ALOST SENDING ME INTO

1 ANOTHER LANE AND LOSING CONTROL. HAD TO SLOW DOWN ALMOST TO A STOP
2 BEFORE IT WOULD QUIT. *TR

3 **1 Affected Product**

4 **March 19, 2018 NHTSA ID NUMBER: 11080186**

5 **Components: ELECTRICAL SYSTEM, STEERING, SUSPENSION**

6 **NHTSA ID Number:** 11080186

7 **Incident Date** January 11, 2018

8 **Consumer Location** VILLA RICA, GA

9 **Vehicle Identification Number** 1FT7W2B61HE****

10 **Summary of Complaint**

11 **CRASHNo**

12 **FIRENo**

13 **INJURIES0**

14 **DEATHS0**

15 I PURCHASED MY 2017 FORD F 250 SUPER DUTY 4X4 IN SEPTEMBER OF 2017. I FIRST
16 NOTICED AN ISSUE WITH THE SUSPENSION WHEN HITTING A BUMP IN THE ROAD AT 60
17 MPH AND ALMOST LOST CONTROL OF THE TRUCK. LUCKILY I WAS ABLE TO SLOW
18 DOWN AND REGAIN CONTROL. I BEGIN TO DO SOME RESEARCH AND LEARN OF THE
19 DEATH WOBBLE THAT FORD IS AWARE OF, I WILL NOW TAKE MY VEHICLE IN TO HAVE
20 THE SUSPENSION CHECKED. SECONDLY, I HAVE BEEN HAVING ISSUE'S WITH MY SYNC3
21 SYSTEM, BLUETOOTH, CLIMATE CONTROL, EASY ENTRY AND EXIT FOR THE DRIVERS
22 SEAT AND THE APPLE CAR PLAY FEATURE. AFTER TAKING MY VEHICLE TO THE SHOP, I
23 WAS TOLD THE SYNC3 SYSTEM, A COUPLE MODULES AND THE CHASSIS HARNESS WAS
24 REPLACED TO CORRECT THE ISSUE'S. I HAVE TAKEN MY TRUCK TO FORD THREE TIME
25 FOR THE SYNC3 MALFUNCTION AND WAS TOLD NOT TO USE THE BLUETOOTH
26 STREAMING WITH APPLE PRODUCTS, WHICH DOESN'T MAKE SENSE IF IT'S SUPPOSE TO
27 WORK. I HAVE CONTACT FORD FOR A BUY BACK AND THE ANSWER OF COURSE WAS
28 "NO" I HAVE TO TAKE IT TO THE SHOP A FEW MORE TIMES FOR THE SAME REPAIR AND
IT HAS ALREADY BEEN IN THE SHOP MORE FOR THE SYNC3 ISSUE THAN ANY OTHER
ISSUE'S. HOPEFULLY FORD FIGURES OUT THERE ISSUE'S AND OFFER GREATER
CUSTOMER SUPPORT FOR A NOT SO CHEAP VEHICLE.

1 Affected Product

October 10, 2018 NHTSA ID NUMBER: 11139458

Components: STEERING, SUSPENSION

NHTSA ID Number: 11139458

Incident Date October 6, 2018

Consumer Location MECHANICSVILLE, VA

Vehicle Identification Number 1FT7W2BT5HE****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

1 **DEATHS0**

2 WHILE TRAVELING AT APPROXIMATELY 40-45 MPH, WHEN I HIT A BUMP OR SERIES OF
3 BUMPS THE FRONT END TENDS TO "JUMP" IF I'M CORNERING OR WILL BOUNCE THE
4 FRONT END THAT EFFECTS THE STEERING OF THE TRUCK. AT HIGHWAY SPEEDS
5 (70MPH) GOING STRAIGHT HIT A COUPLE BUMPS IN THE ROAD AND THE TRUCKS
6 FRONT END STARTED VIOLENTLY BOUNCING TO THE POINT I HAD TO SLOW WAY
DOWN TO LESS THAN 10MPH BEFORE IT SMOOTHED BACK OUT. THIS IS A VERY SCARY
THING TO HAPPEN AT THOSE SPEEDS. I COULD HAVE EASILY LOST CONTROL AND
CAUSED A HORRIBLE ACCIDENT.

7 **1 Affected Product**

8 **November 21, 2018 NHTSA ID NUMBER: 11153165**

9 **Components: STEERING, SUSPENSION**

10 **NHTSA ID Number:** 11153165

11 **Incident Date** November 12, 2018

12 **Consumer Location** WALLER, TX

13 **Vehicle Identification Number** 1FT7W2BT2HE****

14 **Summary of Complaint**

15 **CRASHNo**

16 **FIRENo**

17 **INJURIES0**

18 **DEATHS0**

19 WHILE DRIVING ABOUT 55 MPH ON A RURAL ROAD , I HIT A WASHBOARD SPOT IN THE
20 ROAD . THE STEERING WHEEL STARTING OSCILLATING WILDLY . I ALMOST LOST
21 CONTROL OF THE TRUCK AS THE FRONT END SEEMED LIKE IT WAS BOUNCING DOWN
22 THE ROAD . I HAD TO SLOW DOWN TO ABOUT 20 MPH BEFORE THE TRUCK RECOVERED
23 . FORTUNATELY I WAS ON A RURAL ROAD AND HAD NO SIDE BY SIDE TRAFFIC AS
24 THAT COULD HAVE BEEN CATASTROPHIC.

25 **1 Affected Product**

26 **November 30, 2018 NHTSA ID NUMBER: 11155263**

27 **Components: SUSPENSION**

28 **NHTSA ID Number:** 11155263

Incident Date November 30, 2018

Consumer Location HESPERIA, CA

Vehicle Identification Number 1FT7W2B67HE****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

WHILE DRIVING AT FREEWAY SPEEDS TODAY I CROSSED A ROUGH SPOT ON THE
FREEWAY. MY STEERING BEGAN TO SHAKE VIOLENTLY FROM LEFT TO RIGHT AND
THE TRUCK STARTED VIOLENTLY SHAKING. IF IT HADN'T BEEN FOR LIGHT TRAFFIC

1 ALLOWING ME TO MOVE OVER TO THE SHOULD QUICKLY THEN I WOULD HAVE LOST
2 CONTROL OF THE TRUCK. IT WAS TERRIFYING. AFTER DOING A QUICK SEARCH ONLINE
3 ABOUT THE PROBLEM I FOUND NUMEROUS WEB PAGES ADDRESSING THIS ISSUE. WHY
4 HAS THIS NOT BEEN ADDRESSED? NO ONE IS GETTING HELP FROM FORD. SOME ONE IS
5 GOING TO DIE.

4 **1 Affected Product**

6 **January 24, 2019 NHTSA ID NUMBER: 11171762**

7 **Components: STEERING, SUSPENSION**

8 **NHTSA ID Number:** 11171762

9 **Incident Date** January 23, 2019

10 **Consumer Location** APPLE VALLEY, CA

11 **Vehicle Identification Number** 1FT7W2BT5HE****

12 **Summary of Complaint**

13 **CRASH**No

14 **FIRE**No

15 **INJURIES**0

16 **DEATHS**0

17 DRIVING AT 65-70 MPH ON A CONCRETE PAVED HIGHWAY. HIT A ROUGH PATCH OF
18 PAVEMENT OR EXPANSION JOINT, AND THE FRONT END BEGAN SHAKING VIOLENTLY,
19 AS IF ONE OR BOTH OF THE FRONT TIRES HAD FLATTED. I COULD SEE THE HOOD
20 SHAKING. THE STEERING WHEEL ALSO OSCILLATED SIGNIFICANTLY. I ALMOST LOST
21 CONTROL OF THE VEHICLE. I LET OFF THE ACCELERATOR AND LIGHTLY BRAKED TO
22 ABOUT 45MPH BEFORE THE SHAKING AND OSCILLATION STOPPED. FORD DOES HAVE A
23 TSB OUT ON THE ISSUE TSB 18-2268, BUT THEY ARE ONLY REPLACING PARTS THAT
24 HAVE WORN OUT, NOT THE HIDDEN ISSUE THAT IS CAUSING HEAVY DUTY
25 SUSPENSION PARTS TO WEAR OUT SO QUICKLY.

18 **1 Affected Product**

20 **October 26, 2018 NHTSA ID NUMBER: 11142999**

21 **Components: STEERING**

22 **NHTSA ID Number:** 11142999

23 **Incident Date** October 26, 2018

24 **Consumer Location** JONESBORO, AR

25 **Vehicle Identification Number** 1FT7W2B68HE****

26 **Summary of Complaint**

27 **CRASH**No

28 **FIRE**No

INJURIES0

DEATHS0

FRONT END SHAKES UNCONTROLLABLY WHEN DRIVING OVER BUMPS/PITS IN THE
PAVED ROADWAY AT 40+ MPH. THIS DOES NOT ALWAYS OCCUR. WHEN IT DOES, I
MUST IMMEDIATELY BRAKE TO SLOW THE TRUCK TO 20MPH OR LESS TO REGAIN
CONTROL. TODAY WAS THE WORST OCCURRENCE - COMPLETELY LOST CONTROL AND

1 SWERVED OVER BOTH ADJACENT LANES BEFORE RECOVERING. WAS TRAVELING AT 65
2 MPH. NO TRAFFIC NEAR, SO NO ACCIDENT OCCURRED. WHEN DRIVING OVER A BRIDGE
3 EXPANSION JOINT, TRUCK STEERING WHEEL CANNOT BE HELD FIRM DUE TO
4 REACTION TO THE EXPANSION JOINT AND THE STEERING. ALL THESE HAVE OCCURRED
ON BOTH PAVED COUNTY ROADS, STATE HIGHWAYS, AND INTERSTATES AND DRIVING
STRAIGHT AHEAD.

5 **1 Affected Product**

6 **November 13, 2018 NHTSA ID NUMBER: 11151224**

7 **Components: STEERING**

8 **NHTSA ID Number:** 11151224

9 **Incident Date** October 27, 2018

10 **Consumer Location** GRIMESLAND, NC

11 **Vehicle Identification Number** 1FT7W2B65HE****

12 **Summary of Complaint**

13 **CRASH**No

14 **FIRE**No

15 **INJURIES**0

16 **DEATHS**0

17 TL* THE CONTACT OWNS A 2017 FORD F-250. WHILE DRIVING APPROXIMATELY 70 MPH,
18 THE VEHICLE SHOOK VIOLENTLY AND THE STEERING WHEEL TURNED RIGHT AND
19 LEFT. THE CONTACT ALMOST LOST CONTROL OF THE VEHICLE. THERE WAS NO
20 WARNING INDICATOR ILLUMINATED. THE FAILURE RECURRED. THE VEHICLE WAS
TAKEN TO DEACON JONES FORD-LINCOLN, INC. (919-736-3387, LOCATED AT 3301
MCLAIN ST, GOLDSBORO, NC 27534) WHERE IT WAS STATED THAT THE FAILURE WAS A
KNOWN OCCURRENCE, BUT THERE WAS NEITHER A RECALL NOR A QUALIFIED
TECHNICIAN TO REMEDY THE FAILURE. THE TECHNICIAN STATED THAT THE VEHICLE
WAS NOT MANUFACTURED BY THE DEALER. THE MANUFACTURER WAS MADE AWARE
OF THE FAILURE AND PROVIDED A CASE NUMBER. THE VEHICLE WAS NOT REPAIRED.
THE FAILURE MILEAGE WAS APPROXIMATELY 24,000.

21 **1 Affected Product**

22 **November 18, 2018 NHTSA ID NUMBER: 11152254**

23 **Components: STEERING**

24 **NHTSA ID Number:** 11152254

25 **Incident Date** November 17, 2018

26 **Consumer Location** SYRACUSE, UT

27 **Vehicle Identification Number** 1FT7W2B65HE****

28 **Summary of Complaint**

CRASHNo

FIRENo

INJURIES1

DEATHS0

1 17 NOV 2018, WIFE AND I WERE TRAVELING SB ON I-15 NEAR BOUNTIFUL, UT GOING
2 ABOUT 70MPH WHEN I WENT OVER A BUMP (WHERE THE ROAD TURNS INTO A BRIDGE).
3 THE VEHICLE IMMEDIATELY STARTED TO DO A DEATH WOBBLE AND WE LOST
4 CONTROL OF THE VEHICLE. BREAKS WERE VERY SLUGGISH DUE TO THE FRONT TIRES
5 NOT MAKING CONTACT WITH THE ROAD. WE WERE ABLE TO REGAIN CONTROL AND
6 PULL OVER AND INSPECT THE TIRES TO FIND NOTHING WRONG. WE TOOK THE TRUCK
7 TO LES SCHWAB WHERE THEY INFORMED US THAT WE HAVE SEVERAL LOOSE AND
8 BROKEN PARTS. THE DEALERS WERE CLOSED OR UNABLE TO GET US IN ON
9 SATURDAY. THE TRUCK IS A 2017 F-250 CREW CAB, 100% STOCK. IF I WAS PULLING A
10 TRAILER, I WOULD HAVE LOST COMPLETE CONTROL AND WOULD HAVE BEEN IN AN
11 ACCIDENT. THIS IS A MAJOR SAFETY ISSUE IF THIS TRUCK CANNOT GO DOWN A
12 HIGHWAY WITHOUT A DEATH WOBBLE. SOMEONE OF LESSER DRIVING SKILL WILL
13 NOT KNOW WHAT TO DO AND THIS TRUCK COULD KILL SOMEONE. VIDEO OF THE
14 EVENT: [HTTPS://WWW.YOUTUBE.COM/WATCH?V=JQFTGQKDKPG](https://www.youtube.com/watch?v=JQFTGQKDKPG) YOU CAN SEE IN THE
15 VIDEO THAT AS SOON AS I CROSS OVER THE BRIDGE, THE TRUCK REACTS TO IT AND
16 STARTS TO VIOLENTLY SHAKE. THE HOOD CAN CLEARLY BE SEEN VIBRATING AND
17 THE DASH CAM RECORDS AND SAVED THE EVENT AS A CRASH.

1 Affected Product

December 10, 2018 NHTSA ID NUMBER: 11157283

Components: STEERING

NHTSA ID Number: 11157283

Incident Date December 8, 2018

Consumer Location LITTLETON, CO

Vehicle Identification Number 1FT7W2BT7HE****

Summary of Complaint

CRASH0

FIRE0

INJURIES0

DEATHS0

18 WHILE DRIVING ON AN INTERSTATE BETWEEN 60 & 65 MPH I HIT A BUMP AND
19 IMMEDIATELY ENCOUNTERED A SEVERE VIBRATION FROM THE FRONT END THROUGH
20 THE STEERING WHEEL. THE VIBRATION WAS SO SUDDEN AND VIOLENT THAT I
21 NEARLY LOST CONTROL. I IMMEDIATELY SLOWED THE VEHICLE AND AT
22 APPROXIMATELY 50 MPH THE VIBRATION STOPPED. I EXITED THE HIGHWAY AND
23 STOPPED IN A PARKING LOT. I REMOVED THE WHEEL COVERS AND VERIFIED THAT THE
24 LUG NUTS WERE TIGHT AND THAT THE TIRES WERE IN GOOD OPERATING
25 CONDITION. I ALSO INSPECTED THE STEERING LINKAGE AND FOUND NOTHING
26 WRONG. AT THIS POINT I CHALKED IT UP TO THE HIGHWAY AND WENT ABOUT MY
27 BUSINESS. THE NEXT DAY WHILE DRIVING MY FAMILY IT HAPPENED AGAIN. AT THIS
28 POINT I PARKED MY TRUCK AND NOW WILL BE TAKING IT TO THE DEALERSHIP FOR
TROUBLESHOOTING. I GOOGLED THE ISSUE AND THERE ARE PAGES OF
COMPLAINTS/ISSUES WITH THIS SAME SCENARIO AND IS DEEMED "DEATH WOBBLE".

1 Affected Product

February 21, 2018 **NHTSA ID NUMBER: 11074031**

Components: STEERING, SUSPENSION

NHTSA ID Number: 11074031

Incident Date February 2, 2018

Consumer Location MIDLAND, TX

Vehicle Identification Number 1FT8W3BT3HE****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

IN MOTION ON A HIGHWAY AT 70 MILES PER HOUR.THE TRUCK HIT AN UNEVEN CONDITION ON THE ROAD.THE TRUCKS STEERING CAPABILITY WAS TOTALLY LOST.THE FRONT WHEELS WERE VIOLENTLY SHAKING.THE TIRES AND WHEELS WERE SERVERLY BOUNCING.SLIGHT BRAKING MADE THE UNCONTROLLABLE CONDITION WORSE.THE VEHICLE SLOWLY LEFT THE HIGHWAY ONTO THE RIGHT AWAY.THE SPEED WAS APPROXIMATELY 50 MPH WHEN IT LEFT THE PAVED HIGHWAY.THE FRONT WHEELS WERE STILL VIOLENTLY SHAKING AND BOUNCING.AT THIS POINT STILL WITH NO STEERING THE TRUCK BEGAN TO SPIN OUT OF CONTROL.IT FINALLY ENDED UP STUCK IN A DITCH 30 TO 40 YARDS OFF THE HIGHWAY.THE SHAKING AND BOUNCING DIDN'T STOP UNTIL THE VEHICLE CAME TO A COMPLETE STOP.AFTER MUCH RESEARCH I LEANED THAT THIS MECHANICAL STEERING PROBLEM HAS BEEN A REACURING MALFUNCTION.IT HAS BEEN NAMED THE DEATH WOBBLE.HOW CAN FORD CONTINUE TO MANUFACTURE A PRODUCT WITH DOCUMENTED EXTREME SAFETY ISSUES.ITS OBVIOUS THAT FORD HAS MADE THIS EXTREMELY DANGEROUS CONDITION AN ONGOING PROCESS.IM AMAZAZED THAT WITH ALL THE PAST COMPLAINTS CONCERNING THE DEATH WOBBLE THAT ITS BECOME NOTHING MORE THAN A BAND-AID FIX.PLEASE ADDRESS AND CORRECT THIS ONGOING NEGLIGENT MANUFACTURING PROCESS THAT FORD CONTINUES.THEY KNOWINGLY CONTINUE TO PLACE INNOCENT CONSUMERS INTO A LIFE OR POSSIBLE DEATH SITUATION.

1 Affected Product

October 11, 2018 **NHTSA ID NUMBER: 11139700**

Components: STEERING, SUSPENSION

NHTSA ID Number: 11139700

Incident Date October 10, 2018

Consumer Location SALEM, MO

Vehicle Identification Number 1FT8W3BTXHE****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

I OWN A 2017 FORD F-350. THIS TRUCK IS FULLY STOCK, NO MODS OF ANY KIND. NO ABUSE. MAINTENANCE IS ALWAYS ON TIME AND TIRES ARE ALWAYS ROTATED AND BALANCED EVERY 5000 MILES. IN MAY 2018, I WAS DRIVING ALONG A STRAIGHT MODERATELY BUMPY ROAD AT ABOUT 40 MILES PER HOUR AND MY TRUCK WENT INTO THE DEATH RATTLE. THE FRONT END SHOOK SO HARD I ALMOST LOST CONTROL. I HAD TO COME TO A COMPLETE STOP TO GET THE SHAKING TO STOP. THE MILEAGE WAS APPROXIMATELY 24,000 MILES. IT HASN'T HAPPENED AGAIN UNTIL YESTERDAY, 10/10/18. I WAS TRAVELING ON A NEWLY PAVED ROAD AT 30 MPH. I HIT A SLIGHT BUMP AND THE TRUCK WENT INTO THE DEATH RATTLE AGAIN. I HAD TO SLOW DOWN TO ABOUT 5 MPH TO REGAIN CONTROL OF THE VEHICLE. I HAD ABOUT 3 MILES TIL I GOT HOME. I CRAWLED AT ABOUT 15 MPH WITH NO PROBLEMS. I STOPPED AT THE STOP SIGN ABOUT 60 FEET FROM MY HOME, STARTED TO TAKE OFF AT AN EXTREME CRAWL AND IT STARTED SHAKING AGAIN. THE MILEAGE WAS APPROXIMATELY 36,036. I HAVE CHILDREN AND THIS IS DANGEROUS! MY KIDS ARE ALWAYS WITH ME AND I CAN'T RISK THEIR LIVES BECAUSE FORD HASN'T COME UP WITH A SOLUTION TO THIS PROBLEM. SOMEONE NEEDS TO MAKE FORD FIX THIS. IT IS A DESIGN FLAW, AS I HAVE COME TO FIND OUT. THIS IS GOING TO KILL SOMEONE.

1 Affected Product

December 10, 2018 NHTSA ID NUMBER: 11157298

Components: STEERING, SUSPENSION

NHTSA ID Number: 11157298

Incident Date December 8, 2018

Consumer Location DRIFTWOOD, TX

Vehicle Identification Number 1FT7W2BT0JE****

Summary of Complaint

CRASH0

FIRE0

INJURIES0

DEATHS0

AT 7909 MILES SINCE NEW THE VEHICLE EXHIBITED A VIOLENT OSCILLATION OF THE STEERING WHEEL COUPLED WITH ENORMOUS SHAKING IN THE FRONT SUSPENSION, INDUCED INSTANTLY AFTER CROSSING A BRIDGE TRANSITION ON AN INTERSTATE HIGHWAY AT APPROXIMATELY 65 MPH. I NEARLY LOST CONTROL OF THE VEHICLE AND WAS FORCED TO STOP THE VEHICLE ON THE ROAD SHOULDER TO GET IT TO STOP THE OSCILLATION. THE SHAKING WAS SO VIOLENT IT ALSO CRACKED THE REAR HALF OF THE DUAL PANEL SUNROOF GLASS.

1 Affected Product

January 16, 2019 NHTSA ID NUMBER: 11170395

Components: STEERING, SUSPENSION, WHEELS

NHTSA ID Number: 11170395

Incident Date January 14, 2018

Consumer Location BALDWINSVILLE, NY

1 **Vehicle Identification Number** 1FT7W2B67JE****

2 **Summary of Complaint**

3 **CRASHNo**

4 **FIRENo**

5 **INJURIES0**

6 **DEATHS0**

7 AT APPROXIMATING 12161 MILES ON MY TRUCK, IT IS LESS THAN A YEAR OLD , MY
8 F250 THE VEHICLE EXHIBITED (4-5 TIMES) A VIOLENT OSCILLATING OR SHAKING OF
9 THE ENTIRE TRUCK WHEN GOING OVER A BUMP IN THE PAVEMENT OR OVER THE
10 EXPANSION JOINT OF A BRIDGE. I HAVE NEARLY LOST CONTROL OF THE VEHICLE (4-5
11 TIMES). MY COURSE OF ACTION IS TO TAKE MY FOOT OFF OF THE GAS, SLOW DOWN,
12 SAFELY PULL TO THE SHOULDER OF THE ROAD, SLOW DOWN TO 5MPH, AND THEN I
13 CAN CONTINUE ON. THE SHAKING IS SO VIOLENT I THOUGHT THE TRUCK / I WAS
14 GOING TO FLIP OVER BECAUSE OF LACK OF STEERING.

15 **1 Affected Product**

16 **February 2, 2019 NHTSA ID NUMBER: 11173649**

17 **Components: STEERING, SUSPENSION**

18 **NHTSA ID Number:** 11173649

19 **Incident Date** January 31, 2019

20 **Consumer Location** JACKSONVILLE, FL

21 **Vehicle Identification Number** 1FT7W2B66JE****

22 **Summary of Complaint**

23 **CRASHNo**

24 **FIRENo**

25 **INJURIES0**

26 **DEATHS0**

27 EXPERIENCED STEERING WHEEL OSCILLATION (DEATH WOBBLE) THIS HAS OCCURED
28 WHILE DRIVING ON THE INTERSTATE AFTER DRIVING OVER AN UNEVEN PAVEMENT
AT SPEEDS OF 55, 65 AND 70MPH. THE STEERING WHEEL SHAKES VIOLENTLY AND LOST
STEERING AND BRAKING CAPABILITIES DURING THE EVENT. IT STOPPED AFTER I
DECELERATED TO ABOUT 40MPH FORTH UNTIL I SLOWED TO APPROXIMATELY 35MPH.
FORD DOES HAVE A TSB OUT ON THE ISSUE BUT THEY ARE ONLY REPLACING PARTS
THAT HAVE WORN OUT, NOT THE HIDDEN ISSUE THAT IS CAUSING HEAVY DUTY
SUSPENSION PARTS TO WEAR OUT SO QUICKLY.

1 Affected Product

December 2, 2018 NHTSA ID NUMBER: 11155421

Components: STEERING

NHTSA ID Number: 11155421

Incident Date November 17, 2018

Consumer Location MURPHYSBORO, IL

Vehicle Identification Number 1FT7W2BT1JE****

Summary of Complaint

1 CRASHNo

2 FIRENo

3 INJURIES0

4 DEATHS0

HIT SOME BUMPS ON A BRIDGE ON I-24 AND STEERING WHEEL SHOOK VIOLENTLY AND I ALMOST LOST CONTROL UNTIL TRUCK SLOWED BELOW 50MPH

5 **1 Affected Product**

6 **3. NHTSA Consumer Complaints Expressing Fear that Death Wobble Will Result in**
7 **Loss of Life**

8 35. The following are the consumer complaints submitted to NHTSA where the complainant
9 expressed fear that someone would be killed as a result of the Death Wobble defect:

10 **October 1, 2006 NHTSA ID NUMBER: 10169666**

11 **Components: SUSPENSION**

12 **NHTSA ID Number:** 10169666

13 **Incident Date** September 30, 2006

14 **Consumer Location** VACAVILLE, CA

15 **Vehicle Identification Number** 1FTSX21575E****

16 **Summary of Complaint**

17 CRASHNo

18 FIRENo

19 INJURIES0

20 DEATHS0

21 I HAVE A 2005 F250 SUPER DUTY THAT I PURCHASED USED WITH 10K MILES ON IT. I
22 WAS DRIVING ON THE INTESTATE BETWEEN 70 AND 75 MPH AND DROVE OVER SOME
23 ROUGH ASPHALT IN THE FREEWAY, IT HAS BEEN THERE FOR YEARS AND IS NOT TO
24 BAD. HOWEVER, MY NEW TRUCK BEGAN TO SHIMMY SO BAD I THOUGHT I WAS GOING
25 TO DIE THAT DAY. **I HAVE BEEN A AVIATION MECHANIC FOR 18 YEARS AND I AM**
26 **HERE TO TELL YOU SOMETHING IS WRONG WITH THESE FORD TRUCKS. SOMEONE**
27 **IS GOING TO GET KILLED WITH THIS PROBLEM SOON. I HAD TO CLEAN MY PANTS**
28 **OUT AFTER THIS EXPERIENCE.** IT'S GOING TO THE DEALER MONDAY BUT FROM
WHAT I READING FORD DOESN'T HAVE A FIX FOR THE PROBLEM. IF ANYONE FROM
FORD WANTS A SCARY RIDE COME PAY ME A VISIT. *JB

1 Affected Product

24 **March 17, 2008 NHTSA ID NUMBER: 10221430**

25 **Components: SUSPENSION, STEERING**

26 **NHTSA ID Number:** 10221430

27 **Incident Date** March 16, 2008

28 **Consumer Location** ENON VALLEY, PA

Vehicle Identification Number 1FTSX21565E****

Summary of Complaint

1 **CRASHNo**
2 **FIRENo**
3 **INJURIES0**
4 **DEATHS0**

5 VIOLENT SHAKING AFTER HITTING POT HOLES OR EXPANSION JOINTS ON HIGHWAYS
6 AT SPEEDS RANGING FROM 55 TO 75MPH. THE SHAKING CAUSES A COMPLETE LOSS OF
7 STEERING CONTROL AND WILL NOT STOP UNTIL SLOWING BELOW 40MPH. AFTER
8 READING SEVERAL POSTS ONLINE I SEE **THIS IS AN ONGOING PROBLEM WITH THESE**
9 **TRUCKS AND NEEDS TO BE FIXED BEFORE SOMEONE GETS KILLED.** *TR

10 **1 Affected Product**

11 **March 26, 2008 NHTSA ID NUMBER: 10222348**

12 **Components: SUSPENSION**
13 **NHTSA ID Number: 10222348**
14 **Incident Date June 6, 2007**

15 **Consumer Location WILMINGTON, DE**
16 **Vehicle Identification Number 1FTSW21535E*******

17 **Summary of Complaint**

18 **CRASHNo**
19 **FIRENo**
20 **INJURIES0**
21 **DEATHS0**

22 2005 F-250 HAS DANGEROUS SHAKE IN FRONT END OF VEHICLE, TO THE POINT OF
23 LOOSING CONTROL OF VEHICLE ON HIGHWAY. TRUCK BOUNCED OVER FOUR LANES
24 OF HIGHWAY BEFORE GAINING CONTROL OF IT. SPEED WAS ABOUT 55-60MPH. **IT WAS**
25 **EARLY IN THE MORNING AND THERE WASN'T MUCH TRAFFIC ON THE ROAD. IF IT**
26 **HAD BEEN IN THE AFTERNOON, THERE WOULD HAVE BEEN A CRASH AND**
27 **POSSIBLE FATALITIES.** I TOOK TRUCK TO DEALER, TECH STATED THEY KNEW ABOUT
28 THE PROBLEM BUT DIDN'T KNOW HOW TO FIX IT, AND THEY WEREN'T GOING TO DO A
RECALL BECAUSE IT'S NOT A VERY PUBLIC PROBLEM, SO THEY THREW SOME SHIMS
ON IT AND SOME OTHER STUFF. TRUCK STILL HAS A CONSIDERABLE SHAKE TO THE
FRONT END. WE RECENTLY TOOK THE TRUCK TO A 'NON' FORD MECHANIC. THREE TIE
RODS ARE BAD AND THE STABILIZER SHOCKS ARE BAD. HE STATED THIS IS BECAUSE
THE FRONT END IS SHAKING SO BAD IT IS WEARING OUT THE RODS/SHOCKS. THE
TRUCK IS ONLY THREE YEARS OLD AND THIS SHOULD NOT BE HAPPENING. THE
DEALER STATED THEY KNEW ABOUT THE PROBLEM. WHY IS NOTHING BEING DONE TO
FIX THIS ISSUE? *TR

1 **1 Affected Product**

2 **May 14, 2008 NHTSA ID NUMBER: 10227804**

3 **Components: SUSPENSION**
4 **NHTSA ID Number: 10227804**
5 **Incident Date May 12, 2007**

6 **Consumer Location HURLEY, NM**

1 **Vehicle Identification Number** 1FTSX21P05E****

2 **Summary of Complaint**

3 **CRASHNo**

4 **FIRENo**

5 **INJURIES0**

6 **DEATHS0**

7 WHEN TRAVELING AT INTERSTATE HIGHWAY SPEEDS, TRAVELING OVER
8 BRIDGE/OVERPASS EXPANSION JOINTS WILL CAUSE THE FRONT AXLE/STEERING TO
9 SHAKE VIOLENTLY. THIS SEEMS TO SET UP SOME KIND OF WEIRD HARMONIC
10 VIBRATION THAT THE FRONT END CANNOT RECOVER FROM. EVEN AFTER THE ROAD
11 SMOOTHES OUT, FRONT AXLE WILL CONTINUE TO SHAKE VIOLENTLY UNTIL SPEED IS
12 DECREASED TO ABOUT 40MPH. THIS SHAKING IS INCREDIBLY VIOLENT. A LOSS OF
CONTROL IS HIGHLY POSSIBLE. TRUCK HAS BEEN TO THE DEALER TWICE AND HAD
THE STEERING STABILIZER REPLACED, THIS HAS NOT FIXED THE ISSUE. DEALER HAS
NOT BEEN ABLE TO DUPLICATE THE PROBLEM DUE TO THE RANDOM OCCURRENCE
AND SPECIFIC ROAD CONDITIONS REQUIRED. I HAVE DRIVEN FORD TRUCKS MY
ENTIRE LIFE, THIS IS NOT A NORMAL "CHARACTERISTIC OF VEHICLE". SOMETHING IS
WRONG WITH THE DESIGN ON THE FRONT END OF THESE TRUCKS. MY WIFE WILL NOT
DRIVE IT. **SOMEBODY IS GOING TO GET KILLED.** *TR

13 **1 Affected Product**

14 **August 15, 2008 NHTSA ID NUMBER: 10238374**

15 **Components: SUSPENSION**

16 **NHTSA ID Number:** 10238374

17 **Incident Date** August 15, 2008

18 **Consumer Location** PRESCOTT VALLEY, AZ

19 **Vehicle Identification Number** 1FTSW21595E****

20 **Summary of Complaint**

21 **CRASHNo**

22 **FIRENo**

23 **INJURIES0**

24 **DEATHS0**

25 2005 F-250 SHORT BED 4X4 SUPER DUTY 5.4 V-8. TRUCK SHAKES OUT OF CONTROL AT
26 HIGH SPEED WHEN ROUGH ROADWAY IS PRESENT. HAS DONE THIS SINCE 18,000 MILES
27 AND GETS WORSE WITH AGE. FORD REFUSES TO FIND THE PROBLEM, AS THEY ONLY
28 DRIVE TRUCK AROUND TOWN. HAVE ASK THEM TO TAKE ONTO INTERSTATE, BUT
THEY DON'T HAVE TIME ! FORD REPLACED THE DAMPER AT 34,000, HELPED, BUT DID
NOT FIX! HAVE HAD MY FRONT END MAN LOOK AT FRONT END, AND HE COULD ONLY
FIND SLACK IN THE STEERING GEAR BOX, BUT THAT DIDN'T FIX THE PROBLEM EITHER.
**THIS TRUCK IS UNSAFE AND FORD NEEDS TO STEP UP TO THE PLATE AND FIX THE
ISSUE BEFORE SOMEONE GETS KILLED!** THE LAST TIME IT DID IT I HAD MY 5TH
WHEEL TRAILER BEHIND ME AND IT TOOK ME ACROSS 2 LANES OF TRAFFIC INTO THE
MEDIAN, AND SCARED ME TO DEATH, TO THE POINT I AM SELLING THE 5TH WHEEL
AND TRUCK AS IT IS JUNK, AND WILL NEVER BUY ANOTHER FORD AFTER BEING A
FORD MAN FOR OVER 35 YEARS. THE ONLY WAY TO STOP THE VIOLENT SHAKING IS TO

Class Action Complaint

Case No.

1 SLAM BRAKES ON AND REDUCE SPEED TO UNDER 35 MPH. I HAVE PUT UP WITH THE
2 PROBLEM FOR SOME TIME AS THE TRUCK NOW HAS 61,000 MILES ON IT! *TR

3 **1 Affected Product**

4 **September 3, 2008 NHTSA ID NUMBER: 10240851**

5 **Components: SUSPENSION, STEERING**

6 **NHTSA ID Number:** 10240851

7 **Incident Date July 16, 2008**

8 **Consumer Location DEL NORTE, CO**

9 **Vehicle Identification Number 1FTSW21P35E*******

10 **Summary of Complaint**

11 **CRASHNo**

12 **FIRENo**

13 **INJURIES0**

14 **DEATHS0**

15 I OWN A 2005 SUPER DUTY POWER STROKE AND WHEN I HIT A POT HOLE OR WHEN I'M
16 TAKING A TURN TO THE LEFT FROM 40 MPH TO 50 MPH MY TRUCK GETS THE DEATH
17 WOBBLER UNTIL I HIT THE BRAKES AND GET DOWN TO ABOUT 15-20 MPH. I DON'T
18 EVEN LIKE DRIVING IT CAUSE YOU DON'T KNOW WHEN IT'S GOING TO HAPPEN. IT'S
19 KIND OF SAD WHEN YOU PAY SO MUCH FOR A NICE TRUCK AND YOUR AFRAID TO
20 DRIVE IT. **I THINK FORD NEEDS TO HAVE A RECALL ON THESE TRUCKS BEFORE
21 SOMEONE GETS KILLED, IT REALLY IS THAT BAD!** *TR

22 **1 Affected Product**

23 **November 9, 2008 NHTSA ID NUMBER: 10248066**

24 **Components: SUSPENSION, STEERING**

25 **NHTSA ID Number:** 10248066

26 **Incident Date November 2, 2008**

27 **Consumer Location HARVARD, IL**

28 **Vehicle Identification Number 1FTSX21595E*******

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

TSB FRONT END OSCILLATION IIRC. OR AS KNOWN ON THE INTERNET AS THE DEATH
WOBBLER (WHICH SEEMS VERY FITTING AS THE TRUCK GOES COMPLETELY OUT OF
CONTROL, IT FEELS AS IF THE WHOLE FRONT END IS COMING APART!)? SEVERE
SHAKING AT HIGH SPEEDS OR ON ROUGH ROADS-JUST DRIVING ALONG AND ALL OF
THE SUDDEN SEVERE SHAKING OCCURS SO SEVERE THAT THIS COULD CAUSE AN
ACCIDENT, ALMOST LIKE BOTH FRONT TIRES BLOW OUT AT THE SAME TIME, SEVERE
STEERING DIFFICULTIES WHEN THIS HAPPENS, IF YOU COME TO A COMPLETE STOP
AND THEN TAKE OFF IT STOPS?INTERMITTENT BUT INCREDIBLY DANGEROUS! HAS
HAPPENED 3 TIMES WITHIN THE LAST 2 WEEKS?ONCE ON A GRAVEL ROAD, ONCE ON A

1 ROAD WITH POTHOLE AND ONCE ON RT43 SMOOTH AS GLASS ROAD AT A SPEED OF
2 65MPH?THIS IS ALWAYS A SUDDEN ONSET- NO WARNING?THIS NEEDS TO BE
3 **ADDRESSED, MY CHILDREN WERE IN THE CAR WHEN WE WERE GOING ON RT43..THIS**
4 **COULD HAVE KILLED US HAD IT BEEN A TWO LANE ROAD AS WE WERE JUST**
5 **DOING THE SPEED LIMIT OF 65MPH AND ALL OF THE SUDDEN THE FRONT END IS**
6 **ALL OVER THE PLACE AND OUT OF CONTROL! IT WAS ALMOST IMPOSSIBLE TO**
7 **CONTROL...I HAD THE BRAKES TO THE FLOORBOARD AND THE FRONT END OF THE**
8 **VEHICLE WAS JUMPING ALL OVER THE ROAD, HAD THERE BEEN A CAR BESIDE US WE**
9 **WOULD HAVE COLLIDED WITH THEM! THIS IS ALL OVER THE INTERNET AS THE DEATH**
10 **WOBBLE BUT HAD IT NOT HAPPENED TO US WE WOULD NOT KNOW ABOUT IT! THERE**
11 **SHOULD AT MINIMUM BE A WARNING THIS COULD GET PEOPLE KILLED IF IT IS NOT**
12 **ADDRESSED...PLEASE, INVESTIGATE THIS ON THE F250 OURS IS A 2005 BUT I HAVE**
13 **READ THAT MANY OTHERS ARE HAVING THE SAME PROBLEM! THIS IS A HAZARD! 11-2-**
14 **08 WAS THE MOST RECENT INCIDENT THE OTHER TWO TIMES HAPPENED WITHIN 2**
15 **WEEKS BEFORE! THIS IS A SCARY SITUATION, I AM JUST THANKFUL THAT THERE**
16 **WEREN'T A LOT OF OTHER CARS ON THE ROAD OR I FEAR THAT I WOULDN'T BE**
17 **AROUND TO WRITE THIS COMPLAINT...IT IS THIS SEVERE...NO EXAGGERATION!**
18 **THIS NEEDS TO BE ADDRESSED! *TR**

1 Affected Product

14 **January 21, 2009 NHTSA ID NUMBER: 10255935**

15 **Components: SUSPENSION**

16 **NHTSA ID Number: 10255935**

17 **Incident Date January 21, 2009**

18 **Consumer Location ROSEBURG, OR**

19 **Vehicle Identification Number 1FTSX21585E******

20 **Summary of Complaint**

21 **CRASHNo**

22 **FIRENo**

23 **INJURIES0**

24 **DEATHS0**

25 SEVERE SUSPENSION AND STEERING WHEEL SHIMMY AFTER HITTING UNEVEN ROAD
26 SURFACE, DOING ABOUT 55MPH. THE SHAKING IS SO BACK IT THROWS THINGS OUT OF
27 THE VISOR AND STUFF OFF OF THE SEAT ON TO THE FLOOR. TODAY WAS THE SECOND
28 TIME THIS HAS HAPPEN. THIS IS A 2005 F250SD WITH 20789 MILES ON IT AND THIS IS
JUST STARTING TO DO THIS. BOTH TIMES THIS HAPPEN HAD ENOUGH ROAD SHOULDER
TO PULL OVER AND STOP. IF THIS HAPPEN ON A NARROW SHOULDER FREEWAY
BRIDGE OR CONCRETE BARRIER I WOULD PROBABLY HIT SOMEONE OR SOMETHING.

FORD NEEDS TO DO SOMETHING ABOUT THIS BEFORE SOMEONE DIES, THEN THERE
WILL BE LAW SUITS. *TR

1 Affected Product

14 **April 15, 2009 NHTSA ID NUMBER: 10265529**

15 **Components: SUSPENSION**

NHTSA ID Number: 10265529
Incident Date March 20, 2009
Consumer Location MANASQUAN, NJ
Vehicle Identification Number N/A

Summary of Complaint

CRASHNo
FIRENo
INJURIES0
DEATHS0

I OWN A FORD F-250 SUPER DUTY[2005] WITH 14,000 MILES ON IT. I HAVE HIT A SERIES OF SLIGHT BUMPS TRAVELING ON THE GARDEN STATE PARKWAY TRAVELING AT ABOUT 65 MPH. THE FRONT END OF THE TRUCK AND STEERING WHEEL SHOOK SO VIOLENTLY, I THOUGHT THE FRONT END OF THE TRUCK DIS-ENGAGED FROM THE REST OF THE BODY. THE STEERING WHEEL SHOOK SO VIOLENTLY I COULD HARDLY HOLD ON TO IT. I TOOK MY FOOT OFF THE GAS AND APPLIED THE BREAK VERY GENTLY. I MUST HAVE SLOWED DOWN TO 30 MPH BEFORE THE TRUCK BECAME UNDER CONTROL AGAIN. MEANWHILE THE CAR BEHIND ME HAD TO SLAM ON HIS BREAKS DO TO MY TRUCK BEING OUT OF CONTROL AND THE RAPID DE-ACCELERATION ON A MAJOR HIGHWAY. I HAD TO PULL OVER AS SOON AS I WAS ABLE TO CHECK WHAT I THOUGHT WOULD BE MAJOR FRONT END DAMAGE. AFTER ALL, WHAT COULD CAUSE SUCH A VIOLENT REACTION. ABSOLUTELY NOTHING TO BE SEEN. MY TRUCK WAS JUST SERVICED BY A FORD DEALERSHIP AS IT HAS BEEN SINCE I PURCHASED IT NEW. THIS HAS HAPPENED AT LEAST 4 TIMES TOTAL. I CANNOT STRESS TO YOU ENOUGH HOW VIOLENT THIS "SHIMMY" IS. THIS IS NO SHIMMY ! THIS IS LIKE RUNNING OVER A SERIES OF TELEPHONE POLES LINED UP IN THE ROAD. IT IS ALMOST IMPOSSIBLE TO HOLD ON TO THE STEERING WHEEL LET ALONE HAVE CONTROL OF THE TRUCK. **THIS IS AN EXTREMELY DANGEROUS SITUATION THAT NEEDS TO BE CORRECTED ASAP OR SOMEBODY IS SURE TO DIE BECAUSE OF THIS FLAW. I WOULD BE AFRAID TO HAVE MY WIFE OR CHILDREN DRIVE THIS TRUCK AND HAVE THIS HAPPEN. THEIR LIVES WOULD SURELY BE IN DANGER.** PLEASE DO SOMETHING TO CORRECT THIS SERIOUS PROBLEM, OR GET THIS DANGEROUS TRUCK OFF THE ROAD. *TR

1 Affected Product

April 17, 2009 NHTSA ID NUMBER: 10265891
Components: SUSPENSION, STEERING, EQUIPMENT

NHTSA ID Number: 10265891
Incident Date April 1, 2009
Consumer Location PUYALLUP, WA
Vehicle Identification Number 1FTSW21P05E****

Summary of Complaint

CRASHNo
FIRENo
INJURIES0
DEATHS0

1 LOSE OF STEERING DO TO POOR DESIGN OF FORD F-250 AND F-350 SOLID FRONT AXLE
2 WITH SPRINGS. FROM 2005 TO PRESENT. I HAVE NEW TIRES AND RIMS,BALANCED,HAD
3 FRONT END CHECKED FOR ALIGNMENT, MY TRUCK LIKE SO MANY OTHERS ARE
4 HAVING SEVER FRONT END SHIMMY DO TO THE POOR DESIGN ON FORD TRUCKS. I
5 HAVE CONTACTED LEGAL ADVICE FROM THE ADVICE OF OTHER GOVERNMENT
6 AGENCIES. THE ATTORNEY GENERALS OFFICE,BBB, AND THE CONSUMER PROTECTION
7 AGENCY. THIS IS MY SECOND COMPLAINT ABOUT THIS MATTER, AND IM A LITTLE
8 UPSET TO KEEP GETTING THE ONLY RESPONSE YOU AND THE FORD CO. CAN COME UP
9 WITH, TIRE PRESSURE!!! COME ON YOU KNOW I POOR DESIGN OF THERE FRONT ENDS.
10 I'VE SPENT THOUSANDS TO HELP DEAL WITH MATTER TO NO BETTER RESULTS. SO
11 FROM HERE I WILL SEEK LEGAL HELP TO PROTECT MY FAMILY AND MYSELF FROM
12 POSSIBLE SEVERE INJURY OR DEATH. I HOPE FORD MOTOR CO. WILL FIX THE PROBLEM
13 WITH THERE FRONT ENDS OF THERE F-250 AND F-350 SD PICKUPS FROM 2005 TO
14 PRESENT. **I HOPE IT DOESN'T TAKE SOMEONE GETTING KILLED BEFORE FORD
15 SAYS THEY NEED TO FIX THERE TRUCKS.** LIKE THEY DID WITH THERE BAD TIRE
16 SITUATION ON FORD EXPLORER. *TR

17 **2 Affected Products**

18 **January 2, 2010 NHTSA ID NUMBER: 10297813**

19 **Components: SUSPENSION**

20 **NHTSA ID Number:** 10297813

21 **Incident Date** August 20, 2009

22 **Consumer Location** SAYRE, PA

23 **Vehicle Identification Number** 1FTNF215X5E*****

24 **Summary of Complaint**

25 **CRASH**No

26 **FIRE**No

27 **INJURIES**0

28 **DEATHS**0

I HAVE A 2005 FORD F250 SD AND I HAVE HAD THE FRONT END SHIMMY OUT OF CONTROL ON ME 2 TIME. I HAVE STOCK TIRES ON IT TIRE PRESSURE IS AT MANUFACTURERS SPECS AND **THIS IS JUST EXTREMELY DANGEROUS SOMEONE IS GOING TO GET KILLED BUY THIS.** FORD OR SOMEONE NEEDS TO FIX THIS PROBLEM .

THANK YOU TOBY LEE *TR

1 Affected Product

January 31, 2010 NHTSA ID NUMBER: 10303457

Components: STEERING, SUSPENSION

NHTSA ID Number: 10303457

Incident Date January 2, 2009

Consumer Location RONKONKOMA, NY

Vehicle Identification Number 1FTSW21P15E*****

Summary of Complaint

CRASHNo

1 **FIRENo**
2 **INJURIES0**
3 **DEATHS0**

4 I CURRENTLY OWN A FORD F 250 PICKUP TRUCK, WHEN I AM DRIVING 40 TO 50 MPH MY
5 TRUCK STARTS TO SHACK VIOLENTLY. I HAVE READ MANY FORUMS ON THIS AND
6 MANY PEOPLE ARE HAVING THE SAME PROBLEM . WHY HAS FORD NOT RECALLED MY
7 TRUCK TO FIX THIS PROBLEM WHEN THEY KNOW THERE IS A PROBLEM? **MUST**
8 **SOMEBODY GET HURT OR WORSE KILLED DUE TO FORDS NEGLIGENCE OF THIS**
9 **PROBLEM?** *TR
10 **1 Affected Product**

11 **July 8, 2010 NHTSA ID NUMBER: 10341943**

12 **Components: SUSPENSION**

13 **NHTSA ID Number: 10341943**

14 **Incident Date July 7, 2009**

15 **Consumer Location MANASQUAN, NJ**

16 **Vehicle Identification Number N/A**

17 **Summary of Complaint**

18 **CRASHNo**

19 **FIRENo**

20 **INJURIES0**

21 **DEATHS0**

22 MY 2005 FORD F-250 PICKUP TRUCK HAS A VIOLENT FRONT END SHAKE WHEN IT HITS
23 EVEN A NORMAL SMALL BUMP IN THE ROAD TRAVELING AT SAFE HIGHWAY SPEED.
24 THE TRUCK NOW HAS ONLY 20,000 MILES ON IT, BUT IT HAS DONE THIS SINCE IT WAS
25 BRAND NEW. IT IS DEALER MAINTAINED AND THE TIRES HAVE BEEN ROTATED AND
26 FILLED TO CORRECT PRESSURE APROX. EVERY 5,000 MILES. FORD SAYS IT IS DUE TO
27 IMPROPER TIRE PRESSURE. HOWEVER, THEY ARE THE ONES WHO FILLED THE TIRES TO
28 THE CORRECT PRESSURE. I HAVE COMPLAINED ABOUT THIS VERY DANGEROUS
SITUATION BEFORE AND HAVE BEEN GIVEN LAME EXCUSES BY BOTH THE NHTSA AND
FORD. PLEASE LET ME SAY THIS AGAIN. THIS IS NOT A SHAKE IN THE FRONT END.
THIS IS A VERY VIOLENT REACTION WHEN THE TRUCK HITS A BUMP. THE TRUCK MUST
ALMOST BE BROUGHT TO A STOP IN ORDER TO STOP THE TRUCK FROM SHAKING.
WHEN THIS HAPPENS ON A HIGHWAY IT BECOMES VERY DANGEROUS BECAUSE THE
CARS FOLLOWING MUST JAM ON THEIR BRAKES IN ORDER TO STOP FROM REAR
ENDING THE TRUCK. THE FRONT END SHAKES SO VIOLENTLY THAT IT IS HARD TO
HOLD ON TO THE STEERING WHEEL. ANYONE DRIVING ALONGSIDE OR BEHIND THE
TRUCK IS IN DANGER WHEN THIS OCCURS. I KNOW THERE HAS BEEN OTHER
COMPLAINTS OF THE SAME THING HAPPENING WITH THE F-250. **THIS IS SOMETHING**
THAT SHOULD NOT BE IGNORED OR TAKEN LIGHTLY. SOMEONE WILL
EVENTUALLY DIE OR BE SERIOUSLY INJURED DUE TO THIS DEFECT. PLEASE DO
SOMETHING ABOUT THIS BEFORE IT IS TO LATE. THIS IS AS DANGEROUS AS THE
STICKING ACCELERATOR PROBLEM. I AM A 58 YEAR OLD MAN WITH A VERY SAFE
DRIVING RECORD. *TR

1 Affected Product

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July 31, 2010 NHTSA ID NUMBER: 10346501

Components: SUSPENSION

NHTSA ID Number: 10346501

Incident Date July 30, 2010

Consumer Location LAUDERHILL, FL

Vehicle Identification Number 1FTSW21595E*****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

I RECENTLY PURCHASED A FORD 2005 F250 SUPER DUTY TRUCK. WHILE DRIVING ON THE HIGHWAY AT 70 MPH, I HIT AN UNEVEN SPOT ON THE ROAD THAT CAUSED THE FRONT END TO WOBBLE VIOLENTLY. I FELT I COULD NOT CONTROL THE TRUCK AND HAD TO APPLY THE BRAKES IMMEDIATELY. LUCKILY THERE WERE NO OTHER CARS NEARBY. WHEN THE TRUCK REACHED APPROXIMATELY 30 – 35 MPH, THE WOBBLE CEASED. ON MY WAY BACK HOME, THE WOBBLE OCCURRED AGAIN. THIS TIME I WAS TRAVELING AT 60 – 65 MPH AND HIT ANOTHER ROUGH SPOT ON THE ROAD. **THIS IS A MAJOR SAFETY HAZARD THAT NEEDS TO BE RESOLVED BEFORE SOMEONE IS KILLED.** I RESEARCHED THE PROBLEM ON THE INTERNET AND DISCOVERED THIS HAS BEEN ONGOING FOR A WHILE. THERE ARE NUMEROUS EXAMPLES FROM OTHER F250 AND F350 OWNERS WITH THE SAME PROBLEM THAT CAN BE FOUND ON THE INTERNET. THE FORD MOTOR COMPANY IS AWARE OF THE PROBLEM AND BLAMES THE WOBBLE ON UNDERFLATED TIRES. THE WOBBLE OCCURS ON PROPERLY INFLATED TIRES ALSO AS DETAILED BY OTHER TRUCK OWNERS. BUT EVEN IF THE TRUCK’S TIRES ARE UNDER INFLATED, A VIOLENT WOBBLE SHOULD NOT OCCUR. MANY OTHER VEHICLES ARE IN USE WITH UNDER INFLATED TIRES, YOU DON’T HEAR OF A VIOLENT WOBBLE AFTER ENCOUNTERING A POT HOLE OR AN UNEVEN ROAD SURFACE. *TR

1 Affected Product

June 25, 2011 NHTSA ID NUMBER: 10408904

Components: SUSPENSION

NHTSA ID Number: 10408904

Incident Date June 17, 2011

Consumer Location HENDERSON, NV

Vehicle Identification Number 1FTSW21P65E*****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

2005 FORD F-250 SUPER DUTY, 69,000 MILES. TRAVELING APPROX 65 MPH, HIT A SMALL BUMP IN THE HIGHWAY AND THE FRONT SUSPENSION STARTED TO SHAKE

1 UNCONTROLLABLY. I VERY NEARLY LOST COMPLETE CONTROL OF THE TRUCK. THIS
2 NEVER HAPPENED BEFORE, BUT HAS HAPPENED TWICE SINCE. THE TIRE PRESSURE
3 WAS CORRECT AT THE TIME OF THE FIRST INCIDENT, THE TIRES WERE BALANCED AND
4 THE LUG NUTS WERE TORQUED TO FORD SPECS. REPLACED FRONT STEERING DAMPER,
5 DID NOT RESOLVE THE PROBLEM. TALKED TO THE FORD DEALER AND THEY DENIED
6 ANY KNOWLEDGE OF A SIMILAR PROBLEM. AFTER A FEW HOURS RESEARCH ONLINE,
7 THIS PROBLEM IS WELL DOCUMENTED AND FREQUENT WITH THE FORD SUPER DUTY
8 LINE FROM 05"-08". IT SEEMS TO BE AN ENGINEERING DEFECT AND FORD IS WELL
9 AWARE OF THE PROBLEM, BUT IT DOES APPEAR THAT FORD HAS OFFERED ANY
10 REMEDIES. THE NHTSA ALSO KNOWS OF THE PROBLEM. I VIEWED FOUR NHTSA VIDEOS
11 THAT DEMONSTRATED THE IDENTICAL PROBLEM THAT I AM EXPERIENCING WITH MY
12 TRUCK. I HAVE FOUND NO ACTION ON THE PART OF THE NHTSA. **THIS PROBLEM
13 NEEDS TO BE ACKNOWLEDGED AND CORRECTED BEFORE SOMEONE IS KILLED.**

*TR

1 Affected Product

11 **January 10, 2012 NHTSA ID NUMBER: 10443382**

12 **Components: SUSPENSION, STEERING, SERVICE BRAKES, HYDRAULIC**

13 **NHTSA ID Number: 10443382**

14 **Incident Date** November 28, 2011

15 **Consumer Location** POTTSVILLE, PA

16 **Vehicle Identification Number** 1FTSW215X5E****

17 **Summary of Complaint**

18 **CRASH**0

19 **FIRE**0

20 **INJURIES**0

21 **DEATHS**0

22 WHILE DRIVING ON PA INTERSTATE 81, MY 2005 F250 EXPERIENCED SEVERE DRIVING
23 LOSS OF CONTROL WHEN THE FRONT SUSPENSION TRAVELED OVER AN AREA OF THE
24 ROAD THAT WAS UNEVEN. THIS CAUSED THE TRUCKS INTERIOR AND EXTERIOR TO
25 SHAKE UNCONTROLLABLY FOR A LONG PERIOD OF TIME TO THE EXTENT THAT THE
26 VEHICLE WAS SHIFTING INTO THE OTHER LANE OF TRAFFIC. DECELERATING BY
27 RELEASING THE GAS PEDDLE DID NOT IMMEDIATELY STOP THE SEVERE VIBRATIONS
28 AND APPLYING THE BRAKES SEEMED TO INCREASE THE PROBLEM. MY ENTIRE FAMILY
AND A NON-FAMILY MEMBER WAS IN THE VEHICLE AT THE TIME AND WE ALL FEARED
FOR OUR LIVES. AFTER RESEARCHING THE INTERNET, THERE IS A VIDEO POSTED BY
ANOTHER FORD OWNER AND IS EXACTLY WHAT WE HAD EXPERIENCED TOO.

([HTTP://WWW.YOUTUBE.COM/WATCH?V=8EUQ6F8RGT4&FEATURE=RESULTS_VIDEO&PLAYNEXT=1&LIST=PLDCA2FF5512789E5A](http://www.youtube.com/watch?v=8EUQ6F8RGT4&feature=results_video&playnext=1&list=PLDCA2FF5512789E5A)) IT IS KNOWN AS ‘ FORD F250 DEATH
WOBBLE’, WHEN VIEWING THE VIDEO, **THE DEATH WOBBLE BEGINS AROUND 1 MIN
30 SEC INTO THE VIDEO AND NEEDS TO BE SERIOUSLY ADDRESSED AND
CORRECTED TO PREVENT THIS FROM EVER RECURRING AGAIN BEFORE SOMEONE
IS KILLED OR HURT...** *TR

1 Affected Product

1 **May 14, 2012 NHTSA ID NUMBER: 10458496**

2 **Components: STEERING, SUSPENSION**

3 **NHTSA ID Number:** 10458496

4 **Incident Date** May 15, 2008

5 **Consumer Location** GARDEN GROVE, CA

6 **Vehicle Identification Number** 1FTSW21P95E****

7 **Summary of Complaint**

8 **CRASHNo**

9 **FIRENo**

10 **INJURIES0**

11 **DEATHS0**

12 2005 FORD F-250 SUPER DUTY, STARTED AT @ 25,000 MILES IN 2008 AND STILL HAPPENS
13 TODAY. HAPPENS WHEN TRAVELING OVER 60 MPH, WHEN YOU HIT ANY SMALL BUMP
14 IN THE ROAD, THE FRONT SUSPENSION STARTED TO SHAKE UNCONTROLLABLY. IT IS
15 VERY HARD TO CONTROL THE TRUCK. THIS HAPPENS ALL THE TIME ON THE FREEWAY.
16 THE TIRE PRESSURE WAS CORRECT AT THE TIME OF THE FIRST INCIDENT, THE TIRES
17 WERE BALANCED AND THE LUG NUTS WERE TORQUED TO FORD SPECS. TALKED TO
18 THE FORD DEALER AND THEY DENIED ANY KNOWLEDGE OF A SIMILAR PROBLEM.
19 AFTER A FEW HOURS RESEARCH ONLINE, THIS PROBLEM IS WELL DOCUMENTED AND
20 FREQUENT WITH THE FORD SUPER DUTY LINE FROM 05"-08". IT SEEMS TO BE AN
21 ENGINEERING DEFECT AND FORD IS WELL AWARE OF THE PROBLEM, BUT IT DOES
22 APPEAR THAT FORD HAS OFFERED ANY REMEDIES. THE NHTSA ALSO KNOWS OF THE
23 PROBLEM. I VIEWED FOUR NHTSA VIDEOS THAT DEMONSTRATED THE IDENTICAL
24 PROBLEM THAT I AM EXPERIENCING WITH MY TRUCK. I HAVE FOUND NO ACTION ON
25 THE PART OF THE NHTSA. **THIS PROBLEM NEEDS TO BE ACKNOWLEDGED AND
26 CORRECTED BEFORE SOMEONE IS KILLED.** *JS

27 **1 Affected Product**

19 **March 1, 2010 NHTSA ID NUMBER: 10315150**

20 **Components: STEERING**

21 **NHTSA ID Number:** 10315150

22 **Incident Date** February 21, 2010

23 **Consumer Location** NORTH RICHLAND HILLS, TX

24 **Vehicle Identification Number** 1FTSW21P75E****

25 **Summary of Complaint**

26 **CRASHNo**

27 **FIRENo**

28 **INJURIES0**

DEATHS0

I HAVE A FORD F250 SUPER DUTY. AFTER HITTING A SMALL DIP IN THE ROAD, MY
STEERING COLUMN SHOOK VIOLENTLY, BACK AND FORTH. I WAS TRAVELING ONLY 30
MI PER HOUR. TOOK TO MY DEALER AND THEY SAID NOTHING WAS WRONG.
PROBABLY COULD BE MY TIRES. BOUGHT NEW TIRES AND A COUPLE OF WEEKS
LATER,, THE SAME THING HAPPENED AGAIN. IF I WAS TRAVELING ANY FASTER, I

1 TRULY BELIEVE I WOULD HAVE LOST CONTROL. I HAVE BEEN DRIVING FIRE
2 APPARATUS FOR OVER 29 YEARS. AND I KNOW SOMETHING IS WRONG HERE. **PLEASE**
3 **DO SOMETHING BEFORE SOMEONE IS SERIOUSLY HURT OR KILLED.** I DO NOT
4 TRUST FORD. *TR
1 Affected Product

5 **June 13, 2009 NHTSA ID NUMBER: 10273718**

6 **Components: SUSPENSION, STEERING**

7 **NHTSA ID Number: 10273718**

8 **Incident Date June 13, 2009**

9 **Consumer Location WEST PITTSTON, PA**

10 **Vehicle Identification Number 1FTNF21535E******

11 **Summary of Complaint**

12 **CRASHNo**

13 **FIRENo**

14 **INJURIES0**

15 **DEATHS0**

16 I EXPERIENCED A SEVERE AND VIOLENT SHAKING OF THE FRONT END OF MY 2005
17 FORD F-250 TRUCK WHILE TRAVELING 60 MPH OVER A SLIGHT ROUGH PATCH ON A
18 HIGHWAY. I LOST CONTROL OF MY VEHICLE AND WAS FORCED TO SWERVE OFF THE
19 HIGHWAY. I WAS ALMOST HIT BY THE VEHICLE DIRECTLY BEHIND ME. THIS IS THE
20 THIRD TIME I HAVE LOST CONTROL OF THE TRUCK BECAUSE OF THIS VIOLENT
21 SHAKING IN THE LAST MONTH. I HAVE HAD THE TRUCK TO A LOCAL INSPECTION
22 STATION AND THEY REPLACED THE STEERING STABILIZER AND DID AN ALIGNMENT.
23 THIS DID NOT HELP. I HAVE CALLED THE FORD DEALER I PURCHASED THE TRUCK
24 FROM AND THEY SAID THEY NEVER HEARD OF ANYONE HAVING THIS PROBLEM WITH
25 ANY FORD TRUCK. OBVIOUSLY, THEY ARE AWARE OF THE PROBLEM. **I ONLY HOPE**
26 **THERE IS A RECALL BEFORE TOO MANY PEOPLE DIE.** *TR

27 **1 Affected Product**

28 **October 12, 2011 NHTSA ID NUMBER: 10429550**

Components: SUSPENSION

NHTSA ID Number: 10429550

Incident Date October 8, 2011

Consumer Location TWINSBURG, OH

Vehicle Identification Number 1FTSX21555E****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

MY FORD F250 HAS A VERY DANGEROUS WOBBLE WHEN I HIT A BUMP ON THE
HIGHWAY. I HAVE CHECKED THE TIRE PRESSURE AND ALL FOUR TIRES ARE FINE.
AFTER DOING SOME RESEARCH I HAD FOUND THAT **THIS IS A ON GOING PROBLEM**

1 **WITH THE FORD SD TRUCKS. SOMETHING HAS TO BE DONE OR SOMEONE IS GOING**
2 **TO GET KILLED DUE TO A BAD ACCIDENT.** EVERY DEALER THAT I TALK TO HAS
3 NEVER HEARD OF THIS PROBLEM BUT YET I SEE IT POSTED ALL OVER THE INTERNET. I
4 AM VERY UPSET AND I AM GOING TO TAKE LEGAL ACTION. *KB

5 **1 Affected Product**

6 June 2, 2014 **NHTSA ID NUMBER: 10595469**

7 **Components: SUSPENSION**

8 **NHTSA ID Number:** 10595469

9 **Incident Date** May 29, 2014

10 **Consumer Location** VEEDERSBURG, IN

11 **Vehicle Identification Number** 1FTSX21505E*****

12 **Summary of Complaint**

13 **CRASHNo**

14 **FIRENo**

15 **INJURIES0**

16 **DEATHS0**

17 HIT A BUMP GOING ACROSS A BRIDGE ON I-74. THE ENTIRE TRUCK BEGAN TO SHAKE
18 VIOLENTLY FOR SEVERAL HUNDRED FEET BEFORE I REGAINED CONTROL OF THE
19 VEHICLE. THIS IS EVIDENTLY WHAT FORD IS CALLING A " SHIMMY" . I HAD ALMOST NO
20 CONTROL OF THE VEHICLE AT THIS POINT. IF THE SHOULDER OF THE HIGHWAY WAS
21 ANY NARROWER I WOULD NOT BE HERE TODAY. THIS HAPPENED AGAIN TWO DAYS
22 LATER. I WAS ALMOST REAR ENDED AT A SPEED OF 60 MPH. I DON'T KNOW WHAT TO
23 DO, I'M STILL MAKING PAYMENTS ON A TRUCK THAT IS UNSAFE TO DRIVE. **THIS**
24 **"SHIMMY " IS GOING TO GET PEOPLE KILLED.** *TR

25 **1 Affected Product**

26 May 13, 2008 **NHTSA ID NUMBER: 10227684**

27 **Components: SUSPENSION, STEERING**

28 **NHTSA ID Number:** 10227684

Incident Date May 10, 2008

Consumer Location FORT WORTH, TX

Vehicle Identification Number 1FTWW31P65E*****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

I HAVE A 2005 FORD F350 SUPER DUTY, WITH DANGEROUS FRONT END PROBLEMS.
WHEN GOING AT HIGHWAY SPEEDS (55-70MPH), AND HITTING A BUMP IN THE
ROAD(EVEN WORSE WHILE GOING THROUGH A SLIGHT CURVE) THE FRONT END
STARTS TO SHAKE VIOLENTLY. THIS OSCILLATION IS SO STRONG, THAT IT ALMOST
YANKS THE STEERING WHEEL OUT OF MY HANDS. THE ONLY THING THAT MAKES IT
STOP IS TO SLOW DOWN TO ABOUT 20MPH. VERY DANGEROUS TO DO ON THE

1 INTERSTATE!!! AFTER DOING SOME RESEARCH AND READING SOME OF THE ONLINE
2 FORUMS FOR FORD TRUCK OWNERS, I FIND THAT THIS IS A MAJOR PROBLEM AND
3 ALSO A VERY COMMON ONE TO BOOT. THE MOST WORRISOME PART OF THIS
4 PROBLEM, IS THAT IS VERY UNPREDICTABLE. SOMETIMES I CAN GO A MONTH OR SO
5 WITH NO PROBLEMS. HOWEVER, THIS PAST WEEKEND, IT DID THIS THREE TIMES
6 DURING A 10 MILE TRIP HOME FROM A RESTAURANT. THIS IS A MAJOR PROBLEM THAT
7 FORD MOTOR CO. SHOULD BE RESPONSIBLE FOR CORRECTING. **IF SOMETHING IS NOT**
8 **DONE SOON MANY PEOPLE COULD GET HURT, AND GOD FORBID, BE KILLED.** *TR

9 **1 Affected Product**

10 **May 28, 2009 NHTSA ID NUMBER: 10270151**

11 **Components: SUSPENSION**

12 **NHTSA ID Number:** 10270151

13 **Incident Date** April 5, 2009

14 **Consumer Location** BEND, OR

15 **Vehicle Identification Number** 1FTWW31P95E****

16 **Summary of Complaint**

17 **CRASH**No

18 **FIRE**No

19 **INJURIES**0

20 **DEATHS**0

21 THIS PROBLEM IS NOT ISOLATED TO A PARTICULAR DAY OR A PARTICULAR INCIDENT;
22 IT IS A CHRONIC PROBLEM THAT HAPPENS WHEN MY VEHICLE HITS A HOLE IN THE
23 PAVEMENT OR A HARD BUMP WHEN TRAVELING AT 50 MPH OR MORE. MY VEHICLE IS
24 A 2005 FORD F350 4X4 AND THE FRONT END BEGINS TO SHAKE VIOLENTLY AND IN MY
25 OPINION COULD CAUSE A HEAD ON COLLISION. I HAVE SPOKEN TO THE FORD
26 DEALERSHIP AND THEY SAID THERE IS NO RECALL FOR THIS PROBLEM. THEY OFFERED
27 TO INSTALL A HEAVIER DUTY STEERING STABILIZER, WHICH WOULD COST ME 380.00,
28 WHICH THEY SAY USUALLY HELPS THIS PROBLEM. THIS IS OBVIOUSLY A DESIGN
FLAW BY FORD, AND THEY ARE DRAGGING THEIR FEET BECAUSE THEY DON'T WANT
TO ADMIT THE PROBLEM OR PAY FOR THEIR MISTAKE. **SOMEONE WILL SURELY BE**
KILLED, DUE TO THIS PROBLEM, AND THE GOVERNMENT NEEDS TO TAKE STEPS TO
MAKE SURE THESE TRUCKS ARE FIXED BY FORD AT FORD'S EXPENSE. THIS IS NOT JUST
A PROBLEM FOR MY TRUCK, BUT IS APPARENTLY AN EPIDEMIC. SOMEONE NEEDS TO
DO THEIR JOB AND SEE THAT THIS IS CORRECTED. *TR

1 **1 Affected Product**

2 **June 7, 2007 NHTSA ID NUMBER: 10192728**

3 **Components: STEERING**

4 **NHTSA ID Number:** 10192728

5 **Incident Date** May 18, 2007

6 **Consumer Location** Unknown

7 **Vehicle Identification Number** 1FTWW33P05E****

8 **Summary of Complaint**

1 **CRASHNo**
2 **FIRENo**
3 **INJURIES0**
4 **DEATHS0**

5 I HAVE A 2005 FORD F350 SUPERDUTY AND ON SEVERAL OCCASIONS I HAVE BEEN
6 DRIVING DOWN THE ROAD AND HAVE GONE OVER BLEMISHES IN THE HIGHWAY AND
7 IT HAS CAUSED A VIOLENT SHAKING IN THE FRONT END. IT HAS GOTTEN SO BAD AT
8 POINTS THAT IT ALMOST CAUSED A SEVERE ACCIDENT WHICH MIGHT HAVE
9 INVOLVED MANY. THIS HAS HAPPENED ON MANY OCCASIONS AND I HAVE TO SLOW
10 DOWN AND STOP BEFORE IT SUBSIDES. I HAVE BEEN TO SEVERAL DEALERS AND THEY
11 ALL SAY THAT THEY HAVE A QUICK FIX BUT NOTHING SEEMS TO WORK. EVERYTIME I
12 HAVE TRIED TO FIX THE PROBLEM I HAVE PAID FOR IT OUT OF MY OWN POCKET. **I**
13 **HAVE SPOEKN WITH MANY FOR SUPERDUTY OWNERS THAT HAVE HAD THIS**
14 **PROBLEM AND THEY ALL SAY THE SAME THING. THIS IS NOT ONLY A PROBLEM**
15 **FOR THE DRIVER OF THE VEHICLE BUT ALSO FOR OTHERS ON THE ROAD AS WELL.**
16 **DO PEOPLE NEED TO START DYING BEFORE THERE IS A SERVICE RECALL TO FIX**
17 **THE PROBLEM.** FORD DIDN'T START REPLACING TIRES ON TRUCKS AND SUV'S BEFORE
18 SO MANY PEOPLE DIED IN CARE CRASHES. THIS IS A SEVERE PROBLEM AND NEEDS TO
19 BE ADDRESSED. THERE SHOULD BE NO CALL FOR PAYING FOR AND BEING
20 FINANCIALLY LOCKED INTO A \$50,000 VEHICLE THAT COULD BE CONSIDERED A DEATH
21 TRAP. THIS PROBLEM EXISTS IN ALL MODELS OF THE FORD SUPERDUTY AND FORD
22 STILL PRODUCES THESE AND SELLS THEM TO CONSUMERS AND DOESN'T FIX THEM.

23 **1 Affected Product**

24 **September 23, 2009 NHTSA ID NUMBER: 10284981**

25 **Components: SUSPENSION**

26 **NHTSA ID Number:** 10284981

27 **Incident Date** September 22, 2009

28 **Consumer Location** CLINTON, NC

Vehicle Identification Number 1FTWW33P35E*****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

2005 F350 DIESEL DUALLY THIS VEHICLE NEEDS TO BE RECALLED! THE LETTER THAT
FORD SENT TO OWNERS IS NOT ACCURATE! IT IS NOT THE TIRE PRESSURE OF THE
VEHICLE CAUSING THE SEVERE SHAKE! MY WHOLE TRUCK SHOOK PROFUSELY! IT
WAS QUITE SCARY. AT POSTED HIGHWAY SPEED LIMITS IF THERE IS A SLIGHT BUMP
IN ROAD YOU CAN BE SLOWING DOWN AN HIT A BUMP AND TRUCK BEGINS TO SHAKE
OR GOING A AROUND A CURVE ON THE HIGHWAY AT 65MPH AND IF THERE IS A BUMP
IN THE ROAD ON THE CURVE THE ENTIRE TRUCK SHAKES PROFUSELY. RECEIVED A
LETTER FROM FORD STATING IT WAS TIRE PRESSURE BUT MY TIRE PRESSURE IS
PERFECT. THIS IS A DEFECT THAT NEEDS TO BE RECALLED IMMEDIATELY STEERING
BOX ROCKER ARM TIRE ROD SOMETHING BUT THIS TRUCK IS NOT RIGHT. **I HAUL A**

40FT TRAILER AND IF I HAD BEEN HAULING IT I WOULD BE DEAD ALONG WITH SEVERAL OTHER CARS I WOULD WIPED OUT PLEASE GET THIS VEHICLE RECALLED FOR SAFETY OF THE CONSUMER IT IS DEFINITELY NOT THE PROBLEM THAT FORD CLAIMS AT THIS POINT. MY TRUCK NEEDS TO BE REPAIRED AT THE COST OF FORD AND THIS DEFECT NEEDS TO BE RECALLED! PLEASE TAKE THIS COMPLAINT SERIOUSLY. SOMEONE WILL BE KILLED LIKE THIS. *TR

1 Affected Product

November 16, 2010 NHTSA ID NUMBER: 10366399

Components: SUSPENSION, STEERING

NHTSA ID Number: 10366399

Incident Date November 15, 2010

Consumer Location EUGENE, OR

Vehicle Identification Number 1FTWW31PX5E****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

I HAVE A 2005 F350 WITH A 4 INCH LIFT. I HAVE EXPERIENCED THE "FORD DEATH WOBBLE" 4 TIMES IN THE LAST WEEK. 3 TIMES IT WAS @ ~40 MPH AND 1 TIME IT WAS AT 75. SCARED ME TO DEATH. MY BRAKES DON'T WORK WHEN IT HAPPENS AND I HAVE TO COAST TO GET IT TO STOP. I HAD THE SHOCKS REPLACED (72K ON TRUCK) SO THE 1ST SHOP I WENT TO TOLD ME THAT WOULD FIX IT. NO SUCH LUCK... I PICKED IT UP AND RIGHT AFTER IT DID IT AGAIN. I JUST TOOK IT TO A COMPANY WHO WANTS \$700 TO REPLACE THE PITMAN ARM AND GEAR BOX. I HAVE NOT DONE THIS YET. THEN I HAD A LOCAL 4X4 GUY TELL ME THAT I NEED TO REPLACE THE STEERING STABILIZER SHOCK AND PUT A 2ND ONE ON IT. I HAVE ALREADY SPENT \$500 ON SHOCKS. THE STABILIZERS WILL BE \$150. NO ONE HAS A CLEAR ANSWER OF WHAT THE ISSUE IS BUT THEY WANT ME TO KEEP SPENDING \$ ON TRYING TO FIGURE IT OUT. I TALKED TO FORD AND THEY SEEM TO BE LIKE I HAVE NO IDEA WHAT I AM TALKING ABOUT. THERE IS A GUY ONLINE WHO SELLS AN AFTERMARKET STABILIZER SYSTEM FOR ~\$900 BUT I THINK FORD SHOULD FIX IT THIS PROBLEM SINCE ITS A DESIGN ISSUE. PLEASE HELP ME. I DON'T HAVE A LOT OF MONEY TO KEEP TROUBLESHOOTING THIS. FORD SHOULD BE HELD RESPONSIBLE. THEY SAY THERE IS NO RECALL ON THIS ISSUE BUT IF YOU GO OUT ON THE WEB, MANY OTHER OWNERS OF MY TRUCK AND THE YEARS AND MODELS AROUND IT ARE DESCRIBING THE SAME ISSUE. **I AM SCARED TO DRIVE IT. THE SHAKING IS EXTREMELY VIOLENT AND I AM LUCKY THAT THE TRUCK HAS BEEN ON A STRAIGHTAWAY WITH NO CARS AROUND ME EACH TIME ITS HAPPENED....OTHERWISE I COULD HAVE FLIPPED IT AND KILLED MYSELF OR SOMEONE ELSE OR SOMEONE DEAR TO YOU... PLEASE LOOK INTO THIS AND SEE THE STORIES ON THE WEB ABOUT PEOPLE WHO HAVE INJURED THEMSELVES AND OTHERS DUE TO THIS PROBLEM. SOMETHING HAS TO BE DONE.** *TR

1 Affected Product

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September 8, 2011 NHTSA ID NUMBER: 10424388

Components: STEERING, SUSPENSION

NHTSA ID Number: 10424388

Incident Date May 8, 2011

Consumer Location DIXON, CA

Vehicle Identification Number 1FTWW31P85E****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

WHILE DRIVING AT HIGHWAY SPEEDS, BUMPS IN THE ROAD SURFACE CAUSE A VIOLENT SHIMMY. TRUCK HAS STOCK SUSPENSION AND OEM TIRES. TIRE PRESSURE IS PER FORD SPECIFICATION (AS INDICATED ON THE DOOR PILLAR). SEEMS NTSB HAS INVESTIGATED AND DETERMINED THE ISSUE IS DUE TO SUSPENSION MODIFICATIONS OR LOW TIRE PRESSURE. THIS IS NOT THE CASE WITH THIS TRUCK. ALL STOCK AND DEADLY. NTSB NEEDS TO REOPEN THEIR INVESTIGATION BEFORE SOMEONE IS INJURED OR KILLED. *TR

1 Affected Product

September 9, 2007 NHTSA ID NUMBER: 10202327

Components: SUSPENSION

NHTSA ID Number: 10202327

Incident Date September 9, 2007

Consumer Location HUNTINGTON BEACH, CA

Vehicle Identification Number 1FTSW21P96E****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

I PURCHASED A FORD F250 FROM A DEALERSHIP, I BELIEVE AFTER DOING MY RESEARCH THAT THIS MODEL HAS A DEFECT IN IT AND IS TO DANGEROUS TO DRIVE. IF I DRIVE OVER 45 MPH AND I HIT A POTHOLE OR A BUMP IT VIOLENTLY SHAKES TO THE POINT WHERE WE FEEL WE ARE GOING TO TIP OVER. WE HAVE TO COME TO A COMPLETE STOP FOR IT TO STOP SHAKING AND WHEN YOU ARE ON A FREEWAY THAT IS VERY DANGEROUS. FORD DOES NOT SEEM TO CARE ABOUT THIS ISSUE AND HAS NOT BEEN ABLE TO FIX IT. I SPENT A LOT OF MONEY ON THIS VEHICLE AND AM AFRAID TO PUT MY 3 CHILDREN IN THE CAR. DO I HAVE TO WAIT FOR SOMEONE TO DIE FOR FORD TO HANDLE IT. I HAVE FOUND 1000'S OF PEOPLE WITH THE SAME PROBLEM AND WANT TO KNOW IF THERE IS ANYTHING YOU CAN DO TO HELP US FIX THIS. *JB

1 Affected Product

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2 **October 1, 2007 NHTSA ID NUMBER: 10204604**

3 **Components: SUSPENSION**

4 **NHTSA ID Number:** 10204604

5 **Incident Date** September 30, 2007

6 **Consumer Location** NEWPORT NEWS, VA

7 **Vehicle Identification Number** 1FTSW21516E*****

8 **Summary of Complaint**

9 **CRASHNo**

10 **FIRENo**

11 **INJURIES0**

12 **DEATHS0**

13 I WAS DRIVING ON INTERSTATE AT 75 MPH WHEN I HIT A SMALL BUMP IN THE ROAD
14 WHEN MY TRUCK WENT VIOLENTLY OUT OF CONTROL UNTIL **I BROUGHT IT TO A**
15 **COMPLETE STOP ALMOST CAUSING A FATAL ACCIDENT.** *JB

16 **1 Affected Product**

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18 **July 24, 2008 NHTSA ID NUMBER: 10235638**

19 **Components: SUSPENSION, STEERING**

20 **NHTSA ID Number:** 10235638

21 **Incident Date** June 18, 2008

22 **Consumer Location** BLOWING ROCK, NC

23 **Vehicle Identification Number** 1FTSX21586E*****

24 **Summary of Complaint**

25 **CRASHNo**

26 **FIRENo**

27 **INJURIES0**

28 **DEATHS0**

I OWN A 2006 F-250 FORD TRUCK. WHILE DRIVING ON THE INTERSTATE THE FRONT END
OF THE TRUCK STARTED VIOLENTLY SHAKING. I ALMOST LOST CONTROL AND COULD
HAVE BEEN KILLED. THIS HAPPENED YET AGAIN THE VERY SAME DAY. I TOOK MY
FORD TRUCK TO THE FORD DEALERSHIP IN BOONE AND WAS TOLD THERE WAS
NOTHING WRONG WITH MY TRUCK. THEY CLAIMED IT WAS PROBABLY DUE TO LOW
AIR PRESSURE IN THE TIRES. AFTER RESEARCHING THIS PROBLEM ON MY OWN I
DISCOVERED THAT THIS IS QUITE A COMMON PROBLEM AND MANY MANY FORD
TRUCK OWNERS ARE CURIOUS AS TO WHY NOTHING HAS BEEN DONE. AFTER CLEARLY
TELLING THE FORD DEALERSHIP THAT I WILL NOT ACCEPT MY TRUCK BACK UNTIL IT
HAS BEEN FIXED, THEY REVEAL THAT THEY DO HAVE A SERVICE BULLETIN ABOUT
THIS PROBLEM AND REVEAL TO ME THAT FORD TOLD THEM TO CHANGE THE AIR
PRESSURE IN THESE TRUCKS. THIS DOES NOT CORRECT THIS DANGEROUS AND
POTENTIALLY LIFE THREATENING PROBLEM! THESE TRUCKS NEED TO BE RECALLED
AND HAVE THEIR STEERING DAMPNERS REPLACED! AFTER FIVE DAYS OF ARGUING
WITH THE FORD DEALERSHIP I HAVE YET TO GET MY TRUCK BACK. **I DEMANDED A**
LETTER STATING THAT MY FORD TRUCK WOULD BE SAFE AND THAT THEY

WOULD BE LIABLE IN THE EVENT OF MY DEATH DUE TO THIS PROBLEM THAT NO ONE WILL TAKE CARE OF! I HAVE YET TO RECEIVE THEIR ANSWER. *TR

1 Affected Product

February 25, 2010 NHTSA ID NUMBER: 10314410

Components: SUSPENSION

NHTSA ID Number: 10314410

Incident Date February 13, 2010

Consumer Location MORGANTON, NC

Vehicle Identification Number N/A

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

INFORMATION REDACTED PURSUANT TO THE FREEDOM OF INFORMATION ACT (FOIA), 5 U.S.C. 552(B)(6) WITHIN THE LAST YEAR AND A HALF I PURCHASED A 2006 FORD F-250, DIESEL, 4 WHEEL DRIVE TRUCK. ON 3 DIFFERENT OCCASIONS, WHILE DRIVING AT INTERSTATE SPEEDS AND IMMEDIATELY AFTER HITTING A POT HOLE OR BUMP, MY TRUCK WENT INTO A VIOLENT FRONT END WOBBLE/CAVITATION CAUSING A SUDDEN REDUCTION OF SPEED TO ZERO FROM APPROX 70 MPH. ALL THREE TIMES IT FELT AS IF THE TRUCK WAS COMING APART AND HAD TO DODGE TRAFFIC AND GET TO THE SHOULDER TO INSPECT THE TRUCK. AFTER FINDING NOTHING WRONG I CONTACTED OUR LOCAL DEALERSHIP TO LOOK AT THE TRUCK AND THEY TRIED DIFFERENT AIR PRESS CHANGES IN THE TIRES, AND RE-ALIGNMENT, NOTHING HAS HELPED AND THEY REFUSE TO LOOK ANY FURTHER. I STARTED RESEARCHING THIS ON THE INTERNET AND FOUND HUNDREDS IF NOT THOUSANDS OF FORD F-250 TRUCK OWNERS WHO ARE EXPERIENCING THE SAME PROBLEM. YOU CAN GOOGLE "FORD 250 DEATH WOBBLE" OR "FORD F250 VIOLENT SHAKING" AND READ FOR YOUR SELF THE STORIES OF NEAR ACCIDENTS AND PROBLEMS FORD REFUSES TO RECOGNIZE IN THE DESIGN OF THESE TRUCKS. HERE RECENTLY FORD MOTOR CO. HAS COME OUT WITH A SERVICE BULLETIN WHERE I HAVE TO PAY TO HAVE FORD FIX THIS PROBLEM. WHY SHOULD I HAVE TO PAY \$40,000 FOR A TRUCK THAT HAS A DESIGN FLAW AND PAY FOR THE FIX, OUT OF MY OWN POCKET AS WELL. **A RECALL NEEDS TO BE DONE ON THESE TRUCKS BEFORE PEOPLE GET KILLED, WHY SHOULD SOMEONE HAVE TO DIE FIRST BEFORE FORD WILL DO ANYTHING.** ANY HELP YOU CAN GENERATE ON THIS WOULD BE AWESOME. "THIS IS NOT A TIRE PRESS PROBLEM, BUT RATHER A DESIGN FLAW." YOUR REPORT SOUNDS LIKE YOU SIDE WITH MONEY INSTEAD OF CONSUMER SAFETY.

[XXX] *TR

1 Affected Product

September 3, 2010 NHTSA ID NUMBER: 10353642

Components: SUSPENSION, STEERING

NHTSA ID Number: 10353642

1 **Incident Date** September 2, 2010
2 **Consumer Location** ROCHESTER, NY
3 **Vehicle Identification Number** N/A

4 **Summary of Complaint**

5 **CRASH**No
6 **FIRE**No
7 **INJURIES**0
8 **DEATHS**0

9 FORD 2006 F250 DEATH WOBBLE. I WAS DRIVING MY TRUCK TODAY AND I HIT A LITTLE
10 POT HOLE IN THE ROAD AND NEARLY LOST CONTROL OF MY TRUCK. THE TRUCK WAS
11 SHAKING SO BAD I THOUGHT FOR SURE THE FRONT WHEELS WERE OFF AND WE WERE
12 DEAD. SCARIEST THING EVER. **FORD NEEDS TO RECALL THIS ISSUE BEFORE IT**
13 **KILLS SOMEONE IF IT HASN'T ALREADY.** THIS IS VERY SERIOUS WE PAY GOOD
14 MONEY FOR THESE VEHICLES AND SHOULD NOT HAVE TO PAY OUT OF POCKET FOR
15 THE FIX. THANK YOU VERY MUCH FOR TAKING THE TIME TO READ THIS HOPE FORD
16 DOSE THE RIGHT THING AND RECALLS THIS ISSUE. *TR

17 **1 Affected Product**

18 **October 13, 2010 NHTSA ID NUMBER: 10360390**

19 **Components: STEERING, SUSPENSION**

20 **NHTSA ID Number:** 10360390

21 **Incident Date** September 30, 2010

22 **Consumer Location** WEST POINT, MS

23 **Vehicle Identification Number** N/A

24 **Summary of Complaint**

25 **CRASH**No
26 **FIRE**No
27 **INJURIES**0
28 **DEATHS**0

I HAVE A 2006 FORD F-250 SUPER DUTY TRUCK. WHEN I HIT A ROUGH SPOT IN THE
ROAD THE FRONT END SHAKES SO BAD YOU HAVE NO CONTROL OF THE STEERING.
THE ONLY WAY TO GET IT TO STOP SHAKING IS TO GET ON THE BRAKES AND STOP. I
HAVE BEEN BACK TO THE DEALER AND THEY TELL ME THERE IS NOTHING WRONG.
SOMEONE IS GOING TO GET KILLED IF THIS IS NOT CORRECTED. *TR

1 Affected Product

29 **July 18, 2011 NHTSA ID NUMBER: 10413448**

30 **Components: SUSPENSION**

31 **NHTSA ID Number:** 10413448

32 **Incident Date** July 18, 2011

33 **Consumer Location** LENEXA, KS

34 **Vehicle Identification Number** N/A

35 **Summary of Complaint**

36 **CRASH**No

1 **FIRENo**
2 **INJURIES0**
3 **DEATHS0**

4 WHILE DRIVING MY FORD F-250 ON THE HIGHWAY, I HIT A MINOR BUMP IN THE ROAD.
5 THE TRUCK IMMEDIATELY STARTED SHAKING OUT OF CONTROL. I LITERALLY HAD TO
6 STOP IN THE MIDDLE OF THE HIGHWAY BEFORE THE SHAKING WOULD STOP. THIS IS
7 THE 11TH TIME THAT THIS HAS HAPPENED TO ME. IT HAPPENS AT A SPEED OVER 50
8 MPH. LUCKILY I HAVE NEVER WRECKED THE TRUCK. I HAVE BEEN ABLE TO MAINTAIN
9 SOME SORT OF CONTROL. I HAVE READ FORD'S REQUEST TO MAINTAIN ADEQUATE
10 TIRE PRESSURE. I READ THAT AFTER THE FIRST TIME IT HAPPENED. IT HAS HAPPENED
11 AN ADDITIONAL TEN TIMES. WHEN IS ENOUGH ENOUGH? **DOES SOMEONE HAVE TO**
12 **DIE BEFORE FORD REALIZES THAT THERE IS A PROBLEM?** *KB

13 **1 Affected Product**

14 **March 20, 2012 NHTSA ID NUMBER: 10452381**

15 **Components: STEERING, SUSPENSION**

16 **NHTSA ID Number: 10452381**

17 **Incident Date March 19, 2012**

18 **Consumer Location LINDEN, PA**

19 **Vehicle Identification Number N/A**

20 **Summary of Complaint**

21 **CRASHNo**

22 **FIRENo**

23 **INJURIES0**

24 **DEATHS0**

25 THE TRUCK NOW THREE TIMES IN LESS THAN 5 MONTHS HAS SHOOK SO BAD THAT WE
26 COULDN'T HOLD ONTO THE STEERING WHEEL, WHEN JUST RIDING OVER A BRIDGE
27 SEAM. THE TRUCK SHOOK SO BAD THAT THE CAR IN THE NEXT LANE RAN OFF THE
28 ROAD AND WE ENDED UP IN THE MEDIAN. WE HAVE PURCHASED NEW TIRES AND WE
CHECK OUR PRESSURE DAILY. WHICH HAS NOTHING TO DO WITH THIS ISSUE.
SOMEONE IS GOING TO BE KILLED WITH THIS HYPER SHAKING. I KNOW IF THERE ISN'T
SOMETHING DONE THERE ARE GOING TO BE ACCIDENTS. WE LIVE IN THE NORTHEAST
WHERE WE HAVE SNOW AND ICE WITH THE ROADS IN THAT CONDITION WE WOULD
HAVE NEVER BEEN ABLE TO CONTROL THE TRUCK IF WE WOULD HAVE BEEN ON ICE
AND SNOW. LUCKY IT WAS NOT SNOWING AND IT WAS DRY PAVEMENT. I KNOW IF
SOMETHING ISN'T DONE ABOUT THIS AND ALL THE OTHER COMPLAINTS THAT HAVE
BEEN FILED FORD IS GOING TO BE SORRY WHEN SOMEONE IS KILLED. THE PROBLEM IS
SO BAD YOU HAVE NO CONTROL OVER THE STEERING AND HAVE NO PLACE TO GO
WHEN THIS HAPPENS. WE ALMOST SIDESWIPE THE CAR NEXT TO US THANK
GOODNESS THEY WERE PAYING ATTENTION WHEN IT HAPPENED. THEY STOPPED AND
ASKED IF WE WERE OK. THEY SAID THEY NEVER SAW ANYTHING LIKE THAT BEFORE.
WE HAVE OWNED AT LEAST 6 F-150 TRUCKS AND 4 FORD EXPLORERS SO YOU COULD
SAY WE ARE FORD PEOPLE. BUT I AM NOT SO SURE WE WILL STAY A FORD FAMILY
SINCE THEY DON'T SEEM TO WANT TO DO ANYTHING TO REMEDY THIS ISSUE AND IT IS
HAPPENING IN THE NEW ONES ALSO. WE HAVE A FRIEND THAT HAS A 2011 AND IT

1 DOES THE SAME THING. I KNOW YOU HAVE DISMISSED COMPLAINTS BEFORE **BUT**
2 **SOMEONE IS GOING TO BE KILLED. THEN MAYBE SOMETHING WILL BE DONE BY**
3 **YOU OR FORD WHEN THAT HAPPENS IT IS A SHAME THAT IT TAKES A DEATH TO**
4 **MAKE SOMEONE DO SOMETHING.** *KB

5 **1 Affected Product**

6 **March 14, 2016 NHTSA ID NUMBER: 10849567**

7 **Components: SUSPENSION, STEERING**

8 **NHTSA ID Number: 10849567**

9 **Incident Date March 13, 2016**

10 **Consumer Location HOUSTON, TX**

11 **Vehicle Identification Number 1FTSW21PX6E******

12 **Summary of Complaint**

13 **CRASHNo**

14 **FIRENo**

15 **INJURIES0**

16 **DEATHS0**

17 PLEASE REOPEN THIS INVESTIGATION. EVERY PERSON THAT I KNOW WITH A FORD
18 F250 4X4 HAS THIS PROBLEM ON OCCASION. **YOUR FAILURE TO MAKE FORD FIX**
19 **WILL KILL SOMEONE. HOW MANY PEOPLE HAVE TO DIE?** DATE INVESTIGATION
20 OPENED: MAR 14, 2008 DATE INVESTIGATION CLOSED: MAR 31, 2009 NHTSA ACTION
21 NUMBER: EA08007 COMPONENT(S): SUSPENSION MY TRUCK HAS 60,000 MILES NOW
22 AND I HAVE REPLACED ALL 4 TIRES NEARLY 3 DIFFERENT TIMES IN THE LAST 15,000
23 MILES. THAT'S AN AVERAGE OF TIRES LAST 5000 MILES. I HAVE ENCOUNTERED THIS
24 PROBLEM MANY TIMES, AND CONSTANTLY GET A "RUN-AROUND" THAT IT'S THE
25 TIRES. MY TIRES ARE PROPERLY INFLATED. YESTERDAY, I WAS TRAVELLING ON
26 INTERSTATE 45 YESTERDAY AT 70 MPH'S AND TRAFFIC SUDDENLY SLOWED TO A
27 CRAWL. I HAD TO APPLY MY BRAKES AGGRESSIVELY AND WHEN I HIT A CERTAIN
28 SPEED BETWEEN 35MPH AND 60 MPH, THE TRUCK BEGAN TO RANDOMLY BOUNCE AND
WAS COMPLETELY UNCONTROLLABLE. I COULDN'T EVEN STEER. I NEARLY CRASHED
INTO SEVERAL VEHICLES ON THE ROAD. WHILE THE FRONT END OF THE VEHICLE WAS
VIOLENTLY BOUNCING (IT BOUNCED SO VIOLENTLY IT BROKE A FOLDING DOWN TV
MOUNT / MOUNTED IN THE CEILING OF THE TRUCK), I HUNG ONTO THE STEERING
WHEEL FOR DEAR LIFE (LIKE HANGING ONTO A BULL 8 SECONDS) AND CONTINUED TO
SLOW EVEN FURTHER, AND ULTIMATELY HAD TO DRIVE OFF INTO THE GRASS ELSE I
WAS GOING TO CRASH. THE DEATH WOBBLE WENT AWAY WHEN I APPROACHED A
COMPLETE STOP < 15MPH. **IN THE SAME TRUCK, I HAVE HAD THIS DEATH WOBBLE**
INCIDENT HAPPEN OVER 200 TIMES SINCE OWNING THE VEHICLE. I HAVE EVEN
HAD THIS SAME PROBLEM HAPPEN WHILE HAULING CAR'S ON CAR TRAILERS. IT IS
SCARY. AFTER MARKET MFRS MAKE CLAIMS THAT IT'S DUE TO THE TRACK BAR AND
BUSHINGS AND THESE KITS ARE AVAILABLE TO FIX THE ISSUE, BUT FORD AND THE
TSA DENIES ITS A REAL PROBLEM. BEFORE I PAY OUT THOUSANDS FOR A
AFTERMARKET SUSPENSION, I EXPECT FORD TO FIX THIS, THE CORRECT WAY.

1 Affected Product

December 18, 2006 **NHTSA ID NUMBER: 10176370**

Components: SUSPENSION

NHTSA ID Number: 10176370

Incident Date December 15, 2006

Consumer Location YONKERS, NY

Vehicle Identification Number 1FTSW21526E****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

MY 06 FORD F -250 EXPERIENCES WHAT SEEMS TO BE NORMAL WHEEL-HOP ON THE HIGHWAY (BETWEEN 50-65 MPH) BUT THE HOP INSTANTLY TURNS INTO A "HYPER-SHAKE" CAUSING COMPLETE LOSS OF CONTROL WITH THE TRUCK BOUNCING OUT OF THE LANE TO WHEREVER IT WISHES TO GO UNTIL THE REAR BRAKES MANAGE TO SLOW IT DOWN ENOUGH TO REGAIN CONTROL. **THANK GOD IT HAS NOT KILLED ANYONE YET (INCLUDING ME).IT COULD HAVE VERY EASILY WENT HEAD-ON IF THAT IS WHERE THE ROAD WAS HEADED.** *JB

1 Affected Product

June 6, 2007 **NHTSA ID NUMBER: 10192570**

Components: STEERING, SUSPENSION

NHTSA ID Number: 10192570

Incident Date June 6, 2007

Consumer Location AUBURN, AL

Vehicle Identification Number 1FTSX21506E****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

I OWN A 2006 F250 4*4 AND WHILE DRIVING AT SPEEDS IN EXCESS OF 60 MPH THE TRUCK SHAKES VIOLENTLY AND EVEN SWAYS FROM LANE TO LANE, WHEN ENCOUNTERING ANY ROUGH PLACE IN THE ROADWAY. THIS IS A VERY VIOLENT SHAKING AND I HAVE BEEN FORTUNATE ENOUGH TO KEEP THE TRUCK FROM WRECKING. THE SHAKING WILL NOT STOP UNTIL YOU HAVE SLOWN DOWN DRAMATICALLY OR COME TO A STOP. FORD HAS COMMENTED THAT IT COULD BE THE AIR PRESSURE AND HAVE ORDERED A STEERING DAMPER TO TRY TO CORRECT THE PROBLEM. THIS TRUCK HAS DONE THIS SINCE DAY ONE AND WITH THE FACTORY TIRES AND THE NEW TIRES THAT I HAVE ON IT NOW. **THIS PROBLEM NEEDS TO BE ADDRESSED BEFORE SOMEONE IS KILLED IN AN ACCIDENT RESULTING FROM THE DEFECT IN DESIGN.**

1 Affected Product

1 August 5, 2007 NHTSA ID NUMBER: 10198529

2 Components: SUSPENSION

3 NHTSA ID Number: 10198529

4 Incident Date August 2, 2007

5 Consumer Location MARSHALLTOWN, IA

6 Vehicle Identification Number 1FTSX21546E****

7 Summary of Complaint

8 CRASHNo

9 FIRENo

10 INJURIES0

11 DEATHS0

12 I HAVE A 2006 F250 THAT THE FRONT END SHAKES VIOLENTLY AFTER HITTING A HOLE
13 OR SMALL BUMP IN THE ROAD AT 55 TO 60 MPH, THEN YOU MUST USE BOTH HANDS TO
14 CONTROL VEHICLE AND SLOW DOWN TO UNDER 40 MPH OR LESS TO REGAIN
15 CONTROL. THIS IS AN ACCIDENT WAITING TO HAPPEN. I AM A LARGE MAN 6'2"
16 240LBS AND MY FEAR IS THAT MY WIFE OR SOMEONE OF A SMALLER STATURE BE
17 DRIVING WHEN THIS HAPPENS AND RESULTS IN A FATALITY. THIS HAS HAPPENED
18 SEVERAL TIMES THROUGHOUT A SIX MONTH PERIOD I OWNED THE TRUCK AND IS
19 CONTINUALLY GETTING WORSE , BY THAT I MEAN EVERY DAY THIS PAST WEEK. *TR

20 **1 Affected Product**

21 August 22, 2007 NHTSA ID NUMBER: 10200428

22 Components: SUSPENSION

23 NHTSA ID Number: 10200428

24 Incident Date February 16, 2007

25 Consumer Location HARRISON, OH

26 Vehicle Identification Number 1FTSX21536E****

27 Summary of Complaint

28 CRASHNo

29 FIRENo

30 INJURIES3

31 DEATHS0

32 MY 2006 F-250 SHAKES VIOLENTLY WHEN HITTING A POT HOLE THIS OCCURS ABOUT
33 ONCE EVERY COUPLE OF WEEKS. I HAVE TO COME TO A COMPLETE STOP FOR THE
34 VEHICLE TO QUIT SHAKING I HAVE ALMOST BEEN REARENDED SEVERAL TIMES AND I
35 HAVE BEEN IN THE LANE ON ONCOMING TRAFFIC WITH MY 2-MONTH OLD IN THE
36 VEHICLE BECAUSE I CAN NOT CONTROL THE VEHICLE WHEN THIS OCCURS. I HAVE
37 HAD SEVERAL CLOSE CALLS AND HAVE BEEN EXTREMELY LUCKY THE
38 CIRCUMSTANCES HAVEN'T BEEN DIFFERENT OTHERWISE THE SITUATION COULD
39 OF BEEN FATAL FOR MY 2-MONTH OLD, MY HUSBAND AND MY SELF. *TR

40 **1 Affected Product**

41 September 26, 2007 NHTSA ID NUMBER: 10204198

Components: SUSPENSION, STEERING

NHTSA ID Number: 10204198

Incident Date September 26, 2007

Consumer Location ALVARADO, TX

Vehicle Identification Number 1FTSW21P56E****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

I OWN A 2006 F250 DIESEL TRUCK THAT SHAKES VIOLENTLY WHEN YOU HIT EVEN THE SMALLEST OF POTHOLES. IT SHAKES SO VIOLENTLY THAT YOU HAVE TO COME TO A COMPLETE STOP, REGAIN CONTROL, AND THEN RESUME DRIVING. THIS IS ESPECIALLY HAZARDOUS ON THE SMALL COUNTY ROADS WE LIVE ON, AND WHEN YOU HAVE TO COME TO A COMPLETE STOP ON THE FREEWAY. WE HAVE TRIED TO GET IT FIXED AT THE DEALERSHIP, WHERE THEY ASSURE US THAT NOTHING IS WRONG WITH THIS DANGEROUS DEATH TRAP. I REFUSE TO ALLOW MY HUSBAND AND MY SON GET INTO A VEHICLE THAT WILL SHAKE VIOLENTLY OUT OF CONTROL INTO ONCOMING TRAFFIC, INTO A DITCH, OR OFF A BRIDGE. I AM ASHAMED THAT FORD WOULD BE AWARE OF THIS ISSUE, AND NOT RECALL THIS PROBLEM VEHICLE AS THERE ARE MANY OTHERS OUT THERE WITH THE SAME PROBLEM. I AM FURIOUS THAT I SPENT \$48,000 ON A TRUCK THAT HAS 26,000 MILES ON IT AND HAS BEEN IN THE SHOP 3 TIMES TO HAVE THE SAME PROBLEM FIXED, SO IT IS COMPLETELY USELESS TO ME, NOT TO MENTION A DANGER TO MY FAMILY'S WELL BEING. WHAT IS IT GOING TO TAKE FOR FORD TO ADMIT THEIR TRUCKS ARE A HAZARD? HOW MANY PEOPLE ARE GOING TO HAVE TO DIE OR BE SEVERELY INJURED BEFORE THEY ADDRESS THIS PRESSING ISSUE??? *TR

1 Affected Product

October 5, 2007 NHTSA ID NUMBER: 10205071

Components: SUSPENSION

NHTSA ID Number: 10205071

Incident Date October 4, 2007

Consumer Location SALT LAKE CITY, UT

Vehicle Identification Number 1FTSX21556E****

Summary of Complaint

CRASHNo

FIRENo

INJURIES1

DEATHS0

MY 2006 FORD F250 HIT A POT HOLD IN I-15 NEAR KAYSVILLE, SOUTHBOUND ON THURS. OCTOBER 4, 2007. I WAS TRAVELING AT 65 MPH IN THE MIDDLE LANE WHEN IT STARTED SHAKING VIOLENTLY AND ALL I HEARD WAS CAR TIRES SCREECHING. I THOUGHT I WAS GOING TO DIE. I WAS ABLE TO PULL THE TRUCK TO THE SHOULDER AND STOP. THIS HAS NOT BEEN THE FIRST TIME. THIS WAS THE EIGHTH TIME THIS HAS

HAPPENED. THEN ABOUT TEN MINUTES LATER, ALMOST TO WORK, IT DID IT AGAIN ON I-80 WESTBOUND ALMOST TO 5600 WEST. I HAVE TAKEN IT IN TO TWO DEALERS WHO ONE, WILLEY FORD IN BOUNTIFUL, SAID THERE WAS SOME LOOSE BOLTS. THE OTHER DEALER ED KENLEY FORD IN LAYTON, SAID THERE WAS SOME BROKEN PARTS ON THE FRONT END. IT HAS SHOOK A LITTLE BUT NOW IS WORSE THAN EVER. **I AM AFRAID TO DRIVE THIS VEHICLE ANY MORE AS IT WILL EITHER KILL ME OR ANOTHER DRIVER.** I SUSTAINED A HEADACHE AND PULLED MUSCLE IN MY NECK AND A SORE BACK FROM YESTERDAYS INCIDENT. FORD NEEDS TO PULL THESE VEHICLES AND GET THEM REPAIRED OR REPLACED. *TR

1 Affected Product

October 29, 2007 NHTSA ID NUMBER: 10207350

Components: TIRES, SUSPENSION

NHTSA ID Number: 10207350

Incident Date October 29, 2007

Consumer Location CHARLOTTE, NC

Vehicle Identification Number 2FTDX08W5VC*****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

MY WIFE AND I WERE DRIVING MY 2006 F-250 SUPER DUTY ON HWY 95 WHEN MY TRUCK FELT LIKE I WAS IN AN EARTHQUAKE. IT WAS THE WORST VIOLENT SHAKING I HAVE EVER FELT IN A VEHICLE. IT FELT LIKE ALL FOUR TIRES EXPLODED. SO I FOUGHT MY STEERING WHEEL AND BRAKE PEDALS TO SLOW THE TRUCK DOWN TO FINALLY SKIDDED OFF OF THE SIDE OF THE ROAD, WHILE CARS ARE GOING BY US 70 PLUS MILE PER HOUR, EVERYTHING INSIDE THE VEHICLE FELL OFF OF THE SEATS THE DRINKS IN THE CUP HOLDERS WENT FLYING. AFTER SEEING THAT ALL FOUR TIRES SEEMED FINE AND THAT WE DID NOT HIT ANYTHING ON THE ROAD, WE WERE SCARED TO DEATH TO DRIVE AGAIN. AFTER VISITED THE FORD DEALERSHIP THE NEXT DAY, THEY ARE STILL TRYING TO FIGURE OUT WHAT IS WRONG WITH THE VEHICLE, THEY SAID IT WAS THE TIRE BALANCE AND PRESSURE, BUT THERE IS NO WAY THIS WOULD CAUSE SUCH A VIOLENT DEATH SHAKING EXPERIENCE. AFTER DOING MY OWN RESEARCH, IT SEEMS THERE ARE THOUSANDS OF PEOPLE WITH THE FORD SUPER DUTY THAT ARE HAVING THIS SAME WORD FOR WORD PROBLEM. **PLEASE HELP ME, BEFORE SOMEONE IS KILLED BY THIS FORD MISTAKE. I AM SCARED TO DEATH TO DRIVE MY BRAND NEW VEHICLE.** THANK YOU VERY MUCH. *TR

1 Affected Product

November 5, 2007 NHTSA ID NUMBER: 10208006

Components: SUSPENSION

NHTSA ID Number: 10208006

Incident Date November 5, 2007

1 **Consumer Location** PATASKALA, OH
2 **Vehicle Identification Number** N/A

3 **Summary of Complaint**

4 **CRASH**No

5 **FIRE**No

6 **INJURIES**0

7 **DEATHS**0

8 WHILE DRIVING HOME FROM WORK, I HIT A SMALL BUMP IN THE FREEWAY AT 65MPH
9 AND NEARLY LOST CONTROL OF MY 2006 F-250. THE VEHICLE BEGAN TO SHAKE
10 UNCONTROLLABLY AND VIOLENTLY. I TRIED TO REGAIN CONTROL OF MY DIRECTION
11 WHICH ONLY HAPPENED AFTER I GOT BELOW 15 MPH. AFTER PULLING OFF THE
12 HIGHWAY, I GOT OUT TO CHECK WHICH TIRE HAD BLOWN AND TO MY SURPRISE ALL
13 WERE FINE. IF I HADN'T HAVE BEEN IN THE FAR RIGHT HAND LANE OF THE FREEWAY, I
14 WOULD HAVE CAUSED AN ACCIDENT AND HURT EITHER MYSELF OR SOMEONE ELSE.
15 THIS WAS NOT A TYPICAL VEHICLE RESPONSE AND WAS VERY LITERALLY A VIOLENT
16 WHEEL HOP OR FRONT END SUSPENSION MALFUNCTION. I CONSIDER THIS TO BE A
17 SERIOUS AND DANGEROUS ISSUE FOR F-250 OWNERS AND ALL WHO TRAVEL AROUND
18 THEM. **FORD NEEDS TO RE-CALL THESE FRONT END DEFECTS BEFORE SOMEONE
19 GETS KILLED.** AFTER A THOROUGH SEARCH OF THE INTERNET, I DISCOVERED A
20 MOUNTAIN OF OTHER F-250 OWNERS WHO WERE AND ARE EXPERIENCING THE SAME
21 PROBLEM WITH SIMILAR RESULTS, MOST CLAIMING THE SAME THING, THESE
22 VEHICLES HAVE A MAJOR LEAGUE PROBLEM WITH THE FRONT END SUSPENSION
23 WHICH WILL UNDOUBTEDLY COST SOMEONE THEIR LIFE SOMEDAY. WHAT IS THE
24 NHTSA DOING TO BRING FORD TO THE TABLE AND GET THIS FIXED? IT'S TIME. *TR

25 **1 Affected Product**

26 **February 14, 2008 NHTSA ID NUMBER: 10218089**

27 **Components: SUSPENSION**

28 **NHTSA ID Number:** 10218089

Incident Date February 13, 2008

Consumer Location PRIOR LAKE, MN

Vehicle Identification Number 1FTSW21596E****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

THERE EXISTS A FACTORY FAULT IN THE FORD SUPERDUTY TRUCK. THERE IS WHAT IS
CALLED A DEATH WOBBLE THAT OCCURS ON ROUGHER ROADS WHEN TRAVELING 60
MILES PER HOUR OR UNDER. THE FRONT END WILL SHAKE VIOLENTLY AND
UNCONTROLLABLY WHEN A BUMP IS HIT. I HAVE HAD IT IN TO FORD DEALERSHIPS 7+
TIMES FOR THIS AND THEY WILL NOT FIX OR REPLACE THE FAULTY PARTS. I HAVE
STARTED A WEB LOG ON AOL REGARDING THIS AND AM ATTACHING THE LINK .
HTTP://WWW.TOPIX.NET/FORUM/AUTOS/FORD-F-250-SUPER-
DUTY/T0SGDCTMOBHE5JER1 THERE ARE OVER 170 SIMILAR COMPLAINTS REGARDING

1 THE SAME PROBLEM. **FORD DENIES THE PROBLEM EXISTS. IT WILL KILL SOMEONE**
2 **SOON,** IT HAS ALMOST CASED 4 ACCIDENTS WITH MY TRUCK. *TR
3 **1 Affected Product**

4 **June 6, 2008 NHTSA ID NUMBER: 10230092**

5 **Components: SUSPENSION**

6 **NHTSA ID Number:** 10230092

7 **Incident Date** May 19, 2008

8 **Consumer Location** COLLEGEVILLE, PA

9 **Vehicle Identification Number** 1FTSX21596E****

10 **Summary of Complaint**

11 **CRASHNo**

12 **FIRENo**

13 **INJURIES0**

14 **DEATHS0**

15 SINCE NEW THE TRUCK HAS EXPERIENCED VIOLENT AND UNCONTROLLABLE FRONT
16 SUSPENSION SHAKING/BOUNCING/WOBBLING AFTER HITTING A SHARP BUMP AT
17 HIGHWAY SPEEDS. INITIALLY, THE SHAKING WOULD ONLY LAST APPROXIMATELY 3
18 SECONDS, BUT RECENTLY THE SHAKING WAS SO SEVERE THAT I HAD TO SLOW THE
19 VEHICLE TO 30-35 MPH BEFORE IT STOPPED. THE SHAKING WAS SO VIOLENT THAT I
20 WAS CONVINCED THAT SOMETHING HAD BROKEN IN THE FRONT SUSPENSION, AND I
21 IMMEDIATELY INSPECTED THE FRONT SUSPENSION AT THE NEXT EXIT. NOTHING
22 OBVIOUSLY BROKEN WAS EVIDENT. I SEARCHED THE INTERNET AND DISCOVERED
23 THAT THIS IS A COMMON AND DANGEROUS PROBLEM WITH THESE TRUCKS. I DROPPED
24 THE TRUCK OFF AT THE DEALER. THEY ACKNOWLEDGED THEIR AWARENESS OF THE
25 PROBLEM, BUT CLAIMED THEY WERE UNABLE TO DUPLICATE IT DURING THEIR ROAD
26 TEST. THIS IS NOT SURPRISING, AS IT TYPICALLY ONLY OCCURS WHEN YOU HIT A
27 SHARP BUMP OR SERIES OF BUMPS AT HIGHWAY SPEEDS. THEY PERFORMED SOME OF
28 THE REPAIRS/ADJUSTMENTS SPECIFIED BY FORD'S TSB 07-10-10, BUT THE PROBLEM
PERSISTS. THERE IS A SERIOUS AND DANGEROUS PROBLEM WITH A LARGE
POPULATION OF FORD TRUCKS THAT MUST BE ADDRESSED BY FORD AT THIS POINT, **I**
HOPE THAT NHTSA CAN CONVINC FORD TO CORRECT THE PROBLEM BEFORE
SOMEONE IS NEEDLESSLY KILLED. *TR

1 Affected Product

24 **August 4, 2008 NHTSA ID NUMBER: 10236933**

25 **Components: SUSPENSION**

26 **NHTSA ID Number:** 10236933

27 **Incident Date** August 2, 2008

28 **Consumer Location** SELBYVILLE, DE

Vehicle Identification Number 1FTSW21516E****

Summary of Complaint

CRASHNo

FIRENo

1 **INJURIES0**
2 **DEATHS0**

3 I HAVE A 2006 FORD F250 WHICH WAS PURCHASED NEW. I HAVE MADE NO
4 MODIFICATIONS TO THIS TRUCK SINCE PURCHASING IT ON 12/07/2006. ON THREE
5 DIFFERENT OCCASSIONS MY TRUCK HAS BEGUN TO SHAKE VIOLENTLY WHILE
6 TRAVELING DOWN I95 SOUTH IN MARYLAND TO VISIT FAMILY. THE FIRST TWO TIMES
7 THIS HAPPENED AFTER MAKING SURE I HAD CONTROL OF THE TRUCK I PUT IT IN
8 NEATRAL AND SHUT DOWN THE IGNITION. THE VIOLENT SHAKING STOPPED AND ALL
9 SEEMED FINE. I HAD IT CHECKED AFTER THE SECOND TIME AND NOTHING WAS FOUND
10 TO BE WRONG. THE FIRST TIME THAT THIS ALL HAPPENED THERE WAS NO BUMP IN
11 THE ROAD OR ANYTHING, THE SECOND TIME I CROSSED A SMALL BRIDGE/OVERPASS
12 AND AS I WAS COMING OFF THE VIOLENT SHAKING STARTED AND MY 5 AND 7 YEAR
13 OLDS THOUGHT I WAS PLAYING, I WAS SCARED BUT HELD ON AND TOLD THEM TO DO
14 THE SAME. I SHUT THE TRUCK DOWN LIKE THE FIRST TIME AND IT WENT AWAY
15 AGAIN. MIND YOU NOW THIS IS ALL HAPPENING WHILE DRIVING DOWN INTERSTATE
16 95 AT ABOUT 70 MPH, STAYING WITH THE FLOW OF TRAFFIC, I HAVE TO LOOSE MY
17 POWER STEERING AND POWER BRAKES WHILE THE TRUCK IS SHUT DOWN ROLLING 70
18 MPH. **IS THIS NOT A SAFETY ISSUE, CAN ANYONE SAY RECALL BEFORE PEOPLE DIE.**

19 I TOOK THE TRUCK TO MY LOCAL FORD WHEN I GOT BACK TO HAVE IT CHECKED OUT.
20 THEY CHECKED, FOUND NOTHING AND WAS TOLD TO BRING IT BACK IF IT HAPPENED
21 AGAIN OR IF I COULD MAKE IT HAPPEN. MOST RECENTLY NOW IT HAPPENED
22 AGAIN(3RD TIME) ON 8/2/2008, ONCE AGAIN ON I95. MY WIFE AND I WERE DRIVING AS
23 ALL TIMES BEFORE, WENT OVER SMALL BRIDGE/OVERPASS AND THE "DEATH
24 WOBBLE" STARTED AGAIN. I KEPT MY FOOT ON THE ACCELERATOR AND BOTH HANDS
25 ON THE WHEEL TO SEE WHAT WAS GOING TO HAPPEN(MECHANIC AND I DISCUSSED
26 DOING THIS TO SEE IF A CODE, CHECK ENGINE LIGHT OR SOMETHING BROKE. AFTER
27 ABOUT 20-30 SECONDS OF RIDING THIS THING OUT IT ALL STOPPED AND WENT AWAY
28 AS QUICKLY AND WITH OUT WARNING LIKE IT STARTS. I AM CURRENTLY TRYING TO
GET ANYONE FROM FORD TO ACKNOWLEDGE THIS PROBLEM EXSISTS, WITH LITTLE
LUCK. *TR

19 **1 Affected Product**

21 **September 10, 2008 NHTSA ID NUMBER: 10241663**

22 **Components: SUSPENSION, STEERING**

23 **NHTSA ID Number:** 10241663

24 **Incident Date** September 8, 2006

25 **Consumer Location** YUCAIPA, CA

26 **Vehicle Identification Number** 1FTSW21P16E****

27 **Summary of Complaint**

28 **CRASH**No

FIRENo

INJURIES0

DEATHS0

I HAVE AN 06 F250. WHILE DRIVING AT APPROX. 40-45 SINCE I VE HAD THE TRUCK NEW I HAVE HAD MAJOR WOBBLE. YESTERDAY ON THE INTERSTATE I WAS DRIVING MY

1 FAMILY BACK FROM DISNEYLAND AND HIT A POTHOLE AROUND 70MPH. THE TRUCK
2 SHOOK OUT OF CONTROL IT WAS ALL I COULD DO TO GET THE TRUCK TO THE
3 SHOULDER. I HAVE TAKEN THE TRUCK IN SEVERAL TIMES AND HAVE BEEN TOLD NO
4 PROBLEMS. **PLEASE DO SOMETHING BEFORE SOMEONE GETS KILLED.** *TR

1 Affected Product

5 **October 26, 2008 NHTSA ID NUMBER: 10246747**

6 **Components: SUSPENSION**

7 **NHTSA ID Number:** 10246747

8 **Incident Date** January 10, 2006

9 **Consumer Location** MABANK, TX

10 **Vehicle Identification Number** N/A

11 **Summary of Complaint**

12 **CRASH**No

13 **FIRE**No

14 **INJURIES**0

15 **DEATHS**0

16 I CURRENTLY DRIVE 84 TOYOTA PICKUP BECAUSE I AM TERRIFIED TO DRIVE MY 06
17 F250 4X4 SD. IF YOU ARE DRIVING ABOVE 60 MPH AND HIT THE SMALLEST BUMP IN THE
18 ROAD, IT WILL BEGIN TO SHAKE SO HARD IT WILL CAUSE YOU TO CHANGE LANES AND
19 YOU CANNOT CONTROL THE VEHICLE UNTIL YOU STOP HARD WITH THE BRAKES. MY
20 FAMILY IS NOT ALLOWED TO RIDE IN THIS VEHICLE NO MATTER WHAT. THE DEALER
21 STATES THAT IT IS THE DAMPENER AND TIRE PRESSURE. OBVIOUSLY THEY DON'T
22 UNDERSTAND WHAT VIOLENT SHAKING IS...IT IS NOT THE DAMPENER AND TIRE
23 PRESSURE....THE TRUCK WILL LITERALLY BOUNCE OUT OF ITS LANE OR OFF THE
24 ROAD. IF FORD DOES NOT RESOLVE THIS PROBLEM, **I AM SURE THAT MANY PEOPLE**
25 **WILL DIE WHILE DRIVING THESE.** I BOUGHT THIS TRUCK BRAND NEW AND REFUSE
26 TO DRIVE IT.....GUESS YOU GOT YOUR MONEY THOUGH, DIDN'T YOU FORD. *TR

27 **1 Affected Product**

28 **December 31, 2008 NHTSA ID NUMBER: 10253393**

Components: SUSPENSION

NHTSA ID Number: 10253393

Incident Date September 20, 2007

Consumer Location LAUREL, MD

Vehicle Identification Number 1FTSX215X6E****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

THIS IS A SUSPENSION PROBLEM THAT I NOTICED ABOUT 9 MONTHS AFTER I BOUGHT
THE VEH., (2006 FORD F-250SD). THE PROBLEM IS IN THE SUSPENSION. IT SEEMS TO
ONLY HAPPEN WHEN YOU GO OVER AN AREA OF THE ROAD THAT IS ROUGH. IT HAS

1 GOTTEN PROGRESSIVELY WORSE. I WAS DRIVING AT 60 MPH AND WENT OVER A
2 BUMPY AREA ON THE HIGHWAY AND I ALMOST LOST CONTROL OF THE TRUCK. IT
3 PULLED HARD TO THE LEFT AND BEGAN SHAKING HEAVILY. IF I HAD NOT BEEN
4 HOLDING THE WHEEL FIRMLY I WOULD HAVE CROSSED THE DOUBLE YELLOW LINE
5 INTO ONCOMING TRAFFIC. I FOUND A SITE WHERE THERE WERE 11 OTHER
6 COMPLAINTS ON THIS SAME VEH. AND THE SAME PROBLEM. I HAVE OWNED F250'S
7 INCLUDING MY LAST THAT WAS A 2002 AND I NEVER HAD A PROBLEM LIKE THIS. ITS
8 APPARENT THAT THERE IS SOMETHING WRONG WITH THE SUSPENSION SYSTEM THEY
9 USED. **IF SOMEONE IS DRIVING THAT HASN'T EXPERIENCED IT THEY MAY LOOSE
COMPLETE CONTROL OF THE VEHICLE AND CAUSE A FATALITY.** I AM GOING TO
10 TAKE IT TO A FORD DEALER TO LOOK AT, BUT FROM WHAT I READ OF THE OTHER
11 COMPLAINTS SOME PEOPLE HAVE BEEN IN 3-4 TIMES AND STILL HAVE THE SAME
12 PROBLEM. *TR

1 **1 Affected Product**

10
11 **April 13, 2009 NHTSA ID NUMBER: 10265123**
12 **Components: STEERING, STRUCTURE, SUSPENSION, WHEELS**

13 **NHTSA ID Number:** 10265123
14 **Incident Date** April 12, 2009
15 **Consumer Location** PITTSBURGH, PA
16 **Vehicle Identification Number** 1FTNF21576E****

17 **Summary of Complaint**

18 **CRASH**No
19 **FIRE**No
20 **INJURIES**0
21 **DEATHS**0

22 MY F-250 SUPER DUTY, HAS A SEVERE FRONT END SHIMMY AT HIGHWAY SPEED. **MY
23 WIFE AND I COULD HAVE DIED IN ONE INSTANCE,WE HAD TO MOVE ACROSS TWO
24 LANES TO THE SHOULDER AS THE TRUCK BOUNCED UNCONTROLLABLY. I
25 THOUGHT THE TIE RODS WERE GOING TO SNAP . THIS DID NOT HAPPEN JUST
26 ONCE, BUT NUMEROUS TIMES.** EVERY TIME I APPROACH A BRIDGE DECK, BUMP OR
27 POT HOLE I'M AFRAID THE TUCK MAY HAVE A UNCONTROLLABLE SHIMMY AND
28 LOSING CONTROL! YOU NEVER KNOW IF THE TRUCK WILL HAVE A SLIGHT,OR SEVERE
SHIMMY,SOMETIMES THERE IS NO SHIMMY AT ALL. THIS IS A PROBLEM THAT HAS TO
BE RECTIFIED!!! JUST SO YOU ARE MADE AWARE MY TIRES ARE FINE AS IS MY SPEED.

*TR

1 **1 Affected Product**

25 **October 1, 2009 NHTSA ID NUMBER: 10285983**

26 **Components: SUSPENSION**
27 **NHTSA ID Number:** 10285983
28 **Incident Date** September 10, 2009
Consumer Location STANLEY, NM
Vehicle Identification Number N/A

1 **Summary of Complaint**

2 **CRASHNo**

3 **FIRENo**

4 **INJURIES0**

5 **DEATHS0**

6 WHEN I HIT A BUMP IN THE ROAD MY 2006 F250 4X4 STARTS SHAKING LIKE A TIRE IS
7 FALLING OFF. I REPLACED THE STEERING STABILIZER AND SHOCKS WHICH FIXED IT
8 FOR 20, 000 MILES BUT NOW IT IS BACK TO SHAKING. IT IS TO THE POINT THAT I HAVE
9 TO BORROW MY DADS TRUCK IF I NEED ONE TO HAUL BECAUSE I AM AFRAID THAT
10 MY TRUCK IS GOING TO GO OFF THE ROAD OR IN ANOTHER LANE. IT JUST SITS
11 BECAUSE I DON'T WANT TO KILL MYSELF OR SOMEONE ELSE AND I DON'T WANT
12 TO SELL IT LIKE IT IS. *TR

13 **1 Affected Product**

14 **October 7, 2009 NHTSA ID NUMBER: 10286629**

15 **Components: SUSPENSION**

16 **NHTSA ID Number: 10286629**

17 **Incident Date October 6, 2009**

18 **Consumer Location NORTH PORT, FL**

19 **Vehicle Identification Number 1FTSW21P36E*******

20 **Summary of Complaint**

21 **CRASHNo**

22 **FIRENo**

23 **INJURIES0**

24 **DEATHS0**

25 1. I OWN A 2006 FORD F250 SUPER DUTY TRUCK AND WHEN I HIT THE SMALLEST POT
26 HOLE OR BUMP IN THE ROAD MY TUCK SHAKES VIOLENTLY TO THE POINT OF LOSING
27 CONTROL. THE ONLY WAY TO STOP THE VIOLENT SHAKING IS TO COME TO A
28 COMPLETE STOP. THIS HAS HAPPENED TO ME (6) TIMES OVER THE LAST MONTH. I
DRIVE 80 MILE ROUND TRIP TO WORK ON THE INTERSTATE EVERY DAY. I AM SCARED
TO DRIVE THIS TRUCK ANYMORE IN FEAR OF KILLING MYSELF OR ANOTHER VEHICLE
ON THE ROAD WHEN THIS PROBLEM OCCURS. I HAVE DONE A LOT OF RESEARCH ON
THE INTERNET AND THIS APPEARS TO BE A VERY WELL KNOW ISSUE. I WILL BE
CONTACTING FORD TODAY AND SEE IF THEY HAVE ANY FIXES. BASED ON MY
RESEARCH FORD SEEMS TO BLOW OFF THIS ISSUE AND HAS NOT CAME UP WITH A FIX.
THIS IS A VERY DANGEROUS PROBLEM AND MAY END UP KILLING SOMEONE
BEFORE THEY (FORD) TAKES IS SERIOUSLY. *TR

1 Affected Product

29 **August 5, 2010 NHTSA ID NUMBER: 10347488**

30 **Components: SUSPENSION**

31 **NHTSA ID Number: 10347488**

32 **Incident Date June 15, 2010**

33 **Consumer Location WATERFORD, CT**

1 **Vehicle Identification Number** N/A

2 **Summary of Complaint**

3 **CRASH**No

4 **FIRE**No

5 **INJURIES**0

6 **DEATHS**0

7 I HAVE A 2006 FORD F-250 WITH THE 5.4L GAS MOTOR. SINCE NEW IT HAS NOT
8 HANDLED VERY WELL AND SEEMED TO SHAKE BACK AND FORTH RATHER THAN UP
9 AND DOWN ON BUMPS. NOW WHEN A BUMP OR POT HOLE IS HIT THE TRUCK SHAKES
10 EXTREMELY VIOLENT LEFT AND RIGHT SO MUCH SO IT SPILT MY COFFEE AND ALL
11 CHANGE FROM MY ASH TRAY. I HAVE ABOUT 50,000 MILES ON THE TRUCK NOW AND
12 AT ABOUT 40,000 IT DID IT FOR THE FIRST TIME WHILE I WAS ON THE HIGH SPEED LANE
13 GOING ABOUT 70 MPH IN HIGH SPEED TRAFFIC. THE TRUCK WOULD NOT STOP ITS
14 VIOLENT SHAKE UNTIL I REACHED 15 MPH, IT WAS A MIRACLE THAT THE PERSON
15 BEHIND ME DID NOT HIT ME THEN IT HAPPENED AGAIN THAT SAME DAY ABOUT TEN
16 MILES DOWN THE ROAD AND ONCE MORE ON MY WAY HOME. SINCE THAT DAY IT HAS
17 HAPPENED TO ME 3 SEPARATE TIMES. I AM NOW AFRAID TO DRIVE ME \$30,000 TRUCK
18 ANY WHERE BUT AROUND TOWN. I HAVE KEPT UP ON ALL MAINTAINS ON THE
19 VEHICLE AND TAKE GOOD CARE OF IT. NOW I FEEL LIKE I NEED TO GET RID OF IT
20 BECAUSE I AM AFRAID TO GO ANYWHERE WITH IT. THIS SHAKING IS A VERY VIOLENT
21 SHAKE THROUGH OUT THE ENTIRE TRUCK, IF I WAS HOLDING MY COFFEE THAT
22 MORNING I KNOW I WOULD HAVE CRASHED. FORD NEEDS TO REMEDY THIS ISSUE AS
23 LOOKING THROUGH THE TRUCK FORUMS I AM NOT EVEN CLOSE TO THE ONLY ONE
24 WITH THE PROBLEM. **THERE IS AN ISSUE HERE AND IT IS JUST A MATTER OF TIME
25 UNTIL SOME ONE GETS KILLED DUE TO IT IF SOME ONE HAS NOT BEEN KILLED**

26 **ALREADY.** *TR

27 **1 Affected Product**

28 **September 6, 2010 NHTSA ID NUMBER: 10354071**

Components: SUSPENSION

NHTSA ID Number: 10354071

Incident Date August 20, 2010

Consumer Location WINSTED, CT

Vehicle Identification Number 1FTSX21586E****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

WHILE DRIVING MY 2006 F250 SUPER DUTY TRUCK ON THE HIGHWAY I HAVE
EXPERIENCED THE "DEATH SHAKE" I COULD NOT STEER THE TRUCK OR STOP
IMMEDIATELY THE TRUCK,IT VEERED INTO THE NEXT LANE THANK GOD THERE WAS
NO CARS THERE. THIS SCARED ME MY TWO CHILDREN AND MY FATHER IN-LAW I
DON'T KNOW WHAT WOULD HAVE HAPPENED IF WE WERE ON A ROAD WITH NO
GUARD RAILS. **WE COULD HAVE EASILY ALL BEEN KILLED,** THIS TRUCK HAS 40,000

ADULT DRIVEN MILES NO LIFT NO BIG TIRES NO OFF USE. **THIS NEEDS TO BE ADDRESSED BY FORD AND BE PUT IN THE MEDIA BEFORE SOME ONE IS KILLED.**

*TR

1 Affected Product

September 28, 2010 NHTSA ID NUMBER: 10358161

Components: SUSPENSION

NHTSA ID Number: 10358161

Incident Date June 23, 2010

Consumer Location BELLOWS FALLS, VT

Vehicle Identification Number 1FTSX21566E****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

I HAVE A 2006 F250 SUPERDUTY XLT, THE VEHICLE VIOLENTLY SHAKES IN THE FRONT END WHEN I HIT A SMALL BUMP AT HIGHWAY SPEEDS, ANYTHING OVER 50 MPH, SO BAD THAT I THINK MY DOORS ARE GOING TO POP OPEN. I DO LOSE BRIEF CONTROL, AND LET OFF THE ACCELERATOR TO GAIN CONTROL WITHOUT BRAKING. I HAVE RECEIVED A LETTER FROM FORD REGARDING THIS ISSUE STATING TO CHECK TIRE PRESSURE. I HAVE COMPLIED WITH THIS BUT STILL IS A FACTOR REGARDLESS. I DO NOT HAVE THE EXTRA MONEY TO DO ANY EXPENSIVE UPGRADES OR REPAIRS. **THIS IS A FORD ISSUE! THEY NEED TO FIX THIS PROBLEM BEFORE IT KILLS MANY PEOPLE.** THIS STARTED WHEN THE TRUCK WAS FAIRLY NEW AND IT ONLY HAS 38,000 MILES NOW. THIS IS A PROBLEM ALL OVER THE US THAT NEEDS TO BE ADDRESSED! I CAN'T GIVE A DATE BECAUSE IT HAPPENS ALL THE TIME! *TR

1 Affected Product

May 21, 2011 NHTSA ID NUMBER: 10403273

Components: SUSPENSION

NHTSA ID Number: 10403273

Incident Date May 15, 2011

Consumer Location Unknown

Vehicle Identification Number 1FTNF21516E****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

UPON HITTING BUMPS ON ROADWAY I LOST COMPLETE CONTROL OF TRUCK FOR APPROX 2 TENTHS OF A MILE UNTIL I SLOWED DOWN. FRONT END SHOOK VIOLENTLY **SOMEBODY IS GOING TO DIE IN ONE OF THESE DEATH TRAPS,I HOPE ITS NOT ONE OF MY KIDS**

1 **1 Affected Product**

2
3 **July 4, 2011 NHTSA ID NUMBER: 10410391**

4 **Components: SUSPENSION**

5 **NHTSA ID Number:** 10410391

6 **Incident Date June 30, 2011**

7 **Consumer Location CLEVELAND, OH**

8 **Vehicle Identification Number 1FTSW21586E******

9 **Summary of Complaint**

10 **CRASHNo**

11 **FIRENo**

12 **INJURIES0**

13 **DEATHS0**

14 AT HIGHWAY SPEEDS 50-70MPH DRIVING OVER A POTHOLE OR BRIDGE EXPANSION
15 JOINT. USUALLY IF THE RIGHT FRONT TIRE HITS FIRST IT SENDS THE TRUCK INTO AN
16 EXTREMELY VIOLENT SHAKING WITH LOSS OF STEERING CONTROL. THE TIRES START
17 BOUNCING SO HARD THAT THEY LEAVE THE PAVEMENT. IT WILL YANK THE STEERING
18 WHEEL OUT OF YOUR HAND IF YOU ARE NOT PAYING ATTENTION. THE ONLY WAY TO
19 REGAIN CONTROL IS TO BRAKE HARD DOWN TO ABOUT 30MPH. THIS IS RIDICULOUSLY
20 DANGEROUS IN SO MANY WAYS. I CAN NOT BELIEVE THERE IS NOT A RECALL ON THIS.
21 WITH A LITTLE RESEARCH ON THE INTERNET YOU WILL FIND THERE ARE NUMEROUS
22 SIMILAR COMPLAINTS ABOUT THE FRONT END OF THE 2006 FORD F250 I HAVE THE
23 PROPER TIRES WITH PROPER INFLATION I HAD A NEW STEERING GEAR BOX PUT ON
24 WITH A NEW POWER STEERING UNIT THE PROBLEM IS BECOMING MORE FREQUENT **I**
25 **JUST GOT BACK FROM A 300 MILE TRIP THIS HAPPENED 8-10 TIMES AND IF TRAFFIC**
26 **PATTERNS WERE ANY DIFFERENT THIS POTENTIAL RECALL WOULD HAVE KILLED**
27 **MY WHOLE FAMILY AND SOMEBODY ELSE'S!** P.S. THERE ARE NUMEROUS PEOPLE
28 OUT THERE WHO HAVE SPENT THOUSANDS OF DOLLARS TRYING TO FIX THIS
ENGINEERING FLAW WITHOUT ANY SUCCESS. *TR

1 **1 Affected Product**

21 **September 15, 2011 NHTSA ID NUMBER: 10425534**

22 **Components: STEERING, SERVICE BRAKES, HYDRAULIC, SUSPENSION**

23 **NHTSA ID Number:** 10425534

24 **Incident Date** October 13, 2005

25 **Consumer Location WINTERSVILLE, OH**

26 **Vehicle Identification Number 1FTNF21506E******

27 **Summary of Complaint**

28 **CRASHNo**

FIRENo

INJURIES0

DEATHS0

SHIMMY- THE SHIMMY PROBLEM THAT OCCURS IN THE 4X4 F250 SHOULD STILL BE A
SIGNIFICANT ISSUE FOR THOSE OF US THAT STILL OWN THESE TRUCKS. THE DEALER

1 TRIED THE TIRE INFLATION STORY WITH ME, BUT THAT DID NOT CORRECT THE
2 PROBLEM. ROAD RACING SPORT CARS FOR MANY YEARS I KNOW THAT ONE POUND
3 CAN MAKE A DIFFERENCE IN HANDLING AND I MADE SURE THAT THE TIRES WERE
4 INFLATED CORRECTLY. THEN THEY TOLD ME THAT FORD SENT THEM A NEW SET OF
5 ALIGNMENT SPECS. WELL AS WE ALL KNOW NOW THAT DID NOT FIX IT EITHER. THEN
6 THEY TOLD ME THAT THE TIRES BEING CUPPED WAS CAUSING THE SHIMMY, MY
7 RESPONSE TO THAT WAS THAT IT WAS THE SHIMMY CAUSING THE TIRES TO CUP NOT
8 THE TIRES BEING CUPPED CAUSING THE SHIMMY, ALTHOUGH THE WORSE THE
9 CUPPING, THE WORSE THE SHIMMY. AFTER INSISTING ON NEW TIRES AND THEN THE
10 NEW LINE UP SPECS, WE TRIED IT AGAIN. THEN 960 MILES LATER AND ONLY ROAD
11 DRIVING THE SAME CUPPING WAS HAPPENING AGAIN. THEN IT WAS THE DAMPENER
12 AND ATTACH POINT THAT WAS THE PROBLEM. THEN 2 YEARS LATER CAME THE
13 LETTER ABOUT DECELERATING AND APPLYING THE BRAKES AND THEN ABOUT 45 MPH
14 IT SHOULD FIX IT. I GUESS THAT WOULD BE OK UNTIL YOUR GOING DOWN THE
15 INTERSTATE AT 70 MPH WITH AN 18 WHEELER BEHIND YOU GOING 70 MPH. **WOULD IT**
16 **BE OK AFTER WHAT COULD BE A SERIOUS AND POSSIBLY FATAL ACCIDENT THAT I**
17 **COULD PULL OUT MY LETTER THAT I GOT FROM FORD AND TELL EVERYONE,**
18 **SORRY BUT I DRIVE A FORD.** *KB

1 Affected Product

September 19, 2011 **NHTSA ID NUMBER: 10426295**

Components: SUSPENSION, STEERING

NHTSA ID Number: 10426295

Incident Date March 17, 2010

Consumer Location LAKEWOOD, CO

Vehicle Identification Number 1FTSX21P26E****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

WHEN DRIVING HIGHWAY SPEEDS I NEVER KNOW WHEN THE FRONT END IS GOING TO VIOLENTLY SHAKE SO BAD THAT I CAN'T SEE OUT THE REAR VIEW MIRRORS TO EVEN KNOW WHO IS AROUND ME WHEN MY TRUCK IS COMPLETELY OUT OF CONTROL. I CAN'T BELIEVE SOMEONE HAS NOT DIED YET! IT'S NOT IF, BUT WHEN. A JOINT IN THE ROAD, POT HOLE, OR JUST A PAVEMENT IRREGULARITY CAUSES IT, BUT I NEVER KNOW WHEN. I'VE ASKED SERVICE AND SALES TECHS AT BOTH PHIL LONG FORD/LITTLETON, CO AND LAKEWOOD FORD/LAKEWOOD, CO AND RECEIVED THE SAME LINE OF CRAP, THAT I'M THE FIRST PERSON WHO EVER MENTIONED IT. CHECK MY TIRE PRESSURE IS WHAT I'M TOLD. ALL I HAD TO DO WAS GOOGLE THE PROBLEM AND I FOUND A SEEMINGLY ENDLESS LIST OF COMPLAINTS OF THE EXACT SAME PROBLEM. THIS SITE WAS ALREADY AWARE OF THE PROBLEM BECAUSE WHEN I WENT TO SELECT THE "FAILED COMPONENTS", STEERING WAS ALREADY HIGHLIGHTED. THIS IS A \$50,000 TRUCK I'M AFRAID TO DO THE SPEED LIMIT IN. LOADED OR UNLOADED, PULLING A TRAILER OR NOT, THE PROBLEM CAN PRESENT ITSELF. **HOW MANY**

COMPLAINTS OR DEATHS DOES IT TAKE BEFORE FORD IS HELD RESPONSIBLE FOR THIS DEFECT? *KB

1 Affected Product

October 17, 2011 NHTSA ID NUMBER: 10430575

Components: STEERING, SUSPENSION

NHTSA ID Number: 10430575

Incident Date October 9, 2011

Consumer Location SIDNEY, OH

Vehicle Identification Number 1FTSW21566E*****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

DRIVING MY 2006 FORD F250 SUPER DUTY CREW CAB 4X4 AT HIGHWAY SPEED OF 70 MPH THE TRUCKS FRONT END BEGAN TO VIBRATE AND BOUNCE UNCONTROLLABLY AFTER GOING OVER AN UNEVEN SECTION OF BRIDGE. THE VIBRATION WAS SO BAD I THOUGHT THE FRONT END OF THE TRUCK WAS GOING TO TEAR ITSELF APART. AS I BEGAN TO SLOW THE TRUCK DOWN AND GET OUT OF THE NORMAL TRAFFIC LANES THE VIBRATION AND BOUNCING DID NOT FINALLY SUBSIDE UNTIL ABOUT 35 MPH. WHILE THIS OCCURRED WITH MY ENTIRE FAMILY IN THE TRUCK I WAS FEARFUL OF WHAT MAY HAPPEN AND WHEN IT MAY HAPPEN AGAIN AS WE WERE STILL SEVERAL HOURS FROM OUR HOME. A FEW MILES LATER WE CROSSED ANOTHER BRIDGE THIS TIME DOING 65 MPH AND THE FRONT END BEGAN TO VIBRATE AGAIN BUT STOPPED MUCH QUICKER THAN BEFORE ONCE I DECREASED TO 45MPH. **THIS ISSUE IS RAMPANT ON THE VEHICLE REPORTING WEBSITES AND WILL EVENTUALLY GET SOMEONE KILLED. I PRAY FORD DECIDES TO FINALLY INVESTIGATE AND OFFER SOME FACTUAL EVIDENCE AND A PERMANENT SOLUTION TO THE PROBLEM SO MANY DRIVERS ARE EXPERIENCE WITH THESE TRUCKS.I LOVE MY FORD TRUCK BUT NOT AT THE COST OF LOSING MY LIFE OR CAUSE INJURY TO SOMEONE ELSE.**

*TR

1 Affected Product

June 6, 2012 NHTSA ID NUMBER: 10460739

Components: STEERING, SUSPENSION

NHTSA ID Number: 10460739

Incident Date June 6, 2012

Consumer Location FRANKLIN, IN

Vehicle Identification Number 1FTSX21516E*****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

1 **DEATHS0**

2 I HAVE BEEN HAVING THIS PROBLEM FOR ALMOST A YEAR NOW AND HAVE READ
3 THOUSANDS OF OTHER COMPLAINTS THAT IS THE SAME ISSUE. THIS TRUCK ALL MOST
4 KILLED ME AGAIN TODAY. IT GOES INTO A "DEATH WOBBLE" WHEN YOU HIT A BUMP
5 IF YOU ARE OVER 55MPH. IF YOU ANRT EXPECTING IT TO HAPPEN AND IT IS THE 1ST
6 TIME YOU EXPERIENCE IT YOU WILL WRECK! I HAVE CONTACTED SEVERAL DEALERS
7 AND NO ONE SEEMS TO KNOW ABOUT OR HEARD ABOUT IT BUT THERE IS THOUSANDS
8 OF COMPLAINTS ONLINE AND ALSO HAVE RECEIVED A LETTER FROM FORD STATING
9 TO CHECK TIRE PRESSURES! I HAVE DONE WHAT THEY SAID + HAD NEW SHOCKS, HAD
10 NEW TIRES, STRUTS CHECKED, BALL JOINTS CHECKED, AND REAR SUSPENSION
11 LOOKED AT. NOTHING IS WRONG ...**THIS IS CLEARLY A FACTORY PROBLEM AND IT
NEEDS TO BE TAKEN CARE OF BEFORE PEOPLE START DIEING FROM IT! IS FORD
GOING TO RAISE MY CHILDREN WHEN THIS MAKES ME WRECK AND DIE ...NO THEY
ARE NOT SO THEY NEED TO GET THIS TAKEN CARE OF. REPORTS SAY THAT THEY HAVE
CHANGED THE SET UP ON NEWER HEAVY DUTY TRUCKS BECAUSE OF THIS SO WHY
AREN'T THEY TAKING CARE OF THE ONE'S THEY ALREADY SOLD TO THE PUBLIC!
PLEASE HELP...YOU CAN FIND TONS OF INFO IF YOU SEARCH " DEATH WOBBLE OR
DEATH SHAKE! *TR**

12 **1 Affected Product**

13
14 **October 28, 2010 NHTSA ID NUMBER: 10362821**

15 **Components: SUSPENSION, TIRES**

16 **NHTSA ID Number:** 10362821

17 **Incident Date** October 26, 2010

18 **Consumer Location** ALPINE, UT

19 **Vehicle Identification Number** 1FTWW31P86E*****

20 **Summary of Complaint**

21 **CRASH**No

22 **FIRE**No

23 **INJURIES**0

24 **DEATHS**0

25 1. TRAVELING AT 65 MPH HITTING A BUMP IN THE ROAD 2. FRONT AXLE BEGINS
26 OSCILLATING WITH SUCH VIOLENCE THAT CONTROL OF THE TRUCK IS DIFFICULT
27 UNTIL SLOWED DOWN, THE ENTIRE VEHICLE SHAKES TO THE POINT YOU FEEL IT WILL
28 COME APART. I WAS TRAVELING ON A HIGHWAY WHEN I EXPERIENCED THIS. I
NEARLY CAUSED AN ACCIDENT. I'M TERRIFIED WHEN THIS WILL HAPPEN ON A ICY
ROAD. **SOMEONE IS GOING TO GET KILLED.** 3. NOTHING. APPARENTLY THERE IS NO
FIX AS IT IS UNKNOWN. FORD IS AWARE OF THE PROBLEM BUT REFUSES TO BE HELD
RESPONSIBLE. VEHICLE INFORMATION: ? 2006 ? FORD ? F350 ?? ENTIRE FRONT
SUSPENSION COMPONENT ? VIN - [XXX] ? TIRES BFG ALL TERRAIN 325/65 R18.
INFORMATION REDACTED PURSUANT TO THE FREEDOM OF INFORMATION ACT (FOIA),
5 U.S.C. 552(B)(6). *TR

2 Affected Products

1 **August 1, 2013 NHTSA ID NUMBER: 10533024**

2 **Components: SUSPENSION, STEERING**

3 **NHTSA ID Number:** 10533024

4 **Incident Date** August 1, 2013

5 **Consumer Location** CLINTON, TN

6 **Vehicle Identification Number** 1FTWX33P16E****

7 **Summary of Complaint**

8 **CRASHNo**

9 **FIRENo**

10 **INJURIES0**

11 **DEATHS0**

12 OUR TRUCK EXPERIENCED A SEVERE, VIOLENT WOBBLE THAT STARTED AFTER
13 TRAVELING OVER A UNEVEN SPOT ON THE ROAD. WE FEARED FOR OUR LIVES AS THIS
14 OCCURRED WHILE PASSING ANOTHER TRUCK ON A BRIDGE WITH HEAVY TRAFFIC
15 BEHIND US. THE SHAKING AND WOBBLE CONTINUED FOR ABOUT 20 SECONDS, AND
16 DID NOT STOP UNTIL THE TRUCK SLOWED DOWN TO ABOUT 40 MILES AN HOUR. ALL
17 OUR TIRES HAVE BEEN RECOMMENDED AND INSTALLED AT THE FORD DEALERSHIP. I
18 MAINTAIN TIRE PRESSURES AS INDICATED ON DOOR JAM. 75 LB ON FRONT AND 60 LB
19 ON REAR TIRES. THERE ARE NO AFTERMARKET MODIFICATIONS ON OUR TRUCK. **I**
20 **CONSIDER THIS ISSUE VERY DANGEROUS, AND WONDER HOW MANY FOLKS MAY**
21 **HAVE BEEN INJURED OR KILLED AS A RESULT OF THEIR TRUCK SUDDENLY**
22 **BECOMING UNCONTROLLABLE, AS OURS DID.** *TR

23 **1 Affected Product**

24 **January 18, 2016 NHTSA ID NUMBER: 10820797**

25 **Components: ELECTRONIC STABILITY CONTROL, SUSPENSION, STEERING**

26 **NHTSA ID Number:** 10820797

27 **Incident Date** August 8, 2015

28 **Consumer Location** SANDWICH, MA

Vehicle Identification Number 1FTWW31566E****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

FORD F-350 2006 COMPLAINT. WE HAVE EXPERIENCED VIOLENT SHAKING (SHIMMYING)
WHEN THE TRUCK HITS A BUMP ON THE HIGHWAY AND AS A RESULT, EXTREME
DIFFICULTY MAINTAINING THE VEHICLE ON THE ROAD. OUR FIRST EXPERIENCE WAS
IN AUGUST 2015, ON THE INTERSTATE HIGHWAY WHILE TRAVELLING AT 75MP. WE HIT
A BUMP AND THE TRUCK / STEERING WHEEL SHOOK VIOLENTLY FOR ABOUT 10
SECONDS CAUSING US TO SWERVE ACROSS LANES AND STRUGGLE TO KEEP THE
TRUCK IN THE LANE AND OUT OF TRAFFIC'S WAY. WE HAVE SINCE EXPERIENCED THIS
PROBLEM FOUR MORE TIMES HITTING BUMPY HIGHWAYS AT SPEEDS AS LOW AS
50MMP AND AS RECENT AS 2 WEEKS AGO. WE HAVE CHECKED IT OUT AND OUR
MECHANIC ADVISED THAT HE COULD NOT FIND ANYTHING WRONG. IT HAS BEEN A

1 GREAT CONCERN OF OURS AS IT PUTS OUR LIVES (AND THOSE ON THE ROAD WITH US)
2 AT DANGER WHEN THIS ISSUE OCCURS. ADDITIONALLY, EVERY TIME THE VIOLENT
3 SHAKING OCCURS, IT THROWS OFF THE ALIGNMENT AND BALANCING FOR THE TRUCK.
4 WE HAVE JUST RECEIVED A LETTER FROM FORD ADVISING OF THIS PROBLEM AND I
5 HAVE CALLED THE SERVICE CENTER FROM THE FORD DEALER WE BOUGHT THE
6 VEHICLE FROM. FORD IS NOT ASSUMING RESPONSIBILITY FOR ANY DIAGNOSIS OR
7 REPAIRS TO THESE DEFECTS AT THIS TIME. OUR TIRE PRESSURE IS IN KEEPING WITH
8 FORD'S RECOMMENDATIONS AS THEY SUGGEST IN THEIR LETTER. **FORD F-350 TRUCKS
SHOULD NOT BE APPROVED FOR USE ON HIGHWAYS AS THIS DEFECT COULD
RESULT IN FATAL ACCIDENTS IF THE SHAKING CANNOT BE CONTROLLED.** ALSO,
9 FORD SHOULD BE RESPONSIBLE FOR REPAIRING THE FAULTY TRUCKS.

10 **1 Affected Product**

11 **September 30, 2010 NHTSA ID NUMBER: 10358378**

12 **Components: STEERING**

13 **NHTSA ID Number:** 10358378

14 **Incident Date** September 28, 2010

15 **Consumer Location** CAMDEN, NJ

16 **Vehicle Identification Number** N/A

17 **Summary of Complaint**

18 **CRASH**No

19 **FIRE**No

20 **INJURIES**0

21 **DEATHS**0

22 I HAVE AN '06 F-350. AT 55MPH+, HITTING A BUMP WILL ALMOST CAUSE THE TRUCK TO
23 SELF DESTRUCT. THE STEERING WHEEL SHAKES VIOLENTLY. **FORD SEEMS TO NOT BE
24 ABLE TO FIX THE ISSUE. PLEASE FORCE A RECALL BEFORE PEOPLE ARE KILLED.**

25 *TR

26 **1 Affected Product**

27 **October 29, 2014 NHTSA ID NUMBER: 10651012**

28 **Components: STEERING**

NHTSA ID Number: 10651012

Incident Date February 5, 2013

Consumer Location STOCKTON, CA

Vehicle Identification Number N/A

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

STEERING WOBBLE AND SHAKES. THIS HAS BEEN GETTING WORSE AS TIME GOES ON.
ANYTIME I HIT A BUMP ON THE FREEWAY MY TRUCK STARTS TO VIOLENTLY SHAKE
AND WOBBLE. IT IS EVEN WORSE ON A ROAD CURVE. IT IS VERY DANGEROUS TO

1 DRIVING ON THE FREEWAY IN THE MOUNTAINS. I FEW TIMES I ALMOST LOST
2 CONTROL. THE SHAKE DOES NOT GO AWAY UNTIL I SLOW DOWN BELOW 40MPH
3 WHICH CAUSES ANOTHER DANGEROUS SITUATION WHILE ON THE FREEWAY. I HAVE
4 CHANGED TIRES, CHECKED PRESSURE AND ROTATED TIRES. ALSO, I REPLACED
5 STEERING DAMPENER. NOTHING HAS WORKED TO DIMINISH THE SHAKE. I ALSO HAD
6 THE 4 WHEEL ALIGNMENT CHECKED AND THE SHOP SHOWED ME THAT IT WAS
CORRECT. THEY CHECKED EVERYTHING AND COULD NOT FIND ANYTHING THAT WAS
WORN OUT AND NEEDED CHANGING. I WAS TOLD NO REPAIRS NEEDED. **THIS IS A
VERY DANGEROUS SITUATION AND NEEDS TO BE CORRECTED BEFORE BODIES
START PILING UP.** *TR

7 **1 Affected Product**

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9 **May 4, 2009 NHTSA ID NUMBER: 10267644**

10 **Components: SUSPENSION**

11 **NHTSA ID Number:** 10267644

12 **Incident Date** February 17, 2007

13 **Consumer Location** SILOAM SPRINGS, AR

14 **Vehicle Identification Number** 1FTWW33P26E****

15 **Summary of Complaint**

16 **CRASH**0

17 **FIRE**0

18 **INJURIES**0

19 **DEATHS**0

20 I AM DISAPPOINTED IN THE FINDINGS ON THE F-350 SUPERDUTY FRONT SUSPENSION
21 SHIMMY AS IT IS CALLED. I HAVE A 06 F-350 SD WITH ONLY 54,000 MILES ON IT. THE
22 FRONT END HAS BEEN COMPLETELY REPLACED TWICE AND NEEDS IT AGAIN BUT
23 FORD WILL NOT WARRANTY IT BECAUSE OF THE FACTORY WARRANTY EXPIRING.
24 THIS SEVERE SHIMMY IS REAL AND TO ALLOW A FINDING THAT STATES THE TIRE
25 PRESSURE IS TO BLAME IS COMPLETELY FALSE AND SO STUNNING. DOES THE ODI
26 REALLY EXPECT THE VEHICLE OWNERS TO BUY THIS. LOOKS LIKE FORD HAD ITS
27 HAND IN THIS ONE AGAIN. I WANT MY TRUCK FIXED AND I WILL NOT PAY FOR IT.
28 FORD KNOWS THIS PROBLEM EXIST BUT IS NOT LARGE ENOUGH YET TO RECALL. **WILL
SOMEONE DIE FIRST? MY TRUCK IS THAT SEVERE IT WILL LEAVE THE ROAD IF
YOUR NOT EXPECTING IT.** THE TIRE PRESSURE IS CORRECT AND NO SUSPENSION
MODIFICATIONS. I HAVE HAD THIS FRONT END COMPLETELY REBUILT TWICE EVERY
YEAR SO FAR SINCE PURCHASE AND AS OF MARCH OF THIS YEAR IT NEEDS IT AGAIN.
THEY WANTED TO CHARGE ME \$1400.00 TO FIX IT EVEN THOUGH IT HAS REALLY
NEVER BEEN FIXED FROM THE INITIAL REPAIR. PLEASE COME TAKE A RIDE AND
CHECK MY TIRE PRESSURE YOU WILL BE COMPLETELY SCARED BEFORE WE ARE
DONE. *TR

29 **1 Affected Product**

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31 **August 14, 2011 NHTSA ID NUMBER: 10419336**

32 **Components: SUSPENSION**

NHTSA ID Number: 10419336
Incident Date July 17, 2011
Consumer Location NOVATO, CA
Vehicle Identification Number 1FTWW31P76E****

Summary of Complaint

CRASHNo
FIRENo
INJURIES0
DEATHS0

THIS HAS HAPPENED SEVERAL TIMES WHEN THE TRUCK IS TRAVELING ALONG A ROAD OR HIGHWAY. YOUR DRIVE TURNS INTO A DEATH WOBBLE. THE TRUCK IS UNCONTROLLABLE AND JUMPS LANES AND IS ALL OVER THE ROAD. THIS IS A DANGER THAT HAS BEEN PRESENTED TO FORD BY MANY AND IT IS JUST BEING IGNORED. **THIS IS A TRUE DANGER AND MAY NOT ONLY KILL THE DRIVER AND PASSENGERS BUT ANYONE DRIVING DOWN THE ROAD.** IT'S ALL OVER THE INTERNET AND HAPPENING ALL OVER THE COUNTRY. THIS IS BEING SWEEPED UNDER THE CARPET, JUST AS THE PINTO WAS, WITH MANY DEATHS. YOU AS THE SAFETY BOARD NEED TO STEP UP AND DO SOMETHING SO CONSUMERS CAN DRIVE THE VEHICLES THAT THEY HAVE PURCHASED, FOR MANY OVER \$55,000. *TR

1 Affected Product

January 13, 2016 **NHTSA ID NUMBER: 10820036**

Components: SUSPENSION

NHTSA ID Number: 10820036
Incident Date January 1, 2015
Consumer Location CLEVELAND, SC
Vehicle Identification Number 1FTWW33P56E****

Summary of Complaint

CRASHNo
FIRENo
INJURIES0
DEATHS0

DEATH SHIMMY. STEERING WHEEL SHAKES VIOLENTLY WHEN A BUMP OR DISCONTINUITY IN THE ROAD IS ENCOUNTERED. YOU CANNOT HOLD THE STEERING WHEEL DURING THIS EVENT. CURE IS TO REDUCE VEHICLE SPEED BELOW 15 MPH. THIS IS HAZARDOUS IF TRAVELING AT HIGH SPEED OR PULLING A TRAILER. AS YOU CANNOT HOLD THE WHEEL DURING THIS EVENT, **THE VEHICLE WILL CHANGE LANES AND PRESENTS A FATAL HAZARD AS YOU ATTEMPT TO REDUCE SPEED FROM 65 MPH TO BELOW 15 MPH WITHOUT STEERING CONTROL.** FORD ACKNOWLEDGES THE PROBLEM IN LETTER 09L02 SENT IN 2009 AND AGAIN IN 2015. THEIR SOLUTION TO PROPERLY INFLATE THE TIRES IS FALSE AS TIRE PRESSURE HAS NO EFFECT ON OCCURANCE OR SEVERITY. I HAVE REPLACED THE TIRES AND RUN UP THE PRESSURE IN 5 LB INCREMENTS FROM 55 TO 80 PSI. NO EFFECT IN THE FREQUENCY OR SEVERITY OF THE VIBRATION. ## VIN PASSED ## FORD F350 SUPER DUTY 2006 ##

1 Affected Product

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January 30, 2012 NHTSA ID NUMBER: 10445958

Components: STEERING

NHTSA ID Number: 10445958

Incident Date May 25, 2011

Consumer Location BOWLING GREEN, KY

Vehicle Identification Number 1FTWW33P46E****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

I PURCHASED THE TRUCK USED MAY 2011. THE VERY DAY I PURCHASED THE TRUCK I GOT A WOUBLE WHEN I HIT A BUMP. THIS IS A DAILY OCCURANCE. WHEN I HIT A BUMP JUST RIGHT OR WHEN I APPLY MEDIUM TO HARD BREAKING IT BEGINS TO WOBBLE TO GET IT UNDER CONTROL I HAVE TO BREAK HARD AND COME ALMOST TO A COMPLETE STOP. I HAVE HAD IT IN THE DEALERSHIP 3 TIMES I WAS TOLD THERE WAS NOTHING WRONG WITH THE FRONT END, AND WAS TOLD TO ADJUST MY AIR PRESSURE LOWER, THEY ADJUSTED IT, IT CORRECTED NOTHING. I HAVE BEGAN TO JUST DRIVE AND DEAL WITH IT TILL TODAY. IT SHOOK ME INTO AN ONCOMING LANE BEFORE I GOT IT UNDER CONTROL. I REALIZE THIS IS NOT A NEW TRUCK, **THIS PROBLEM SEEMS TO BE BEING SWEEPED UNDER THE RUG. SOME WILL GET INJURED OR KILLED IF THIS IS NOT RESOLVED.** I DON'T DARE LET MY WIFE DRIVE THE TRUCK BECAUSE I KNOW SHE DOES NOT HAVE THE SKILLS TO CONTROL THIS. *TT

1 Affected Product

December 25, 2013 NHTSA ID NUMBER: 10557224

Components: STEERING

NHTSA ID Number: 10557224

Incident Date October 15, 2013

Consumer Location ANTIOCH, CA

Vehicle Identification Number 1FTWW31P46E****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

FORD TRUCKS HAVE A SEVERE SHIMMY AT HIGHWAY SPEEDS THAT WILL MAKE THE TRUCK CHANGE LANES OR GO OFF THE ROAD,MY WIFE HAD TO STOP IN THE FAST LANE BECAUSE IT WOULD NOT STOP SHAKING,WE HAD IT TOWED TO FORD AND WERE TOLD THIS IS A NORMAL CHARACTERISTIC OF TRUCKS AND THAT THERE IS NO FIX ? **WHAT IS THE NUMBER OF PEOPLE THAT MUST DIE BEFORE YOU ADDRESS THIS PROBLEM ?** THE TRUCK HAS NEW TIRES OF FACTORY SPECS. ?*TR

1 Affected Product

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April 3, 2015 NHTSA ID NUMBER: 10703474
Components: STEERING, FUEL/PROPULSION SYSTEM, ENGINE

NHTSA ID Number: 10703474
Incident Date April 3, 2015
Consumer Location TRIADELPHIA, WV
Vehicle Identification Number N/A

Summary of Complaint

CRASHNo
FIRENo
INJURIES0
DEATHS0

PURCHASED THIS VEHICLE LESS THAN A YEAR AGO AND WAS ORIGINALLY VERY PLEASED. SUDDENLY WE ARE NOW EXPERIENCING THE DEATH WOBBLE AS OTHER HAVE DESCRIBED. THE VIOLENT SHAKING OF THE FRONT END. THIS USUALLY OCCURS WHEN YOU ARE APPROACHING THE SPEED OF 60MPH. WE DO NOT HAVE TO HIT A BUMP FOR IT TO HAPPEN. THE OTHER COMPLAINT, IS THAT WE BOUGHT THIS TRUCK WITH VERY LOW MILEAGE FOR THE YEAR, RAN GREAT, LOOKED GREAT, VERY PLEASED UNTIL THIS LAST MONTH WHEN THE CHECK ENGINE LIGHT CAME ON AND IT SEEMS TO SPUTTER. PUT SOME HIGH QUALITY FUEL INJECTOR CLEANER IN THE TRUCK, THINKING IT MAY BE A INJECTOR STICKING. NOPE, DIDN'T FIX THE PROBLEM. LIGHT NEVER WENT OFF. TOOK IT TO A DEALERSHIP, THEY TESTED IT AND CAME BACK WITH YOUR FUEL TANK IS DETERIORATING PUTTING LITTLE METAL SHARDS IN YOUR ENGINE. YOU ARE LOOKING AT A POTENTIAL FULL ENGINE REBUILD COSTING A MINIMUM OF \$6000. THIS IS UNACCEPTABLE FOR ANY VEHICLE MANUFACTURER TO NOT RECALL A VEHICLE THAT HAS A SERIOUS KNOWN PROBLEM. WE ARE STUCK WITH THIS TRUCK THAT IS NOT WORTH THE DAMN PAPER THE TITLE IS WRITTEN ON. IT IS TIRING OF READING ALL THESE SIMILAR COMPLAINTS AND NO ONE IS DEFENDING THE CONSUMERS. AT WHAT POINT, DOES THE MANUFACTURER NEED TO BE HELD RESPONSIBLE TO OWN UP TO THE FAULTY EQUIPMENT AND FIX THE PROBLEMS?
WHEN MY CHILD IS KILLED BECAUSE OF THE INABILITY TO CONTROL THE VEHICLE DUE TO THE STEERING PROBLEMS IN THE FRONT END OR THAT IT STOPS RUNNING IN THE MIDDLE OF THE HIGHWAY OR DOWNTOWN TRAFFIC BECAUSE THE FUEL TANK DETERIORATED FOR NO REASON AND DESTROYED THE ENGINE.

*TR

1 Affected Product

September 20, 2012 NHTSA ID NUMBER: 10476568
Components: STEERING, SUSPENSION

NHTSA ID Number: 10476568
Incident Date September 12, 2012
Consumer Location FRANKLIN, OH
Vehicle Identification Number N/A

Summary of Complaint

1 **CRASHNo**

2 **FIRENo**

3 **INJURIES0**

4 **DEATHS0**

5 HIGH SPEED WHEEL OSCILLATION OCCURRED WHILE DRIVING THE SPEED LIMIT OF
6 INTERSTATE 275 AROUND CINCINNATI, OHIO. I HIT A BUMP ON THE EXIT OF THE
7 INTERSTATES BRIDGE AND THE STEERING WHEEL SHOOK REALLY BAD LEFT AND
8 RIGHT. I HAD RECEIVED A LETTER LAST YEAR WARNING ME ABOUT THIS CONDITION. I
9 DID NOT THINK I HAD A PROBLEM WITH THIS TRUCK UNTIL THIS HAPPENED. I WAS
10 LUCKY THAT I DID NOT CRASH THIS VEHICLE WHEN THE OSCILLATION OCCURRED. I
11 RESEARCHED THIS ON THE INTERNET AND SEVERAL OTHER OWNERS FOR THE F250
12 HAVE HAD THE SAME PROBLEM. **FORD NEEDS TO FIX THIS PROBLEM BEFORE
13 SOMEONE GETS KILLED!** *TR *JS

14 **1 Affected Product**

15 **January 17, 2011 NHTSA ID NUMBER: 10376922**

16 **Components: STEERING**

17 **NHTSA ID Number:** 10376922

18 **Incident Date** December 17, 2010

19 **Consumer Location** NORTH LAS VEGAS, NV

20 **Vehicle Identification Number** 1FTNF21507E*****

21 **Summary of Complaint**

22 **CRASHNo**

23 **FIRENo**

24 **INJURIES0**

25 **DEATHS0**

26 FORD SUPER DUTY DEATHWOBBLE. PROBLEM HAS PERSISTED SINCE NEW. FAILURE
27 OCCURS AT SPEEDS BETWEEN 30 AND 75MPH. FAILURE MANIFESTS AS
28 UNCONTROLLABLE STEERING AND WHOLE VEHICLE OSCILLATION. HAS LED TO LOSS
OF CONTROL OF VEHICLE MORE TIMES THAN I CAN REMEMBER. UNEVEN ROAD
SURFACE INSTIGATES SAID LOSS OF CONTROL. HAVE CHANGED SHOCKS AND
SPRINGS,ADDED DUAL STEERING STABILIZER IN ADDITION TO CHANGING STABILIZER
IN STOCK LOCATION, BALL JOINT CASTER CAMS ADDED, NEW TIRES ADDED (TWICE)
MULTIPLE ALIGNMENTS. MOST CORRECTIVE ACTION TAKEN IS NOT TO DRIVE IT AND
JEOPARDIZE MY LIFE OR THE LIVES OF OTHERS. **HOW MANY NEED TO BE KILLED OR
INJURED BEFORE SOMEONE CAN BE HELD ACCOUTABLE?** *TR

1 Affected Product

29 **February 22, 2014 NHTSA ID NUMBER: 10565456**

30 **Components: SUSPENSION, STEERING**

31 **NHTSA ID Number:** 10565456

32 **Incident Date** February 22, 2014

33 **Consumer Location** MANCHESTER, MD

34 **Vehicle Identification Number** 1FTWW31P27E*****

1 **Summary of Complaint**

2 **CRASHNo**

3 **FIRENo**

4 **INJURIES0**

5 **DEATHS0**

6 I WAS DRIVING ON AND OVERPASS/ EXIT RAMP AND PASSED OVER A STEEL DIVIDER
7 ON THE HIGHWAY. UPON DOING SO I TEMPORARILY LOST CONTROL OF THE STEERING
8 ON THE TRUCK AND HAD TO DECELERATE AND MOVE TOWARDS THE SHOULDER. I
9 RECEIVED AN INFORMATION BULLETIN FROM FORD ABOUT THIS POTENTIAL
10 "STEERING WOBBLE" AND MADE SURE TO CHECK OUT ALL OF THEIR
11 RECOMMENDATIONS. AFTER DOING SOME RESEARCH ONLINE I FEEL AS THOUGH
12 THIS IS A MAJOR ISSUE AND FORD SHOULD BE DOING SOMETHING BEFORE MORE
13 PEOPLE ARE INJURED OR KILLED. THERE ARE SEVERAL ONLINE FORUMS
14 ADDRESSING THIS ISSUE AND IT SEEMS AS THOUGH FORD IS NOT BEING HELD
15 RESPONSIBLE. *TR

16 **1 Affected Product**

17 **October 15, 2010 NHTSA ID NUMBER: 10360616**

18 **Components: STEERING, SUSPENSION, EQUIPMENT**

19 **NHTSA ID Number:** 10360616

20 **Incident Date** October 11, 2010

21 **Consumer Location** MANASSAS, VA

22 **Vehicle Identification Number** 1FTWW31P17E****

23 **Summary of Complaint**

24 **CRASHNo**

25 **FIRENo**

26 **INJURIES0**

27 **DEATHS0**

28 2007 FORD F-350 CREW CAB SRW 4X4, STEERING OSCILLATION (WOBBLE). HAVE
EXPERIENCED THIS PROBLEM SINCE TRUCK WAS ALMOST NEW. NOW HAVE 61 K MILES
AND IT IS ALOT WORSE. AS THE 08 AND 09 INVESTIGATIONS REVEALED, THE STEERING
WOBBLE HAPPENS WHEN CROSSING UNEVEN PAVEMENT, CONCRETE, DIPS IN THE
ROAD, RAILROAD CROSSINGS (AT SLOW SPEEDS). HAPPENS WHILE EMPTY AND WHEN
TOWING A FLATBED GOOSENECK TRAILER AND/OR MY 5TH WHEEL RV. THIS HAS NOT
BEEN RESOLVED BY FORD YET AND THEY DON NOT KNOW HOW TO FIX. I BELIEVE IT IS
A BAD STEERING BOX?? THEY ONLY WANT TO USE US/ME AS "GUINEA PIGS" TO FIX.
THEY TELL US TO REPLACE SHOCKS, STEERING DAMPERS, AND TIRES. I HAVE PUT TWO
SETS OF MICHELINS ON TRUCK AND DOES NOT HELP AT ALL. ACCORDING TO INFO ON
INTERNET THIS PROBLEM HAS BEEN GIVEN THE "DEATH WOBBLE" NICKNAME. I
WOULD LIKE YOU ALL TO SEE IF FORD HAS TRIED ANYTHING OTHER THAN TELLING
US DUMB VEHICLE OWNERS THAT WE DON'T HAVE ENOUGH AIR PRESSURE IN OUR
FRONT TIRES. I HAD MY TIRES INSTALLED AND REBALANCED TWO TIMES AT THE
LOCAL FORD DEALER AND DOES NOT FIX THE PROBLEM. I FEEL THE TRUCK IS VERY
UNSAFE TO DRIVE AT ANY SPEED AND THERE NEEDS TO BE A WAY GET TO THE
BOTTOM OF THIS BEFORE SOMEONE OR MORE PEOPLE GET HURT OR KILLED. THE

INTERNET IS FULL OF HORROR STORIES AS TO THIS PROBLEM. I FOR ONE AM READY TO CONSULT LEGAL HELP. I JUST SPOKE WITH FORD CUSTOMER SERVICE (COMPLAINT #[XXX]) AND ONCE AGAIN THEY SAID TAKE IT TO ANOTHER DEALER AND MAYBE I'LL HAVE BETTER LUCK.????? PLEASE HELP AND RESPOND.[XXX] INFORMATION REDACTED PURSUANT TO THE FREEDOM OF INFORMATION ACT (FOIA), 5 U.S.C. 552(B)(6)

1 Affected Product

June 28, 2012 NHTSA ID NUMBER: 10463493

Components: STEERING, SUSPENSION

NHTSA ID Number: 10463493

Incident Date June 16, 2012

Consumer Location WALLINGFORD, PA

Vehicle Identification Number 1FTWW31597E*****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

I WAS DRIVING DOWN THE HIGHWAY AT AROUND 65MPH AND WENT OVER A EXPANSION JOINT ON A BRIDGE AND THE FRONT END OF THE TRUCK STARTED SHAKING SO BAD THAT IT RIPPED THE STEERING WHEEL OUT OF MY HAND. I HAD TO COME TO A COMPLETE STOP TO MAKE THE SHAKING STOP, I THOUGHT I HAD A FRONT TIRE BLOW OUT,NEARLY HIT THE CAR IN THE LANE NEXT TO ME. I TOOK IT BACK TO THE DEALER THEY PUT A NEW STEERING DAMPENER ON IT AND SAID TRY IT, BUT IT WILL PROBABLY NOT BE ANY BETTER, THEN THE NEXT FIX IS TO PUT ON A BIGGER STEERING WHEEL SO I CAN HOLD ON BETTER WHEN IT HAPPENS. LOOK ON LINE THIS KNOWN AS THE "FORD WHEEL OF DEATH" THERE IS A BUNCH OF VIDEOS ON YOU TUBE ABOUT IT AND SOME ACTUALLY SHOW IT HAPPEN. **SOMEBODY NEEDS TO MAKE FORD PAY FOR A PROPER FIX BEFORE SOMEONE GETS KILLED.** *TR

1 Affected Product

October 5, 2010 NHTSA ID NUMBER: 10359276

Components: STEERING, SUSPENSION

NHTSA ID Number: 10359276

Incident Date September 15, 2010

Consumer Location MORGANTOWN, WV

Vehicle Identification Number 1FTSX21518E*****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

1 I HAVE A 2008 FORD F250 5.4L V8 GAS TRUCK THAT I PURCHASED NEW, I HAVE LESS
2 THAN THIRTY THOUSAND MILES ON IT AND HAVE EXPERIENCED A NEAR LOSS OF
3 CONTROL WHEN DRIVING INTERSTATE SPEEDS WHEN A BUMP IN THE ROAD CAUSES
4 THE FRONT WHEELS TO OSCILLATE VIOLENTLY. THE ENTIRE TRUCK FEELS AS
5 THOUGH IT IS GOING TO SHAKE APART AND YOU CAN NOT STEER THE TRUCK AT ALL
6 UNTIL YOU SLOW TO AROUND THIRTY MILES AN HOUR. THIS IS VERY DANGEROUS AS
7 YOU CAN NOT MAINTAIN LANE CONTROL AND OFTEN DRIFT INTO THE OTHER LANE
8 OR EMERGENCY PULL OFF LANE. THE TRUCK IS COMPLETELY STOCK AND HAS THE
9 FACTORY TIRES, RIMS EVERYTHING... I HAVE HAD ALL SERVICE DONE AT THE LOCAL
10 FORD DEALERSHIP GARAGE WHERE I BOUGHT THE TRUCK. I HAVE TAKEN IT IN
11 NUMEROUS TIMES AND EACH TIME THEY ATTRIBUTED THE PROBLEM TO LOW TIRE
12 PRESSURE, EVEN THOUGH IT WAS EXACTLY 75 PSI AS IS THE RECOMMENDATION ON
13 THE DOOR STICKER. SOMEONE IS GOING TO BE KILLED IN ONE OF THESE TRUCKS. THE
14 DEALER REFUSES TO ACKNOWLEDGE THE PROBLEM. TO REPLICATE THE "DEATH
15 WOBBLE", ALL YOU HAVE TO DO IS DRIVE AN 08' SUPER DUTY AT 65-70 MPH ON THE
16 INTERSTATE AND HIT A SLIGHT BUMP OR MINOR POTHOLE, ESPECIALLY IN A SLIGHT
17 TURN, AND YOU WILL LOSE CONTROL AND BE SHAKEN VIOLENTLY UNTIL YOU CAN
18 BRING THE VEHICLE'S SPEED DOWN TO BELOW 40 MILES AN HOUR. I CAN REPLICATE
19 THIS EVERYDAY ON MY WAY TO WORK. IT HAPPENS EVERY DAY, EVERY TIME I GO
20 OVER CERTAIN BUMPS ON THE INTERSTATE. I NOW HAVE TO SLOW TO BELOW 45
21 MILES AN HOUR BEFORE I HIT THE BUMPS TO AVOID AN ACCIDENT. GOING THIS SLOW
22 COULD CAUSE AN ACCIDENT WHERE THE SPEED LIMIT IS 70. THIS REALLY PISSES ME
23 OFF. I SPENT ALOT OF HARD EARNED MONEY ON THIS TRUCK TO BE TOLD IT IS A TIRE
24 INFLATION ISSUE WHEN IT IS DEFINITELY MUCH MORE SEVERE. I RELIGIOUSLY CHECK
25 MY AIR PRESSURE. EVEN IF IT WERE LOW, THIS IS UNACCEPTABLE AND SOMETHING
26 MUST BE DONE. THIS PROBLEM DID NOT SURFACE UNTIL AFTER A YEAR OR SO OF
27 DRIVING... APPROX 15,000 MILES. **SOMETHING IS VERY WRONG, LIVES ARE AT RISK**
28 **HERE. PLEASE DO SOMETHING.** RECALL *TR

1 Affected Product

July 1, 2014 **NHTSA ID NUMBER: 10607347**
Components: STEERING, SUSPENSION
NHTSA ID Number: 10607347
Incident Date June 10, 2014
Consumer Location NEW BRAUNFELS, TX
Vehicle Identification Number 1FTSW21R38E****

Summary of Complaint

CRASHYes
FIRENo
INJURIES0
DEATHS0

ON MY DAILY COMMUTE TO WORK I EXPERIENCED WHAT I HAVE LATER RESEARCHED TO FIND OUT IS CALLED THE "DEATH WOBBLE". THE FIRST OCCURRENCE HAPPENED WHILE MAINTAINING A SPEED OF APPROXIMATELY 55 MPH WHICH WAS THE SUGGESTED ROAD SPEED LIMIT, AFTER RIDING OVER A SMALL BUMP IN THE ROAD MY

1 FRONT LEFT END INITIATED INTO A VIOLENT SHAKING SENSATION THAT FELT AS
2 THOUGH I HAD JUST BLOWN A TIRE. AFTER REDUCING MY SPEED ABRUPTLY AND
3 NEARLY BEING REAR ENDED THE FRONT END REGAINED ITS CONTROL AND I
4 CONTINUED AND ARRIVED SAFELY TO WORK AFTER REDUCING MY SPEED TO 45 MPH. I
5 LOOKED IN THE WHEEL HUB AND UNDERNEATH BUT DID NOT SEE ANYTHING OUT OF
6 THE ORDINARY FROM PLANE SIGHT. I EXPERIENCED THE VIOLENT SHAKING ON
7 MULTIPLE OCCASIONS, DIFFERENT LOCATIONS AND FOUND MYSELF EXPERIENCING IT
8 MORE AND MORE AT LOWER SPEEDS AND ON SMALLER ROAD BUMPS/POT HOLES.
9 AFTER DAY 2 I SCHEDULED AN APPOINTMENT FOR 6/30/14 WITH FORD SERVICE TO
10 HAVE THE REPAIR & DIAGNOSES. THE NEXT DAY 6/27/14 WE HAD TO EVACUATE OUR
11 JOB SITE IN LOUISIANA DUE TO EXTREME WEATHER CONDITIONS AND POSSIBLE
12 TORNADOS, ON MY COMMUTE HOME, THE SO CALLED DEATH WOBBLE OCCURRED
13 AGAIN AND THIS TIME RESULTED IN LOOSING CONTROL AND CRASHING INTO A
14 SMALL TREE BECAUSE OF THE VIOLENT SHAKING AND NECESSARY BRAKING TO
15 REGAIN CONTROL. I WAS ABLE TO ESCAPE WITH MINOR DAMAGES TO MY FRONT
16 BUMPER. FORD IS HAVING TO REPLACE MY BALL JOINTS, BEARINGS AND TIE BAR
17 THAT WILL COST WELL OVER \$600 IN REPAIRS EXCLUDING A NEW FRONT BUMPER
18 THAT I CANNOT AFFORD TO FIX. **I'M AFRAID THIS COULD RESULT IN A SERIOUS**
19 **INJURY/FATALITY IF NOT RECALLED AND FIXED. HAD I GONE INTO INCOMING**
20 **TRAFFIC IT COULD HAVE BEEN MY LIFE OR THEIRS AND I WOULD THINK FORD**
21 **WOULD BE FULLY RESPONSIBLE.** THERE ARE HUNDREDS OF SIMILAR CASES FROM
22 OLDER MODELS AND EVEN NEWER UP TO 2013, MINE IS A F-250 2008.
23 [HTTP://WWW.TOPIX.COM/FORUM/AUTOS/FORD-F-250-SUPER-](http://www.toPIX.com/forum/autos/ford-f-250-super-duty/toHP1M75VBFbft9IL/P5)
24 [DUTY/TOHP1M75VBFbft9IL/P5](http://www.toPIX.com/forum/autos/ford-f-250-super-duty/toHP1M75VBFbft9IL/P5). *TR

1 Affected Product

17 **October 24, 2009 NHTSA ID NUMBER: 10289683**

18 **Components: SUSPENSION, STEERING**

19 **NHTSA ID Number: 10289683**

20 **Incident Date** October 21, 2009

21 **Consumer Location** MURFREESBORO, TN

22 **Vehicle Identification Number** 1FTSX21578E****

23 **Summary of Complaint**

24 **CRASH**No

25 **FIRE**No

26 **INJURIES**0

27 **DEATHS**0

28 I HAVE EXPERIENCED AN ISSUE WITH MY 2008 FORD F-250 WHERE I HIT A BUMP ON THE
INTERSTATE AND EXPERIENCED THE STEERING WHEEL OSCILLATING AND FRONT END
WOBBLING BOTH EXTREMELY DOING 65MPH AND WAS ALMOST THROWN INTO A SEMI
TRUCK TWICE THE SAME NIGHT. I HAD JUST PURCHASED THIS TRUCK BACK IN JULY
BUT HAD NOT DROVE IT ON THE INTERSTATE, ACTUALLY I HADN'T DRIVEN IT MUCH
AT ALL. IT HAS LOW MILEAGE AND IS ALL FACTORY. I TOOK IT TO THE DEALERSHIP
AND THEY TOLD ME THIS HAPPENS ALL THE TIME ALSO THEY STATED THAT FORDS
SERVICE RECOMMENDS 75LBS TIRE PRESSURE AND THAT IS ALL THAT IS WRONG WITH

1 IT. THE TRUCKS STICKERS RECOMMENDATION IS LESS THAN THAT. THE WHEELS ON
2 MY TRUCK ARE STOCK FACTORY AND DO NOT HAVE LOW PRESSURE SENSORS ON
3 THEM. I HAVE RESEARCHED SEVERAL COMPLAINTS ON THE INTERNET ABOUT THIS
4 ISSUES AND OF ACCIDENTS AND INJURIES RESULTING FROM WHAT IS BEING CALLED
5 THE "DEATH WOBBLE". I THINK THIS MATTER SHOULD BE INVESTIGATED AND THE
6 PROBLEM FIXED PROPERLY BY FORD, NOT PATCHED WITH TIRE PRESSURE. I PULL A
7 TRAILER SOMETIMES WITH THIS TRUCK. **IF THIS HAPPENED WHILE PULLING ONE I**
8 **AM SURE I WOULD HAVE BEEN SERIOUSLY INJURED OR KILLED AS IN OTHER**
9 **CASES I HAVE HEARD ABOUT.** I AM SCARED TO DEATH TO DRIVE THIS TRUCK NOW.
10 WHY ISN'T SOMEONE DOING SOMETHING ABOUT THIS. PLEASE HELP US WHO OWN
11 THESE VEHICLES. THE MECHANIC WHO IS A FRIEND OF MINE STATED THAT THIS WILL
12 STILL HAPPEN SOMETIMES EVEN WITH THE INCREASE IN TIRE PRESSURE. *TR
13 **1 Affected Product**

10 **February 19, 2018 NHTSA ID NUMBER: 11073630**

11 **Components: STEERING**

12 **NHTSA ID Number:** 11073630

13 **Incident Date** February 19, 2018

14 **Consumer Location** TYLER, TX

15 **Vehicle Identification Number** 1FTSW21R28E****

16 **Summary of Complaint**

17 **CRASH**No

18 **FIRE**No

19 **INJURIES**0

20 **DEATHS**0

21 VIOLENT SHAKING OF FRONT WHEELS AND STEERING WHEEL AT HIGHWAY SPEED 65-
22 70MPH AFTER HITTING BUMP IN THE ROAD. I CALLED THE FORD SERVICE DEPT AND
23 THEY SAID THEY HAD NEVER HEARD OF THIS PROBLEM! HOWEVER, THERE ARE SO
24 MANY OCCURRENCES THAT A NAME HAS BEEN GIVEN TO THE ISSUE, THE DEATH
25 WOBBLE. IT SEEMS FORD IS IN DENIAL ABOUT THIS PROBLEM, THEY TRY TO BLAME
26 TIRE PRESSURE ACCORDING TO ONLINE SOURCES. **THERE SHOULD BE A SAFETY**
27 **RECALL FORCED BY THE NHTSA BEFORE SOMEONE GETS KILLED,** IF THEY
28 HAVEN'T ALREADY! I HAD JUST HAD THE TRUCK TIRES ROTATED BALANCED AND AIR
PRESSURE CHECKED BEFORE THIS TRIP!

1 Affected Product

24 **April 22, 2009 NHTSA ID NUMBER: 10266394**

25 **Components: STEERING, SUSPENSION**

26 **NHTSA ID Number:** 10266394

27 **Incident Date** February 16, 2009

28 **Consumer Location** PLEASANTON, CA

Vehicle Identification Number 1FDWW37R18E****

Summary of Complaint

CRASHNo

1 **FIRENo**
2 **INJURIES0**
3 **DEATHS0**

4 OUR BUSINESS OWNS 4 FORD F-350 SUPER DUTY TRUCKS (2-2006 AND 2-2008). ALL OF
5 THEM HAVE A VERY SERIOUS DEFECT THAT CAUSES WHAT OUR EMPLOYEES REFER TO
6 AS THE "DEATH WOBBLE". AT ABOUT 55 MILES PER HOUR, THE FRONT END OF THE
7 TRUCK EXPERIENCES A VIOLENT SHIMMY THAT HAS ALMOST CAUSED A NUMBER OF
8 ACCIDENT. WE TOW LARGE TRAILERS (20'), LOADED WITH LARGE SPOOLS OF COAXIAL
9 CABLE. THESE REELS AND THE TRAILER HAVE A COMBINED WAIT IN EXCESS OF 3000-
10 4000 LBS., AND THE TRUCKS WEIGH APPROXIMATELY 6,000 LBS. WHEN YOU LOSE
11 CONTROL OF THIS MUCH WEIGHT AT HIGHWAY SPEEDS, **IT IS ONLY A MATTER OF**
12 **TIME BEFORE SOMEONE IS KILLED.** ALL FOUR TRUCKS HAVE EXPERIENCED THIS
13 PROBLEM. FORD CLAIMS THAT IF YOU SLOW DOWN, IT WILL GO AWAY, BUT OFTEN
14 THAT CREATES ANOTHER SAFETY HAZARD IN AND OF ITSELF, AND OFTEN YOU
15 CANNOT SLOW DOWN FAST ENOUGH WITH A 4,000LB IN TOW. FORD NEEDS TO ISSUE A
16 RECALL IMMEDIATELY TO CORRECT THIS PROBLEM, INSTEAD OF FORCING
17 CONSUMERS TO BEAR THE COST OF THEIR INEPT MANUFACTURING AND DESIGN. *TR
18 **1 Affected Product**

13 **July 29, 2009 NHTSA ID NUMBER: 10278647**

14 **Components: STEERING, SUSPENSION**

15 **NHTSA ID Number: 10278647**

16 **Incident Date July 26, 2009**

17 **Consumer Location PAMPA, TX**

18 **Vehicle Identification Number 1FDWX37R08E******

19 **Summary of Complaint**

20 **CRASHNo**

21 **FIRENo**

22 **INJURIES0**

23 **DEATHS0**

24 I HAVE TWO 2008 FORD F-350 SUPERDUTY 4X4 TRUCKS. ONE TRUCK HAS 39000 MILES
25 AND THE OTHER 61000 MILES. AT HIGHWAY SPEEDS, AFTER HITTING UNEVEN ROAD
26 SURFACE OR BUMPS, THEY BEGIN TO SHIMMY AND SHAKE SO BAD THAT I HAVE TO
27 PULL OVER TO GET IT TO QUIT I HAVE HAD THE TRUCKS IN NUMEROUS TIMES TO FIX
28 BUT THE PROBLEM ALWAYS RETURNS. I RECEIVED NOTICE FROM FORD THAT LOW
TIRE PRESSURE CAUSES THIS BUT I MAINTAIN CORRECT TIRE PRESSURE IN BOTH OF
MY TRUCKS SO I KNOW THIS IS NOT THE PROBLEM. I HAVE BEEN RESEARCHING THIS
ONLINE AND THERE IS A COMPANY CALLED WCMOTORSPORTS THAT CLAIMS TO
KNOW WHY THESE TRUCKS ARE DOING THIS AND THE SOLUTION. THEIR WEBSITE IS
WWW.SUPERDUTYWOBBLE.COM. THEIR PHONE NUMBER IS (508) 668-8638. THEY SEEM
VERY KNOWLEDGEABLE ABOUT THIS ISSUE. THE PROBLEM IS THE REPLACEMENT
PART TO FIX THIS IS \$825. I FEEL THAT THIS SHOULD BE A RECALL ISSUE. AFTER
LOOKING ONLINE, MANY PEOPLE HAVE THIS PROBLEM. I HAVE NOT MODIFIED THESE
TRUCKS IN ANYWAY AND **I FEEL THAT IT IS ONLY A MATTER OF TIME UNTIL THIS**
CAUSES A FATALITY IF IT HASN'T ALREADY. *TR

1 **1 Affected Product**

2
3 **March 13, 2010 NHTSA ID NUMBER: 10319436**

4 **Components: SUSPENSION**

5 **NHTSA ID Number:** 10319436

6 **Incident Date** March 12, 2010

7 **Consumer Location** RAYMOND, NH

8 **Vehicle Identification Number** 1FTWX31508E****

9 **Summary of Complaint**

10 **CRASH**No

11 **FIRE**No

12 **INJURIES**0

13 **DEATHS**0

14 2008 F-350 HAS WHAT THEY CALL THE "DEATH WOBBLE" AND HAS A CONSTANT SHAKE
15 AT HIGHWAY SPEEDS. FORD BLAMED IT ON THE TIRES. I REPLACED TIRES WITH ONE
16 OF THE BEST YOU CAN BUY. CONTINUED TO DO THE SAME THING. FORD BLAMED IT
17 ON THOSE TIRES. BEEN IN FOR SERVICE 5 TIMES IN 1 YEAR. DEALERSHIP TOLD ME NOT
18 TO COME BACK BECAUSE THEY CAN'T FIX IT. FORD TELLS ME TO GO BACK TO THE
19 DEALERSHIP. SOMEDAY I'M GOING TO KILL SOMEONE OR MYSELF IN THIS TRUCK
20 SINCE I HAVE NO CONTROL WHEN THE "DEATH WOBBLE" STARTS UNTIL I CAN
21 SLOW DOWN TO ABOUT 20 MPH ON AN INTERSTATE HIGHWAY. UPDATED IVOQ
22 05/26/10

23 **1 Affected Product**

24 **2 Associated Documents**

25
26 **May 28, 2013 NHTSA ID NUMBER: 10513953**

27 **Components: SUSPENSION, STEERING**

28 **NHTSA ID Number:** 10513953

Incident Date July 1, 2011

Consumer Location ORRVILLE, OH

Vehicle Identification Number 1FTWW31RX8E****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

REPEATED "DEATH WOBBLE". MANY TIMES, AT HIGHWAY SPEEDS WHEN I HIT A BUMP
OR IMPERFECTION IN THE ROAD, THE TRUCK WILL VIOLENTLY SHAKE AND LOOSE
STEERING CONTROL. SEEMS TO HAPPEN MORE OFTEN DURING CURVES IN THE ROAD. I
HAVE SHOT SIDWAYS ACROSS SEVERAL LANES OF TRAFFIC ON MORE THAN ONE
OCCASION VERY NARROWLY AVOIDING A HIGH SPEED COLLISION. HAPPENS BOTH
WHILE PULLING A LOAD OR NOT. DEALERSHIP IS UNWILLING TO HELP. VERY SERIOUS,
LIFE THREATENING PROBLEM GOING ON AND I CANNOT BELIEVE FORD IS UNWILLING
TO FIX THE PROBLEM. I GUESS THEY WILL WAIT UNTIL SOMEONE DIES FROM THIS

BEFORE THEY WILL ACT. I DON'T THINK IT WILL BE LONG BEFORE SOMEONE IS KILLED FROM THIS LOSE OF STEERING CONTROL! *TR

1 Affected Product

March 3, 2010 NHTSA ID NUMBER: 10316308

Components: STEERING

NHTSA ID Number: 10316308

Incident Date January 2, 2009

Consumer Location SAN BERNARDINO, CA

Vehicle Identification Number 1FTWW33R68E*****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

I HAVE A 2008 FORD F-350 DUALLY THAT WHEN HITTING A DIP/BUMP IN THE ROAD AT SPEEDS ABOVE ABOUT 35, THE ENTIRE FRONT END SHAKES/SHIMMYS SO BAD THAT YOU CAN'T EVEN CONTROL IT! I RECEIVED A LETTER IN THE MAIL FROM FORD IN APRIL 2009 BASICALLY SAYING WHEN IT HAPPENS SLOW DOWN. THE DEALER REFUSES TO DO ANYTHING. **SOMEONE IS GOING TO GET KILLED IF THIS IS NOT FIXED.** *TR

1 Affected Product

October 1, 2014 NHTSA ID NUMBER: 10640673

Components: SERVICE BRAKES, STEERING, WHEELS

NHTSA ID Number: 10640673

Incident Date September 22, 2014

Consumer Location JAMESTOWN, TN

Vehicle Identification Number 1FTWW33R48E*****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

I WAS DRIVING ON INTERSTATE 75 WHEN THE TRUCK AND STEERING WHEEL STARTED VIBRATING VIOLENTLY, AS I APPLIED THE BRAKES TO SLOW THE VEHICLE IT PULLED SHARP TO THE LEFT TAKING THE VEHICLE ONTO THE MEDIAN. ONCE THE VEHICLE STOPPED, FACING IN THE OPPOSITE DIRECTION I GOT OUT AND CHECKED THE LEFT FRONT WHEEL, IT WAS TOO HOT TO TOUCH. I LET IT COOL AND THEN PROCEEDED TO THE NEAREST EXIT. I HAD THE LEFT FRONT WHEEL INSPECTED, BUT NO PROBLEM WAS DISCOVERED. I CONTINUED ON MY TRIP FROM TENNESSEE TO FLORIDA. ON THE RETURN TRIP THE PROBLEM HAPPENED THREE TIMES, EACH TIME I STOPPED AND LET THE WHEEL COOL BEFORE CONTINUING. I RESEARCHED THIS PROBLEM ON THE INTERNET AND FOUND THAT SEVERAL OTHER INDIVIDUALS HAVE EXPERIENCED THE SAME PROBLEM. **I BELIEVE THE NTSB SHOULD REQUIRE FORD MOTOR COMPANY**

1 **TO RECALL THESE VEHICLES AND CORRECT THE PROBLEM BEFORE SOMEONE IS**
2 **INJURED OR KILLED.** THERE IS SUFFICIENT DOCUMENTATION ON THE INTERNET TO
3 JUSTIFY THE NTSB TAKING ACTION. *TR

4 **1 Affected Product**

5 **April 23, 2013 NHTSA ID NUMBER: 10509217**

6 **Components: STEERING, SUSPENSION**

7 **NHTSA ID Number:** 10509217

8 **Incident Date** December 3, 2012

9 **Consumer Location** BROCKPORT, NY

10 **Vehicle Identification Number** N/A

11 **Summary of Complaint**

12 **CRASH**No

13 **FIRE**No

14 **INJURIES**0

15 **DEATHS**0

16 THIS TRUCK HAS DEVELOPED THE "DEATH" WOBBLE. IF I HIT A BUMP, BRIDGE JOINT IT
17 WILL SEND THE TRUCK INTO AN INSTANT WOBBLE THAT IS SO VIOLENT YOU HAVE TO
18 SLOW TO ABOUT 20MPH TO STOP IT. VERY DANGEROUS AT HIGHWAY SPEEDS AS YOU
19 CANNOT KEEP LANE CONTROL. ALREADY DESTROYING THE FRONT TIRES AND
20 DEALERS HAVE SAID TO KEEP PROPER AIR PRESSURE. I HAVE BEEN AN AUTO
21 MECHANIC FOR OVER 15 YRS NOW AND THAT IS THE BEST EXCUSE THE DEALER HAS.
22 FORD KNOWS THERE IS A PROBLEM BUT SAID THERE IS NOT ENOUGH COMPLAINTS. I
23 HAVE DONE A SEARCH AND CAME UP WITH OVER 18,000 HITS ON GOOGLE FOR THIS
24 TOPIC ALONE. **PLEASE ASSIST WITH KEEPING US SAFE AND DEMAND A FIX AND**
25 **RECALL BEFORE PEOPLE ARE KILLED DRIVING OR EVEN BEING NEAR THIS**

26 **VEHICLE.** *TR

27 **1 Affected Product**

28 **October 19, 2013 NHTSA ID NUMBER: 10548528**

Components: SUSPENSION, WHEELS, STEERING

NHTSA ID Number: 10548528

Incident Date October 10, 2012

Consumer Location Unknown

Vehicle Identification Number N/A

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

I'M A LIFE TIME FORD TRUCK OWNER AND HAVE NEVER BEEN SO DISAPPOINTED IN MY
LIFE AND READY TO PURCHASE FROM A COMPETITOR. **THE TITLE "DEATH WOBBLE"**
IS VERY TRUE AND FORD REALLY NEEDS TO PAY ATTENTION BECAUSE IT WILL
COST SOMEONE THEIR LIFE. IF I WASN'T 65 YEARS OLD AND AN EXPERIENCED

DRIVER THE MULTIPLE TIMES I'VE EXPERIENCED THIS COULD HAVE KILLED ME. I HAVE REPLACED EVERYTHING INVOLVING THE SUSPENSION, TIRES, STRUTS, RODS, HAVING MULTIPLE ALIGNMENTS, ETC.. AND NOTHING HAS FIXED THIS MESS. FORD NEEDS TO FIX THIS. I'M WILLING TO BE PART OF A CLASS ACTION LAWSUIT AGAINST THEM FOR THE LEMONS/DEATH TRAPS THEY'RE PRODUCING & SELLING. FORD IS AWARE OF THIS PROBLEM AND REFUSES TO DO ANYTHING ABOUT IT. THEY SWITCHED FROM LEAF SPRINGS TO THIS HORRIBLE DESIGN STARTING WITH 2008 MODELS TO PRESENT. *TR

1 Affected Product

April 2, 2014 NHTSA ID NUMBER: 10576804

Components: SUSPENSION, STEERING

NHTSA ID Number: 10576804

Incident Date April 1, 2014

Consumer Location POTTSTOWN, PA

Vehicle Identification Number N/A

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

I OWN A 2009 FORD F250 SUPER DUTY 4X4 AFTER HITTING A SMALL BUMP IN THE RD. AT 50 MPH THE WHOLE CAB OF MY TRUCK, THE STEERING WHEEL AND THE TIRES STARTED SHAKING VIOLENTLY!!!!!!!!!!!! BACK AND FORTH. THE TRUCK VEERED IN TO THE OPPOSITE LANE. I HAD TO SLAM ON THE BRAKES TO SLOW THE TRUCK DOWN TO REGAIN CONTROL. I TRULY THOUGHT THAT I WAS GOING TO LOSE CONTROL AND CRASH.WHY HAS FORD NOT RECALLED THE TRUCKS TO FIX THE PROBLEM.WHY WHEN I BOUGHT THE TRUCK WAS I NOT TOLD THAT THERE IS AN ONGOING INVESTIGATION INTO THIS DEFECT AND IT HAS BEEN GOING ON SINCE 2005. **MUST SOMEONE DIE BEFORE FORD IS MADE TO CORRECT THIS EXTREMELY DANGEROUS DEFECT.** **PLEASE INFORM ME OF OUTCOME OF THIS INVESTIGATION.** THANK YOU. *TR

1 Affected Product

January 5, 2012 NHTSA ID NUMBER: 10442582

Components: STEERING, SUSPENSION

NHTSA ID Number: 10442582

Incident Date November 20, 2011

Consumer Location TAMASSEE, SC

Vehicle Identification Number 1FTWW31R39E****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

1 WHEN MY TRUCK IS DRIVEN OVER A POTHOLE, ONTO A BRIDGE, OR ANY CHANGE IN
2 ELEVATION IN THE DRIVING SURFACE, THE VEHICLE WILL SHAKE VIOLENTLY. THE
3 SHAKING IS SO VIOLENT THE VEHICLE MUST BE STOPPED TO AVOID LOSING CONTROL.
4 IT FEELS AS IF THE FRONT END WILL LITERALLY COME APART. THIS BEGAN NEAR THE
5 END OF NOVEMBER AND HAS CONTINUED TO GET WORSE AND HAPPEN MORE
6 FREQUENTLY. I HAVE CONTACTED FORD MOTOR COMPANY AND WAS TOLD THERE IS
7 NO RECALL AND TO KEEP RECORDS OF MY REPAIRS IF THERE EVER IS ONE. THE
8 PROBLEM IS THE TRACK BAR AND THE COST TO FIX THIS "DEATH WOBBLE" IS
9 APPROXIMATELY 1200 DOLLARS PARTS AND LABOR. I NOW HAVE A 50,000 DOLLAR
10 TRUCK THAT IS NOT SAFE FOR MY FAMILY TO RIDE IN. **THIS PROBLEM WILL**
11 **CERTAINLY CAUSE FATALITIES IF IT HASN'T ALREADY. I AM A CDL DRIVER AND IF**
12 **I CAN'T CONTROL THE VEHICLE THEN I DOUBT ANYONE ELSE CAN EITHER.** *TR
13 **1 Affected Product**

10 **January 11, 2015 NHTSA ID NUMBER: 10671655**
11 **Components: SUSPENSION, STEERING, WHEELS**
12 **NHTSA ID Number:** 10671655
13 **Incident Date** November 27, 2014
14 **Consumer Location** LEANDER, TX
15 **Vehicle Identification Number** 1FTWW31R89E*****

16 **Summary of Complaint**

17 **CRASH**No
18 **FIRE**No
19 **INJURIES**0
20 **DEATHS**0

21 HIT ROAD BUMP & THE 'DEATH WOBBLE' OCCURRED CAUSING THE TRUCK TO SHAKE
22 UNCONTROLLABLY & FORCE US TO THE SIDE OF THE ROAD. I TOOK IT TO FORD
23 DEALERSHIP & THEY QUOTED ME OVER \$7K TO FIX VIRTUALLY EVERYTHING
24 SUSPENSION RELATED. I TOOK IT 2 LOCAL DIESEL MECHANICS WHO EVENTUALLY
25 FIXED IT AFTER REPLACING APX \$700 IN PARTS. THE PART THAT FIXED IT WAS THE
26 TRACK BAR BALL JOINT & TRACK BAR BUSHING. IN SEARCHING ONLINE AMONGST
27 FORD ENTHUSIAST AS WELL AS OTHER DIESEL TRUCK OWNERS....**THIS IS A SCARY,**
28 **DANGEROUS & SOMEWHAT COMMON PROBLEM.** FORDS RESPONSE IN A LOT OF
INSTANCES IS THAT TIRE PRESSURE, TIRE WEAR, ETC... IS THEIR COMMON RESPONSE.
ALL I KNOW IS WITH AS MANY GUYS THAT I'VE SEEN HAD THIS, **THIS IS A DESIGN**
FLAW THAT IS DANGEROUS. IF SOMEONE HASN'T BEEN KILLED BECAUSE OF THIS
ALREADY, I'D BE SHOCKED. *TR

1 Affected Product

26 **July 24, 2013 NHTSA ID NUMBER: 10531702**
27 **Components: STEERING, SUSPENSION**
28 **NHTSA ID Number:** 10531702
Incident Date July 22, 2013
Consumer Location PELHAM, NH

1 **Vehicle Identification Number N/A**

2 **Summary of Complaint**

3 **CRASHNo**

4 **FIRENo**

5 **INJURIES0**

6 **DEATHS0**

7 I JUST BOUGHT THIS VEHICLE AND WAS DRIVING THE HIGHWAY AT 65 MPH. I WENT
8 OVER THE EXPANSION JOINT ON A BRIDGE AND LOST CONTROL OF THE VEHICLE. IT
9 JUMPED INTO THE NEXT LANE. THANK GOD NO ONE WAS IN THE OTHER LANE AND NO
10 ONE GOT HURT. **MY FAMILY AND OTHERS COULD HAVE BEEN KILLED.** THE
11 DEALERSHIP SAID THE STEERING DAMPER WAS BAD. I'M SORRY BUT A BAD STEERING
12 DAMPER WHEN YOU ARE TRAVELING 65 MPH OVER A SMALL BUMP SHOULD NOT
13 MAKE YOUR VEHICLE JUMP INTO THE NEXT LANE AND LOOSE CONTROL. THIS MUST
14 BE FIXED BY FORD. I AM READING THAT OTHER PEOPLE HAVE HAD TO HAVE ALL OF
15 THE FRONT END PARTS REPLACED AND THEN THE PROBLEM RETURNS AGAIN. WHAT IS
16 THE NHTSA DOING ABOUT THIS? DO NOT HAVE VIN AT THIS TIME MY TRUCK IS AT THE
17 DEALERS. *TR

18 **1 Affected Product**

19 **January 13, 2014 NHTSA ID NUMBER: 10559662**

20 **Components: STEERING, SUSPENSION**

21 **NHTSA ID Number:** 10559662

22 **Incident Date** January 25, 2013

23 **Consumer Location** DEER PARK, TX

24 **Vehicle Identification Number** 1FTSW2BR5AE****

25 **Summary of Complaint**

26 **CRASHNo**

27 **FIRENo**

28 **INJURIES0**

29 **DEATHS0**

30 AT 65 MPH, HIT UNEVEN ROAD, FRONT END WOBBLER DRAMATICALLY !!!!!!!! TRUCK
31 WENT OUT OF CONTROL & HAD TO REDUCE SPEED TO BELOW 40 MPH TO REGAIN
32 CONTROL. CONTINUES TO HAPPEN ALL THE TIME NOW AT OVER 55 MPH AND HITTING
33 A BUMP. NEW TIRES ALL THE WAY AROUND, ALL TIRE PRESSURE MAINTAINED
34 PROPERLY AT 62 TO 65 PSI.... **THIS IS A SAFETY CONCERN AND IS DEFINITELY A
35 FLAWED DESIGNED THAT FORD IS WELL AWARE OF AND REFUSE TO
36 ACKNOWLEDGE. DOES SOMEONE HAVE TO DIE TO GET THEIR ATTENTION ??????**

37 *TR

38 **1 Affected Product**

39 **January 6, 2015 NHTSA ID NUMBER: 10670511**

40 **Components: STEERING**

41 **NHTSA ID Number:** 10670511

42 **Incident Date** September 17, 2014

43 **Consumer Location** GARDEN RIDGE, TX

1 **Vehicle Identification Number** 1FTSW2BRXAE*****

2 **Summary of Complaint**

3 **CRASHNo**

4 **FIRENo**

5 **INJURIES0**

6 **DEATHS0**

7 AT VARIOUS SPEEDS FROM 45 ON UP FRONTEND WILL SHAKE VIOLENTLY CAUSING
8 VEHICLE TO LOSS LANE CONTROL. MOST OFTEN IT IS FOLLOWING ANY COMPROMISE
9 IN THE ROAD BUT HAS HAPPENED WITHOUT ME FEELING OR SEEING ANY CHANGE IN
10 THE SURFACE. WHEN I WENT TO MY LOCAL FORD DEALER, THEY QUICKLY IDENTIFIED
11 THE PROBLEM CALLING IT THE "DEATH WOBBLE". ALARMED BY THE NAME
12 ALONE I ENQUIRED. THEY SAID THEY KNOW OF THE PROBLEM AND THAT FORD IS NOT
13 TAKING RESPONSIBILITY FOR IT. THEY ONLY OFFER THE CONSUMER TO PAY OUT OF
14 POCKET FOR AFTERMARKET PART TO RECTIFY THEIR ILL ENGINEERED FRONTEND.
15 THIS IS A SERIOUS OCCURRENCE AND WILL END UP CAUSING MANY WRECKS AND THE
16 GREAT POTENTIAL FOR FATALITIES. I SEE FORD AND WHOEVER ELSE TURNS A BLIND
17 EYE TO THIS SITUATION TO BE IN THE HEADLINES RIGHT NEXT TO GM AND THEIR
18 ATTEMPT TO PRETEND AND BURY ISSUES KNOWING THEY PRESENT A COMPROMISE IN
19 SAFETY. THERE IS A COUNTLESS NUMBER OF PEOPLE WHO HAVE DONE THEIR
20 PART TO NOTIFY BOTH FORD AND NHTSA OF THIS ONGOING ISSUE FOR YEARS AND
21 BOTH SEEM NEGLIGENT NOT TO AGGRESSIVELY REMEDY ANY AND ALL CURRENT
22 VEHICLES WITH THIS DEFECT, AS WELL AS, ANY UNIT IN PRODUCTION. IT
23 SHOULDN'T TAKE BLOODSHED/DEATH FOR SOMEONE TO TAKE OWNERSHIP OF
24 THEIR DEFECTIVE PRODUCT.

25 **1 Affected Product**

26 **February 25, 2016 NHTSA ID NUMBER: 10838463**

27 **Components: WHEELS, UNKNOWN OR OTHER, STEERING**

28 **NHTSA ID Number:** 10838463

Incident Date February 25, 2016

Consumer Location BALTIMORE, MD

Vehicle Identification Number 1FTSW2B55AE*****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

WHILE DRIVING MY 2010 FORD F250 SUPER DUTY ON THE HIGHWAY I DROVE OVER A
BUMP IN THE ROAD. THE TRUCK BEGAN TO SHAKE VIOLENTLY. IT FELT LIKE IT WAS
GOING TO FALL APART WHILE STILL IN MOTION. I TRIED TO HIT THE BRAKE BUT THAT
SEEMED TO EXACERBATE THE PROBLEM. I TRIED TO ADJUST THE STEERING WHEEL IN
HOPES TO ALIGN SOME DEFUNCT COMPONENT. NOTHING SEEMED TO HELP EXCEPT
TO LET OFF THE GAS AND ATTEMPT TO CONTROL THE VEHICLE AND AVOID A
POTENTIAL FATAL ACCIDENT. THIS REALLY WAS A FRIGHTENING EVENT, IT WAS

1 ALL I COULD DO TO MAINTAIN A SAFE DISTANCE AROUND ME SO NOT TO COLLIDE
2 WITH OTHER DRIVERS.

3 **September 10, 2015 NHTSA ID NUMBER: 10763032**

4 **Components: STEERING, WHEELS, SUSPENSION**

5 **NHTSA ID Number:** 10763032

6 **Incident Date** October 20, 2012

7 **Consumer Location** MEMPHIS, TN

8 **Vehicle Identification Number** 1FTWW3DR6AE****

9 **Summary of Complaint**

10 **CRASHNo**

11 **FIRENo**

12 **INJURIES0**

13 **DEATHS0**

14 LOSS OF CONTROL WHEN DRIVING ON BUMPY SECTION OF FREEWAY, DUE TO
15 EXTREME SHAKING OF FRONT END. IT SEEM TO AMPLIFY IN THE SEVERITY AND
16 VIOLENCE OF THE SHAKING UNTIL I WAS ABLE TO SLOW THE TRUCK TO UNDER 10
17 MILES AN HOUR ON THE SHOULDER OF THE ROAD TO REGAIN CONTROL. I HAVE HAD
18 THE TRUCK IN SHOP AT THE DEALER 3 TO 4 TIMES FOR REPAIR FOR THIS RECURRING
19 PROBLEM. THE FORD SERVICE TECHNICIAN ADMITTED THAT THIS WAS A COMMON
20 PROBLEM FOR THIS MAKE AND MODEL BUT THAT NEITHER FORD OR THE DEALER
21 WOULD TAKE RESPONSIBILITY FOR THE REPAIR. BUT, THEY DID HOWEVER HAVE A
22 RECOMMENDED FIX, WHICH I FOUND INTERESTING FOR AN ISSUE THAT THEY SAID
23 DIDN'T EXIST. I HAVE SPENT THOUSANDS OF DOLLARS AT THE DEALER TO FIX WHAT
24 IS OBVIOUSLY A DESIGN AND MANUFACTURING FLAW. THIS IS A VERY DANGEROUS
25 VEHICLE TO DRIVE. WE BOUGHT IT TO PULL A LARGE TRAVEL TRAILER BUT DO NOT
26 HAVE CONFIDENCE IN THE TRUCK TO DO SO. SO NOT ONLY ARE WE PAYING FOR A
27 DEFECTIVE TRUCK, WE ARE NOT ABLE TO USE THE TRUCK FOR THE PURPOSE WE
28 INTENDED. WE COULD NOT BE MORE DISAPPOINTED IN FORD AND OUR DEALER.

THESE TRUCKS WILL CAUSE FATAL CRASHES, THEY ARE NOT SAFE TO DRIVE. I

CAN SEND VIDEO FROM THE CAB OF THE SHAKING THAT HAPPENED OVER THE
WEEKEND. PLEASE, PLEASE TAKE ACTION TO GET THIS ISSUE FIXED. THANK YOU *TR

1 Affected Product

23 **March 29, 2017 NHTSA ID NUMBER: 10969398**

24 **Components: STEERING, SUSPENSION**

25 **NHTSA ID Number:** 10969398

26 **Incident Date** February 13, 2017

27 **Consumer Location** JAY, FL

28 **Vehicle Identification Number** 1FTWW3DR3AE****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

1 **DEATHS0**

2 2010 FORDF350 SUPER DUTY, 127,000 MILES. I HAVE THE DREADED "FORD DEATH
3 WOBBLE", I'VE CONTACTED FORD ALL THE WAY TO CORPORATE. FORD'S RESPONSE IS
4 WE'RE NOT AWARE IF ANY ISSUES, AND THERE IS NO RECALL ON YOUR VEHICLE. MY
5 WIFE WON'T RIDE IN THE CAR, THAT'S HOW COOLANT THE SHAKE IS. I'VE CONTACTED
6 FORD BOTH IN WRITING AND VERBALLY, THERE ANSWER IS OUT OF WARRANTY,
7 YOUR PROBLEM MN. THEY ARE AWARE IF THE PROBLEM AS IT IS ALL OVER THE
8 INTERNET. THEIR ANSWER IS YOU CAN'T BELIEVE THE INTERNET. **I GUESS THEY'LL
9 TAKE OWNERSHIP WHEN SOMEONE IS KILLED. OF COURSE IN A DEADLY CRASH,
10 THE EVIDENCE/CAUSE OF CRASH WILL BE DESTROYED, HOW FOURTINANT FOR
11 FORD.**

12 **1 Affected Product**

13 **October 2, 2011 NHTSA ID NUMBER: 10428198**

14 **Components: STEERING, SUSPENSION**

15 **NHTSA ID Number:** 10428198

16 **Incident Date** September 27, 2011

17 **Consumer Location** CUTLER BAY, FL

18 **Vehicle Identification Number** 1FT7W2BT0BE****

19 **Summary of Complaint**

20 **CRASH**No

21 **FIRE**No

22 **INJURIES**0

23 **DEATHS**0

24 THESE TRUCKS SHAKE VIOLENTLY IN THE FRONT END WHEN THEY ENCOUNTER EVEN
25 THE SMALLEST OF BUMPS IN THE ROAD. FORD HAS FAILED TO TAKE THE RESPONSIBLE
26 AND CORRECTIVE MATTERS TO FIX THE PROBLEMS. **SOMETHING MUST BE DONE
27 BEFORE SOMEONE GET KILLED.** PLEASE SEE FORDFORUM.ORG TO SEE THAT MANY
28 OTHERS ARE HAVING THE SAME ISSUES. *TR

29 **1 Affected Product**

30 **January 25, 2012 NHTSA ID NUMBER: 10445217**

31 **Components: SUSPENSION, STEERING**

32 **NHTSA ID Number:** 10445217

33 **Incident Date** January 20, 2012

34 **Consumer Location** ROCHESTER HILLS, MI

35 **Vehicle Identification Number** 1FT7W2B60BE****

36 **Summary of Complaint**

37 **CRASH**No

38 **FIRE**No

39 **INJURIES**0

40 **DEATHS**0

41 I WAS DRIVING ON A ENTRANCE RAMP TO AN INTERSTATE AT ABOUT 55-60MPH... I
42 RECALL HITTING SOME TYPE OF ROAD BUMPS - PAVEMENT JOINT THAT STARTED THE

1 EVENT... TYPICALLY I'M USED TO EXPERIENCING THE BACK OF MY TRUCK BOUNCE IN
 2 THE PAST CAUSING LANE CORRECTION BUT THIS TIME THE WHOLE FRONT END
 3 STARTED SHAKING SEVERELY... I WAS IN THE LEFT LANE OF 3 SO DECIDED TO BREAK
 4 AND GET INTO THE CENTER MEDIAN ASAP BASED ON APPROACHING VEHICLES FROM
 5 BEHIND... I PULLED OFF AND CHECKED THE LEFT SIDE AND THE RIGHT... ALL WAS
 6 FINE... I SHOOK THE WHEELS... ALL TIGHT... THE SHAKING OF THE VEHICLE WAS SO
 7 SEVERE I HAD A HARD TIME CONTROLLING IT AND GETTING IT SAFELY OFF THE
 8 ROADWAY... PAPERS IN MY VISORS SHOOK LOOSE... 2 GYM BAGS IN PASSENGER SEAT
 9 ENDED UP ON FLOOR.... A LARGE SCREEN TV THAT WAS TAPED AGAINST THE BACK
 10 WINDOW ON THE BACK SEAT WAS THUS SHIFTED LAYING NOW ON TOP OF THE FRONT
 11 SEATS.... I LATER REALIZED THAT THE SANDWICH I JUST BOUGHT WAS GONE FROM
 12 THE CONSOLE AND LATER FOUND ON THE FLOOR AT THE PASSENGERS DOOR!!!! BEING
 13 COMMITTED TO THE FREEWAY I SLOWLY STARTED OUT, AND NO OTHER ISSUES...
 14 AFTER ABOUT 20 MINUTES ON THE FREEWAY I KICKED IT UP TO FREEWAY SPEEDS,
 15 BUT GOT THE PUCKER FACTOR EACH TIME I HIT ROAD BUMPS ON MY TRIP.. I WORK
 16 FOR THE CITY OF ROCHESTER HILLS AND CALLED OUR FLEET MGR, AND TOLD HIM OF
 17 MY ISSUE, HE HAD NO IDEA BUT CHECKED AND FOUND TSB 11-6-14 THAT WAS
 18 VERBATIM WHAT HAPPENED TO ME.. THE DEALER ORDERED UP PARTS AND WILL
 19 ADVISE WHEN TO BRING IT IN BUT FORD CORP I FELT SHOULD HAVE NOTIFIED OF A
 20 POSSIBLE ROLL OVER ISSUE, AS IM SURE IF I WAS AT 70-80 ON THE FREEWAY OR MY
 21 KIDS DRIVING WITH LESS EXPERIENCE THERE WOULD HAVE BEEN A ROLLOVER...
 22 FORD SAID UNTIL IT HAPPENS AGAIN OR THE DEALER CAN NOT FIX IT THERE WAS
 23 NOTHING MORE THEY COULD DO!!!! I ADVISED IT LOOKS LIKE THE NEXT CALL
 24 THEY WANT IS FROM LEGAL COUNCIL ADDING THE 0000 AFTER A FATALITY!!! *TR
 25 1 Affected Product

17 **February 5, 2012 NHTSA ID NUMBER: 10446711**
 18 **Components: SUSPENSION, STEERING**
 19 **NHTSA ID Number:** 10446711
 20 **Incident Date** December 15, 2011
 21 **Consumer Location** SAINT CHARLES, MO
 22 **Vehicle Identification Number** 1FT7W2BT1BE****

23 **Summary of Complaint**

24 **CRASH**No
 25 **FIRE**No
 26 **INJURIES**0
 27 **DEATHS**0

28 I WAS DRIVING ON HIGHWAY 55 NORTH IN IMPERIAL MISSOURI WITH MY 3 YR OLD
 SON IN REAR CAR SEAT WHEN I WENT OVER SOME NORMAL ROAD BUMP AND MY
 FRONT END STARTED SHAKING SO VIOLENTLY THAT I HAD TO COME TO A COMPLETE
 STOP TO CORRECT THE SHAKE. THIS ALL HAPPENED IN THE FAST LANE AS I HAD NO
 WAY TO MOVE TO LEFT OR RIGHT. THANK GOD I WAS NOT BEING TAILGATED! I WAS
 SCARED HALF TO DEATH AND MY 3YR OLD WAS CRYING SO HARD THAT HE COULDN'T
 BREATHE! I TOOK IT STRAIGHT TO DEALERSHIP AND THEY DID A TSB FOR A STEERING
 DAMPENER AND TOLD ME IT WAS FIXED. THE VERY NEXT MORNING IT DID THE

1 VIOLENT SHAKE AGAIN. TOOK IT STRAIGHT BACK TO DEALERSHIP AND THEY HAD A
2 FORD ENGINEER LOOK AT IT AND THEY REPLACED A TRACK BAR BALL JOINT AND
3 SAID IT WAS GOOD NOW. I TOLD THEM THAT I WANTED TO TEST DRIVE IT BEFORE I
4 TOOK IT THIS TIME AND THEY LET ME. STILL HAD THE PROBLEM AND WHEN I TOLD
5 HIM THAT HE SAID THAT THE ENGINEER SAID I NEEDED TO PUT NEW TIRES ON AND A
6 ALIGNMENT BEFORE THEY DO ANYTHING ELSE. THERE IS SOMETHING MORE THAN
7 TIRES AND ALIGNMENT WRONG WITH MY TRUCK!!!! **MY FAMILY TRUCK HAS
8 BECOME A DEATH TRAP!!!! PLEASE HELP WITH THIS MATTER BEFORE SOMEONE IS
9 KILLED! IF THIS WAS YOUR CHILD IN THIS TRUCK YOU WOULD UNDERSTAND MY
10 CONCERN!!!** *TR

11 **1 Affected Product**

12 **November 13, 2013 NHTSA ID NUMBER: 10552092**

13 **Components: SUSPENSION**

14 **NHTSA ID Number: 10552092**

15 **Incident Date November 4, 2013**

16 **Consumer Location DALLAS, TX**

17 **Vehicle Identification Number 1FT7W2BT5BE******

18 **Summary of Complaint**

19 **CRASHNo**

20 **FIRENo**

21 **INJURIES0**

22 **DEATHS0**

23 AS I WAS DRIVING ON THE HIGHWAY AT HIGHWAY SPEED, ALL OF THE SUDDEN AFTER
24 GOING OVER A ROUGH PATCH OF ROAD, I EXPERIENCED A SEVERE RATTLING AND
25 LOSS OF CONTROL. I HAD TO COME TO A COMPLETE STOP ON THE HIGHWAY AND
26 NEARLY CAUSED A MULTIPLE CAR PILE UP. A WEEK LATER, I HAD THE SAME THING.

27 **THIS TIME AS I WAS APPROACHING HIGHWAY SPEED GETTING ON TO THE
28 HIGHWAY. AFTER COMING TO A COMPLETE STOP, THIS CAUSED ANOTHER
ACCIDENT ON THAT HIGHWAY THAT I WAS NOT INVOLVED IN BUT WAS A DIRECT
RESULT OF MY HAVING TO SLOW TO A STOP DUE TO THIS INCIDENT. AFTER THIS, I
LOOKED ONLINE AND IT APPEARS THAT THIS HAS BEEN A PROBLEM WITH FORD
SUPER DUTY TRUCKS SINCE 2006 AND HAS CAUSED MORE THAN ONE ACCIDENT
AND POSSIBLE FATALITIES.** THIS IS A FAIRLY COMMON PROBLEM AS WELL. THE
TRUCK IS LESS THAN 3 YEARS OLD, AND HAS LESS THAN 36,000 MILES ON IT. *TR

1 **1 Affected Product**

2 **August 12, 2015 NHTSA ID NUMBER: 10748019**

3 **Components: SUSPENSION, UNKNOWN OR OTHER, STEERING**

4 **NHTSA ID Number: 10748019**

5 **Incident Date June 17, 2015**

6 **Consumer Location WINDSOR, PA**

7 **Vehicle Identification Number 1FT7X2B62BE******

8 **Summary of Complaint**

1 **CRASHNo**
2 **FIRENo**
3 **INJURIES0**
4 **DEATHS0**

5 WAS GETTING ON THE INTERSTATE AND WENT OVER A SEPARATION CRACK AT ABOUT
6 55 MPH WHEN THE TRUCK FRONT AXLE / SUSPENSION STARTED TO VIBRATE
7 VIOLENTLY / SHAKING UNCONTROLLABLY. I STARTED TO PUT A SECURE HOLD ON THE
8 STEERING WHEEL AND AT THE SAME TIME APPLYING THE BRAKES. AFTER SLOWING
9 DOWN TO ABOUT 35 MPH THE TRUCK STARTED TO SMOOTH OUT, PULLED OVER TO
10 THE SIDE OF THE EXPRESSWAY, CHECKED THE TRUCK OUT, DID NOT FIND ANY
11 PROBLEM. I CONTINUED AT REDUCED SPEED TO HOME AND CHECKED IT OUT AGAIN,
12 BUT DID NOT FIND ANYTHING. PRIOR TO THAT INCIDENT, I HAD COMPLAINED TO THE
13 DEALER ABOUT WHAT I THOUGHT WAS A ROUGH RIDE, WENT WITH A MECHANIC
14 FROM THE DEALERSHIP FOR A RIDE, AND HE SAID IT RIDES LIKE THE OTHER F250'S.
15 AFTER THE VIBRATION INCIDENT, I DECIDED TO CHECK THE LEFT FRONT SHOCK,
16 REMOVED IT AND THOUGHT THAT IT WAS NOT WORKING TO WELL. TOOK IT TO THE
17 DEALERSHIP AND THEY SAID IT WAS A LITTLE BAD, AND THEY WOULD REPLACE IT, I
18 THEN ASK THEM ABOUT THE RIGHT SHOCK, AND THEY DID NOT THINK THAT THE
19 RIGHT SIDE WAS BAD, I THEN STATED THAT I WAS TOLD THAT THEY ARE REPLACED IN
20 PAIRS, AND THAT THE REARS SHOULD ALSO BE REPLACED. THEY SAID NO, BUT AFTER
21 MORE DISCUSSION, THEY DID AGREE TO REPLACE THE RIGHT SHOCK {CUSTOMER
22 SATISFACTION}.IT DID SEEM TO RIDE BETTER. HOW EVER ON THE EVENING OF FRIDAY
23 7 AUGUST, THE TRUCK HAD ANOTHER EPISODE ON A DIFFERENT ROAD, LIKE IT HAD
24 OVER A MONTH AGO. SO I DON'T THINK THAT SHOCKS ARE THE TOTAL PROBLEM.. **IT**
25 **IS POSSIBLE THAT UNDER DIFFERENT WEATHER CONDITIONS, THIS PROBLEM**
26 **COULD INJURE OR KILL MANY PEOPLE!!! SO WHO IS TO BLAME ????? NOT ME !!!** . ,

17 **1 Affected Product**

18
19 **November 10, 2015 NHTSA ID NUMBER: 10789577**
20 **Components: STEERING, SUSPENSION, WHEELS**
21 **NHTSA ID Number: 10789577**
22 **Incident Date July 1, 2015**
23 **Consumer Location CHRISTMAS VALLEY, OR**
24 **Vehicle Identification Number 1FT7W2BT2BE*******
25 **Summary of Complaint**

23 **CRASHNo**
24 **FIRENo**
25 **INJURIES0**
26 **DEATHS0**

26 WE HAVE A 2011 FORD F250 SUPER DUTY DIESEL PICK UP WITH LESS THAN 20,000
27 MILES. IT IS LIKE NEW, BUT HAS DEVELOPED A SERIOUS MECHANICAL DEFECT. **FORD**
28 **MOTOR COMPANY HAS TRIED UP TO (11) ELEVEN FIXES FOR THIS LIFE**
THREATENING PROBLEM WITH NO SUCCESS. NONE OF THESE "FIXES" APPLY ON
THIS PICK UP. NOW SINCE THE PICK UP IS OLDER THAN 3 YRS. EVEN WITH SUCH LOW
MILEAGE THEY WANT US TO PAY FOR "TRYING" OUT MORE POSSIBLE FIXES THAT

1 HAVE CURRENTLY BEEN UNSUCCESSFUL FOR ALL THESE FORD F250 & F350 PICK UPS.
2 THIS SHOULD BE AT THE FORD MOTOR COMPANY'S EXPENSE. THE BOTTOM LINE, IT
3 SHOULD BE BOUGHT BACK BY FORD SINCE IT IS NOT YET PROVEN TO BE FIXABLE.
4 PROBLEM: THE "DEATH WOBBLE" AS DESCRIBED ON THE INTERNET. THIS OCCURS
5 ANYTIME THESE FORD SUPER DUTY F250 OR F350 DIESEL PICKUPS ARE DRIVEN OVER
6 40MPH AND A BUMP, ROUGH ROAD, OR POTHOLE IN THE ROAD IS HIT. THE OPERATOR
7 LOOSES CONTROL OF THE VEHICLE. THE FIRST TIME THIS HAPPENED, THE PICKUP WAS
8 PULLED INTO THE ON-COMING TRAFFIC. IT TOOK ALL MY SON'S STRENGTH TO GAIN
9 SOME CONTROL AND KEEP FROM HITTING AN ONCOMING SEMI-TRUCK. THIS VEHICLE
10 IS WORSE THAN THE INTERNET VIDEO AS CONFIRMED BY THE BEND OREGON FORD
11 DEALERSHIP. APPLYING THE BRAKES MAKES IT WORSE. IT HAS TO BE ALLOWED TO
12 SLOW DOWN ON ITS OWN. THE VIBRATION IS SO VIOLENT IT TAKES ALL ONES
13 STRENGTH TO KEEP IT ON THE ROAD. IT'S ONE OF THE MORE FRIGHTENING
14 EXPERIENCES YOU'LL ENCOUNTER BEHIND THE WHEEL. **THE VEHICLE IS SHAKING**
15 **SO BADLY YOU THINK IT'LL FALL APART AND THAT YOU'RE GOING TO DIE.** THAT'S
16 WHY IT'S CALLED DEATH WOBBLE.

17 **1 Affected Product**

18 **May 16, 2017 NHTSA ID NUMBER: 10986078**

19 **Components: STEERING, SUSPENSION**

20 **NHTSA ID Number:** 10986078

21 **Incident Date** February 22, 2017

22 **Consumer Location** MONTPELIER, VA

23 **Vehicle Identification Number** 1FT7W2BTXBE****

24 **Summary of Complaint**

25 **CRASH**No

26 **FIRE**No

27 **INJURIES**0

28 **DEATHS**0

WHEN DRIVING THIS TRUCK, IF YOU HIT A POTHOLE OR ANY UNEVEN SURFACE, THE
TRUCK WILL SHAKE VIOLENTLY AND IT'S ALL OVER THE ROAD. IT TAKES ALL THE
STRENGTH IN MY BODY JUST TO HOLD ONTO THE STEERING WHEEL, AND THE ONLY
WAY TO STOP IT IS COME ALMOST TO A COMPLETE STOP. **SOMEONE'S GOING TO GET**
KILLED, BECAUSE WHEN IT START TO SHAKE, YOU HAVE KNOW CONTROL OVER
THE DIRECTION IT'S GOING TO GO. FROM WHAT I'VE READ ON THE NET, THIS SHAKE
IS CALLED THE DEATH WOBBLE AND FOR GOOD REASONS. I ALSO HEARD THAT FORD
HAD KNOWN ABOUT THIS DEFECT FOR YEARS, BUT WANT DO ANYTHING EXCEPT GIVE
YOU THE RUN AROUND.

1 Affected Product

January 22, 2018 NHTSA ID NUMBER: 11064272

Components: SUSPENSION

NHTSA ID Number: 11064272

Incident Date January 21, 2018

1 **Consumer Location** ANCHORAGE, AK
2 **Vehicle Identification Number** 1FT7W2BT5BE****

3 **Summary of Complaint**

4 **CRASHNo**

5 **FIRENo**

6 **INJURIES0**

7 **DEATHS0**

8 FROM DAY 1 I HAVE HAD ISSUES WHERE THE FRONT END WOULD BOUNCE
9 UNCONTROLLABLY AT HIGHWAY SPEEDS AFTER HITTING A POTHOLE OR BRIDGE
10 EXPANSION JOINT. IT'S GETTING WORSE. THE DEALERSHIP CANNNOT FIND ANY
11 PROBLEMS. THEY TOLD ME AT ONE TIME TO REPLACE MY TIRES BUT THAT DID NOT
12 FIX THE ISSUE. I ALMOST RAN OFF THE ROAD 4 TIMES IN ONE TRIP BECAUSE OF
13 THIS AS I COULD NOT MAINTAIN CONTROL. THIS WILL KILL SOMEONE IF NOT
14 RESEARCHED AND CORRECTED BY FORD.

15 **1 Affected Product**

16 **November 4, 2015 NHTSA ID NUMBER: 10788327**

17 **Components: STEERING, WHEELS, ELECTRONIC STABILITY CONTROL**

18 **NHTSA ID Number:** 10788327

19 **Incident Date** July 1, 2015

20 **Consumer Location** CHRISTMAS VALLEY, OR

21 **Vehicle Identification Number** 1FT7W2BT2BE****

22 **Summary of Complaint**

23 **CRASHNo**

24 **FIRENo**

25 **INJURIES0**

26 **DEATHS0**

27 RE: THE DEATH WOBBLE WE HAVE A 2011 FORD F250 SUPER DUTY DIESEL PICK UP
28 WITH LESS THAN 20,000 MILES. IT IS LIKE NEW, BUT HAS DEVELOPED A SERIOUS
MECHANICAL DEFECT. FORD MOTOR COMPANY HAS TRIED UP TO (11) ELEVEN FIXES
FOR THIS LIFE THREATENING PROBLEM WITH NO SUCCESS. NONE OF THESE "FIXES"
APPLY ON THIS PICK UP. NOW SINCE THE PICK UP IS OLDER THAN 3 YRS. EVEN WITH
SUCH LOW MILEAGE THEY WANT US TO PAY FOR "TRYING" OUT MORE POSSIBLE FIXES
THAT HAVE CURRENTLY BEEN UNSUCCESSFUL FOR ALL THESE FORD 250 & 350 PICK
UPS. THIS SHOULD BE AT THE FORD MOTOR COMPANY'S EXPENSE. THE BOTTOM LINE,
IT SHOULD BE BOUGHT BACK BY FORD SINCE IT IS NOT YET PROVEN TO BE FIXABLE.
PROBLEM: THE "DEATH WOBBLE" AS DESCRIBED ON THE INTERNET. (SEE WEBSITE
BELOW). THIS OCCURS ANYTIME THESE FORD SUPER DUTY 250 OR 350 PICKUPS REACH
20K MILES. THIS OCCURS WHEN DRIVING OVER 40 MILES PER HOUR IF AT ANYTIME A
BUMP, ROUGH ROAD, OR POTHOLE IN THE ROAD IS HIT. THE OPERATOR LOOSES
CONTROL OF THE VEHICLE. THIS VEHICLE IS WORSE THAN THE INTERNET VIDEO AS
CONFIRMED BY THE BEND OREGON FORD DEALERSHIP. APPLYING THE BRAKES MAKES
IT WORSE. IT HAS TO BE ALLOWED TO SLOW DOWN ON ITS OWN. THE VIBRATION IS SO
VIOLENT IT TAKES ALL ONES STRENGTH TO KEEP IT ON THE ROAD. IT'S ONE OF THE
MORE FRIGHTENING EXPERIENCES YOU'LL ENCOUNTER BEHIND THE WHEEL. **THE**

VEHICLE IS SHAKING SO BADLY YOU THINK IT'LL FALL APART AND THAT YOU'RE GOING TO DIE. THAT'S WHY IT'S CALLED DEATH WOBBLE.

[HTTPS://WWW.YOUTUBE.COM/WATCH?V=8EUQ6F8RGT4](https://www.youtube.com/watch?v=8EUQ6F8RGT4)

[HTTPS://WWW.YOUTUBE.COM/WATCH?V=B_LMKNW9NHQ](https://www.youtube.com/watch?v=B_LMKNW9NHQ)

1 Affected Product

January 12, 2016 **NHTSA ID NUMBER: 10819770**

Components: STEERING, WHEELS, ELECTRONIC STABILITY CONTROL

NHTSA ID Number: 10819770

Incident Date July 4, 2015

Consumer Location NEWBERG, OR

Vehicle Identification Number 1FT7W2BT2BE****

Summary of Complaint

CRASH0

FIRE0

INJURIES0

DEATHS0

WE HAVE A 2011 DIESEL FORD F250 SUPER DUTY PICKUP. IT IS LIKE NEW, BUT HAS DEVELOPED A SERIOUS MECHANICAL DEFECT. WHEN IT HAD LESS THAN 20,000 MILES IT BEGAN HAVING THE "DEATH WOBBLE". WE HAVE CONSISTENTLY TRIED TO GET THE LOCAL FORD DEALERSHIP IN BEND, OREGON AND FORD MOTOR CORPORATION TO RESOLVE THIS DEATH THREATENING MECHANICAL PROBLEM WITH NO LUCK. THIS STARTED OCCURRING WHEN DRIVING OVER 40 MILES PER HOUR IF AT ANYTIME A BUMP, ROUGH ROAD, OR POT HOLE IN THE ROAD IS HIT. NOW IT CAN'T EVEN BE DRIVEN THAT FAST WITHOUT VIOLENTLY AND UNCONTROLLABLY GOING INTO THE DEATH WOBBLE. APPLYING THE BRAKES MAKES IT WORSE. IT HAS TO BE ALLOWED TO SLOW DOWN ON ITS OWN. THE VIBRATION IS SO VIOLENT IT TAKES ALL ONES STRENGTH TO KEEP IT ON THE ROAD. IT'S ONE OF THE MOST FRIGHTENING EXPERIENCES ONE WILL EVER ENCOUNTER BEHIND THE WHEEL. **THE VEHICLE IS SHAKING SO BADLY YOU THINK IT'LL FALL APART AND THAT YOU'RE GOING TO DIE. THE FIRST TIME IT HAPPENED WITH MY SON DRIVING, IT PULLED HIM INTO ON-COMING TRAFFIC TOWARDS A SEMI-TRUCK. HE BARELY PULLED IT BACK INTO HIS LANE BEFORE HAVING A "HEAD ON" COLLISION.** THE BEND OREGON

DEALERSHIP CONFIRMED THIS PICKUP DEATH WOBBLE IS WORSE THAN THOSE DESCRIBED ON THE INTERNET. (SEE WEBSITE BELOW). SEE INTERNET SITE EXAMPLES:

[HTTPS://WWW.YOUTUBE.COM/WATCH?V=8EUQ6F8RGT4](https://www.youtube.com/watch?v=8EUQ6F8RGT4)

[HTTPS://WWW.YOUTUBE.COM/WATCH?V=B_LMKNW9NHQ](https://www.youtube.com/watch?v=B_LMKNW9NHQ)

1 Affected Product

January 22, 2019 **NHTSA ID NUMBER: 11171468**

Components: STEERING

NHTSA ID Number: 11171468

Incident Date January 22, 2019

Consumer Location GORE, VA

1 **Vehicle Identification Number** 1FT7W2BT6BE****

2 **Summary of Complaint**

3 **CRASHNo**

4 **FIRENo**

5 **INJURIES0**

6 **DEATHS0**

7 WHILE DRIVING 55-65 MPH THE STEERING STARTS SHAKING VIOLENTLY, YOU ARE
8 UNABLE TO HOLD THE STEERING WHEEL STRAIGHT. IN ORDER TO STOP THIS YOU
9 HAVE TO SLOW DOWN TO 15-20 MPH AS QUICKLY AS POSSIBLE BEFORE LOSING
10 CONTROL HOPING NO ONE RUNS INTO YOU FOR HAVING TO STOP QUICKLY. THIS IS
11 VERY DANGEROUS NOT KNOWING WHEN IT IS GOING HAPPEN. THIS IS SUCH A
12 PROBLEM WITH FORD TRUCKS THAT STEERING STABILIZER KITS ARE LISTED ON LINE
13 UNDER DEATH WOBBLE. **DO YOU MEAN THAT PEOPLE HAVE TO DIE BEFORE FORD
14 IS MADE TO DO SOMETHING ABOUT THIS? THIS HAS HAPPENED MULTIPLE TIMES.**
15 THE FORD DEALERSHIP SAID I NEEDED NEW TIRES. THIS DID NOT HELP.

16 **1 Affected Product**

17 **July 2, 2014 NHTSA ID NUMBER: 10607807**

18 **Components: SUSPENSION, STEERING**

19 **NHTSA ID Number:** 10607807

20 **Incident Date** April 19, 2014

21 **Consumer Location** HAMBURG, NY

22 **Vehicle Identification Number** 1FTBF3A60BE****

23 **Summary of Complaint**

24 **CRASHNo**

25 **FIRENo**

26 **INJURIES0**

27 **DEATHS0**

28 **2011 F350 SD 4X2. FIRST NOTICED THIS PHENOMENON AT 65MPH ON THE THRUWAY.
WHEN HITTING CERTAIN ROUGH ROAD SURFACE, OR BUMPS, OR CONCAVITIES ETC.,
FRONT WHEELS "HOP" TO ONE SIDE, STEERING THE VEHICLE INTO THE SHOULDER, IF
"HOPPING" TO THE RIGHT, OR INTO THE LEFT LANE OF TRAFFIC IF BUMP CAUSES A
LEFT SIDE "HOP". CAN "HOP" EITHER WAY DEPENDENT UPON WHICH WHEEL STRIKES
THE ROUGH SURFACE. IF BOTH WHEELS STRIKE THE ROUGH SURFACE THEN IT CAN GO
EITHER WAY. THIS HAPPENS AT LOWER SPEEDS AS WELL. CAN HOP 12" OR MORE. I AM
FRIGHTENED BY THIS VEHICLE AS I COULD EASILY STRIKE A CONCRETE BARRIER OR
CONCRETE CURB OR A PEDESTRIAN OR ANOTHER VEHICLE. I HAVE DRIVEN OTHER
MANUFACTURERS VEHICLES OF SIMILAR GVWR, OVER THE LAST 35 YEARS, AND THIS
PROBLEM IS PARTICULAR TO THIS MAKE AND MODEL ONLY. I COMPARED WITH A 2015
FORD, SAME VEHICLE, AND THAT DOES THE SAME THING. FORD CLAIMS ITS NORMAL.
FORD CLAIMS IT IS NORMAL UNTIL YOU "LOAD IT" TO CAPACITY, JUST OVER 2 TONS.
"ONCE ITS LOADED, YOU WILL BE OK", SAYS FORD. SO THEIR THEORY STATES ITS OK
TO BE AN UNSAFE VEHICLE WHILE YOU'RE TRAVELING TO PICK UP YOUR 4000LB
LOAD, THEN ONCE YOU'RE LOADED ITS OK. SO IF YOU HAVE NO LOAD FOR 50% OF THE
TIME THEN ITS OK TO HAVE A VEHICLE THAT IS UNSAFE 1/2 THE TIME YOU DRIVE IT!

Class Action Complaint

Case No.

1 THIS IS OBVIOUSLY AN ENGINEERING PROBLEM AND I DOUBT FORD WILL ADMIT IT,
2 **BUT IT CERTAINLY IS UNSAFE AND SOMEBODY HAD BETTER LOOK INTO THIS**
3 **BEFORE SOMEONE IS KILLED.**

4 **INCIDENTALLY, THIS IS A 2011 THAT I BOUGHT BRAND NEW IN 2014. IT SAT ON THE
5 LOT FOR 3 YEARS. THIS HAS NO BEARING ON THE ISSUE HOWEVER SINCE THE 2015
6 DISPLAYS THE SAME TENDENCIES. *TR

7 **1 Affected Product**

8 **September 20, 2012 NHTSA ID NUMBER: 10476600**

9 **Components: STEERING**

10 **NHTSA ID Number:** 10476600

11 **Incident Date** September 20, 2012

12 **Consumer Location** CEDAR RUN, NJ

13 **Vehicle Identification Number** 1FT8W3BTXBE****

14 **Summary of Complaint**

15 **CRASHNo**

16 **FIRENo**

17 **INJURIES0**

18 **DEATHS0**

19 STEERING GOES INTO VIOLENT SHAKING. FEELS LIKE TIRES ARE FALLING OFF.
20 SLOWED DOWN AND STOPPED. ACCORDING TO YOU'RE REPORTS THIS IS NOT THE
21 FIRST TIME FOR THIS PROBLEM. **THIS SHOULD BE A RECALL BEFORE SOMEONE**
22 **GETS KILLED BECAUSE OF THIS.** *TR

23 **1 Affected Product**

24 **February 25, 2016 NHTSA ID NUMBER: 10838113**

25 **Components: SUSPENSION, ELECTRICAL SYSTEM, ELECTRONIC STABILITY CONTROL**

26 **NHTSA ID Number:** 10838113

27 **Incident Date** February 25, 2016

28 **Consumer Location** BLACKSHEAR, GA

Vehicle Identification Number 1FT7W2BT1CE****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

TWO DIFFERENT PROBLEMS: FIRST I WAS LEFT STRANDED ABOUT 2 1/2 HOURS AWAY FROM HOME BECAUSE OF A SIMPLE EGT SENSOR DEFECT SHUT DOWN MY TRUCK. HAD TO PAY A TOWER \$350 TO DRIVE MY TRUCK TO DEALERSHIP AND THEY TELL ME IT WAS A LITTLE SENSOR THAT LEFT ME STRANDED. THIS TYPE THING SHOULDN'T HAPPEN WHEN YOU PAY \$60,000 PLUS FOR A VEHICLE. NOW MONTHS LATER I HAVE ANOTHER ISSUE THAT FROM ALL THE BLOGS SAY IS A PROBLEM MOST 2012 MODELS HAVE CALLED THE "DEATH WOBBLE". IT IS NOW HAPPENING AT LEAST ONCE ON

1 EVERY DRIVE I MAKE. I HAVE HAD OVER 8 SITUATIONS WHERE I HAVE HAD TO SLAM
2 ON BREAKS TO MAKE THE VIBRATION STOP AND THE CAR BEHIND ME ALMOST SLAM
3 INTO THE BACK OF MY TRUCK. BECAUSE ONCE THE WOBBLING STARTS YOU HAVE TO
4 COME TO ALMOST A COMPLETE STOP BEFORE THE WOBBLING WILL STOP. MY WIFE
5 NOW REFUSES TO DRIVE MY TRUCK BECAUSE SHE IS SCARED TO DEATH TO DRIVE IT. I
6 DON'T EVEN LIKE TO DRIVE IT, BUT IT'S NECESSARY BECAUSE IT IS THE ONLY VEHICLE
7 I HAVE TO DRIVE. I AM AT THE POINT OF WANTING TO TRADE IT, BUT WHAT KIND OF
8 TRADE IN AM I GOING TO GET WITH THIS PROBLEM HAPPENING. MY 2012 JUST HAS A
9 LITTLE MORE THAN 40,000 MILES, NOT VERY MUCH WHEN YOU ARE TALKING ABOUT A
10 DIESEL ENGINE. IT IS HAPPENING MORE OFTEN NOW THAN BEFORE, AND I FELT IT
11 WILL JUST CONTINUE TO HAPPEN MORE. NO ONE IN MY FAMILY WANTS TO DRIVE OR
12 RIDE WITH ME IN MY TRUCK ANYMORE. IT SEEMS AS THOUGH FORD IS REFUSING TO
13 ADMIT THAT THIS IS A PROBLEM ON EVERY ONLINE SITE I GO TOO, I ASSUME IT WILL
14 TAKE A FEW PEOPLE GETTING KILLED BEFORE THEY REALIZE THERE IS A
15 PROBLEM. WHAT ARE OWNERS TO DUE WITH THIS, BECAUSE IF WE TRADE THE
16 TRUCK KNOW ONE IS GOING TO WANT TO BUY IT. SO ONCE AGAIN THE CONSUMER
17 GETS SHAFTED. NHTSA WE ARE LOOKING FOR YOU TO HELP US WITH THIS
18 PROBLEM BEFORE SOMEONE GETS KILLED. PLEASE HELP US WITH THIS PROBLEM!
19 PLEASE!!!!!!

1 Affected Product

December 5, 2016 NHTSA ID NUMBER: 10930091

Components: STEERING, SUSPENSION

NHTSA ID Number: 10930091

Incident Date March 1, 2016

Consumer Location LIVINGSTON, TX

Vehicle Identification Number 1FT7W2BT1CE*****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

FORD F250 TRUCK - FRONT END SUSPENSION AND 4 WHEEL DRIVE PROBLEMS. SINCE MARCH OF THIS YEAR 2016, @ 90K MILES, WHILE DRIVING DOWN THE ROAD, TRAVELING AROUND 50 MPH, THE FRONT SUSPENSION ON MY FORD F250 STARTED SHAKING AND WOBBLE UNCONTROLLABLE. THIS HAS HAPPENED PROBABLY 20 TIMES OR SO. THE WOBBLE WAS SO SERIOUS AND SCARY. I WOULD HAVE TO APPLY MY BRAKES AND HOLD ONTO THE STEERING WHEEL WITH A STRONG GRAB, TO KEEP MY TRUCK ON THE ROAD. OTHER VEHICLES AROUND MINE, WOULD SCATTER OUT OF MY WAY. ON OCTOBER 17, 2016, I HAD THE STEERING DAMPER REPLACED AND THE TRACK BAR BALL REPLACED, COSTING \$361.71. "DEATH WOBBLE", WAS STILL HAPPENING. LAST MONTH ON NOVEMBER 14, 2016, I TOOK MY TRUCK INTO OUR LOCAL FORD DEALERSHIP FOR REPAIRS ON THE SUSPENSION PROBLEM - "DEATH WOBBLE". REPAIRS INCLUDED, BAR - FRONT SUSPENSION TI, JOINT ASY - BALL, NUT, END ASY - DRAG LINK ROD, ROD, ROD ASY - DRAG LINK, ADJUSTER ASY @ 2, ALL REPLACED WITH NEW

1 PARTS. REPLACE DRAG INK AND END, INSTALL ADJUSTERS FOR CASTOR, FRONT END
2 ALIGNMENT (4 WHEEL DRIVE). THE FORD DEALERSHIP WAS EVEN AWARE OF THIS
3 EXISTING PROBLEM WITH THE FORD F250 SUSPENSION, FROM PREVIOUS COMPLAINS
4 AND REPAIRS. MY REPAIR COST WAS \$1205.07. NOW MY 4 WHEEL DRIVE WILL NOT
5 LOCK IN ON THE FRONT END. I HAVE AN APPOINTMENT, TAKING MY TRUCK BACK TO
6 FORD DEALERSHIP TOMORROW MORNING FOR ADDITIONAL REPAIRS. THIS IS A
7 MAJOR SAFETY ISSUE ON THESE VEHICLES AND SOMETHING MUST BE DONE
8 ABOUT IT. A RECALL SHOULD AND MUST BE MANDATORY FOR THE PUBLIC
9 SAFETY. THIS ISSUE WILL END UP KILLING SOMEONE (IF, IT HAS NOT ALREADY) IF,
10 A RECALL IS NOT ORDERED IMMEDIATELY. *TR

11 **1 Affected Product**

12 August 29, 2017 NHTSA ID NUMBER: 11020396
13 Components: STEERING, SUSPENSION, WHEELS

14 NHTSA ID Number: 11020396

15 Incident Date August 27, 2017

16 Consumer Location COTTONWOOD, CA

17 Vehicle Identification Number 1FT7W2BT2CE****

18 Summary of Complaint

19 CRASHNo

20 FIRENo

21 INJURIES0

22 DEATHS0

23 WHILE DRIVING 60 MPH OVER HIGHWAY STEERING AND FRONT WHEELS
24 STARTING SHAKING SO VIOLENTLY THE TRUCK WAS OUT OF CONTROL AND
25 NEARLY CAUSED MAJOR ACCIDENT, THIS HAS HAPPENED TO US ON THREE
26 OCCASIONS. I FEEL THIS PROBLEM IS VERY DANGEROUS AND IS A FLAW IN THE
27 DESIGN OF STEERING, SUSPENSION OF FRONT WHEELS OF TRUCK, I AM AFRAID TO
28 DRIVE THIS \$67000.00 VEHICLE WITH 48000 MILES. I HAVE TAKEN THIS TRUCK IN AND
REPAIR SHOP SAYS THERE IS NO PROBLEM, I HAVE IT IN SHOP AGAIN WAITING FOR
ANOTHER OPINION! I FEEL THIS VEHICLE TYPE BE RECALLED, I HOPE NOBODY DIES
FROM THIS FLAW IN MY VEHICLE AND IT IS WHY I WANTED TO REPORT THIS VERY
DANGEROUS VEHICLE 2012 FORD F-250 KING RANCH DEATH WOBBLE DRIVING
CONDITIONS ON THREE DIFFERENT OCCASIONS WERE ON HIGHWAY CONDITIONS
DRIVING OVER SMALL PAVEMENT BUMPS AT SPEEDS RANGING FROM 60 TO 70 MPH
STRAIGHT ROADS AND ALSO TURNING ON CURVES, THE TRUCK SHAKES SO
VIOLENTLY THAT YOU LOOSE CONTROL TRUCK SHAKING CONTINUES UNTIL THE
TRUCK ALMOST COMES TO A STOP WHILE YOU ARE BRAKING TO SLOW DOWN.
THIS HAPPENS SO FAST AND WITHOUT ANY WARNING IN STEERING OR ROAD FEEL ,
THIS OCCURS WITH SUCH SURPRISE AND SO VIOLENTLY OUT OF NOWHERE

29 **1 Affected Product**

30 February 18, 2018 NHTSA ID NUMBER: 11073450
31 Components: SUSPENSION

NHTSA ID Number: 11073450
Incident Date January 17, 2018
Consumer Location CORPUS CHRISTI, TX
Vehicle Identification Number 1FT7W2BTXCE****

Summary of Complaint

CRASHNo
FIRENo
INJURIES0
DEATHS0

FRONT SUSPENSION SHAKES VIOLENTLY AT HIGHWAY SPEEDS. THE PROBLEM IS REFERRED TO AS THE "DEATH WOBBLE" BY THE FORD DEALERSHIP SERVICE MANAGER. THE FORD DEALERSHIP HAS MADE NUMEROUS ATTEMPTS TO RESOLVE THE PROBLEM BUT ALL HAVE FAILED. THERE ARE WEBSITES, FACEBOOK PAGES, AND FORUMS DEVOTED TO THIS PROBLEM. **DOES SOMEONE HAVE TO DIE BEFORE FORD WILL ISSUE A RECALL???**

1 Affected Product

July 9, 2018 NHTSA ID NUMBER: 11110173

Components: SUSPENSION

NHTSA ID Number: 11110173
Incident Date July 4, 2018
Consumer Location COLUMBUS GROVE, OH
Vehicle Identification Number 1FT7W2BTXCE****

Summary of Complaint

CRASHNo
FIRENo
INJURIES0
DEATHS0

THE TRUCK SHAKES VIOLENTLY AT TIMES AFTER A BUMP IN THE ROAD. OUR TRUCK WENT BACK TO THE DEALER SEVERAL TIMES WHILE UNDER WARRANTY FOR THIS HOWEVER THEY SAID SINCE IT COULD NOT BE REPRODUCED CONSISTENTLY NOTHING COULD BE DONE. IT HAS GRADUALLY GOTTEN WORSE - MUCH WORSE. LAST SUMMER IT GOT SO BAD IT WAS SCARY TO DRIVE SO WE TOOK IT TO ANOTHER MECHANIC WHO PUT NEW SUSPENSION PARTS IN THE FRONT END. AFTER A COUPLE THOUSAND IN REPAIRS AND MANY NEW PARTS, IT STILL SHAKES SO VIOLENTLY WE CANNOT DRIVE IT SAFELY. FORD KNOWS ABOUT THESE COMPLAINTS - THEY ARE ALL OVER THE INTERNET AND ON THIS SITE SO WHY CAN THIS NOT BE FIXED? I DROVE MY GRAND-DAUGHTERS IN IT ONE DAY TWO WEEKS AGO AND AFTER NOT HAPPENING FOR DAYS IT HAPPENED AND IT'S A WONDER WE DID NOT HIT THE ONCOMING CAR HEAD ON. SOMEONE IS GOING TO DIE IN ONE OF THESE TRUCKS AND THEN MAYBE FORD WILL STEP UP AND AT LEAST TELL THOSE OF US THAT OWN THEM HOW TO FIX THIS PROBLEM! IT SEEMS LIKE IT RARELY HAPPENS AT 40 MPH OR BELOW BUT HAPPENS QUICKLY AT 55 MPH OR MORE. **IF SOMEONE DIES FROM THIS "DEATH WOBBLE" IT SHOULD BE FORD'S RESPONSIBILITY.**

1 Affected Product

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August 17, 2018 NHTSA ID NUMBER: 11120681

Components: STEERING

NHTSA ID Number: 11120681

Incident Date August 19, 2017

Consumer Location SKOKIE, IL

Vehicle Identification Number 1FT7W2BT4CE*****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

AS REPORTED FROM PREVIOUS OWNERS, DEATH WOBBLE HAS HAPPENED A NUMBER OF TIMES. I GET WOBBLE AT DIFFERENT TIMES IN DRIVING. I HAD DRIVEN 240 MILES ON THE HIGHWAY WITH NO PROBLEMS. AS I APPROACHED A TRAFFIC LIGHT TO MAKE A LEFT TURN, THE STEERING WHEEL STARTED TO WOBBLE AND FELT LIKE IT WANTED TO LOCK UP. I PULLED OVER TO CHECK FRONT WHEELS WITH NOT NOTICING ANYTHING WRONG STARTED DRIVING AND WOBBLE WAS GONE. THE STEERING WHEEL HAS STARTED DOING MORE OF THE "DEATH WOBBLE" AT ANY SPEED. I SPOKE WITH THE FORD DEALER AND THEY DIDN'T HAVE AN ANSWER. WHEN YOU SPEND \$65,000.00 AND THIS HAPPENS THE MANUFACTURER SHOULD BE SENDING OUT RECALL NOTICES. THE MANUFACTURE KNOWS ABOUT THIS AND CHANGED IT ON NEWER VEHICLES SO THEY MUST KNOW WHAT THE PROBLEM IS. **LET'S HOPE NO ONE GETS KILLED OR SERIOUS INJURED FROM THE DEATH WOBBLE.** IS FORD READY TO FIGHT THIS IN COURT ON A CLASS ACTION LAWSUIT? MY VEHICLE HAS 149,000 MILES ON IT AND STARTED AROUND 130,000 MILES.

1 Affected Product

April 26, 2014 NHTSA ID NUMBER: 10585101

Components: STEERING, WHEELS, SUSPENSION

NHTSA ID Number: 10585101

Incident Date April 18, 2014

Consumer Location CASTALIAN SPRINGS, TN

Vehicle Identification Number 1FT7W2BT2CE*****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

DRAMATIC WHEEL AND FRONT END WOBBLE WHEN HITTING A BRIDGE TRANSITION. VEHICLE BECOMES UNCONTROLLABLE AND CONTINUES TO SHAKE VIOLENTLY UNTIL VEHICLE COMES TO ALMOST A COMPLETE STOP. I HAD THIS SAME ISSUE IN MY 2005 F250 AND HAD TO CHANGE ALMOST ALL THE COMPONENTS OF THE FRONT END TO FIX. THERE ARE HUNDREDS OF PEOPLE SPEAKING ABOUT THIS ON THE FORUMS AND

1 STATE THAT THERE ARE TSBS THAT COVER THIS BUT THAT THE PARTS FAIL AGAIN IN
2 ABOUT 25K MILES. I PULL A BOAT QUITE OFTEN AND IF THIS WOULD HAVE HAPPENED
3 WITH A TRAILER BEHIND MY TRUCK THERE WOULD HAVE BEEN FATALITIES. AS IT
4 WAS CARS WENT ALL OVER THE INTERSTATE TRYING TO GET AWAY FROM ME. THIS
5 ISSUE HAS BEEN AROUND FOR A LONG TIME AND IT SEEMS THAT IT HAS NOT BEEN
6 ADDRESSED BY THE MANUFACTURE. I LOVE AND NEED MY 3/4 TON TRUCK AND
7 BELIEVE THAT FORD MAKES THE BEST TRUCK, **BUT THERE WILL BE DEATHS CAUSED
8 BY THIS, IF NOT ALREADY.** NOW I WILL START THE LONG PROCESS OF GETTING THE
9 DEALER TO FIX THE ISSUE. *TR

10 **1 Affected Product**

11 **March 4, 2014 NHTSA ID NUMBER: 10567064**
12 **Components: WHEELS, STEERING, SUSPENSION**

13 **NHTSA ID Number:** 10567064

14 **Incident Date** March 1, 2014

15 **Consumer Location** COLTS NECK, NJ

16 **Vehicle Identification Number** 1FT8W3DT9CE****

17 **Summary of Complaint**

18 **CRASHNo**

19 **FIRENo**

20 **INJURIES0**

21 **DEATHS0**

22 DRIVING STRAIGHT ON A HIGHWAY AT 70 MPH, HIT A SMALL BUMP ON THE DRIVER
23 SIDE ONLY. THE STEERING WHEEL STARTED SHAKING VIOLENTLY, THE FRONT END
24 AND QUICKLY THE ENTIRE TRUCK FELT AS THOUGH IT WAS SHAKING APART AND
25 WAS SWINGING BACK AND FORTH, I SLAMMED ON THE BRAKES AND THE SHAKING
26 GOT WORSE UNTIL ABOUT 15 MPH, IT THEN STOPPED. I THEN GOT UP TO 60 MPH AND
27 WHEN I HIT A BUMP THE SAME THING HAPPENED. THEN GOT UP TO 50 MPH AND THE
28 SAME THING HAPPENED. THEN GOT UP TO 40 MPH AND IT DID NOT HAPPEN AGAIN AT
THAT SPEED. I DROVE 100 MILES HOME AT 40 MPH ON A MAIN HIGHWAY. TODAY I AM
BRINGING MY TRUCK TO THE DEALERSHIP TO HAVE IT FIXED UNDER WARRANTY, I
WILL DO 40 MPH ALL THE WAY THERE. **I WILL NOT TOW MY HORSES TRAILER WITH
THIS VEHICLE, IT WOULD HAVE CAUSED AN ACCIDENT AND KILLED MY HORSES.**

*TR

1 Affected Product

24 **April 9, 2014 NHTSA ID NUMBER: 10578607**
25 **Components: WHEELS, STEERING, SUSPENSION**

26 **NHTSA ID Number:** 10578607

27 **Incident Date** January 15, 2014

28 **Consumer Location** VALPARAISO, IN

Vehicle Identification Number 1FT8W3BT4CE****

Summary of Complaint

CRASHNo

FIRENo
INJURIES0
DEATHS0

I AM EXPERIENCING WHAT THEY CALL THE "DEATH WOBBLE". AFTER HITTING A SERIES OF BUMPS / POT HOLES, THE FRONT WHEELS START TO SHIMMY AND SHAKE THE TRUCK VIOLENTLY, VERY HARD TO CONTROL THE VEHICLE. AS THE MILEAGE INCREASES ON MY TRUCK, THE INCIDENTS ARE BECOMING MORE FREQUENT AND INTENSE. TODAY, 04/09/2014, I ALMOST GOT KILLED ... LITERALLY ! ON I-65 SOUTH OF LAFAYETTE INDIANA, HIT A SERIOUS OF ROAD PATCH BUMPS AND HOLES ... THE TRUCK BEGAN TO SHIMMY AND SHAKE AND IT WENT INTO A FRENZY, THE WHOLE TRUCK SHAKING VIOLENTLY. CARS AROUND ME WERE DIVERTING AWAY, AND A SEMI WAS PUSHING HARD FROM BEHIND AND HIT HIS AIR BRAKES, I COULD NOT CONTROL THE VEHICLE. APPLYING THE BRAKES ONLY MADE IT WORSE. I AM A 6' 3" STRONG MUSCULAR MAN, AND COULD NOT CONTROL THE STEERING WHEEL OR DIRECTION OF THE VEHICLE. I STARTED IN THE RIGHT LANE, BUT WOUND UP IN THE MEDIAN, AND ALMOST TOOK OUT (2) CARS TO MY LEFT AND OF COURSE THE IMPENDING SEMI BEHIND ME. I TOLD THE DEALER OF THE ISSUE, THEY DID THEIR INSPECTIONS AND FOUND NOTHING. THE TRUCK IS OEM, I HAVE NOT ADDED OR MODIFIED A SINGLE THING, IT IS AS IT WAS FROM THE FACTORY. NOTHING HAS BEEN CHANGED OR MODIFIED FROM THE ORIGINAL FACTORY CONDITION !! A FORD CERTIFIED DEALERSHIP HAS SERVICED THIS VEHICLE SINCE THE DAY I BOUGHT IT NEW IN FEBRUARY OF 2013. THERE HAVE BEEN LAWSUITS FILED, I HAVE NOT HAD THE TIME TO DO MORE RESEARCH. BUT IT SEEMS PRETTY INCREDIBLE TO ME, THAT WITH THIS RECURRING ISSUE THAT GOES BACK 15 YEARS OR MORE, THAT THIS AGENCY OR FORD HAS DONE NOTHING TO ADDRESS OR CORRECT THE SITUATION. GUESS WE NEED AT LEAST 12 DEATHS TO MAKE IT WORTH SOMEONE'S ATTENTION TO UNDERSTAND THAT THIS IS A SEVERE SAFETY PROBLEM, NOT ONLY TO THE DRIVER AND HIS OCCUPANTS, BUT TO OTHER DRIVERS ON THE ROAD AROUND ONE OF THESE TRUCKS WHEN THE "DEATH WOBBLE" DOES IT'S THING, TAKING OVER THE TRUCK. WHY IS THIS BEING IGNORED ?? *TR

1 Affected Product

January 15, 2015 NHTSA ID NUMBER: 10672741
Components: POWER TRAIN, SUSPENSION, STEERING
NHTSA ID Number: 10672741
Incident Date September 10, 2013
Consumer Location HIGHLANDS, TX
Vehicle Identification Number 1FT8W3BT2CE****

Summary of Complaint

CRASHNo
FIRENo
INJURIES0
DEATHS0

THE FIRST TIME IT HAPPENED TO ME I WAS ON A TRIP IN CANADA FROM TEXAS. THE ROAD WAS A LITTLE BUMPY (FARM ROAD) I WAS DRIVING 30 M/H ACCELERATING TO

1 GET TO 60 M/H WHEN ALL OF SUDDEN THE TRUCK STARTED SHAKING SO BADLY MY
2 HEAD HIT THE SIDE WINDOW. I COULDN'T STEER THE TRUCK AT ALL I SLOWED DOWN
3 TO 0M/H PUT IT ON PARK THEN STARTED ROLLING SLOWLY AND IT WAS GONE. IT DID
4 IT TO ME 3 TIMES ON A 3 WEEKS PERIOD. SINCE THE ROADS ARE BAD UP THERE I
5 KINDA LEFT IT AS THAT AND TOLD MY HUSBAND ABOUT IT WHEN I CAME BACK TO
6 TEXAS. WE HAD THE TIRES ROTATED AND THEY COULDN'T SEE ANYTHING ELSE
7 WRONG UNDER THE TRUCK. I WAS MONTHS WITHOUT HAVING ANYTHING SIMILAR
8 HAPPENING TO ME AND YESTERDAY I AM ON I-10 ROLLING ABOUT 65M/H AND THERE
9 IT GOES AGAIN AND IT WAS WORST THEN THE OTHER TIMES I FELL MY TRUCK WAS
10 ABOUT TO EXPLODE FROM UNDER ME SHAKING TO NO END AND NO STEERING
11 CONTROL AT ALL EVEN WHEN LETTING GO THE GAS IT KEPT GOING AND SHAKING
12 AND MY TRUCK SHAKE ITS WAY FROM ONE LANE TO ANOTHER ONE AND FINALLY
13 STOPPED 3 INCHES FROM THE RETAINING WALL OF THE OVERPASS. I COULD HAVE
14 KILLED MYSELF. I HAD NO MORE CONTROL AT ALL ON THIS TRUCK WHICH IS A
15 (2012 F-350 KING RANCH WITH ABOUT 40,000 MILES ON IT) LUCKELY FOR ME I WAS
16 ALMOST ALONE ON THE HIGHWAY. I CALLED MY DEALER AND THEY TOLD ME TO
17 BRING IN THE TRUCK NEXT TUESDAY TO SEE WHAT IS WRONG WITH IT. I ASK IF THERE
18 WAS A RECALL AND THEY DID NOT SAY YES OR NO JUST TO BRING THE TRUCK IN. I
19 GOT ANOTHER 2012 F-350 LARIAT AND MY HUSBAND SAID HIS TRUCK DID IT TO HIM
20 ONCE A WHILE BACK. I WRITE UP THE OUTCOME AFTER THE VISIT AT THE DEALER.

*TR

1 Affected Product

August 13, 2016 **NHTSA ID NUMBER: 10895527**

Components: SUSPENSION

NHTSA ID Number: 10895527

Incident Date August 12, 2016

Consumer Location LEESBURG, GA

Vehicle Identification Number 1FT8W3BT9CE****

Summary of Complaint

CRASH0

FIRE0

INJURIES0

DEATHS0

FRONT END SUSPENSION BOUNCING AT MED-HIGH SPEEDS UPON HITTING A BUMP. DESCRIBED IN OTHER SEARCHES AS CASTER WOBBLE OR "DEATH WOBBLE" TRUCK HAS LESS THAN 100,000 MILES, UNABLE TO CORRECT THE PROBLEM EVEN AFTER REPLACEMENT OF OVER \$2000 WORTH OF PARTS. MULTIPLE OTHER COMPLAINTS FOUND ONLINE FROM OTHER OWNERS. PARTS REPLACED INCLUDE, TIE ROD ENDS, TIE ROD TUBE, BALL JOINTS, TRACK BAR, STEERING STABILIZER AND END BUSHINGS. THE ISSUE CREATES AN UNDRIVABLE AND EXTREMELY DANGEROUS CONDITION FOR DRIVER, PASSENGERS AND OTHER MOTORISTS. UPON REACHING SPEEDS OF 40 MPH+ ANY DISTURBANCE (BUMPS) IN THE ROAD CREATES THE START OF THE FRONT END VIOLENTLY BOUNCING AND IT WILL NOT STOP UNTIL THE VEHICLE COMES TO ALMOST A COMPLETE STOP. I WAS REQUIRED TO STOP 6 TIMES WITHIN 3 MILES OF A

1 BUSY 5 LANE INTERSTATE (I-285 IN ATLANTA) QUITE LITERALLY IN THE MIDDLE OF
2 THE INTERSTATE. THIS HAS BEEN WORKED ON WITH 2 DIFFERENT DEALERSHIPS ,
3 SUNBELT FORD IN ALBANY GA, & ANGELA KRAUSE FORD IN ALPHARETTA GA. IT'S MY
4 FEELING THAT A \$65,000 VEHICLE WITH LESS THAN 100,000 MILES SHOULD NEVER
5 HAVE A DANGEROUS ISSUE LIKE THIS. **THERE SHOULD ABSOLUTELY BE A FIX
AND/OR RECAL AHGAINST THIS VEHICLE BEFORE SOMEONE GETS KILLED.**

6 **1 Affected Product**

7 **September 22, 2017 NHTSA ID NUMBER: 11025099**

8 **Components: ELECTRONIC STABILITY CONTROL, STEERING, SUSPENSION**

9 **NHTSA ID Number:** 11025099

10 **Incident Date** September 21, 2017

11 **Consumer Location** MICANOPY, FL

12 **Vehicle Identification Number** 1FT8W3BT7DE****

13 **Summary of Complaint**

14 **CRASHNo**

15 **FIRENo**

16 **INJURIES0**

17 **DEATHS0**

18 WHILE OUR TRUCK ON A NORMAL HIGHWAY WITH MINOR IRREGULARITIES AND SOME
19 ROUGH SURFACES AT A SPEED OF 60 TO 70 MPH, THE TRUCK WILL START TO
20 OSCILLATE TO THE POINT OF INDUCING A VIOLENTLY STEERING WHEEL SHIMMY AND
21 AN UNCONTROLLABLE BOUNCE OF THE FRONT WHEELS. THIS HAS HAPPENED TWICE
22 IN THE PAST 2-MONTHS WHEN I HAVE TAKEN THE TRUCK ON THE HIGHWAY. THE
23 TRUCK IS PRIMARILY DRIVEN IN TOWN, I AM NOW SCARED TO GO ON THE ROAD WITH
24 THE TRUCK AS THE CONDITION SEEMS TO BE GETTING WORSE. I HAVE TO BRAKE
25 QUICKLY AND STEER THE TRUCK TO THE SIDE OF THE ROAD TO STOP THE
26 OSCILLATION. THE SHAKING IS HAS ALMOST CAUSED AN ACCIDENT BOTH TIMES WITH
27 THE VEHICLE BEING VERY DIFFICULT TO CONTROL. ONLY AFTER SLOWING TO
28 APPROXIMATELY 30 MPH DOES THE OSCILLATION STOP. UPON RESEARCHING THIS
PROBLEM, I AM PERPLEXED WHY FORD OR THE NTHSA HAVE NOT STEPPED FORWARD
TO ADDRESS THIS ISSUE, **SOMEONE WILL BE HURT OR KILLED IF A SOLUTION IS
NOT FOUND.** WE HAVE TAKEN THE TRUCK NOW TO TWO DIFFERENT CERTIFIED FORD
DEALERSHIPS AFTER EACH INCIDENT EACH TIME WE WERE TOLD THERE WAS
NOTHING WRONG WITH THE VEHICLE AND THIS SOMETIMES HAPPENS WITH THESE
TRUCKS. THIS CAN'T SERIOUSLY BE TRUE? AFTER DOING RESEARCH I'VE FOUND THAT
THE "DEATH WOBBLE" AS THIS PROBLEM HAS BEEN TERMED BY THE MASSES IS A
SERIOUS PROBLEM AND HAS BEEN FOR MANY YEARS NOT FOR THE SELECT FEW
CONSUMERS BUT FOR SO MANY.

1 Affected Product

March 29, 2018 NHTSA ID NUMBER: 11081940

Components: STEERING, SUSPENSION

NHTSA ID Number: 11081940

1 **Incident Date** March 14, 2018
2 **Consumer Location** PARKER, CO
3 **Vehicle Identification Number** 1FT83BT3FEC*****

4 **Summary of Complaint**

5 **CRASH**No

6 **FIRE**No

7 **INJURIES**0

8 **DEATHS**0

9 MY TRUCK AT AROUND 15000 MILES HAD SOME WOBBLE AFTER HITTING BUMPS ON
10 HIGHWAY. I TOOK IT IN FOR ITS 25000 MILE CHECK UP AND STATED THIS AS WELL AS
11 POOR ECONOMY OR 1 OR SO. THEY SAID NOTHING WAS WRONG... **WELL AT 27000**
12 **MILES IT WAS SHAKING SO VIOLENT I DEMANDED IT BE BROUGHT IN FOR SERVICE**
13 **IT WAS GOING TO KILL SOMEONE!** GROOVE FORD LOOKED IT OVER (WHO BOUGHT IT
14 FROM) AND SAID THE ENTIRE FRONT END WAS WORN OUT AND WAS NOT COVERED
15 BECAUSE NOW IT WAS 40 DAY PAST THE 3 YEAR. EVEN THOUGHT THEY TOLD ME TO
16 WAIT, AND IT WAS 9000MILES UNDER THE MILLAGE!! I FINALLY GOT FORD TO PAY FOR
17 2000 AND THE GROOVE FORD PAID NOTHING I PAID 700. THEY VERY DAY I GOT IT BACK
18 I WAS THEN HEARING A NOISE TURNING SHARPLY LEFT ON STEERING WHEEL
19 ROTATION. I WAS TOLD THAT ANOTHER \$700 AND NOTHING TO DO WITH WHAT THEY
20 DID. THEY SOLD ME A AFTER MARKET WARRANTY THAT THEY NEVER INTENDED TO
21 HONOR AND DID NOT COVER MY PROBLEMS. WHICH SHOULD BE FRAUD. EVERY ONES
22 ALWAYS GONE OR ON VACATION. STILL NO REFUND ON IT AND NOW I LOOK TO TRADE
23 IN THE PROBLEM.

24 **1 Affected Product**

25 **September 15, 2018 NHTSA ID NUMBER: 11129632**

26 **Components: STEERING, SUSPENSION**

27 **NHTSA ID Number:** 11129632

28 **Incident Date** September 1, 2018

Consumer Location DOUSMAN, WI

Vehicle Identification Number 1FT7W2B61EE*****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

AT HIGH SPEEDS HITTING POT HOLES OR BRIDGE DECKS, FRONT END WOBBLES
UNCONTROLLABLY. IT'S REFERRED TO AS (DEATH WOBBLE) NEED TO HIT THE BRAKES
HARD TO STOP IT. VERY DANGEROUS. FORD KNOWS ABOUT THE PROBLEM AND IS
TURNING A BLIND EYE.CRASHING ON THE FREEWAY AT THOSE SPEEDS COULD BE
CATASTROPHIC. SOME VEHICLES HAVE AS LITTLE AS 20000 MILES ON THEM, MINE HAS
51000. JUST PUT NEW TIRES,FRONT SHOTS AND STEERING STABILIZER ON IT. STILL
HAVE THE PROBLEM. PLEASE GOOGLE (2014 FORD F250 SUPER DUTY FRONT END
ISSUES). US CONSUMERS ARE PAYING BIG, BIG MONEY FOR THESE VEHICLES. \$700000
IN SOME CASES. I PAID 40000 AND I'M AFRAID TO DRIVE IT. **ALL I WANT IS FOR FORD**

TO FACE THE FACT'S AND FIX IT. BEFORE SOME GETS KILLED! I WROTE TO WILLIAM FORD AT FORD MOTOR COMPANY A WEEK AGO BUT HAVE NOT HEARD BACK. I CAN'T STRESS TO YOU ENOUGH WHAT A DANGEROUS ISSUE THIS IS. I WOULD LOVE TO TAKE MY TRUCK TO THE FORD MOTOR COMPANY AND HAVE JIM HACKETT DRIVE IT, THEN I WOULD BE FIXED. JUST A SIDE NOTE, THERE WAS A CONSUMER IN SILSBE TEXAS THAT NOTED THE SERVICE WRITER AT SILSBE FORD SAID THAT SHE DOESN'T KNOW WHY FORD DOESN'T FIX THIS BECAUSE IT IS SUCH A BIG PROBLEM. IN CLOSING PLEASE,PLEASE,PLEASE LOOK INTO THIS ISSUE AND HOLD FORDS FEET TO THE FIRE. THANK YOU.

1 Affected Product

January 10, 2019 NHTSA ID NUMBER: 11166160

Components: SUSPENSION

NHTSA ID Number: 11166160

Incident Date May 13, 2016

Consumer Location LINCOLN, AL

Vehicle Identification Number 1FT7W2BT0EE****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

MY TRUCK IS AT THE DEALERSHIP FOR THE 3RD TIME FOR HAVING THE ?DEATH WOBBLE?. FIRST TIME THEY REPLACED BALL JOINTS. SECOND TIME THEY REPLACED A BAR AND BALL JOINTS. IT WASN'T LONG TILL I FELT THE SHIMMY AGAIN. AT THIS POINT I AM AFRAID TO DRIVE IT BECAUSE I CARPOOL MY 3 GRANDKIDS AROUND ON A DAILY BASIS AND I DON'T WANT TO RISK THEIR LIVES. YOU NEVER KNOW WHEN THE DEATH WOBBLE IS GOING TO HAPPEN BUT IT IS USUALLY WHEN YOU ARE DRIVING 55-70 MPH AND HIT A SLIGHT BUMP IN THE ROAD. THE WOBBLE IS SO SEVERE YOU CAN HARDLY KEEP CONTROL. YOU HAVE TO HIT YOUR BRAKES AND DECREASE YOUR SPEED UNTIL THE WOBBLING STOPS. THIS COULD PROVE TO BE FATAL IN HEAVY TRAFFIC. IF YOU GOOGLE THE DEATH WOBBLE THERE IS A LOT OF INFORMATION ON IT AND IT HAS HAPPENED NUMEROUS TIMES FOR SEVERAL YEARS. I CAN NOT UNDERSTAND WHY THERE HAS NOT BEEN A RECALL ON THIS. I DROPPED MY VEHICLE OFF AT THE DEALERSHIP YESTERDAY AND AS OF TONIGHT I HAVE NOT BEEN NOTIFIED BY THEM. **CAN ANYONE TELL ME WHAT WOULD BE A PERMANENT REPAIR FOR THIS PROBLEM? IF THERE IS NOT ONE THEN FORD SHOULD HAVE TO BUY BACK THE VEHICLE AND DESTROY IT TO PREVENT SEVERE INJURY OR DEATH TO SOMEONE. I LOVE MY TRUCK BUT NOW IT HAS PROVEN TO BE UNRELIABLE AND POSSIBLY DANGEROUS.**

1 Affected Product

September 10, 2017 NHTSA ID NUMBER: 11022555

Components: STEERING

NHTSA ID Number: 11022555
Incident Date August 31, 2017
Consumer Location DISCOVERY BAY, CA
Vehicle Identification Number 1FT7W2BT5EE*****

Summary of Complaint

CRASHNo
FIRENo
INJURIES0
DEATHS0

4WD FRONT END SHAKES VIOLENTLY WITHOUT WARNING AROUND 50 MPH.FRONT WHEELS WOBBLE ON STOCK VEHICLE 37000 MILES.HAVE TO COME TO A COMPLETE STOP TO MAKE IT GO AWAY.UNABLE TO TURN LEFT OR RIGHT AS ITS HAPPENING.ALMOST KILLED MY FAMILY.SEEMS TO BE KNOWN AS "DEATH WOBBLE" TO THE ONLINE COMMUNITY ALSO SEEMS TO COMMON TO NOT BE A ISSUE.FORD CLAIMS ITS A WORN TRACK BAR BUSHING AND WOULD NOT FIX THIS UNDER MY DRIVETRAIN WARRANTY.EXPERTS CLAIM IT IS DESIGN ISSUE IN THE 4WD FRONT END CASTER ANGLE.HAS HAPPEND MULTIPLE OCCASIONS

1 Affected Product

July 15, 2017 NHTSA ID NUMBER: 11005447

Components: STEERING, SUSPENSION

NHTSA ID Number: 11005447

Incident Date July 14, 2017

Consumer Location APPLE VALLEY, CA

Vehicle Identification Number 5SFBG3828BE*****

Summary of Complaint

CRASHNo
FIRENo
INJURIES0
DEATHS0

I HAVE EXPERIENCED AN EXTREME SHIMMING (DEATH WOBBLE) NUMEROUS TIMES WHILE DRIVING AT SPEED ON THE FREEWAY. AFTER GOING OVER A BRIDGE EXPANSION JOINT OR JUST A ROUGH SPOT IN THE HIGHWAY, MY TRUCK STARTS SHIMMING SO VIOLENTLY THAT I HAVE TO BRAKE HARD TO SLOW THE TRUCK UNTIL IT STOPS. THIS HAPPENED TO ME TWICE YESTERDAY (7/14/17). THE FIRST TIME IT HAPPENED I ALMOST CAUSED AN ACCIDENT BEHIND ME WHEN I APPLIED THE BRAKES. THE SECOND TIME I WAS IN THE SLOW LANE AND WAS ABLE TO GET ON THE SHOULDER TO DECELERATE. THIS WAS THE FIRST TIME MY WIFE WAS WITH ME WHEN THIS HAPPENED AND SHE SAID IF SHE WAS DRIVING SHE WOULD HAVE LOST CONTROL OF THE TRUCK. I UNDERSTAND FROM SPEAKING WITH OTHER FORD F-250 4X4 OWNERS THAT THIS IS A COMMON ISSUE. IS ANYTHING BEING DONE TO REMEDY THIS ISSUE. I DID NOT SEE ANY RECALL FOR THIS ON YOUR SITE OR ON FORD'S SITE. I HAVE AN APPOINTMENT AT THE LOCAL FORD DEALER, NEXT WEDNESDAY TO HAVE THEM CHECK THE FRONT SUSPENSION FOR ANY DEFECTS BUT I WANTED TO ADD MY NAME

1 TO WHAT I AM SURE IS A LONG LIST OF PEOPLE WITH THE SAME COMPLAINT. **DOES**
2 **SOMEBODY HAVE TO DIE BECAUSE OF THIS ISSUE BEFORE IT IS ADDRESSED?**

3 **1 Affected Product**

4 **December 26, 2017 NHTSA ID NUMBER: 11056574**
5 **Components: STEERING, SUSPENSION, WHEELS**

6 **NHTSA ID Number:** 11056574

7 **Incident Date** December 23, 2017

8 **Consumer Location** OKLAHOMA CITY, OK

9 **Vehicle Identification Number** 1FT7W2BT9FE****

10 **Summary of Complaint**

11 **CRASHNo**

12 **FIRENo**

13 **INJURIES0**

14 **DEATHS0**

15 WHILE DRIVING DOWN THE INTERSTATE UNDER NORMAL CONDITIONS, THE TRUCK
16 UNEXPECTEDLY STARTS WHAT IS CALLED THE "DEATH WOBBLE". THE STEERING
17 WHEEL AND THE TRUCK STARTS TO SHAKE UNCONTROLLABLY, AND THE ONLY
18 SOLUTION TO FIX THE PROBLEM IS COME TO A VERY SLOW SPEED OR A DEAD STOP.
19 **THIS IS VERY UNSAFE, ESPECIALLY WHEN IT HAPPENS ON A MAJOR INTERSTATE.**
20 THERE ARE A TON OF COMPLAINTS OUT THERE REGARDING THIS MATTER, AND
21 SEVERAL VIDEOS OUT THERE REGARDING THIS MATTER. **FORD NEEDS TO ISSUE A**
22 **RECALL ON THIS MATTER, AS IT IS EXTREMELY UNSAFE, AND SOMEONE WILL BE**
23 **INJURED OR DIE BECAUSE OF THIS.** MY TRUCK IS PAMPERED, AND ONLY HAS 55K ON
24 IT, SO THIS ISN'T BECAUSE OF ABUSE.

25 **1 Affected Product**

26 **June 5, 2018 NHTSA ID NUMBER: 11099958**

27 **Components: STEERING, WHEELS**

28 **NHTSA ID Number:** 11099958

Incident Date May 31, 2018

Consumer Location SUGAR HILL, NH

Vehicle Identification Number 1FT8X3BT7FE****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

DEATH WOBBLE MANY TIMES. VEHICLE IS COMPLETELY OUT OF CONTROL. NOT COOL
IN HEAVY TRAFFIC ON WAY TO BOSTON (65 MPH). TIRES ARE PROPERLY INFLATED.
VEHICLE HAS BEEN HAVING PROBLEM SINCE 45,000 MILES AND NOW HAS 55,000 MILES
ON IT. DEALER HAS ONLY MADE "SUGGESTIONS" ON WHAT TO DO TO CORRECT
PROBLEM. **WORRIED I WILL BE KILLED OR KILL SOMEONE WHEN DRIVING THIS**
VEHICLE.

1 **1 Affected Product**

2
3 **October 20, 2018 NHTSA ID NUMBER: 11141552**

4 **Components: STEERING**

5 **NHTSA ID Number:** 11141552

6 **Incident Date** October 14, 2018

7 **Consumer Location** GROTON, CT

8 **Vehicle Identification Number** 1FT7X2B69GE****

9 **Summary of Complaint**

10 **CRASH**No

11 **FIRE**No

12 **INJURIES**0

13 **DEATHS**0

14 MY TRUCK, WITH 41,000 MILES , IS SUFFERING WHATS BEING REFERRED TO ONLINE AS
15 THE " DEATH WOBBLE ". THE SYMPTOMS BEGAN AT AROUND 21,000 MILES AND IT HAS
16 GROWN STEADILY WORSE. IT HAPPENS WHEN HITTING BUMPS OR BRIDGE EXPANSION
17 JOINTS AT HIGHWAY SPEED, FORCING ME TO SLOW TO APPROX 20 MPH TO REGAIN
18 CONTROL, WHICH IS VERY UNSAFE ON A CROWDED HIGHWAY. THE DEALER I
19 PURCHASED THE TRUCK FROM NEW SAID IT IS NOT A WARRANTY ITEM AND MAY NOT
20 EVEN BE COVERED UNDER MY ADDITIONALLY PURCHASED 10 YEAR 100,000 MILE
21 EXTENDED WARRANTY. THE TRUCK IS ESSENTIALLY UNSAFE AT HIGHWAY SPEEDS
22 AND MY WIFE WONT EVEN RIDE IN IT. FORD IS IGNORING A HUGE PROBLEM WITH
23 THEIR PRODUCT , PEOPLE HAVE ALREADY BEEN HURT , SOMEONE IS GOING TO BE
24 KILLED! PLEASE HELP!! I HAVE AN APPOINTMENT AT THE DEALERS SERVICE
25 DEPARTMENT FOR TUEDAY , 10-23-18. THEY HAVE INFORMED ME THAT ANY WORK
26 THEY DO MAY BE ON MY DIME , WHICH JUST BLOWS MY MIND. AGAIN , **PLEASE**
27 **INTERJECT INTO THIS ISSUE BEFORE SOMEONE IS KILLED AND TO SAVE THE**
28 **BUYERS FROM HAVING TO PAY FORD TO ADDRESS THIS OBVIOUS ENGINEERING**
MISTAKE.

19 **1 Affected Product**

21 **December 14, 2018 NHTSA ID NUMBER: 11161469**

22 **Components: STEERING, SUSPENSION**

23 **NHTSA ID Number:** 11161469

24 **Incident Date** December 1, 2018

25 **Consumer Location** PITTSFORD, NY

26 **Vehicle Identification Number** 1FT8W3DTXGE****

27 **Summary of Complaint**

28 **CRASH**No

FIRENo

INJURIES0

DEATHS0

POPULARLY REFERRED TO AS "DEATH WOBBLE". AT SPEEDS ABOVE 50 MPH, THE TRUCK INSTANTLY GOES FROM FULL CONTROL TO AN UNCONTROLLED STATE OF

1 SEVERE OSCILLATION THAT CAN ONLY BE STOPPED BY STOPPING OR SLOWING THE
2 VEHICLE TO 10 MPH OR LESS. THERE IS NO PRIOR WARNING THAT THIS IS ABOUT TO
3 OCCUR AND IT DOES NOT OCCUR ALL THE TIME - EXTREMELY RANDOM - USUALLY
4 OCCURS WHEN THE TRUCK HITS A ROUGH PATCH OF ROAD OR A BRIDGE/PAVEMENT
5 EXPANSION JOINT. THE CONDITION IS MANIFESTED BY VIOLENT SHAKING OF THE
6 FRONT END ACCOMPANIED BY THE STEERING WHEEL BEING JERKED OUT OF THE
7 DRIVER'S HANDS, RESULTING IN COMPLETE LOSS OF STEERING CONTROL. THIS
8 CAUSES AN EXTREMELY HAZARDOUS CONDITION FOR OTHER VEHICLES AS WELL AS
9 THE PROBLEM TRUCK. FORD HAS ISSUED A TSB FOR THIS PROBLEM 18-2258,
10 CONSISTING OF A REPLACEMENT STEERING DAMPENER AND VARIOUS ALIGNMENT
11 COMPONENTS. THIS "KIT", INSTALLED BY A FORD DEALER INTO MY VEHICLE, HAD
12 ABSOLUTELY NO EFFECT ON THE PROBLEM AND IN FACT IT OCCURRED TWICE SINCE
13 INSTALLATION. THUS FAR, IT HAS HAPPENED A TOTAL OF FOUR TIMES WITH MY
14 TRUCK, AN F350-2016. **THIS PROBLEM IS SEVERE, IT IS EXTREMELY DANGEROUS
15 AND SOONER OR LATER, SOMEONE WILL BE INJURED OR KILLED.** FOR THE FHTSA -
16 I HAVE DASHCAM MOVIES OF THIS.

17 **1 Affected Product**

18 **January 29, 2018 NHTSA ID NUMBER: 11065587**
19 **Components: STEERING, SUSPENSION, WHEELS**

20 **NHTSA ID Number:** 11065587

21 **Incident Date** November 25, 2017

22 **Consumer Location** LOUDONVILLE, OH

23 **Vehicle Identification Number** 1FT7W2B62HE****

24 **Summary of Complaint**

25 **CRASH**No

26 **FIRE**No

27 **INJURIES**0

28 **DEATHS**0

DEATH WOBBLE.. WHEN DRIVING AT SPEEDS OF 65 TO 70 ON HIGHWAY IF YOU HIT ANY
KIND OF BRIDGE OR BUMP IN ROAD THE VEHICLE SHAKES VIOLENTLY LIKE A WHEEL
HAS FALLEN OFF.. YOU HAVE TO COME DOWN TO 20MPH OR STOP TO REGAIN
CONTROL.. I HAVE ONLY 19000 MILES ON MY TRUCK AND THIS HAS HAPPENED 4 TIMES
NOW.. **THIS IS GOING TO KILL SOME ONE NEEDS FIXED..** HAVE HAD IT TO
DEALERSHIP 3 TIMES ON MY WAY FOR 4 TH TODAY . I BOUGHT A NEW TRUCK TO FEEL
SAFE AND I AM AFRAID TO DRIVE IT NOW.

1 Affected Product

November 30, 2018 NHTSA ID NUMBER: 11155263

Components: SUSPENSION

NHTSA ID Number: 11155263

Incident Date November 30, 2018

Consumer Location HESPERIA, CA

Vehicle Identification Number 1FT7W2B67HE****

1 **Summary of Complaint**

2 **CRASHNo**

3 **FIRENo**

4 **INJURIES0**

5 **DEATHS0**

6 WHILE DRIVING AT FREEWAY SPEEDS TODAY I CROSSED A ROUGH SPOT ON THE
7 FREEWAY. MY STEERING BEGAN TO SHAKE VIOLENTLY FROM LEFT TO RIGHT AND
8 THE TRUCK STARTED VIOLENTLY SHAKING. IF IT HADN'T BEEN FOR LIGHT TRAFFIC
9 ALLOWING ME TO MOVE OVER TO THE SHOULD QUICKLY THEN I WOULD HAVE LOST
10 CONTROL OF THE TRUCK. IT WAS TERRIFYING. AFTER DOING A QUICK SEARCH ONLINE
11 ABOUT THE PROBLEM I FOUND NUMEROUS WEB PAGES ADDRESSING THIS ISSUE. WHY
12 HAS THIS NOT BEEN ADDRESSED? **NO ONE IS GETTING HELP FROM FORD. SOME ONE
13 IS GOING TO DIE.**

14 **1 Affected Product**

15 **January 10, 2019 NHTSA ID NUMBER: 11166300**

16 **Components: SUSPENSION**

17 **NHTSA ID Number: 11166300**

18 **Incident Date January 7, 2019**

19 **Consumer Location MUNCY, PA**

20 **Vehicle Identification Number 1FT7W2BTXHE*******

21 **Summary of Complaint**

22 **CRASHNo**

23 **FIRENo**

24 **INJURIES0**

25 **DEATHS0**

26 WHILE TRAVELING ABOUT 60 MPH ON A RURAL ROAD THE TRUCK FRONT END
27 STARTED SHAKING RAPIDLY. STEERING WHEEL VIOLENTLY JERKED OUT OF MY HAND.
28 TRUCK WAS VERY HARD TO CONTROL AND RAPID BRAKING WAS REQUIRED IN ORDER
TO REMAIN IN CONTROL. VEHICLES TRAVELING BEHIND ME ALSO HAD TO RAPIDLY
BRAKE TO AVOID HITTING ME. CHECKED THE TRUCK OUT AND FOUND NOTHING
LOOSE OR OBVIOUSLY BROKEN. WENT ON MY WAY. TRUCK NOW DOES THIS SEVERAL
TIMES DAILY WHILE DRIVING. EXTREMELY DANGEROUS. SOMEONE IS GOING TO GET
KILLED DUE TO THIS ISSUE, ITS JUST A MATTER OF TIME. AFTER SOME RESEARCH I
CAN SEE THAT THIS IS A KNOWN ISSUE REFERRED TO AS "DEATH WOBBLE". TWO
OTHERS I KNOW OF WITH BRAND NEW TRUCKS ARE ALSO HAVING THESE ISSUES. I
TOOK MY TRUCK TO DEALER AT 7,000 MILES COMPLAINING ABOUT "CHATTER" IN THE
FRONT END WHEN HITTING BUMPS. THEY STATED NOTHING WRONG, AND NOW AT
14,000 MILES I AM EXPERIENCING THIS VIOLENT SHAKE. I NO LONGER FEEL SAFE
DRIVING THIS TRUCK, AND IT APPEARS FORD ISNT FIXING THE ISSUE, ALTHOUGH I DO
HAVE A CALL IN TO THE DEALER. FORD APPEARS TO BE SLAPPING A NEW STEERING
DAMPER ON THE VEHICLE TO MASK THE PROBLEM FOR A NUMBER OF MILES UNTIL IT
WILL RETURN. A STEERING DAMPER IS DESIGNED TO PREVENT THIS ISSUE FROM
HAPPENING ON OLD OR WORN FRONT END PARTS. THIS SHOULD NOT HAPPEN ON A

1 NEW TRUCK UNDER ANY CIRCUMSTANCE, EVEN WITH NO STEERING DAMPER. **THIS**
2 **ISSUE NEEDS A RECALL BEFORE SOMEONE IS KILLED.**

3 **1 Affected Product**

4 February 4, 2019 **NHTSA ID NUMBER: 11174271**

5 **Components: STEERING, SUSPENSION**

6 **NHTSA ID Number:** 11174271

7 **Incident Date** January 31, 2019

8 **Consumer Location** HOPE MILLS, NC

9 **Vehicle Identification Number** 1FT7W2B60HE****

10 **Summary of Complaint**

11 **CRASHNo**

12 **FIRENo**

13 **INJURIES0**

14 **DEATHS0**

15 UNCONTROLLED "DEATH WOBBLE" WHEN DRIVING OVER 45 MPH. THIS OCCURS WHEN
16 THE FRONT OF THE VEHICLE BEGINS TO OSCILLATE VIOLENTLY, WHICH CAUSES THE
17 TRUCK TO SHAKE (WOBBLE) IN AN EXTREMELY UNCONTROLLABLE MANNER. SINCE
18 THE DEATH WOBBLE USUALLY OCCURS AT HIGH SPEEDS, **IT IS EXTREMELY**
19 **DANGEROUS AND COULD POTENTIALLY CAUSE THE VEHICLE TO TURN INTO**
20 **ADJACENT VEHICLES CAUSING FATALITIES.** THE ONLY WAY TO RECOVER FROM A
21 DEATH WOBBLE IS TO UNEXPECTEDLY SLOW DOWN, WHICH IS ALSO DANGEROUS TO
22 NEIGHBORING VEHICLES ESPECIALLY WHEN TRAVELING AT HIGH SPEEDS. IN MY
23 PARTICULAR CASE, THIS OCCURRED WHILE TRAVELING AT 70MPH ON AN INTERSTATE,
24 AT NIGHT, AND DURING INCLEMENT WEATHER. I WAS DRIVING STRAIGHT AND AFTER
25 DRIVING ONTO A ROAD-BRIDGE TRANSITION, THE VEHICLE BEGAN TO SUDDENLY
26 VIOLENTLY SHAKE, AND THE STEERING WHEEL ROCKED BACK AND FORTH. I WAS
27 FORCED TO SLOW DOWN AND ALL THE VEHICLES AROUND ME HAD TO TURN INTO THE
28 MEDIAN TO AVOID HITTING MY VEHICLE. I CHECKED MY VEHICLE FOR DAMAGED
TIRES OR DEBRIS UNDERNEATH AND FOUND NO SUCH DEBRIS OR DAMAGE. THE NEXT
DAY I DROVE TO THE DEALERSHIP AND THE SERVICE DEPARTMENT KNEW OF TSB 18-
2268. **I SHOULD HAVE BEEN NOTIFIED OF THIS PROBLEM BECAUSE IT ALMOST**
KILLED ME AND MY CHILDREN.

1 Affected Product

November 18, 2018 **NHTSA ID NUMBER: 11152254**

Components: STEERING

NHTSA ID Number: 11152254

Incident Date November 17, 2018

Consumer Location SYRACUSE, UT

Vehicle Identification Number 1FT7W2B65HE****

Summary of Complaint

CRASHNo

FIRENo

**INJURIES1
DEATHS0**

17 NOV 2018, WIFE AND I WERE TRAVELING SB ON I-15 NEAR BOUNTIFUL, UT GOING ABOUT 70MPH WHEN I WENT OVER A BUMP (WHERE THE ROAD TURNS INTO A BRIDGE). THE VEHICLE IMMEDIATELY STARTED TO DO A DEATH WOBBLE AND WE LOST CONTROL OF THE VEHICLE. BREAKS WERE VERY SLUGGISH DUE TO THE FRONT TIRES NOT MAKING CONTACT WITH THE ROAD. WE WERE ABLE TO REGAIN CONTROL AND PULL OVER AND INSPECT THE TIRES TO FIND NOTHING WRONG. WE TOOK THE TRUCK TO LES SCHWAB WHERE THEY INFORMED US THAT WE HAVE SEVERAL LOOSE AND BROKEN PARTS. THE DEALERS WERE CLOSED OR UNABLE TO GET US IN ON SATURDAY. THE TRUCK IS A 2017 F-250 CREW CAB, 100% STOCK. IF I WAS PULLING A TRAILER, I WOULD HAVE LOST COMPLETE CONTROL AND WOULD HAVE BEEN IN AN ACCIDENT. **THIS IS A MAJOR SAFETY ISSUE IF THIS TRUCK CANNOT GO DOWN A HIGHWAY WITHOUT A DEATH WOBBLE. SOMEONE OF LESSER DRIVING SKILL WILL NOT KNOW WHAT TO DO AND THIS TRUCK COULD KILL SOMEONE.** VIDEO OF THE EVENT: [HTTPS://WWW.YOUTUBE.COM/WATCH?V=JQFTGQKDKPG](https://www.youtube.com/watch?v=JQFTGQKDKPG) YOU CAN SEE IN THE VIDEO THAT AS SOON AS I CROSS OVER THE BRIDGE, THE TRUCK REACTS TO IT AND STARTS TO VIOLENTLY SHAKE. THE HOOD CAN CLEARLY BE SEEN VIBRATING AND THE DASH CAM RECORDS AND SAVED THE EVENT AS A CRASH.

1 Affected Product

December 23, 2018 **NHTSA ID NUMBER: 11163232**

Components: STEERING

NHTSA ID Number: 11163232

Incident Date December 23, 2018

Consumer Location WHITE PINE, TN

Vehicle Identification Number 1FT7W2BT4HE*****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

DEATH WOBBLE OCCURRED TODAY WITH ME AND MY WIFE AND KIDS GOING DOWN THE HIGHWAY AT 60 MPH AFTER CROSSING A BRIDGE. SCARED MY WIFE TILL THE POINT SHE WAS CRYING. **FORD REALLY NEEDS TO RECALL THIS BEFORE SOMEONE GETS KILLED.** LUCKILY THERE WAS NO CARS AROUND ME OR THERE WOULD HAVE BEEN A BAD WRECK.

1 Affected Product

February 3, 2019 **NHTSA ID NUMBER: 11173771**

Components: STEERING

NHTSA ID Number: 11173771

Incident Date February 2, 2019

Consumer Location BEARDSTOWN, IL

1 **Vehicle Identification Number** 1FT7X2BT8HE****

2 **Summary of Complaint**

3 **CRASHNo**

4 **FIRENo**

5 **INJURIES0**

6 **DEATHS0**

7 ?DEATH WOBBLE? STEERING WHEN A ROAD BUMP ENCOUNTERED. FRONT SREERING
8 DAMPER HAS BEEN REPLACED TWICE (2 TIMES) PREVIOUSLY, BUT THE ALMOST
9 UNCONTROLLABLE FRONT END SHIMMY IS BACK. HAVE NEVER HAD A FORD TRUCK
10 WITH THIS SORT OF PROBLEM. DON?T KNOW IF IT?S JUST THE DAMPENER, OR
11 COMBINATION OF INADEQUATE SHOCKS/SUSPENSION, BUT IT?S DANGEROUS TO
12 DRIVE. FORD MUST BE HELD ACCOUNTABLE FOR THIS DESIGN DEFECT! I TAKE IT
13 BACK TO THE DEALER TOMORROW FOR A 3RD ATTEMPTED FIX. VEHICLE NOW HAS
14 40,000 MILES, BUT, AS I SAID, THIS IS THE 3RD TIME FOR REPLACEMENT. SOMETHING
15 STRUCTURALLY IS CAUSING THE STEERING ISSUE. **I HOPE IT DOESN'T TAKE**

16 **FATALITIES FOR FORD TO FIND A SOLUTION.**

17 **1 Affected Product**

18 **February 5, 2019 NHTSA ID NUMBER: 11174349**

19 **Components: STEERING**

20 **NHTSA ID Number:** 11174349

21 **Incident Date** February 3, 2019

22 **Consumer Location** CALDWELL, ID

23 **Vehicle Identification Number** 1FT7W2BT6HE****

24 **Summary of Complaint**

25 **CRASHNo**

26 **FIRENo**

27 **INJURIES0**

28 **DEATHS0**

TYPICAL HIGHWAY DRIVING OVER MINOR ABNORMALITIES IN ROADWAY AT SPEEDS
OVER 50 MPH CAN CAUSE THE STEERING TO SHAKE VIOLENTLY AND WILL CONTINUE
UNLESS/UNTIL YOU BRAKE NEARLY TO A STOP. THIS HAPPENS WITHOUT WARNING
AND HAS NEARLY CAUSED SEVERAL COLLISIONS BY ME PERSONALLY. THERE IS NO
STEERING CONTROL UNTIL YOU HAVE BROUGHT THE VEHICLE TO A STOP. THIS
CONDITION IS COMMONLY KNOWN AS A DEATH WOBBLE. FORD HAS A TSB ON IT BUT
THEY ARE SIMPLY REPLACING DEFECTIVE PARTS TO GET PAST THE WARRANTY
PERIOD AND NOT SOLVING THE TRUE CAUSE OF THE PROBLEM. **IF NOT CURED**
PROPERLY, LIVES WILL BE LOST BECAUSE OF THIS KNOWN FLAWED DESIGN.

PLEASE DON'T LET THIS KILL ANYONE (ELSE?)!!!

1 Affected Product

July 29, 2018 NHTSA ID NUMBER: 11114415

Components: SUSPENSION

NHTSA ID Number: 11114415

1 **Incident Date June 7, 2018**

2 **Consumer Location** CRYSTAL, MN

3 **Vehicle Identification Number** 1FT8W3BT0HE****

4 **Summary of Complaint**

5 **CRASH**No

6 **FIRE**No

7 **INJURIES**0

8 **DEATHS**0

9 "2017 SUPERDUTY DEATH WOBBLE" THURSDAY, JUNE 7TH 2018 WHILE DRIVING AT
10 HIGHWAY SPEED (55 MPH) AND GOING OVER VERY MILD BUMPS IN THE HIGHWAY, THE
11 STEERING WHEEL WOULD SHAKE VIOLENTLY AND UNCONTROLLABLY WHILE THE
12 WHOLE VEHICLE SHUTTERED ENOUGH TO OPEN THE GLOVE COMPARTMENT AND
13 EMPTY ITS CONTENTS ALONG WITH EVERYTHING IN THE CENTER CONSOLE. I HAD NO
14 CONTROL OF THE VEHICLE TO KEEP IT IN MY LANE AND I LEFT THE ROAD FOR THE
15 DITCH. WHEN APPLYING THE BRAKES, THE ANTILOCK WAS ACTIVATED AND DID
16 EVENTUALLY COME TO A STOP. TWO WITNESSES STOPPED TO MAKE SURE I WAS OK
17 AND SAID IT APPEARED AS THOUGH THE FRONT END WAS COMING OFF THE VEHICLE.
18 THE VEHICLE WAS DRIVEN TO THE NEXT EXIT (ABOUT 5 MILES) AND THIS ISSUE
19 REPEATED THREE MORE TIMES AT SLOWER SPEEDS. THE VEHICLE WAS TOWED 80
20 MILES AND A REPAIR WAS PERFORMED TO THE STABILIZER SHOCK THAT TOOK A FULL
21 WEEK. IT IS NOW 7/29/2018 AND THE VEHICLE IS SHOWING SIGNS OF THE SHAKE AGAIN
22 BUT MILD IN NATURE. I HAVE HAD THIS SAME ISSUE ON OLDER VEHICLES BUT NEVER
23 ON A NEW VEHICLE WITH UNDER 30,000 MILES ON IT. **THIS ISSUE WILL KILL**
24 **SOMEONE SOMEDAY.**

25 **1 Affected Product**

26 **B. Ford’s Knowledge of the Suspension Defect**

27 36. Defendant has significant and long-standing knowledge of the Defect described herein.
28 Upon information and belief, Defendant Ford, through (1) their own records of customers’ complaints,
29 (2) dealership repair records, (3) records from the National Highway Traffic Safety Administration
30 (“NHTSA”), (4) warranty and post-warranty claims, (5) pre-sale durability testing and part sales, and
31 (6) other various sources, were aware of the Defect.

32 37. Defendant routinely monitors the internet for complaints similar in substance to those
33 quoted below. Defendant’s customer relations department routinely monitors the internet for customer
34 complaints, and Defendant has retained the services of third-parties to do the same. Further, the
35 customer relations division regularly receives and responds to customer calls concerning, *inter alia*,
36 product defects. Through these sources, Defendant was made aware of the Defect. The complaints also
37 indicate Defendant’s knowledge of the defect and its potential danger.

1 38. Moreover, Defendant should have known of the Defect because of the sheer number of
2 reports relating to the Defect causing a sudden loss of steering control, a violent front-end vibration and
3 swaying of the Vehicles. For instance, Defendant’s customer relations department, which interacts with
4 Ford-authorized service technicians in order to identify potentially widespread vehicle problems and
5 assist in the diagnosis of vehicle issues, has received numerous reports of the Defect causing a sudden
6 loss of steering control, a violent front-end vibration and swaying of the Vehicles. Customer relations
7 also collects and analyzes field data including, but not limited to, repair requests made at dealerships and
8 service centers, technical reports prepared by engineers that have reviewed vehicles for which warranty
9 coverage is requested, parts sales reports, and warranty claims data.

10 39. Defendant’s warranty department similarly reviews and analyzes warranty data submitted
11 by its dealerships and authorized technicians in order to identify defect trends in its vehicles. Defendant
12 dictates that when a repair is made under warranty (or warranty coverage is requested), service centers
13 must provide Defendant with detailed documentation of the problem and the fix that describes the
14 complaint, cause, and correction, and also save the broken parts in case Defendant later determines to
15 audit the dealership or otherwise verify the warranty repair. For their part, service centers are meticulous
16 about providing this detailed information about in-warranty repairs to Defendant because Defendant will
17 not pay the service centers for the repair if the complaint, cause, and correction are not sufficiently
18 described.

19 40. The NHTSA complaint database is again instructive, as it shows that the Death Wobble
20 Defect has been a significant consistently recurring problem, of which Defendant Ford has been on
21 notice, since 2005. The following table shows the number of complaints regarding he Death Wobble
22 Defect, that NHTSA has received broken down by model and model year:

MY	Model	# of Complaints	First Complanint	Last Complaint
2005	F-250 SD	173	3/10/2005	10/4/2017
2005	F-350 SD	78	4/3/2006	9/4/2016
2006	F-250	262	2/25/2007	2/9/2018

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2006	F-350	100	10/10/2007	4/9/2018
2007	F-250	59	4/7/2007	5/7/2018
2007	F-350	23	7/21/2008	5/7/2018
2008	F-250	36	6/25/2019	11/9/2018
2008	F-350	24	4/22/2009	7/25/2018
2009	F-250	26	9/2/2012	11/19/2018
2009	F-350	9	1/5/2012	10/22/2018
2010	F-250	27	5/26/2012	10/8/2018
2010	F-350	7	5/23/2014	3/29/2017
2011	F-250	117	11/12/2010	1/22/2019
2011	F-350	35	9/26/2011	9/16/2018
2012	F-250	45	2/17/2013	11/26/2018
2012	F-350	17	12/2/2013	8/14/2016
2013	F-250	11	12/30/2013	1/22/2019
2013	F-350	4	12/20/2016	7/2/2018
2014	F-250	13	4/2/2014	1/10/2019
2014	F-350	5	2/6/2015	8/29/2018
2015	F-250	11	2/3/2016	11/23/2018
2015	F-350	5	10/20/2014	6/5/2018
2016	F-250	6	10/17/2016	10/20/2018
2016	F-350	9	1/15/2017	12/14/2018
2017	F-250	93	10/18/2017	2/5/219
2017	F-350	50	12/4/2017	2/6/2019
2018	F-250	14	9/25/2018	2/2/2019
2018	F-350	5	10/2/2018	2/6/2019
2019	F-250	1	1/7/2019	
			1265	

41. Furthermore, not only can Ford’s knowledge be inferred from the fact that 1,265 complaints have been registered on the NHTSA website regarding the Death Wobble Defect in the Class Vehicles, but Ford’s knowledge is evidenced by the fact that 73 of those complaints expressly reference that the manufacturer—Defendant Ford Motor Company—was notified of the consumers’ concerns.

1. NHTSA Consumer Complaints Expressly Referencing Defendant Ford Company Being Notified of the Death Wobble Complaint

42. The following are the consumer complaints submitted to NHTSA that expressly reference Defendant Ford Company being notified of the Death Wobble Complaint:

1 **October 22, 2007 NHTSA ID NUMBER: 10206556**

Components: STEERING

2 **NHTSA ID Number:** 10206556

3 **Incident Date** October 19, 2007

Consumer Location BARTO, PA

4 **Vehicle Identification Number** 1FTNF21515E****

5 **Summary of Complaint**

CRASHNo

6 **FIRENo**

INJURIES0

7 **DEATHS0**

8 TL*THE CONTACT OWNS A 2005 FORD F-250. WHILE DRIVING 65 MPH, THE VEHICLE
9 SHOOK VIOLENTLY AND BECAME DIFFICULT TO STEER AFTER DRIVING OVER A BUMP
10 IN THE ROAD. THE CONTACT STATED THAT IT WAS NOT A NORMAL FRONT END SHAKE
11 AND CONTINUED DRIVING HOME AT A LOWER RATE OF SPEED. THE DEALER ROTATED
12 THE TIRES, BUT THAT DID NOT CORRECT THE FAILURE. **THE MANUFACTURER
ADVISED HER TO CALL NHTSA AND TO TAKE THE VEHICLE BACK TO THE DEALER.**
13 THE CURRENT MILEAGE WAS 30,400 AND FAILURE MILEAGE WAS 18,000.

1 Affected Product

14 **January 4, 2012 NHTSA ID NUMBER: 10442409**

Components: STEERING

15 **NHTSA ID Number:** 10442409

16 **Incident Date** September 6, 2006

Consumer Location MERIDIAN, MS

17 **Vehicle Identification Number** 1FTWW31P56E****

18 **Summary of Complaint**

CRASHNo

19 **FIRENo**

INJURIES0

20 **DEATHS0**

21 TL* THE CONTACT OWNS A 2005 FORD F-250. WHILE DRIVING APPROXIMATELY 65 MPH,
22 THE CONTACT DROVE OVER A BUMP AND THE VEHICLE BEGAN TO IMMEDIATELY
23 VIBRATE VIOLENTLY. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER, WHERE
24 BOTH FRONT TIE ROD ENDS WERE REPLACED. THE CONTACT ALSO RECENTLY
25 RECEIVED AN ADVISORY NOTIFICATION LETTER FROM THE MANUFACTURER IN
26 REGARDS TO STEERING WHEEL AND FRONT END VIBRATIONS WHEN DRIVING OVER
27 BUMPY ROAD SURFACES. THE MANUFACTURER ADVISED OWNERS TO MAINTAIN
28 PROPER TIRE INFLATION. **THE MANUFACTURER WAS NOTIFIED AND MADE AWARE
OF THE FAILURE.** THE APPROXIMATE FAILURE MILEAGE WAS 20.

1 Affected Product

October 14, 2009 NHTSA ID NUMBER: 10287346

Components: STEERING

1 **NHTSA ID Number:** 10287346
2 **Incident Date** September 28, 2009
3 **Consumer Location** WILMOT, NH
4 **Vehicle Identification Number** 1FTWF31525E****

5 **Summary of Complaint**

6 **CRASHNo**

7 **FIRENo**

8 **INJURIES0**

9 **DEATHS0**

10 TL*THE CONTACT OWNS 2005 FORD F350 SUPERDUTY. WHILE DRIVING
11 APPROXIMATELY 65 TO 75 MPH, HE HIT A BUMP IN THE ROAD AND THE VEHICLE
12 PROCEEDED TO SHAKE VIOLENTLY CAUSING HIM TO ALMOST LOSE CONTROL OF THE
13 VEHICLE. HE WAS ABLE TO REGAIN CONTROL OF THE VEHICLE WHEN THE SPEED
14 DECREASED TO 30 MPH. AN INDEPENDENT MECHANIC WAS UNABLE TO DIAGNOSE THE
15 FAILURE. THE MECHANIC STATED THAT NOTHING WAS WRONG WITH THE VEHICLE.

16 **HE CONTACT NOTIFIED THE MANUFACTURER; HOWEVER, THEY HAVE NOT
17 RESPONDED.** THE CURRENT AND THE FAILURE MILEAGES WERE 50,000.

18 **1 Affected Product**

19 **December 20, 2011 NHTSA ID NUMBER: 10440552**

20 **Components: STEERING**

21 **NHTSA ID Number:** 10440552

22 **Incident Date** December 20, 2010

23 **Consumer Location** MILLER PLACE, NY

24 **Vehicle Identification Number** 1FTWX31515E****

25 **Summary of Complaint**

26 **CRASHNo**

27 **FIRENo**

28 **INJURIES0**

DEATHS0

TL* THE CONTACT OWNS A 2005 FORD F-350 SD. THE CONTACT STATED THAT THE
VEHICLE WOULD SHAKE VIOLENTLY WHILE DRIVING OVER 50 MPH. **THE
MANUFACTURER WAS NOTIFIED OF THE FAILURE, BUT DENIED ANY ASSISTANCE
WITH REPAIRS TO THE VEHICLE.** THE CONTACT MADE ATTEMPTS TO REPAIR THE
FAILURE, BUT THE DEFECT CONTINUOUSLY RECURRED. THE FAILURE MILEAGE WAS
45,000 AND THE CURRENT MILEAGE WAS 60,000.

1 Affected Product

January 16, 2013 NHTSA ID NUMBER: 10493165

Components: STEERING

NHTSA ID Number: 10493165

Incident Date January 1, 2007

Consumer Location FELTON, CA

Vehicle Identification Number N/A

1 **Summary of Complaint**

2 **CRASHNo**
3 **FIRENo**
4 **INJURIES0**
5 **DEATHS0**

6 TL* THE CONTACT OWNS A 2005 FORD F-350 SD. THE CONTACT STATED THAT WHILE
7 DRIVING APPROXIMATELY 60 MPH, THE STEERING WHEEL AND FRONT END OF THE
8 VEHICLE STARTED TO SHAKE. THE CONTACT RELEASED THE ACCELERATOR PEDAL
9 AND THE SHAKING BECAME MORE EXTREME. AFTER DEPRESSING THE BRAKES, THE
10 VEHICLE WAS MOVED OFF THE ROADWAY AND THE CONTACT INSPECTED THE
11 VEHICLE. THE CONTACT FOUND NOTHING LOOSE OR HANGING. THE VEHICLE WAS
12 THEN TAKEN TO A DEALER WHERE THE CONTACT WAS INFORMED THAT THE VEHICLE
13 WAS PERFORMING NORMALLY WHEN DRIVING AT HIGHWAY SPEEDS. **THE**
14 **MANUFACTURER WAS CONTACTED BUT OFFERED NO ASSISTANCE.** THE FAILURE
15 MILEAGE WAS APPROXIMATELY 20,000. THE CURRENT MILEAGE WAS APPROXIMATELY
16 62,000. THE VIN WAS UNAVAILABLE.

17 **1 Affected Product**

18 **May 5, 2016 NHTSA ID NUMBER: 10863336**
19 **Components: SUSPENSION, ELECTRONIC STABILITY CONTROL**

20 **NHTSA ID Number:** 10863336
21 **Incident Date** April 28, 2016
22 **Consumer Location** TEMPLE, TX
23 **Vehicle Identification Number** 1FTWW33P75E****

24 **Summary of Complaint**

25 **CRASHNo**
26 **FIRENo**
27 **INJURIES0**
28 **DEATHS0**

TL* THE CONTACT OWNS A 2005 FORD F-350. THE CONTACT STATED WHILE DRIVING AT
APPROXIMATELY 65 MPH, THE VEHICLE VIOLENTLY SHOOK. THE FAILURE OCCURRED
WITHOUT WARNING. THE VEHICLE WAS TAKEN TO INDEPENDENT MECHANIC WHERE
IT WAS DIAGNOSED THE VEHICLE HAD A FRONT END OSCILLATION AND THAT TRACK
BAR, STABILIZER LINK, AND UPPER AND LOWER BALL JOINTS NEEDED TO BE
REPLACED. THE VEHICLE WAS NOT REPAIRED. **THE MANUFACTURER WAS NOTIFIED**
OF THE FAILURE. THE FAILURE MILEAGE WAS APPROXIMATELY 127,000.

1 Affected Product

March 17, 2010 NHTSA ID NUMBER: 10320462
Components: STEERING

NHTSA ID Number: 10320462
Incident Date March 17, 2009
Consumer Location OROVILLE, CA
Vehicle Identification Number 1FTSW21P76E****

1 **Summary of Complaint**

2 **CRASHNo**

3 **FIRENo**

4 **INJURIES0**

5 **DEATHS0**

6 TL * THE CONTACT OWNS A 2006 FORD F250. THE CONTACT STATED THAT WHILE
7 TRAVELING AT SPEEDS OF 40 MPH IN CLEAR WEATHER CONDITIONS, THE ENTIRE
8 FRONT END OF THE VEHICLE WOULD SHAKE EXCESSIVELY. HE ATTEMPTED TO SHUT
9 OFF AND RESTART THE ENGINE TO CORRECT THE FAILURE TO NO AVAIL. THE FAILURE
10 WOULD OCCUR SEVERAL TIMES WHILE OPERATING THE VEHICLE. **THE**
11 **MANUFACTURER WAS CONTACTED AND ADVISED TAKING THE VEHICLE TO THE**
12 **DEALER FOR FURTHER INSPECTION.** THERE HAD BEEN NO REPAIRS TO THE VEHICLE
13 AS OF YET. THE FAILURE MILEAGE WAS 18,000 AND THE CURRENT MILEAGE WAS
14 28,000.

15 **1 Affected Product**

16 **April 7, 2014 NHTSA ID NUMBER: 10577858**

17 **Components: STEERING**

18 **NHTSA ID Number: 10577858**

19 **Incident Date May 2, 2011**

20 **Consumer Location OREFIELD, PA**

21 **Vehicle Identification Number 1FTSX21536E******

22 **Summary of Complaint**

23 **CRASHNo**

24 **FIRENo**

25 **INJURIES0**

26 **DEATHS0**

27 TL* THE CONTACT OWNS A 2006 FORD F250. THE CONTACT STATED THAT THERE WAS
28 AN EXTREME VIBRATION IN THE STEERING WHEEL. THE CONTACT DROVE OVER A
BUMP OR UNEVEN PAVEMENT WHILE DRIVING THE VEHICLE AT ANY SPEED AND HAD
TO USE FORCE IN ORDER TO GAIN CONTROL OF THE STEERING WHEEL ON MULTIPLE
OCCASIONS. THE VEHICLE SHOOK VIOLENTLY AND THE STEERING CONTINUED TO BE
UNSTABLE. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER WHO WAS UNABLE
TO DIAGNOSE THE FAILURE. THE CONTACT CONTINUED TO EXPERIENCE THE
STEERING FAILURE WHICH CAUSED THE VEHICLE TO DRIVE ROUGH. THE VEHICLE
WAS TAKEN BACK TO AN AUTHORIZED DEALER WHO WAS UNABLE TO REPLICATE THE
FAILURE. **THE MANUFACTURER WAS NOTIFIED OF THE FAILURE.** THE
APPROXIMATE FAILURE MILEAGE WAS 50000.

1 Affected Product

April 19, 2010 NHTSA ID NUMBER: 10326393

Components: STEERING, SUSPENSION

NHTSA ID Number: 10326393

Incident Date April 17, 2010

1 **Consumer Location** SHELTER ISLAND, NY
2 **Vehicle Identification Number** 1FTSX21516E****

3 **Summary of Complaint**

4 **CRASH**No

5 **FIRE**No

6 **INJURIES**0

7 **DEATHS**0

8 2006 FORD F-250 SUPER DUTY GAS 5.4L V8 I WAS ON THE HIGHWAY DRIVING AROUND
9 70 WHEN I HIT A POT HOLE THE STEERING WHEEL JERKED LIKE NORMAL BUT THEN
10 ALL OF A SUDDEN THE TRUCK STARTED TO SHAKE VIOLENTLY. I STARTED TO SLOW
11 DOWN AS FAST AS POSSIBLE, I THOUGHT I HAD A FLAT. I WAS BARELY ABLE TO GET
12 OFF THE ROAD WITH OUT CAUSING AN ACCIDENT. I SPENT ABOUT AN HOUR TRYING
13 TO FIGURE OUT WHAT HAPPENED. WITH NO FINDINGS I STARTED TO DRIVE HOME
14 VERY SLOWLY AFRAID TO GO OVER 50. I TYPED IN GOOGLE.COM FORD F250 SHAKING
15 AND WAS AMAZED THAT THERE WAS A MAJOR PROBLEM OUT THERE AND FORD IS
16 DOING NOTHING ABOUT IT. I JUST CALLED FORD MOTOR COMPANY AND WAS
17 GIVEN A CASE NUMBER. ALL THE DEALERSHIP BLAME IT ON TIRE PRESSURE. AND
18 MOST OF THEM STATE THAT THE PRESSURE NEEDS TO BE GREATER THEN LISTED ON
19 THE DOOR OF THE TRUCK. I AM TRULY AMAZED I WAS NOT HURT OR EVEN MORE
20 AMAZED OF THE QUICK THINKING OF THE DRIVERS AROUND ME, GOING FROM 70 PLUS
21 TO ABOUT 30 IN A FEW SECONDS. FROM WHAT I AM READING THE HAVE BEEN
22 ARTICLES IN A FEW MAJOR MAGAZINES AND TV SHOWS REGARDING THIS ISSUE. I AM
23 NOW GOING TO INCREASE MY TIRE PRESSURE AND SEE IF THAT CURES THE PROBLEM,
24 IF NOT I AM GOING TO BE FORCED TO BUY AFTER MARKET PARTS TO FIX THE
25 PROBLEM, COSTING \$ 1,000 MIN.

26 I DON'T MIND THE PRICE FOR THE SAFETY OF MY WIFE AND PASSENGERS. BUT I
27 WOULD THINK THAT FORD MOTOR COMPANY WOULD STAND BEHIND THERE
28 PRODUCT. ON THIS DAY IT HAPPENED 2 TIMES ON A 100 MILE TRIP, I AM NOW
DEATHLY AFRAID TO DRIVE IT ON THE HIGHWAY, OR EVEN TAKE A PASSENGER WITH
ME, OTHER THEN THAT HAPPENING AT HIGHWAY SPEEDS, THE VEHICLE HANDLES
GREAT AND NO PROBLEMS. *TR

1 Affected Product

22 **June 26, 2009 NHTSA ID NUMBER: 10275011**

23 **Components: STEERING**

24 **NHTSA ID Number:** 10275011

25 **Incident Date** April 2, 2009

26 **Consumer Location** Unknown

27 **Vehicle Identification Number** 1FTSW21P46E****

28 **Summary of Complaint**

CRASHNo

FIRENo

INJURIES0

DEATHS0

1 WHEN DRIVING WHEN YOU GO OVER A BUMP ,RXR CROSSING OR MAN HOLE COVER
2 THE FRONT END OF THE VEHICLE SEVERELY SHAKES TO THE POINT YOU HAVE TO JAM
3 ON THE BRAKES OR WRECK. I REPLACED THE STEERING STABILIZER AS INSTRUCTED
4 TO BUT THE OUTCOME HAS NOT CHANGED. **I HAVE CALLED FORD NUMEROUS**
TIMES,BOTH THE DEALER AND FORD MANUFACTURER. THEY BOTH ACT LIKE
THEY HAVE NEVER HEARD OF THIS SEVERE PROBLEM. *TR

5 **1 Affected Product**

6
7 **December 13, 2011 NHTSA ID NUMBER: 10439726**

8 **Components: STEERING**

9 **NHTSA ID Number:** 10439726

10 **Incident Date** December 12, 2009

11 **Consumer Location** ERIE, PA

12 **Vehicle Identification Number** 1FTFX21536E****

13 **Summary of Complaint**

14 **CRASH**No

15 **FIRE**No

16 **INJURIES**0

17 **DEATHS**0

18 TL* THE CONTACT OWNS A 2006 FORD F-250 SD. THE CONTACT WAS DRIVING 60 MPH
19 AND DROVE OVER A ROAD BUMP WHEN THE ENTIRE VEHICLE SHOOK EXCESSIVELY.
20 THE VEHICLE WAS TAKEN TO THE DEALER PREVIOUSLY WHO REPLACED THE TIRES,
21 SHOCKS AND OTHER UNKNOWN COMPONENTS, BUT THE VEHICLE CONTINUED TO
22 SHAKE UNCONTROLLABLE. THE DEALER WAS UNABLE TO LOCATE THE PROBLEM. **THE**
23 **MANUFACTURER WAS NOTIFIED OF THE FAILURE WHO INFORMED THE CONTACT**
24 **TO TAKE THE VEHICLE BACK TO THE DEALER FOR FURTHER TESTING.** THE
25 FAILURE MILEAGE WAS 90,000 AND THE CURRENT MILEAGE WAS 109,000.

26 **1 Affected Product**

27
28 **January 26, 2012 NHTSA ID NUMBER: 10445440**

Components: STEERING

NHTSA ID Number: 10445440

Incident Date May 2, 2011

Consumer Location Unknown

Vehicle Identification Number 1FTSX21516E****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

TL* THE CONTACT OWNS A 2006 FORD F-250 SD. THE CONTACT STATED THAT THE
VEHICLE WOULD VIOLENTLY WOBBLE WHILE DRIVING AT HIGHWAYS SPEEDS. THE
DEALER ATTEMPTED TO REPAIR THE VEHICLE, BUT THE FAILURE RECURRED. **THE**

MANUFACTURER WAS NOTIFIED, BUT DENIED ANY ASSISTANCE WITH REPAIRS.

THE FAILURE MILEAGE WAS 37,000 AND THE CURRENT MILEAGE WAS 47,600.

1 Affected Product

June 5, 2009 NHTSA ID NUMBER: 10272981

Components: SUSPENSION

NHTSA ID Number: 10272981

Incident Date September 13, 2008

Consumer Location TWIN BRIDGES, MT

Vehicle Identification Number 1FTWW31P36E****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

TL*THE CONTACT OWNS A 2006 FORD F-350. WHILE DRIVING APPROXIMATELY 65 MPH, THE VEHICLE DROVE OVER A BUMP IN THE ROAD. THE STEERING WHEEL VIBRATED AND SHIMMIED SEVERELY. THE VEHICLE BEGAN TO VEER ACROSS THE ROAD WITHOUT ASSISTANCE. THE FAILURES OCCURRED WHENEVER THE VEHICLE TRAVELED OVER ROUGH ROAD SURFACES. THE VEHICLE WAS TAKEN TO AN INDEPENDENT MECHANIC FOR INSPECTION AND THEY STATED THAT THE FRONT SUSPENSION WAS FAULTY DUE TO A MANUFACTURER DESIGN DEFECT. **THE MANUFACTURER WAS NOTIFIED, BUT DID NOT ASSIST.** THE CONTACT WAS ADVISED TO CHECK THE TIRE INFLATION PRESSURE. THE CONTACT IS IN THE PROCESS OF TAKING THE VEHICLE TO AN AUTHORIZED DEALER. THE FAILURE MILEAGE WAS 42,000 AND CURRENT MILEAGE WAS 57,000. UPDATED 07/17/09. *LJ UPDATED 07/20/09.*JB

1 Affected Product

1 Associated Document

February 11, 2014 NHTSA ID NUMBER: 10563867

Components: SUSPENSION, STEERING

NHTSA ID Number: 10563867

Incident Date May 2, 2011

Consumer Location VICHY, MO

Vehicle Identification Number 1FTWW33P36E****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

TL* THE CONTACT OWNS A 2006 FORD F-350. THE CONTACT STATED THAT THE WHILE DRIVING APPROXIMATELY 35 MPH, THE FRONT END OF THE VEHICLE AND THE STEERING WHEEL EXPERIENCED SEVERE VIBRATION AFTER THE CONTACT DROVE OVER A ROAD DIP. THE CONTACT STATED THAT THE DEFECT WOULD RECUR WHEN

1 DRIVING AT ANY SPEED AND ANYTIME THE VEHICLE WAS DRIVEN OVER A DIP OR
2 ROAD WINE. THE VEHICLE WAS NOT DIAGNOSED OR REPAIRED. **THE MANUFACTURER**
3 **WAS NOTIFIED AND NO SOLUTION WAS OFFERED.** THE FAILURE MILEAGE WAS
4 60,000.

5 **1 Affected Product**

6 **May 26, 2016 NHTSA ID NUMBER: 10871068**

7 **Components: SUSPENSION, STEERING**

8 **NHTSA ID Number: 10871068**

9 **Incident Date May 20, 2016**

10 **Consumer Location SANDWICH, MA**

11 **Vehicle Identification Number 1FTWW31566E******

12 **Summary of Complaint**

13 **CRASHNo**

14 **FIRENo**

15 **INJURIES0**

16 **DEATHS0**

17 FORD F-350 2006 OSCILLATION I HAVE FILED A PREVIOUS COMPLAINT BEFORE RE THE
18 VIOLENT OSCILLATION THAT HAPPENS WITH OUR FORD F-350 TRUCK. WE HAVE HAD
19 MORE EVENTS AT SLOWER SPEEDS AND THE SHAKING IS ALMOST UNMANAGEABLE
20 NOW. WEDNESDAY MAY 11 APPROX 1PM EXITING THE BOURNE BRIDGE MA. I WAS
21 DRIVING AT APPROX 40MPH AND EXITING THE BRIDGE. THERE WAS A ROUGH
22 CONSTRUCTION PATCH ON THE ROAD RIGHT WHERE THE ROAD CONNECTS TO THE
23 BRIDGE. AS I HIT THE ROUGH PATCH, THE OSCILLATION BEGAN AND THE TRUCK
24 SHOOK UNCONTROLLABLY APPROACHING THE ROTARY. THERE WAS A LOT OF
25 TRAFFIC AND CARS IN THE LANE BESIDE ME THAT COULD HAVE BEEN DAMAGED.
26 MAY 20, 2016 AT APPROX 5PM. MY HUSBAND WAS DRIVING WEST ON HIGHWAY ROUTE
27 6, CAPE COD MA AT APPROX 55MPH. AS HE PASSED EXIT 6, HE HIT A ROUGH PATCH
28 AND THE TRUCK BEGAN OSCILLATING VIOLENTLY. HE WAS UNABLE TO CONTROL IT
AND SWERVED IN BOTH LANES OF THE WESTERLY 2-LANE HIGHWAY ALSO RUBBING
AGAINST THE CURB. LUCKILY THE TRAFFIC STOPPED WHEN SEEING HIS TRUCK OUT OF
CONTROL AND NO ONE WAS HURT OTHER THAN MY HUSBAND BEING TOTALLY
SHAKEN. THE TIRES HAVE BEEN INFLATED AS RECOMMENDED BY FORD WHEN THE
SENT A LETTER RE THIS DEFECT. THIS TRUCK IS DANGEROUS, NOT ONLY TO US BUT
OTHERS WHO ARE ON THE ROAD. I HAVE CONTACTED THE PLYMOUTH FORD DEALER
WHERE THE TRUCK WAS PURCHASED, FORD CUSTOMER SERVICE AND FORD HEAD
OFFICE. EVEN THOUGH THEY ACKNOWLEDGE THE TRUCKS ARE DEFECTIVE, THEY SAY
THEY ARE NOT RESPONSIBLE FOR REPAIRING THEM. OUR TRUCK IS OSCILLATING
REALLY BADLY AND IS DANGEROUS TO DRIVE. THIS SHOULD BE A RECALL, NOT ONLY
FOR THOSE OF US DRIVING THESE DEFECTIVE FORD F-350 2006 TRUCKS, BUT FOR THE
OTHER INNOCENT LIVES ON THE ROAD.

1 Affected Product

June 13, 2016 NHTSA ID NUMBER: 10873902

Components: SUSPENSION

NHTSA ID Number: 10873902

Incident Date June 5, 2012

Consumer Location STERLINGTON, LA

Vehicle Identification Number 1FTWW33P26E****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

TL* THE CONTACT OWNS A 2006 FORD F-350. WHILE DRIVING 65 MPH OVER BUMPS IN THE ROAD, THE VEHICLE SHOOK VIOLENTLY. THE DEALER DIAGNOSED THAT THE FRONT AXLE FAILED AND NEEDED TO BE REPLACED. THE VEHICLE WAS NOT REPAIRED BECAUSE THE REMEDY WAS NOT AVAILABLE. THE MANUFACTURER WAS NOTIFIED OF THE FAILURE. THE FAILURE MILEAGE WAS UNKNOWN.

1 Affected Product

January 16, 2014 **NHTSA ID NUMBER: 10560235**

Components: STEERING

NHTSA ID Number: 10560235

Incident Date November 2, 2012

Consumer Location THEODORE, AL

Vehicle Identification Number 1FTWW33P46E****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

DRIVING VEHICLE WITH FIFTH WHEEL 31 FT CAMPER IN TOW VEHICLE LURCHED TO THE LEFT AND ATTEMPTS TO CORRECT FOUND GREAT RESISTANCE IN STEERING RESPONSE. ON SEVERAL OCCASIONS SINCE AND AT NO SPECIFIC SPEED THE VEHICLE WILL LURCH TO THE LEFT OR RIGHT OR SHIMMY TO THE POINT THAT STEERING BECOMES ALMOST UNRESPONSIVE. I HAD THE VEHICLE CHECKED AND WAS ADVISED NOTHING WAS IN NEED OF REPLACEMENT. THEN I RECEIVED A LETTER FROM FORD MOTOR CO DESCRIBING THE EXACT STEERING SITUATION THAT I AM EXPERIENCING ALONG WITH RECOMMENDATIONS TO KEEP TIRES INFLATED PROPERLY, WHICH I HAVE AND CONTINUE TO HAVE CORRECT. I CONTACTED FORD TO VOICE MY CONCERN AND WAS ADVISED THIS IS "JUST A NORMAL QUALITY OF A SOLID FRONT AXEL 4 WHEEL DRIVE TRUCK". I USE THIS VEHICLE TO PULL A CAMPER AND WHEN THIS "SEVERE VIBRATION AND OSCILLATION" OCCURS IT CAUSES THE TRUCK/TRAILER TO LURCH SO FAR AS TO CAUSE IT TO SHIFT LANES. THIS PROBLEM OCCURS AT ALL SPEEDS, EVEN HIGHWAY SPEEDS OF 70MPH. I WAS ALSO TOLD THAT THE LETTER WAS ONLY A "NOTIFICATION OF THE SITUATION AND HOW TO AVOID" AND NOT A RECALL. FURTHERMORE, FORD ADVISED THAT I TAKE THE VEHICLE IN TO A FORD DEALER AT MY COST TO ENSURE THAT THIS WAS THE CAUSE OF THE PROBLEM. THIS SITUATION IS

1 SEVERE ENOUGH THAT IT COULD AND PERHAPS HAS BEEN THE CAUSE OF TRAFFIC
2 ACCIDENTS. HOW LONG WILL THIS BE ALLOWED TO GO ON BEFORE A RECALL IS
3 ISSUED? HAVING IDENTIFIED A VEHICLE STEERING PROBLEM, THAT IN MY OPINION
4 COULD BE LIFE THREATENING, SHOULD BE SUFFICIENT CAUSE FOR A RECALL TO BE
5 ISSUED. *TR

6 **1 Affected Product**

7 **May 24, 2009 NHTSA ID NUMBER: 10269838**

8 **Components: SUSPENSION**

9 **NHTSA ID Number:** 10269838

10 **Incident Date** January 11, 2009

11 **Consumer Location** Unknown

12 **Vehicle Identification Number** N/A

13 **Summary of Complaint**

14 **CRASH**No

15 **FIRE**No

16 **INJURIES**0

17 **DEATHS**0

18 I HAVE A 2006 FORD F350 CREWCAB SUPERDUTY THAT HAS A SHIMMY / VIBRATION IN
19 CAB OF TRUCK WHICH HAPPENS WHEN I HIT A DIP OR BUMP AND IF I SLOW DOWN
20 SOMETIMES IT GOES AWAY QUICKLY WHEN I SLOW DOWN AND SOMETIMES I HAVE
21 SLOW DOWN BELOW 30MPH. HOW SAFE IS THAT ON AN INTERSTATE? I DID RECEIVE A
22 LETTER FROM FORD SAYING THIS COMMON BUT I DISAGREE BECAUSE THIS IS MY
23 THIRD SUPERDUTY AND THE LAST TWO I DID NOT EXPERIENCE THIS PROBLEM BUT
24 THEY HAD DIESEL ENGINES THIS IS GAS. MY DEALERSHIP TOLD FORD CUSTOMER REP
25 THAT I NEED A ROAD WORTHY TEST OR THE DRIVE SHAFT IS OUT OF BALANCE SO
26 THEY ARE GUESSING TOO. THE DEALERSHIP DID NOT EVEN KNOW ABOUT THIS LETTER
27 THAT FORD SENT TO SUPERDUTY OWNERS. FORD REP STATED THERE IS NO RECALL
28 ON THIS VEHICLE. THE SERVICE MANAGER AT THE LOCAL DEALERSHIP BELIEVES THE
PROBLEM IS BECAUSE A GAS ENGINE IS TOO LIGHT AND THE SUPERDUTYS WERE
MADE FOR DIESEL ENGINES. I HAVE NO IDEA HOW TRUE THIS IS BUT MY FIRST TWO
SUPERDUTY TRUCKS I HAD WERE DIESEL AND I DID NOT EXPERIENCE THIS. I HAVE
DRAFTED UP A LETTER TO SEND TO NYS ATTORNEY GENERAL AND TO FORD BUT I AM
NOT VERY CONFIDENT ABOUT THE END RESULTS. MY WARRANTY HAS RUN OUT AND
NOW IT IS ON MY NICKEL. I EVEN PUT NEW E RATED TIRES ON THE TRUCK IN
DECEMBER AND HAS BEEN AT THE DEALERSHIP TWICE WHICH THEY SAID THE TIRES
WERE OUT OF BALANCE AND NEEDED TO BE ROTATED. I HAVE LESS THAN 3,000 MILES
ON THESE TIRES SO THAT DID NOT MAKE ANY SENSE. AS OF THIS DATE THE TIRES
HAVE BEEN BALANCED A TOTAL OF THREE TIMES WHICH ABSOLUTELY NO SENSE
EITHER. I AM GOING TO GET A SECOND OPINION FROM MY MECHANIC THAT I HAVE
BEEN USING FOR OVER 20 YEARS WHICH IS NOT A FORD DEALERSHIP TO SEE IF THE
PROBLEM CAN BE RESOLVED SINCE I AM NOT GETTING MUCH HELP FROM FORD OR
THE DEALERSHIP. THIS SHIMMY / VIBRATION DOES GET ME NERVOUS AT TIMES AND
DO NOT FEEL I AM VERY SAFE IN KEEPING THIS BIG PICKUP UNDER

CONTROL AND I DO NOT EXCEED THE SPEED LIMIT MORE THAN 5 MPH. I HAVE BEEN A FORD PERSON FOR OVER THIRTY YEARS AND NOW I MAY HAVE TO CHANGE. *TR
1 Affected Product

October 15, 2009 NHTSA ID NUMBER: 10288585
Components: STEERING, SUSPENSION

NHTSA ID Number: 10288585

Incident Date October 13, 2009

Consumer Location TEWKSBURY, MA

Vehicle Identification Number 1FDWX37Y86E*****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

EXCESSIVE FRONT END SHIMMY ON OCCASION WITH MY FORD F350 4X4. I HAVE RECEIVED A LETTER FROM FORD DISCUSSING THIS ISSUE. THE FIRST TIME THE PROBLEM OCCURRED, MY TIRE PRESSURE WAS LOW AND SUBSEQUENTLY MAINTAINING PROPER TIRE PRESSURE SEEMED TO PREVENT THE PROBLEM FOR A WHILE. HOWEVER, RECENTLY I HIT SOME BUMPS WHILE TRAVELING ON THE HIGHWAY AT A SPEED OF APPROXIMATELY 65 MPH AND THE FRONT END BEGAN TO SHIMMY VERY VIOLENTLY. I KNEW TO HIT THE BRAKES TO REGAIN CONTROL OF THE STEERING, BUT I HAD TO STAY ON MY BRAKES UNTIL I SLOWED TO APPROXIMATELY 40 MPH BEFORE I COULD REGAIN CONTROL OF THE STEERING WHEEL. I CALLED A LOCAL FORD SERVICE CENTER, BUT THEY SAID THEY WOULD "ONLY BE GUESSING" AT THE PROPER WAY TO FIX THE PROBLEM. **I THEN CALLED FORD CUSTOMER SERVICE TO DISCUSS THE ISSUE, AS I AM NERVOUS ABOUT RIDING ON THE HIGHWAY WITH THE VEHICLE. THEY SUGGESTED THAT I CALL SEVERAL SERVICE CENTERS UNTIL I FIND ONE THAT HAS EXPERIENCE WITH TRYING TO FIX THIS PARTICULAR PROBLEM.** I HAVE DONE THAT AND I HAVE FOUND THAT NONE OF THE LOCAL DEALERS KNOW HOW TO CORRECT THE PROBLEM. THIS SHIMMY PROBLEM IS OCCURRING MORE AND MORE OFTEN AND I AM CONVINCED THAT IT WILL EVENTUALLY RESULT IN AN ACCIDENT ON THE HIGHWAY. *TR

1 Affected Product

July 22, 2009 NHTSA ID NUMBER: 10277958

Components: STEERING

NHTSA ID Number: 10277958

Incident Date November 12, 2008

Consumer Location PIEDMONT, OK

Vehicle Identification Number N/A

Summary of Complaint

CRASHNo

FIRENo

**INJURIES0
DEATHS0**

TL*THE CONTACT OWNS A 2006 FORD F-350 SD. THE CONTACT STATED THAT HE EXPERIENCED MULTIPLE FAILURES WITH THE VEHICLE SHAKING VIOLENTLY. WHILE DRIVING 70 MPH, THE VEHICLE BEGAN TO SHIMMY AND SHAKE VIOLENTLY. HE REDUCED THE SPEED TO 40 MPH AND THE SHAKING CEASED. HE IS IN THE PROCESS OF TAKING THE VEHICLE TO THE DEALER FOR FURTHER INSPECTION. **THE MANUFACTURER IS AWARE OF THE FAILURE, BUT WILL NOT PROVIDE COMPENSATION BECAUSE THE VEHICLE WAS NOT INCLUDED IN A RECALL AND THE WARRANTY WAS EXPIRED.** THE CONTACT BELIEVES THAT THE FAILURE COULD POSSIBLY LEAD TO ADDITIONAL FAILURES REGARDING THE BALL JOINTS, TIE ROD, AND ANYTHING DEALING WITH THE STEERING DUE TO THE VIOLENT SHAKING. THE VIN WAS UNAVAILABLE. THE FAILURE MILEAGE WAS 34,000 AND CURRENT MILEAGE WAS 62,000.

1 Affected Product

May 28, 2013 NHTSA ID NUMBER: 10513794

Components: STEERING, WHEELS, STRUCTURE, SUSPENSION

NHTSA ID Number: 10513794

Incident Date May 26, 2013

Consumer Location AUSTIN, TX

Vehicle Identification Number 1FTSW21537E****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

I WOULD LIKE TO OFFICIALLY SUBMIT A COMPLAINT ABOUT OUR FORD F250 SUPER DUTY TRUCK. THERE IS SOMETHING SERIOUSLY WRONG WITH IT AND THE FORD DEALERSHIP HAS BEEN UNABLE TO FIX IT. WE HAVE HAD THE SAME ISSUE WITH IT FOR THE LAST FEW YEARS AND THE ISSUE HAS NOT BEEN RESOLVED! WE ARE EXPERIENCING TURBULENT WOBBLING WITH THIS TRUCK AND I CAN ASSURE YOU THIS IS NOT NORMAL! THE LAST INCIDENT OCCURRED 2 DAYS AGO ON MAY 26, 2013! I HAVE CHILDREN AND FEEL THAT OUR LIVES WERE ESPECIALLY IN DANGER WHEN WE RODE IN THIS TRUCK AS WE THOUGHT THIS ISSUE WAS RESOLVED AND NO LONGER EXISTED. AS WE WERE DRIVING ON THE INTERSTATE HIGHWAY WE DROVE OVER AN UNEVEN SECTION OF THE HIGHWAY AND OUR TRUCK SUDDENLY STARTED SHAKING DANGEROUSLY OUT OF CONTROL! THANKFULLY MY HUSBAND WAS ABLE TO CONTROL THE STEERING WHEEL AND STEPPED ON THE BRAKE TO SLOW IT DOWN, OTHERWISE WHO KNOWS WHAT WOULD HAVE HAPPENED! THERE WAS TRAFFIC EVERYWHERE AND WE WERE LUCKY ENOUGH NOT TO HAVE AN ACCIDENT! THEN IT HAPPENED AGAIN A FEW HOURS LATER WHEN WE AGAIN DROVE OVER AN UNEVEN SECTION OF THE INTERSTATE. I HAVE EXPERIENCED ENOUGH OF THESE THREATENING EPISODES AND I AM VERY CONCERNED AS THIS IS ABSOLUTELY NOT NORMAL AND I CAN HONESTLY SAY THERE IS SOMETHING VERY WRONG WITH THIS VEHICLE. THIS IS

1 A SAFETY ISSUE AND PEOPLE CAN AND WILL LOSE THEIR LIVES OVER THIS IF THIS IS
2 NOT RESOLVED IMMEDIATELY! **I HAVE CONTACTED FORD HEADQUARTERS TO**
3 **SUBMIT A FORMAL COMPLAINT AND THEY MERELY TOLD ME TO CONTINUE**
4 **WORKING WITH THE DEALERSHIP THAT HAS UNRESOLVED MY ISSUE.** I TRUST
5 THAT YOU WILL TAKE THIS COMPLAINT SERIOUSLY AS LIVES ARE AT STAKE BECAUSE
6 OF THIS ISSUE. *TR

7 **1 Affected Product**

8 **January 27, 2009 NHTSA ID NUMBER: 10256489**

9 **Components: STEERING, WHEELS**

10 **NHTSA ID Number: 10256489**

11 **Incident Date October 30, 2007**

12 **Consumer Location CITY OF INDUSTRY, CA**

13 **Vehicle Identification Number 1FTSW21P47E*******

14 **Summary of Complaint**

15 **CRASHNo**

16 **FIRENo**

17 **INJURIES0**

18 **DEATHS0**

19 TL*THE CONTACT OWNS A 2007 FORD F-250 SD. THE CONTACT NOTICED THAT THE
20 STEERING COLUMN AND WHEELS VIBRATE ABNORMALLY. SPEED WAS NOT A FACTOR
21 DURING THE FAILURES. HIS CONTROL OF THE VEHICLE WAS SIGNIFICANTLY REDUCED.
22 HE TOOK THE VEHICLE TO THE DEALER AND THEY STATED THAT THE FAILURE WAS A
23 NORMAL CHARACTERISTIC OF THE VEHICLE. **HE CALLED THE MANUFACTURER AND**
24 **IS WAITING FOR A RESPONSE.** THE FAILURE MILEAGE WAS 300 AND CURRENT
25 MILEAGE WAS 31,100.

26 **1 Affected Product**

27 **June 28, 2016 NHTSA ID NUMBER: 10877122**

28 **Components: STEERING, SERVICE BRAKES**

NHTSA ID Number: 10877122

Incident Date June 20, 2007

Consumer Location GREENTOWN, PA

Vehicle Identification Number 1FTNF21507E*****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

TL* THE CONTACT OWNS A 2007 FORD F-250 SUPER DUTY. WHILE DRIVING AT ANY
SPEED, THE VEHICLE SHOOK VIOLENTLY AND CAUSED THE DOOR TO OPEN. IT BECAME
DIFFICULT TO STEER AND THE ENTIRE VEHICLE OSCILLATED. IN ADDITION, THE ABS
WARNING LIGHT ILLUMINATED. THE VEHICLE WAS TAKEN TO THE DEALER, BUT WAS
NOT DIAGNOSED OR REPAIRED. THE FAILURES BEGAN WEEKS AFTER THE VEHICLE

1 WAS PURCHASED IN 2007. THE MANUFACTURER WAS NOTIFIED OF THE FAILURE.
2 THE FAILURE MILEAGE WAS APPROXIMATELY 400.

3 **1 Affected Product**

4 **May 7, 2018 NHTSA ID NUMBER: 11092264**

5 **Components: SUSPENSION**

6 **NHTSA ID Number:** 11092264

7 **Incident Date** May 1, 2018

8 **Consumer Location** NORTH HAVEN, CT

9 **Vehicle Identification Number** 1FTWF31567E*****

10 **Summary of Complaint**

11 **CRASHNo**

12 **FIRENo**

13 **INJURIES0**

14 **DEATHS0**

15 TL* THE CONTACT OWNS A 2007 FORD F-350. THE CONTACT RECEIVED FIELD ACTION
16 NOTICE NUMBER: 09L02 FROM THE MANUFACTURER. WHILE DRIVING 40 MPH ON
17 BUMPY TERRAIN, THE VEHICLE SHOOK. THERE WERE NO WARNING INDICATORS
18 ILLUMINATED. THE CONTACT CALLED A LOCAL DEALER (BOB THOMAS FORD INC, 2215
19 DIXWELL AVE, HAMDEN, CT 06514, (203) 281-7500) AND WAS INFORMED THAT THERE
20 WOULD BE A DIAGNOSTIC FEE. THE VEHICLE WAS NOT DIAGNOSED OR REPAIRED DUE
21 TO THE DIAGNOSTIC FEE. THE MANUFACTURER WAS NOTIFIED AND ADVISED THE
22 CONTACT TO TAKE THE VEHICLE TO THE LOCAL DEALER, AND THAT THERE
23 WOULD BE A CHARGE FOR VEHICLE INSPECTIONS. THE FAILURE MILEAGE WAS
24 APPROXIMATELY 7,000.

25 **1 Affected Product**

26 **October 15, 2010 NHTSA ID NUMBER: 10360616**

27 **Components: STEERING, SUSPENSION, EQUIPMENT**

28 **NHTSA ID Number:** 10360616

Incident Date October 11, 2010

Consumer Location MANASSAS, VA

Vehicle Identification Number 1FTWW31P17E*****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

2007 FORD F-350 CREW CAB SRW 4X4, STEERING OSCILLATION (WOBBLE). HAVE
EXPERIENCED THIS PROBLEM SINCE TRUCK WAS ALMOST NEW. NOW HAVE 61 K MILES
AND IT IS ALOT WORSE. AS THE 08 AND 09 INVESTIGATIONS REVEALED, THE STEERING
WOBBLE HAPPENS WHEN CROSSING UNEVEN PAVEMENT, CONCRETE, DIPS IN THE
ROAD, RAILROAD CROSSINGS (AT SLOW SPEEDS). HAPPENS WHILE EMPTY AND WHEN
TOWING A FLATBED GOOSENECK TRAILER AND/OR MY 5TH WHEEL RV. THIS HAS NOT

1 BEEN RESOLVED BY FORD YET AND THEY DON NOT KNOW HOW TO FIX. I BELIEVE IT IS
2 A BAD STEERING BOX?? THEY ONLY WANT TO USE US/ME AS "GUINEA PIGS" TO FIX.
3 THEY TELL US TO REPLACE SHOCKS, STEERING DAMPERS, AND TIRES. I HAVE PUT TWO
4 SETS OF MICHELINS ON TRUCK AND DOES NOT HELP AT ALL. ACCORDING TO INFO ON
5 INTERNET THIS PROBLEM HAS BEEN GIVEN THE "DEATH WOBBLE" NICKNAME. I
6 WOULD LIKE YOU ALL TO SEE IF FORD HAS TRIED ANYTHING OTHER THAN TELLING
7 US DUMB VEHICLE OWNERS THAT WE DON'T HAVE ENOUGH AIR PRESSURE IN OUR
8 FRONT TIRES. I HAD MY TIRES INSTALLED AND REBALANCED TWO TIMES AT THE
9 LOCAL FORD DEALER AND DOES NOT FIX THE PROBLEM. I FEEL THE TRUCK IS VERY
10 UNSAFE TO DRIVE AT ANY SPEED AND THERE NEEDS TO BE A WAY GET TO THE
11 BOTTOM OF THIS BEFORE SOMEONE OR MORE PEOPLE GET HURT OR KILLED. THE
12 INTERNET IS FULL OF HORROR STORIES AS TO THIS PROBLEM. I FOR ONE AM READY
13 TO CONSULT LEGAL HELP. I JUST SPOKE WITH FORD CUSTOMER SERVICE
14 (COMPLAINT #[XXX]) AND ONCE AGAIN THEY SAID TAKE IT TO ANOTHER DEALER
15 AND MAYBE I'LL HAVE BETTER LUCK.???? PLEASE HELP AND RESPOND.[XXX]
16 INFORMATION REDACTED PURSUANT TO THE FREEDOM OF INFORMATION ACT (FOIA),
17 5 U.S.C. 552(B)(6)

1 Affected Product

13 **January 8, 2016 NHTSA ID NUMBER: 10818907**
14 **Components: SERVICE BRAKES, SUSPENSION**
15 **NHTSA ID Number:** 10818907
16 **Incident Date** January 1, 2012
17 **Consumer Location** WOOD RIVER, IL
18 **Vehicle Identification Number** 1FTWW31P97E****

Summary of Complaint

19 **CRASHNo**
20 **FIRENo**
21 **INJURIES0**
22 **DEATHS0**

23 TL* THE CONTACT OWNS A 2007 FORD F-350 SD. WHILE DRIVING APPROXIMATELY 55
24 MPH OVER A BUMP, THE FRONT END OF THE VEHICLE AND STEERING WHEEL BEGAN
25 TO VIBRATE VIOLENTLY. THE FAILURE OCCURRED WHEN DRIVING 55 MPH OR
26 GREATER OVER AN UNEVEN ROAD SURFACE OR BUMP. THE CONTACT REPAIRED THE
27 VEHICLE HIMSELF. THE FRONT SHOCKS, ROTORS, AND BRAKES WERE REPLACED. IN
28 ADDITION, THE FRONT WHEEL BEARINGS WERE REPLACED WITH FOUR NEW TIRES
INSTALLED ON THE VEHICLE. THE FAILURE PERSISTED AFTER THE REPAIRS. THE
MANUFACTURER WAS NOTIFIED OF THE FAILURE. THE APPROXIMATE FAILURE
MILEAGE WAS 100,000.

1 Affected Product

27 **June 30, 2015 NHTSA ID NUMBER: 10731192**
28 **Components: SUSPENSION**
NHTSA ID Number: 10731192

1 **Incident Date June 1, 2015**

2 **Consumer Location** PINEY FLATS, TN

3 **Vehicle Identification Number** 1FTSW21R98E*****

4 **Summary of Complaint**

5 **CRASH**No

6 **FIRE**No

7 **INJURIES**0

8 **DEATHS**0

9 TL* THE CONTACT OWNS A 2008 FORD F-250. WHILE DRIVING OVER A BUMP AT 60 MPH, THE VEHICLE JERKED AND WOBBLLED OUT OF CONTROL. THE FAILURE WAS EXPERIENCED NUMEROUS TIMES. THE VEHICLE WAS TAKEN TO AN INDEPENDENT MECHANIC. THE TECHNICIAN REPLACED THE TRACK BAR, THE FRONT STEERING DAMPER, THE CENTER LINK, AND THE FRONT SUSPENSION; HOWEVER, THE FAILURE WAS NOT CORRECTED. **THE MANUFACTURER WAS NOTIFIED.** THE FAILURE MILEAGE WAS 159,000. MA 09/03/15

10 **1 Affected Product**

11 **1 Associated Document**

12 **November 9, 2018 NHTSA ID NUMBER: 11150428**

13 **Components: SUSPENSION**

14 **NHTSA ID Number:** 11150428

15 **Incident Date** October 26, 2018

16 **Consumer Location** Unknown

17 **Vehicle Identification Number** 1FTSW21R48E*****

18 **Summary of Complaint**

19 **CRASH**No

20 **FIRE**No

21 **INJURIES**0

22 **DEATHS**0

23 TL* THE CONTACT OWNS A 2008 FORD F-250. WHILE DRIVING 40 MPH, THE VEHICLE SHOOK. THE VEHICLE WAS TAKEN TO AN INDEPENDENT MECHANIC, BUT WAS NOT DIAGNOSED OR REPAIRED. THE MECHANIC STATED THAT THE VEHICLE EXHIBITED THE SAME SYMPTOMS AS LISTED IN NHTSA CAMPAIGN NUMBER: 08E026000 (EQUIPMENT). **THE MANUFACTURER WAS NOTIFIED AND TRANSFERRED THE CONTACT TO NHTSA.** THE DEALER WAS NOT CONTACTED. THE FAILURE MILEAGE WAS APPROXIMATELY 186,000.

24 **1 Affected Product**

25 **Request Research** (Services fees apply)

26 **March 13, 2010 NHTSA ID NUMBER: 10319436**

27 **Components: SUSPENSION**

28 **NHTSA ID Number:** 10319436

Incident Date March 12, 2010

Consumer Location RAYMOND, NH

1 **Vehicle Identification Number** 1FTWX31508E****

2 **Summary of Complaint**

3 **CRASHNo**

4 **FIRENo**

5 **INJURIES0**

6 **DEATHS0**

7 2008 F-350 HAS WHAT THEY CALL THE "DEATH WOBBLE" AND HAS A CONSTANT SHAKE
8 AT HIGHWAY SPEEDS. **FORD BLAMED IT ON THE TIRES.** I REPLACED TIRES WITH ONE
9 OF THE BEST YOU CAN BUY. CONTINUED TO DO THE SAME THING. FORD BLAMED IT
10 ON THOSE TIRES. BEEN IN FOR SERVICE 5 TIMES IN 1 YEAR. DEALERSHIP TOLD ME NOT
11 TO COME BACK BECAUSE THEY CAN'T FIX IT. **FORD TELLS ME TO GO BACK TO THE**
12 **DEALERSHIP.** SOMEDAY I'M GOING TO KILL SOMEONE OR MYSELF IN THIS TRUCK
13 SINCE I HAVE NO CONTROL WHEN THE "DEATH WOBBLE" STARTS UNTIL I CAN SLOW
14 DOWN TO ABOUT 20 MPH ON AN INTERSTATE HIGHWAY. UPDATED IVOQ 05/26/10

15 **1 Affected Product**

16 **2 Associated Documents**

17 **February 2, 2015 NHTSA ID NUMBER: 10680495**

18 **Components: SUSPENSION**

19 **NHTSA ID Number:** 10680495

20 **Incident Date** January 15, 2015

21 **Consumer Location** BOYDS, MD

22 **Vehicle Identification Number** 1FTWX31R88E****

23 **Summary of Complaint**

24 **CRASHNo**

25 **FIRENo**

26 **INJURIES0**

27 **DEATHS0**

28 TL* THE CONTACT OWNS A 2008 FORD F-350. WHILE DRIVING 65 MPH OVER A POTHOLE,
THE VEHICLE BEGAN TO VIBRATE VIOLENTLY. THE FAILURE RECURRED ON SEVERAL
OCCASIONS. THE VEHICLE WAS TAKEN TO A DEALER, WHERE THE TRACK BAR BALL
JOINT WAS REPLACED. THE FAILURE PERSISTED. **THE MANUFACTURER WAS**
NOTIFIED OF THE FAILURE. THE APPROXIMATE FAILURE MILEAGE WAS 22,000.

UPDATED 03/24/15*LJ UPDATED 9/20/2017*CN

1 Affected Product

1 Associated Document

August 9, 2016 NHTSA ID NUMBER: 10894286

Components: SUSPENSION

NHTSA ID Number: 10894286

Incident Date October 10, 2015

Consumer Location DANBURY, CT

Vehicle Identification Number 1FTWW31R38E****

Summary of Complaint

1 **CRASHNo**

2 **FIRENo**

3 **INJURIES0**

4 **DEATHS0**

5 TL* THE CONTACT OWNS A 2008 FORD F-350. THE CONTACT STATED THAT WHILE
6 DRIVING OVER 40 MPH, THE VEHICLE WOBBLED AND VIOLENTLY VIBRATED WITHOUT
7 WARNING. THE VEHICLE WAS TAKEN TO A DEALER ON MULTIPLE OCCASIONS;
8 HOWEVER, THE FAILURE WAS UNABLE TO BE DETERMINED. THE VEHICLE WAS NOT
9 REPAIRED. **THE MANUFACTURER WAS NOTIFIED OF THE FAILURE.** THE FAILURE
10 MILEAGE WAS 80,000.

11 **1 Affected Product**

12 **March 9, 2017 NHTSA ID NUMBER: 10959732**

13 **Components: STEERING, SUSPENSION**

14 **NHTSA ID Number:** 10959732

15 **Incident Date** December 19, 2016

16 **Consumer Location** KING, NC

17 **Vehicle Identification Number** 1FTWW33R98E****

18 **Summary of Complaint**

19 **CRASHNo**

20 **FIRENo**

21 **INJURIES0**

22 **DEATHS0**

23 TL* THE CONTACT OWNS A 2008 FORD F-350 SD. THE CONTACT STATED THAT THE
24 VEHICLE EXPERIENCED A RANDOM DEATH WOBBLE ASSOCIATED WITH THE STEERING
25 AND SUSPENSION. A DEALER PERFORMED EXTENSIVE REPAIRS, BUT THE CONDITION
26 CONTINUED. **THE DEALER AND THE MANUFACTURER FAILED TO PROVIDE A
27 REMEDY. THE VEHICLE WAS UNABLE TO BE SAFELY DRIVEN DUE TO A STRONG
28 VIBRATION FROM THE STEERING, WHICH ALSO CAUSED THE SUSPENSION TO BE
UNSTABLE.** THE VEHICLE WAS PARKED AT THE CONTACT'S RESIDENCE. THE FAILURE
MILEAGE WAS NOT AVAILABLE.

1 Affected Product

March 17, 2009 NHTSA ID NUMBER: 10262107

Components: STEERING

NHTSA ID Number: 10262107

Incident Date June 10, 2008

Consumer Location Unknown

Vehicle Identification Number 1FDWW35R08E****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

1 TL*THE CONTACT OWNS A 2008 FORD F-350 SD. THE CONTACT STATED THAT THE
2 FRONT END OF THE VEHICLE WOULD SHIMMY AND SHAKE WHILE DRIVING
3 APPROXIMATELY 50 MPH. ON ONE OCCASION, THE STEERING WHEEL SHOOK SO
4 SEVERELY THAT HE LOST CONTROL OF THE VEHICLE AND VEERED OFF THE ROAD.
5 THERE WERE NO INJURIES. THE CONTACT TOOK THE VEHICLE TO THE DEALER FOR
6 REPAIRS, BUT THE FAILURE PERSISTED. HE FILED A COMPLAINT WITH THE
7 MANUFACTURER, BUT HAS YET TO RECEIVE ANY FEEDBACK. THE CURRENT
8 MILEAGE WAS APPROXIMATELY 42,600 AND FAILURE MILEAGE WAS APPROXIMATELY
9 15,000.

1 Affected Product

8 **January 25, 2012 NHTSA ID NUMBER: 10445228**

9 **Components: STEERING**

10 **NHTSA ID Number:** 10445228

11 **Incident Date** April 21, 2010

12 **Consumer Location** NAVARRO, CA

13 **Vehicle Identification Number** 1FTWX31R38E****

14 **Summary of Complaint**

15 **CRASH**No

16 **FIRE**No

17 **INJURIES**0

18 **DEATHS**0

19 TL* THE CONTACT OWNS A 2008 FORD F350. THE CONTACT STATED THAT THE VEHICLE
20 WOULD VIBRATE VIOLENTLY WHEN DRIVING BETWEEN 40-55 MPH OR WHEN TURNING
21 ON ROUGH ROAD SURFACES. THE VEHICLE WAS TAKEN TO THE DEALER NUMEROUS
22 TIMES FOR THE FAILURE. THE DEALER REPLACED THE TRACK LINK AND THE
23 STEERING GEARBOX BUT THE FAILURE WAS NOT CORRECTED AND THE VEHICLE
24 CONTINUED TO VIBRATE EXCESSIVELY. THE MANUFACTURER WAS MADE AWARE
25 OF THE FAILURE BUT THE VEHICLE WAS NOT FURTHER REPAIRED. THE FAILURE
26 MILEAGE WAS 100 AND THE CURRENT MILEAGE WAS 20,000.

1 Affected Product

22 **December 30, 2015 NHTSA ID NUMBER: 10817038**

23 **Components: VISIBILITY/WIPER, STEERING, SUSPENSION**

24 **NHTSA ID Number:** 10817038

25 **Incident Date** December 11, 2015

26 **Consumer Location** SATSUMA, AL

27 **Vehicle Identification Number** 1FTSW21R79E****

28 **Summary of Complaint**

CRASHNo

FIRENo

INJURIES0

DEATHS0

1 DRIVING 2009 FORD F-50 SUPER DUTY FX4 ON INSTERSTATE AT 65 MPH, AS I EXITED TO
2 ANOTHER INTERSTATE I EXPERIENCED A VIOLENT WOBBLE IN THE FRONT END WHICH
3 ONLY STOPPED WHEN I BROUGHT THE PICKUP TRUCK TO A COMPLETE STOP. I TOOK
4 THE TRUCK TO THE DEALER I PURCHASED THE VEHICLE FROM AND THEY GAVE ME A
5 SHOPPING LIST OF \$3300. THIS INCLUDED WINDSHIELD WIPERS. THEY ALSO DID NOT
6 KNOW WHAT CAUSED THIS PROBLEM. **FORD CUSTOMER SERVICE SAID THEY DID
7 NOT KNOW OF THIS PROBLEM AND COULD NOT HELP.** LOOKING INTO THIS ON
8 GOOGLE, I FOUND HUNDREDS OF SIMILAR PROBLEMS COMMONLY CALLED "DEATH
9 WOBBLE" ON THE INTERNET. THIS VIOLENT SHAKING HAS OCCURRED ONCE MORE
10 TWO WEEKS LATER. I AM PARKING THE VEHICLE UNTIL I DECIDE WHAT I NEED TO DO.
11 I AM AFRAID FOR MY FAMILY'S SAFETY AND OTHER MOTORISTS. *JS

1 Affected Product

9
10 **June 2, 2016 NHTSA ID NUMBER: 10872235**

Components: STEERING, SUSPENSION

NHTSA ID Number: 10872235

Incident Date March 10, 2016

Consumer Location BIGELOW, AR

Vehicle Identification Number 1FTSW21R69E****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

16 TL* THE CONTACT OWNS A 2009 FORD F-250 SD. THE CONTACT STATED THAT THE
17 FRONT END OF THE VEHICLE WAS UNSTABLE SHOOK AND VIBRATED EXCESSIVELY
18 WITH AN EXTREME WOBBLE. THE DEALER WAS NOTIFIED OF THE FAILURE AND WAS
19 UNABLE TO PROVIDE A REPAIR SOLUTION TO PREVENT THE FAILURE. THE CONTACT
20 TOOK THE VEHICLE TO MORE THAN FIVE DIFFERENT REPAIR SHOPS FOR VARIOUS
21 REPAIRS, BUT THE FAILURES CONTINUED IN THE FRONT AND REAR ENDS. **THE
22 VEHICLE WAS NOT REPAIRED AND THE CONTACT WAS WAITING TO DETERMINE IF
23 THE MANUFACTURER WOULD BE ABLE TO PROVIDE A PERMANENT REPAIR
24 SOLUTION.** THE APPROXIMATE FAILURE MILEAGE WAS 180,000.

1 Affected Product

23
24 **May 13, 2013 NHTSA ID NUMBER: 10512156**

Components: SUSPENSION, STEERING

NHTSA ID Number: 10512156

Incident Date November 1, 2012

Consumer Location CHESAPEAKE, VA

Vehicle Identification Number 1FTWW31R49E****

Summary of Complaint

CRASHNo

FIRENo

**INJURIES0
DEATHS0**

I AM THE ORIGINAL OWNER OF A 2009 FORD F350 SRW DIESEL CREW CAB. AT APPROXIMATELY 70,000 MILES I BEGAN TO EXPERIENCE A STRONG FRONT END VIBRATION; DEATH WOBBLE. WHEN I GO OVER UNEVEN ROADS AT SPEEDS ABOVE 55 MPH. THE VIBRATION IS SO GREAT THAT THE STEERING WHEEL REQUIRES A TIGHT HOLD TO KEEP CONTROL OF THE TRUCK. THE VIBRATION CONTINUES UNTIL I SLOW DOWN TO AROUND 40 MPH. THIS BECOMES EVEN SCARIER WHEN I AM ON A FREEWAY FLY OVER THAT TURNS AND I HIT AN EXPANSION JOINT. THE TRUCK SHAKES AND TRIES TO PUSH AWAY FROM THE TURN. I TOOK MY TRUCK TO THE DEALER ON FOUR OCCASIONS. THE FIRST VISIT THEY SAID THEY COULD NOT DUPLICATE THE PROBLEM AND THAT I NEEDED NEW TIRES. I BOUGHT NEW TIRES AND IT DID NOT CORRECT THE PROBLEM. I TOOK IT BACK THE SECOND TIME AND THEY CHANGED OUT THE BALL JOINTS, TIE RODS, STEERING DAMPER, DID A FRONT END ALIGNMENT AND BALANCED MY WHEELS. IT SEEMED TO WORK FOR A SHORT TIME UNTIL A PART FELL OFF THE FRONT END OF MY TRUCK AND HIT ANOTHER ONE BEHIND ME IN THE CAR POOL LANE. I TOOK IT BACK TO THE DEALER TO FIND OUT WHAT I LOST. I WAS TOLD A PART FELL OFF BUT THEY DID NOT WORK NEAR IT. FUNNY THING, IT BEGAN TO VIBRATE AGAIN AFTER THAT. I RECENTLY TOOK IT BACK AND TALKED TO THE TECHNICIAN BEFORE I LEFT THE TRUCK SO HE WOULD UNDERSTAND WHAT IT WAS DOING. HE TOOK IT FOR A DRIVE BUT DID NOT GET IT TO VIBRATE AS I REPORTED TO HIM. HE TOLD ME THAT MY TRUCK DRIVES JUST LIKE ALL F350'S WITHOUT A LOAD. I HAVE PUT MY SLIDE IN CAMPER IN THE BED OF MY TRUCK, 3,500 LBS. AND IT STILL VIBRATES VIOLENTLY. I THINK THAT WOULD BE CONSIDERED A LOAD AND IT TRULY FEELS LIKE A DEATH WOBBLE AS DESCRIBED BY MANY INTERNET POSTINGS. **THE FORD REP I SPOKE TO SAID THEY ARE NOT AWARE OF ANY PROBLEMS. I AM IN THE PROCESS OF FILING A FORMAL COMPLAINT WITH FORD.**

1 Affected Product

March 10, 2016 NHTSA ID NUMBER: 10845889

Components: SUSPENSION

NHTSA ID Number: 10845889

Incident Date February 2, 2015

Consumer Location SILVER CITY, NM

Vehicle Identification Number 1FTSW2BR0AE****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

TL* THE CONTACT OWNS A 2010 FORD F-250 SD. THE CONTACT STATED THAT WHILE DRIVING AT ANY SPEED OVER 20 MPH, THE VEHICLE WOULD EXPERIENCE SEVERE FRONT END VIBRATING AND SHAKING. THE VEHICLE WAS TAKEN TO THE DEALER BUT THE CAUSE OF THE FAILURE WAS NOT DETERMINED. **THE MANUFACTURER WAS NOTIFIED OF THE FAILURE.** THE FAILURE MILEAGE WAS 30,000.

1 **1 Affected Product**

2
3 **January 25, 2012 NHTSA ID NUMBER: 10445217**

4 **Components: SUSPENSION, STEERING**

5 **NHTSA ID Number:** 10445217

6 **Incident Date** January 20, 2012

7 **Consumer Location** ROCHESTER HILLS, MI

8 **Vehicle Identification Number** 1FT7W2B60BE****

9 **Summary of Complaint**

10 **CRASH**No

11 **FIRE**No

12 **INJURIES**0

13 **DEATHS**0

14 I WAS DRIVING ON A ENTRANCE RAMP TO AN INTERSTATE AT ABOUT 55-60MPH... I
15 RECALL HITTING SOME TYPE OF ROAD BUMPS - PAVEMENT JOINT THAT STARTED THE
16 EVENT... TYPICALLY I'M USED TO EXPERIENCING THE BACK OF MY TRUCK BOUNCE IN
17 THE PAST CAUSING LANE CORRECTION BUT THIS TIME THE WHOLE FRONT END
18 STARTED SHAKING SEVERELY... I WAS IN THE LEFT LANE OF 3 SO DECIDED TO BREAK
19 AND GET INTO THE CENTER MEDIAN ASAP BASED ON APPROACHING VEHICLES FROM
20 BEHIND... I PULLED OFF AND CHECKED THE LEFT SIDE AND THE RIGHT... ALL WAS
21 FINE... I SHOOK THE WHEELS... ALL TIGHT... THE SHAKING OF THE VEHICLE WAS SO
22 SEVERE I HAD A HARD TIME CONTROLLING IT AND GETTING IT SAFELY OFF THE
23 ROADWAY... PAPERS IN MY VISORS SHOOK LOOSE... 2 GYM BAGS IN PASSENGER SEAT
24 ENDED UP ON FLOOR.... A LARGE SCREEN TV THAT WAS TAPED AGAINST THE BACK
25 WINDOW ON THE BACK SEAT WAS THUS SHIFTED LAYING NOW ON TOP OF THE FRONT
26 SEATS.... I LATER REALIZED THAT THE SANDWICH I JUST BOUGHT WAS GONE FROM
27 THE CONSOLE AND LATER FOUND ON THE FLOOR AT THE PASSENGERS DOOR!!!! BEING
28 COMMITTED TO THE FREEWAY I SLOWLY STARTED OUT, AND NO OTHER ISSUES...
AFTER ABOUT 20 MINUTES ON THE FREEWAY I KICKED IT UP TO FREEWAY SPEEDS,
BUT GOT THE PUCKER FACTOR EACH TIME I HIT ROAD BUMPS ON MY TRIP.. I WORK
FOR THE CITY OF ROCHESTER HILLS AND CALLED OUR FLEET MGR, AND TOLD HIM OF
MY ISSUE, HE HAD NO IDEA BUT CHECKED AND FOUND TSB 11-6-14 THAT WAS
VERBATIM WHAT HAPPENED TO ME.. **THE DEALER ORDERED UP PARTS AND WILL
ADVISE WHEN TO BRING IT IN BUT FORD CORP I FELT SHOULD HAVE NOTIFIED OF
A POSSIBLE ROLL OVER ISSUE,** AS IM SURE IF I WAS AT 70-80 ON THE FREEWAY OR
MY KIDS DRIVING WITH LESS EXPERIENCE THERE WOULD HAVE BEEN A ROLLOVER...
**FORD SAID UNTIL IT HAPPENS AGAIN OR THE DEALER CAN NOT FIX IT THERE WAS
NOTHING MORE THEY COULD DO!!!!** I ADVISED IT LOOKS LIKE THE NEXT CALL THEY
WANT IS FROM LEGAL COUNCIL ADDING THE 0000 AFTER A FATALITY!!! *TR

26 **1 Affected Product**

27 **December 5, 2012 NHTSA ID NUMBER: 10487446**

28 **Components: SUSPENSION**

NHTSA ID Number: 10487446

1 **Incident Date** February 1, 2012
2 **Consumer Location** MOUNTVILLE, PA
3 **Vehicle Identification Number** 1FT7X2B64BE*****

4 **Summary of Complaint**

5 **CRASHNo**

6 **FIRENo**

7 **INJURIES0**

8 **DEATHS0**

9 TL* THE CONTACT OWNS A 2011 FORD F-250 SD. THE CONTACT WAS DRIVING
10 APPROXIMATELY 50 MPH OVER A ROAD BUMP WHEN THE FRONT END OF THE VEHICLE
11 BEGAN TO SHAKE VIOLENTLY. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER
12 THREE TIMES FOR THE FAILURE. THE STEERING STABILIZER AND FRONT END SHOCKS
13 WERE REPLACED AT DIFFERENT TIMES. THE FAILURE RECURRED AFTER THE REPAIRS
14 WERE PERFORMED WHENEVER DRIVING OVER A ROAD BUMP OR POTHOLE. **THE**
15 **MANUFACTURER WAS NOTIFIED OF THE PROBLEM.** THE APPROXIMATE FAILURE
16 MILEAGE WAS 28,848.

17 **1 Affected Product**

18 **March 27, 2014 NHTSA ID NUMBER: 10575179**
19 **Components: STEERING, WHEELS, SUSPENSION**

20 **NHTSA ID Number:** 10575179

21 **Incident Date** February 10, 2014

22 **Consumer Location** NORTON, VA

23 **Vehicle Identification Number** 1FT7X2B61BE*****

24 **Summary of Complaint**

25 **CRASHNo**

26 **FIRENo**

27 **INJURIES0**

28 **DEATHS0**

TRUCK DEVELOPED A VIOLENT SHAKE IN THE FRONT END AND BECAME
UNCONTROLLABLE. HAVE TO STOP IMMEDIATELY BEFORE VEHICLE WILL STOP
SHAKING. THE ISSUE IS REFERRED TO THE "FORD DEATH WOBBLE" WITH MANY
RECORDED INSTANCES OF THIS ON THE WEB AND YOUTUBE. ISSUE HAS GOTTEN
WORSE AND IS UNSAFE TO DRIVE. HAS BEEN IN THE FORD DEALER AND MANY NEW
PARTS REPLACED BUT PROBLEM PERSIST. FORD DEALER CANNOT SEEM TO CORRECT
SO IT HAS BEEN IN TWO OTHER GARAGES FOR SECOND OPINIONS. **CONTACTED FORD**
MOTOR COMPANY AND THEY HAVE NO RECALLS OR ANY KNOWLEDGE OF THIS
PROBLEM. VEHICLE IS A DANGER TO THE HIGHWAY. *TR

1 Affected Product

December 6, 2016 NHTSA ID NUMBER: 10930180

Components: SUSPENSION, STEERING

NHTSA ID Number: 10930180

Incident Date October 15, 2016

1 Consumer Location WILLIS, TX
2 Vehicle Identification Number 1FT7W2BT0BE*****

3 Summary of Complaint

4 CRASHNo

5 FIRENo

6 INJURIES0

7 DEATHS0

8 TL* THE CONTACT OWNS A 2011 FORD F-250. WHILE DRIVING 70 MPH, THE CONTACT
9 LOST CONTROL OF THE VEHICLE. IT TOOK SEVERAL SECONDS FOR THE CONTACT TO
10 REGAIN CONTROL. THE FAILURE RECURRED SEVERAL TIMES. THE VEHICLE WAS
11 TAKEN TO AN INDEPENDENT MECHANIC WHO DIAGNOSED THAT THE SUSPENSION
12 SYSTEM FAILED. THE VEHICLE WAS REPAIRED. **THE MANUFACTURER WAS NOTIFIED
13 OF THE FAILURE.** THE FAILURE MILEAGE WAS APPROXIMATELY 100,000.

14 **1 Affected Product**

15 June 27, 2017 NHTSA ID NUMBER: 11001691

16 **Components: SUSPENSION, STEERING**

17 NHTSA ID Number: 11001691

18 Incident Date June 15, 2013

19 Consumer Location VICTORIA, TX

20 Vehicle Identification Number 1FT7W2BT4BE*****

21 Summary of Complaint

22 CRASHNo

23 FIRENo

24 INJURIES0

25 DEATHS0

26 TL* THE CONTACT OWNS A 2011 FORD F-250. WHILE DRIVING 60 MPH, THE VEHICLE
27 WOBBLLED AND SHOOK VIOLENTLY. THE VEHICLE WAS TAKEN TO THE DEALER (MAC
28 HAIK FORD LINCOLN HYUNDAI 4506 N NAVARRO ST, VICTORIA, TX 77904), BUT THE
DEALER WAS UNABLE TO DUPLICATE THE FAILURE. THE DEALER REPLACED
UNKNOWN PARTS ON THE FRONT END OF THE VEHICLE, BUT THE FAILURE RECURRED
SEVERAL MORE TIMES. **THE MANUFACTURER STATED THAT THE CONTACT SHOULD
TAKE THE VEHICLE TO A DEALER AND HAVE IT DIAGNOSED. THE CONTACT WAS
REFERRED TO NHTSA.** THE APPROXIMATE FAILURE MILEAGE WAS 25,000.

1 Affected Product

July 5, 2017 NHTSA ID NUMBER: 11003164

Components: SUSPENSION, WHEELS

NHTSA ID Number: 11003164

Incident Date April 3, 2017

Consumer Location BAKERSFIELD, CA

Vehicle Identification Number 1FT7W2BT6BE*****

Summary of Complaint

CRASHNo

1 **FIRENo**
2 **INJURIES0**
3 **DEATHS0**

4 TL* THE CONTACT OWNS A 2011 FORD F-250. WHILE DRIVING 60 MPH OVER A BUMP IN
5 THE ROADWAY, THE VEHICLE SHOOK VIOLENTLY UNTIL SLOWING TO 30 MPH OR
6 COMING TO A FULL STOP. THERE WERE NO WARNING INDICATORS ILLUMINATED. THE
7 VEHICLE WAS TAKEN TO AN INDEPENDENT MECHANIC AND THE LOCAL DEALER (JIM
8 BURKE FORD 2001 OAK ST, BAKERSFIELD, CA 93301 (661) 328-3600), BUT THE FAILURE
9 COULD NOT BE DUPLICATED OR DIAGNOSED. THE CONTACT WAS ADVISED TO
10 REPLACE ALL FOUR TIRES. ALL FOUR TIRES WERE REPLACED, BUT THE ISSUE
11 PERSISTED. **THE MANUFACTURER WAS NOTIFIED AND REFERRED THE CONTACT TO**
12 **NHTSA.** THE FAILURE MILEAGE WAS 225,000.

13 **1 Affected Product**

14 **November 8, 2018 NHTSA ID NUMBER: 11150119**

15 **Components: SUSPENSION, STEERING**

16 **NHTSA ID Number:** 11150119

17 **Incident Date** October 31, 2018

18 **Consumer Location** DAYTON, OH

19 **Vehicle Identification Number** 1FT7X2B66BE*****

20 **Summary of Complaint**

21 **CRASHNo**

22 **FIRENo**

23 **INJURIES0**

24 **DEATHS0**

25 TL* THE CONTACT OWNS A 2011 FORD F-250 SD. WHILE DRIVING OVER UNEVEN LAND
26 AND BUMPS IN THE ROAD, THE VEHICLE SHOOK VIOLENTLY. ALSO, THE STEERING
27 WHEEL VIBRATED AND THERE WAS A STRONG VIBRATION FELT IN THE FRONT OF THE
28 VEHICLE WHILE DRIVING HIGHWAY SPEEDS. GERMAIN FORD OF BEAVERCREEK (2356
HELLER DR, DAYTON, OH 45434, 1-(937) 429-1300) WAS NOTIFIED OF THE FAILURE AND
COULD NOT DETERMINE THE CAUSE OF THE FAILURE WITHOUT GUIDELINES FROM
THE MANUFACTURER. THE VEHICLE WAS NOT REPAIRED. **THE MANUFACTURER WAS**
NOTIFIED OF THE FAILURE. THE APPROXIMATE FAILURE MILEAGE WAS 58,000.

1 Affected Product

September 20, 2013 NHTSA ID NUMBER: 10544696

Components: STEERING

NHTSA ID Number: 10544696

Incident Date September 20, 2013

Consumer Location GATE CITY, VA

Vehicle Identification Number 1FT7X2BT3BE*****

Summary of Complaint

CRASHNo

FIRENo

1 **INJURIES0**
2 **DEATHS0**

3 APP. ONE YEAR AGO, I STARTED HAVING TROUBLE WITH MY TRUCK. IT WOULD SHAKE
4 IF I HIT A ROUGH SPOT OR BRIDGE APPROACH AT 60 TO 70 MILES AN HOUR, CAUSING
5 THE STEERING WHEEL AND THE WHOLE TRUCK TO SHAKE. I'VE HAD IT TO THE DEALER
6 A NUMBER OF TIMES AND HAVE SPENT ABOUT \$2100.00 AND IT'S STILL DOING IT. AT
7 TIMES IT SHAKES REALLY HARD AND TO GET IT TO QUIT I HAVE TO BRING MY SPEED
8 DOWN TO 30 MILES AN HOUR. THAT IS VERY DANGEROUS ON THE INTERSTATE WITH
9 ALL THE TRAFFIC. FORD SAYS IT DOES THAT SOMETIMES, I'VE HAD 6 F250'S FROM 1999
10 TO PRESENT AND NONE OF THEM HAVE EVER DONE THIS, EXCEPT THIS TRUCK. HAVE
11 YOU EVER HAD ANY MORE COMPLAINTS OF THIS NATURE? PLEASE CONTACT ME ON
12 WHAT TO DO. THE DEALER HAS CONTACTED FORD MOTOR COM. THEY ARE THE
13 ONES THAT SAYS IT SUPPOSE TO DO IT SOMETIMES. IT DONE THAT 6 TIMES IN A 10
14 HOUR DRIVE 2 WEEKS AGO. *TR

15 **1 Affected Product**

16
17
18 **November 18, 2013 NHTSA ID NUMBER: 10552684**

19 **Components: STEERING**

20 **NHTSA ID Number:** 10552684

21 **Incident Date** October 9, 2013

22 **Consumer Location** VALLEY STREAM, NY

23 **Vehicle Identification Number** 1FT7W2B60BE*****

24 **Summary of Complaint**

25 **CRASH**No

26 **FIRE**No

27 **INJURIES**0

28 **DEATHS**0

TL* THE CONTACT OWNS A 2011 FORD F-250 SD. THE CONTACT STATED THAT WHILE
DRIVING 60 MPH OVER A ROAD BUMP, THE VEHICLE BEGAN TO SHAKE VIOLENTLY.
THE CONTACT STATED THAT HE APPLIED THE BRAKES AND THE SHAKING CEASED.
THE VEHICLE WAS TAKEN TO THE DEALER FOR INSPECTION BUT THEY COULD NOT
DIAGNOSE THE CAUSE OF THE FAILURE. THE VEHICLE WAS NOT REPAIRED. THE
MANUFACTURER WAS NOTIFIED OF THE FAILURE. THE FAILURE MILEAGE WAS
35,000.

1 Affected Product

September 16, 2011 NHTSA ID NUMBER: 10425765

Components: SUSPENSION

NHTSA ID Number: 10425765

Incident Date September 14, 2011

Consumer Location KENTFIELD, CA

Vehicle Identification Number 1FT7W3BT4BE*****

Summary of Complaint

CRASHNo

1 **FIRENo**
2 **INJURIES0**
3 **DEATHS0**

4 TL* THE CONTACT OWNS A 2011 FORD F-350. THE CONTACT WAS DRIVING
5 APPROXIMATELY 65 MPH OVER A ROAD BUMP WHEN THE VEHICLE BEGAN TO
6 VIBRATE VIOLENTLY, CAUSING THE VEHICLE TO TRAVEL INTO ANOTHER LANE
7 WITHOUT INTENT. THE FAILURE RECURRED THREE TIMES WHILE DRIVING OVER A
8 ROAD BUMP OR POTHOLE. THE CONTACT PLANNED TO TAKE THE VEHICLE TO AN
9 AUTHORIZED DEALER FOR DIAGNOSIS. **THE MANUFACTURER WAS MADE AWARE OF**
10 **THE PROBLEM.** THE APPROXIMATE FAILURE MILEAGE WAS 23,400.

11 **1 Affected Product**

12 **November 2, 2011 NHTSA ID NUMBER: 10433960**

13 **Components: SUSPENSION**

14 **NHTSA ID Number:** 10433960

15 **Incident Date** September 14, 2011

16 **Consumer Location** MCLEANSVILLE, NC

17 **Vehicle Identification Number** 1FT8W3DT4BE*****

18 **Summary of Complaint**

19 **CRASHNo**

20 **FIRENo**

21 **INJURIES0**

22 **DEATHS0**

23 TL* THE CONTACT OWNS A 2011 FORD F-350. THE CONTACT STATED THAT WHILE
24 DRIVING 40 MPH, THE FRONT END OF THE VEHICLE STARTED TO JERK VIOLENTLY. THE
25 VEHICLE WAS NOT TAKEN TO THE DEALER. **THE MANUFACTURER WAS MADE**
26 **AWARE OF THE FAILURE WHO REFERRED HIM TO THE DEALER.** THE VEHICLE WAS
27 NOT REPAIRED. THE FAILURE AND CURRENT MILEAGE WAS 23,500.

28 **1 Affected Product**

1 **August 17, 2012 NHTSA ID NUMBER: 10471247**

2 **Components: STEERING**

3 **NHTSA ID Number:** 10471247

4 **Incident Date** July 17, 2011

5 **Consumer Location** THOUSAND OAKS, CA

6 **Vehicle Identification Number** 1FDRF3GT6BE*****

7 **Summary of Complaint**

8 **CRASHNo**

9 **FIRENo**

10 **INJURIES0**

11 **DEATHS0**

12 TL* THE CONTACT OWNS A 2011 FORD F350 SD. THE CONTACT STATED THAT HE
13 NOTICED BOTH FRONT TIRES EXHIBITED AN IRREGULAR WEAR PATTERN IN THE
14 EXACT SAME PLACE. THE VEHICLE WAS TAKEN TO THE DEALER WHO ALIGNED THE
15 TIRES BUT THE FAILURE PERSISTED. **THE MANUFACTURER WAS NOTIFIED AND A**

CLAIM WAS FILED (CLAIM NUMBER 1512842141) BUT IT WAS DENIED BY THE MANUFACTURER WHO OFFERED NO ASSISTANCE. THE FAILURE MILEAGE WAS 2,000 AND THE CURRENT MILEAGE WAS 20,000.

1 Affected Product

February 28, 2013 **NHTSA ID NUMBER: 10500801**

Components: STEERING

NHTSA ID Number: 10500801

Incident Date January 2, 2013

Consumer Location POCOMOKE CITY, MD

Vehicle Identification Number 1FT8W3BTXBE****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

TL* THE CONTACT OWNS A 2011 FORD F-350 SUPER DUTY. THE CONTACT STATED THAT WHILE DRIVING 59 MPH, THE VEHICLE BEGAN TO SHAKE AND WOBBLE VIOLENTLY, CAUSING THE CONTACT DIFFICULTY IN CONTROLLING THE VEHICLE. THE VEHICLE WAS TAKEN TO A DEALER FOR DIAGNOSIS WHERE THE U-BOLTS WERE REPLACED BUT THE FAILURE RECURRED. THE VEHICLE WAS THEN TAKEN TO AN INDEPENDENT MECHANIC WHERE THE STEERING SHOCK ABSORBER WAS REPLACED HOWEVER, THE FAILURE RECURRED. THE TORQUE BAR AND THE TWO FRONT SHOCKS WERE REPLACED ON SUBSEQUENT VISITS. LATER, THE TIRES WERE ROTATED BUT TO NO AVAIL. THE MECHANIC THEN DEFLATED THE TIRES. THE FAILURE RECURRED. THE TIRES WERE THEN OVER INFLATED AND THE FAILURE RECURRED. **THE MANUFACTURER WAS NOTIFIED AND STATED THAT THE WOBBLE WAS NORMAL AND OFFERED NO OTHER ASSISTANCE.** THE VEHICLE WAS NOT FURTHER REPAIRED. THE FAILURE MILEAGE WAS 294,000 AND THE CURRENT MILEAGE WAS 315,000.

1 Affected Product

March 27, 2013 **NHTSA ID NUMBER: 10504688**

Components: STEERING

NHTSA ID Number: 10504688

Incident Date January 23, 2013

Consumer Location MOORESVILLE, NC

Vehicle Identification Number 1FT8W3BT4BE****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

TL* THE CONTACT OWNS A 2011 FORD F-350. THE CONTACT STATED THAT WHILE DRIVING APPROXIMATELY 65 MPH, THE VEHICLE WOULD SHAKE VIOLENTLY AND

1 WITHOUT WARNING. THE VEHICLE WAS TAKEN TO THE DEALER WHERE IT WAS
2 DIAGNOSED THAT THE STEERING STABILIZER NEEDED TO BE REPLACED. THE
3 CONTACT MENTIONED THE VEHICLE WAS TAKEN TO THE DEALER TWICE FOR THE
4 SAME FAILURE. **THE MANUFACTURER WAS MADE AWARE OF THE FAILURE.** THE
5 VEHICLE WAS NOT REPAIRED. THE APPROXIMATE FAILURE MILEAGE WAS 12,000 AND
6 THE CURRENT MILEAGE WAS 30,000. *TR

7 **1 Affected Product**

8 **September 24, 2015 NHTSA ID NUMBER: 10776467**

9 **Components: SUSPENSION**

10 **NHTSA ID Number:** 10776467

11 **Incident Date** April 15, 2014

12 **Consumer Location** PALM BAY, FL

13 **Vehicle Identification Number** 1FT7W2BT6CE****

14 **Summary of Complaint**

15 **CRASH**No

16 **FIRE**No

17 **INJURIES**0

18 **DEATHS**0

19 TL* THE CONTACT OWNS A 2012 FORD F-250. WHILE DRIVING APPROXIMATELY 60 MPH,
20 THERE WAS A BUMP IN THE ROAD THAT CAUSED THE VEHICLE TO WOBBLE. THE
21 FAILURE RECURRED MULTIPLE TIMES. THE VEHICLE WAS TAKEN TO A DEALER FOR
22 DIAGNOSTIC TESTING. THE MECHANIC STATED THAT THE STEERING BOX, STABILIZER,
23 AND DRAG LINK NEEDED TO BE REPLACED. **THE MANUFACTURER WAS NOTIFIED OF**
24 **THE FAILURE.** THE APPROXIMATE FAILURE MILEAGE WAS 45,000.

25 **1 Affected Product**

26 **November 18, 2015 NHTSA ID NUMBER: 10794621**

27 **Components: SUSPENSION, STEERING**

28 **NHTSA ID Number:** 10794621

Incident Date October 25, 2015

Consumer Location MERIDIAN, ID

Vehicle Identification Number 1FT7W2BT1CE****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

DRIVING AT HIGHWAY SPEEDS OF 55 - 65MPH AND HIT A SLIGHT BUMP IN THE ROAD
THE ENTIRE FRONT END OF THE VEHICLE SHAKES UNCONTROLLABLY. IN ORDER TO
GET THIS TO STOP YOU MUST SLAM ON THE BRAKES TO BRING THE SPEED DOWN TO 15
- 20 MPH. FORD DEALERSHIP SERVICE ADVISER AND MECHANIC ACKNOWLEDGE THIS
ISSUE EXISTS AND HAS SINCE 2005 BUT THERE ISN'T ANY RESOLUTION FOR THE ISSUE.
MY VEHICLE HAS BEEN IN THE SHOP 3 DIFFERENT TIMES FOR OVER A MONTH IN
TOTAL TIME. **FORD REGION CUSTOMER SERVICE MANAGER STATES THE ISSUE IS**

1 **THE ROAD.** I FIND IT ODD THERE ARE MAY OTHER FORD TRUCK OWNERS WITH THE
2 SAME ISSUE.

3 **1 Affected Product**

4 July 11, 2018 **NHTSA ID NUMBER: 11110864**

5 **Components: SUSPENSION**

6 **NHTSA ID Number:** 11110864

7 **Incident Date** July 9, 2018

8 **Consumer Location** COLUMBIA CITY, IN

9 **Vehicle Identification Number** 1FT7W2BT3CE****

10 **Summary of Complaint**

11 **CRASHNo**

12 **FIRENo**

13 **INJURIES0**

14 **DEATHS0**

15 THE VEHICLE WILL RANDOMLY SHAKE VIOLENTLY CAUSING LOSS OF CONTROL OF
16 THE TRUCK WHILE DRIVING. AFTER DOING RESEARCH I FOUND PEOPLE WHO HAVE
17 REFERRED TO THIS AS THE "DEATH WOBBLE." I HAVE HAD REPAIRS TO MY TRUCK 3
18 TIMES IN THE LAST 2 YEARS TO FIX THIS CAUSING ME APPROXIMATELY \$1000 EACH
19 TIME. MOST RECENTLY MONDAY JULY 9, 2018. THE "REPAIR" SEEMS TO BE ONLY
20 TEMPORARY AND EACH TIME I HAVE IT FIXED IT LASTS 6-9 MONTHS. **THE**
21 **DEALERSHIP IS UNWILLING TO HELP NOR IS FORD CUSTOMER COMPLAINT**
22 **DEPARTMENT.** THIS HAPPENS WHILE DRIVING 55-65 MPH AND AFTER HITTING A BUMP.

23 **1 Affected Product**

24 July 30, 2013 **NHTSA ID NUMBER: 10532703**

25 **Components: SUSPENSION**

26 **NHTSA ID Number:** 10532703

27 **Incident Date** April 4, 2013

28 **Consumer Location** JONESTOWN, PA

Vehicle Identification Number 1FT7W2BT7CE****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

TL* THE CONTACT OWNS A 2012 FORD F-250SD. THE CONTACT STATED THAT WHILE
DRIVING VARIOUS SPEEDS OVER A ROAD BUMP OR POTHOLE, THE VEHICLE WOULD
TRAVEL OUT OF LANE WITHOUT WARNING. THE VEHICLE WAS INSPECTED BY TWO
DIFFERENT DEALERS WHO WERE UNABLE TO LOCATE A PROBLEM WITH THE SHOCKS.
THE VEHICLE WAS TAKEN TO AN INDEPENDENT MECHANIC FOR A THIRD OPINION AND
THEY REPLACED FOUR SHOCKS. THE AUTHORIZED DEALER REIMBURSED THE OWNER
FOR THE DEFECTIVE SHOCKS. **THE MANUFACTURER WAS NOTIFIED OF THE DEFECT.**
THE APPROXIMATE FAILURE MILEAGE WAS 3,000.

1 **1 Affected Product**

2
3 **November 21, 2018 NHTSA ID NUMBER: 11153140**
4 **Components: SUSPENSION, STEERING, WHEELS**

5 **NHTSA ID Number:** 11153140
6 **Incident Date** November 19, 2018
7 **Consumer Location** Unknown
8 **Vehicle Identification Number** 1FT7W2BT9CE****

9 **Summary of Complaint**

10 **CRASH**No
11 **FIRE**No
12 **INJURIES**0
13 **DEATHS**0

14 TL* THE CONTACT OWNS A 2012 FORD F-250 SD. WHILE DRIVING APPROXIMATELY 45
15 MPH, THE VEHICLE STARTED TO WOBBLE VIOLENTLY. THERE WERE NO WARNING
16 INDICATORS ILLUMINATED. THE CONTACT MENTIONED THAT THE ONLY WAY TO STOP
17 THE WOBBLE WAS TO REDUCE THE SPEED. THE CONTACT ALSO STATED THAT THE
18 FAILURE OCCURRED ONE OTHER TIME. THE VEHICLE WAS TAKEN TO KENLY FORD INC
19 (500 S GARNER AVE, KENLY, NC 27542) WHERE THE STEERING ARM AND TORSION BAR
20 WERE REPLACED, AND AN ALIGNMENT WAS PERFORMED. **THE MANUFACTURER WAS**
21 **NOTIFIED OF THE FAILURE.** THE VEHICLE WAS REPAIRED. THE APPROXIMATE
22 FAILURE MILEAGE WAS 80,000.

23 **1 Affected Product**

24 **July 29, 2016 NHTSA ID NUMBER: 10891584**
25 **Components: ELECTRONIC STABILITY CONTROL, STEERING**

26 **NHTSA ID Number:** 10891584
27 **Incident Date** September 1, 2014
28 **Consumer Location** Unknown
29 **Vehicle Identification Number** 1FT8W3BT4CE****

30 **Summary of Complaint**

31 **CRASH**No
32 **FIRE**No
33 **INJURIES**0
34 **DEATHS**0

35 TL* THE CONTACT OWNS A 2012 FORD F-350. WHILE DRIVING APPROXIMATELY 75 MPH,
36 THE FRONT END OF THE VEHICLE AND STEERING WHEEL BEGAN TO VIOLENTLY
37 VIBRATE. THE CONTACT HAD TO APPLY THE BRAKES TO FORCE THE VEHICLE TO
38 DECREASE IN SPEED. THE VEHICLE WAS EVENTUALLY TURNED OFF TO STOP THE
39 VIBRATION. THE CONTACT TOOK THE VEHICLE TO THE DEALER WHO INFORMED THE
40 CONTACT THAT THIS WAS COMMON AMONG FORD VEHICLES AND WAS KNOWN AS
41 THE "DEATH WOBBLE." THE VEHICLE WAS NOT DIAGNOSED OR REPAIRED. **THE**
42 **MANUFACTURER WAS MADE AWARE OF THE FAILURE.** THE FAILURE RECURRED.
43 THE APPROXIMATE FAILURE MILEAGE WAS 141,000.

1 **1 Affected Product**

2
3 **April 18, 2018 NHTSA ID NUMBER: 11088792**

4 **Components: SUSPENSION, WHEELS**

5 **NHTSA ID Number:** 11088792

6 **Incident Date** April 18, 2018

7 **Consumer Location** GREENVIEW, IL

8 **Vehicle Identification Number** 1FT7W2BT7DE****

9 **Summary of Complaint**

10 **CRASH**No

11 **FIRE**No

12 **INJURIES**0

13 **DEATHS**0

14 TL* THE CONTACT OWNS A 2013 FORD F-250. WHILE DRIVING ABOVE 40 MPH OVER A
15 BUMP IN THE ROAD, THE VEHICLE SHOOK AND THE FRONT OF THE VEHICLE BECAME
16 DIFFICULT TO CONTROL. THERE WERE NO WARNING INDICATORS ILLUMINATED
17 BEFORE OR AFTER THE FAILURE. THE VEHICLE WAS TAKEN TO LANDMARK FORD (2401
18 PRAIRIE CROSSING DR., SPRINGFIELD, IL 62711) FOR DIAGNOSTIC TESTING AND
19 REPAIRS. THE CONTACT WAS UNABLE TO RECALL WHAT WAS DIAGNOSED AND
20 REPAIRED. THE CONTACT STATED THAT THE VEHICLE WAS REPAIRED, BUT THE
21 FAILURE PERSISTED. THE MANUFACTURER WAS NOTIFIED OF THE FAILURE. THE
22 APPROXIMATE FAILURE MILEAGE WAS 60,000.

23 **1 Affected Product**

24
25 **July 24, 2017 NHTSA ID NUMBER: 11010308**

26 **Components: SUSPENSION**

27 **NHTSA ID Number:** 11010308

28 **Incident Date** February 15, 2015

Consumer Location COLORADO SPRINGS, CO

Vehicle Identification Number 1FT8W3BT0DE****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

TL* THE CONTACT OWNS A 2013 FORD F-350. ON SEVERAL OCCASIONS, WHILE DRIVING
55 MPH, THE VEHICLE VIOLENTLY SHOOK WHEN MAKING CONTACT WITH A BUMP. THE
CONTACT STATED THAT THE STEERING WHEEL BECAME DIFFICULT TO MANEUVER
WHEN THE SHAKING OCCURRED AND THE CHECK ENGINE WARNING INDICATOR
ILLUMINATED. THE VEHICLE WAS TAKEN TO PHIL LONG FORD OF MOTOR CITY (1212
MOTOR CITY DR, COLORADO SPRINGS, CO 80905 (719) 694-3487) WHERE THE FAILURE
WAS DIAGNOSED AS THE (DEATH WOBBLE). THE BALL JOINTS, TRACKING BAR
BUSHINGS, SPRING MOUTH, STEERING STABILIZER SHOCK, AND ALL FOUR TIRES
NEEDED TO BE REPLACED. THE VEHICLE WAS REPAIRED, BUT THE FAILURE

1 RECURRED. **THE MANUFACTURER WAS NOTIFIED AND ADVISED THE CONTACT TO**
2 **TAKE THE VEHICLE BACK TO THE DEALER. NO FURTHER ASSISTANCE WAS**
3 **OFFERED.** THE FAILURE MILEAGE WAS 53,000.

4 **1 Affected Product**

5 February 3, 2016 NHTSA ID NUMBER: 10823993

6 **Components: ENGINE, STEERING**

7 NHTSA ID Number: 10823993

8 Incident Date July 1, 2015

9 Consumer Location FARMINGTON, NM

10 Vehicle Identification Number N/A

11 Summary of Complaint

12 CRASHNo

13 FIRENo

14 INJURIES0

15 DEATHS0

16 TL* THE CONTACT OWNS A 2015 FORD F-250. WHILE DRIVING AT VARIOUS SPEEDS, THE
17 VEHICLE SUDDENLY BECAME TURBULENT, SHOOK, AND A KNOCKING NOISE WAS
18 HEARD FROM THE ENGINE. THE CONTACT WOULD HAVE TO PARK AND TURN OFF THE
19 VEHICLE IN ORDER TO STOP THE FAILURE FROM OCCURRING. THE CONTACT TOOK
20 THE VEHICLE TO THE DEALER FIVE TIMES. THE DEALER STATED THAT THIS WAS A
21 COMMON FAILURE WITH THE VEHICLE AND THERE WAS NO REMEDY. THE VEHICLE
22 WAS NOT REPAIRED. THE FAILURE RECURRED. **THE MANUFACTURER STATED THAT**
23 **THE FAILURE DID NOT QUALIFY UNDER THE LEMON LAW.** THE VIN WAS UNKNOWN.
24 THE APPROXIMATE FAILURE MILEAGE WAS 19,000.

25 **1 Affected Product**

26 October 20, 2014 NHTSA ID NUMBER: 10648730

27 **Components: ELECTRONIC STABILITY CONTROL, UNKNOWN OR OTHER,**
28 **SUSPENSION**

NHTSA ID Number: 10648730

Incident Date October 15, 2014

Consumer Location SANBORNTON, NH

Vehicle Identification Number 1FT7X3B66FE****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

TRAVELING ON A PAVED ROAD. SPEED LIMIT 45 MPH. IT WAS RAINING. NO PUDDLING
WAS ENCOUNTERED. I ENTERED A SLIGHT LEFT TURN AND ENCOUNTERED A
WASHBOARD TYPE BUMP. IMMEDIATELY, THE FRONT OF THE VEHICLE VIBRATED
EXCESSIVELY. I RELEASED THE GAS PEDAL AND PUSHED SLIGHTLY ON THE BRAKES.
THE REAR OF THE VEHICLE STARTED TO VIBRATE AND THE REAR AXLE LOST

1 TRACTION ALLOWING THE REAR OF THE VEHICLE TO SWING VIOLENTLY TO THE
2 RIGHT. I IMMEDIATELY WENT TO THE FORD DEALERSHIP WHERE I PURCHASED THE
3 VEHICLE LESS THAN 10 DAYS AGO. SERVICE BROUGHT IT IN AND I EXPLAINED THE
4 ISSUE OF LOSS OF CONTROL AND AN UNSAFE CONDITION. THE SERVICE ADVISOR
5 IMMEDIATELY TOLD ME TO "PUT WEIGHT IN THE BACK OF THE TRUCK. THAT'S
6 NORMAL." I INVOLVED THE SERVICE MANAGER WHO WENT WITH ME OVER THE SAME
7 ROUTE THAT CAUSED THE SAFETY ISSUE. HE SAID, "I SEE WHAT YOU WERE TALKING
8 ABOUT." THE DEALERSHIP TOOK THE TRUCK IN FOR INSPECTION. NOTHING WAS
9 FOUND MECHANICALLY. DURING THE INSPECTION, THE REAR TIRE PRESSURE WAS
10 LOWERED TO 65 PSI INSTEAD OF THE RECOMENDED 80 PSI THAT WAS SET PRIOR FROM
11 THE MANUFACTURER. THE TIRE PRESSURE MONITOR SYSTEM WAS RE-CALIBRATED TO
12 SHOW THE LOWERED TIRE PRESSURE. FRONT PRESSURES WERE LEFT AT THE
13 RECOMMENDED 65 PSI. I AM NOW CONCERNED WITH EXCESSIVE TIRE WEAR RUNNING
14 THE TIRES UNDER-INFLATED. **THE DEALERSHIP CALLED FORD AND WAS ADVISED
IT IS A "NORMAL CONDITION" TO ALMOST ROLL OVER A PICKUP WITH SUCH A**
15 **STIFF SUSPENSION WITHOUT A LOAD IN THE BACK CONSTANTLY. FORD IS**
16 **UNAWARE OF ISSUE.** LOWERED TIRE PRESSURES SLIGHTLY IMPROVED THE SAFETY
17 ISSUE ON PAVEMENT, HOWEVER: YESTERDAY I WAS TRAVELING ON A ROAD THAT
18 HAD THE PAVEMENT REMOVED DOWN TO DIRT FOR REPAVING. I AGAIN HIT A
19 WASHBOARD, THIS TIME GOING STRAIGHT AND 25 MILES PER HOUR. THE SAME
20 VIBRATE/SHAKING OCCURRED AND THE BACK END AGAIN SWUNG TO THE RIGHT
21 WITHOUT ANY BRAKING WHATSOEVER. I WAS CLOSE TO LOSING CONTROL. *TR

1 Affected Product

16 **August 11, 2017 NHTSA ID NUMBER: 11014734**

17 **Components: SUSPENSION**

18 **NHTSA ID Number: 11014734**

19 **Incident Date July 25, 2016**

20 **Consumer Location SAHUARITA, AZ**

21 **Vehicle Identification Number 1FT7W2BT1GE*******

22 **Summary of Complaint**

23 **CRASHNo**

24 **FIRENo**

25 **INJURIES0**

26 **DEATHS0**

27 VEHICLE EXPERIENCES SEVERE BOUNCE BETWEEN 70-75 MPH. FORD HAS CONFIRMED
28 ISSUE AND HAS STATED IT IS A "CHARACTERISTIC OF THE VEHICLE". **ISSUE WAS
REPORTED TO DEALER AND FORD AT TIME OF PURCHASE.** BOUNCE IS VERY
PRONOUNCED AND VEHICLE IS NOT SAFE DURING OPERATION.

1 Affected Product

December 12, 2017 NHTSA ID NUMBER: 11054256

Components: STEERING

NHTSA ID Number: 11054256

1 **Incident Date** October 12, 2017
2 **Consumer Location** MASON, TX
3 **Vehicle Identification Number** 1FDRF3FT1GE****

4 **Summary of Complaint**

5 **CRASH**No

6 **FIRE**No

7 **INJURIES**0

8 **DEATHS**0

9 TL* THE CONTACT OWNS A 2016 FORD F-350. WHILE DRIVING VARIOUS SPEEDS, THE
10 VEHICLE BEGAN TO SHAKE VIOLENTLY WITHOUT WARNING. THE FAILURE RECCURED
11 RANDOMLY. THE VEHICLE WAS TAKEN TO THE LOCAL DEALER (MCLEAN FORD OF
12 FREDERICKSBURG, 1279 US-87, FREDRICKBURG, TX 78624), BUT THE CAUSE OF THE
13 FAILURE COULD NOT BE DETERMINED. THE VEHICLE WAS ALSO TAKEN TO AN
14 INDEPENDENT MECHANIC WHERE IT WAS DIAGNOSED THAT THE STEERING DAMPER
15 FAILED AND NEEDED TO BE REPLACED. THE VEHICLE WAS NOT REPAIRED. THE
16 MANUFACTURER WAS NOTIFIED OF THE FAILURE AND DID NOT ASSIST. THE
17 FAILURE MILEAGE WAS APPROXIMATELY 14,000.

18 **1 Affected Product**

19 **March 15, 2018 NHTSA ID NUMBER: 11079671**

20 **Components: SUSPENSION**

21 **NHTSA ID Number:** 11079671

22 **Incident Date** March 7, 2018

23 **Consumer Location** TULSA, OK

24 **Vehicle Identification Number** 1FT7W2BT1HE****

25 **Summary of Complaint**

26 **CRASH**No

27 **FIRE**No

28 **INJURIES**0

DEATHS0

ON HIGHWAY - THE FRONT-END AND STEERING WHEEL BEGAN TO WOBBLE BACK AND
FORTH, UNCONTROLLABLY AND VIOLENTLY REQUIRED BREAKING TO AROUND 20
MPH BEFORE GAINING CONTROL. IT IS DESCRIBED ON BOTH THE INTERNET AND SOME
DEALERS AS "DEATH WOBBLE" THIS HAPPENED THREE TIMES OVER A SEVEN (7) HOUR
DRIVE FROM CO TO OK AT SPEEDS OF 70, 65 AND 60MPH. FORD MOTOR CO REFUSED
TO BUY BACK THE VEHICLE AND REFUSES TO ADMIT THERE IS AN ISSUE. I ASKED
THEM TO BUY BACK THE VEHICLE. THEY WOULD NOT. I SOLD THE VEHICLE BACK
TO THE FORD DEALER AT A \$13,000 LOSS. I WILL LOOK FORWARD TO JOINING THE
CLASS-ACTION LAW SUIT WHEN FILED AS IT IS A MATTER OF TIME VERSES "IF" ONE
WILL BE FILED. NO PICTURES... JUST GOOGLE "FORD DEATH WOBBLE"

1 Affected Product

March 19, 2018 NHTSA ID NUMBER: 11080144

Components: STEERING, SUSPENSION

NHTSA ID Number: 11080144
Incident Date March 6, 2018
Consumer Location WASHINGTON, IA
Vehicle Identification Number 1FT7W2BT7HE****

Summary of Complaint

CRASHNo
FIRENo
INJURIES0
DEATHS0

TL* THE CONTACT OWNS A 2017 FORD F-250 SD. WHILE DRIVING 70 MPH, THE FRONT END OF THE VEHICLE EXPERIENCED A "DEATH WOBBLE". THE FAILURE IMPACTED THE STEERING AND CAUSED THE STEERING WHEEL TO VIBRATE VIOLENTLY. THERE WERE NO WARNING INDICATORS ILLUMINATED. MCGRATH FORD (4001 1ST AVE SE, CEDAR RAPIDS, IA 52402) DIAGNOSED THAT THE CONTROL ARM FAILED. THE VEHICLE WAS REPAIRED, BUT THE FAILURE RECURRED AFTER THE REPAIR. **THE MANUFACTURER WAS NOTIFIED AND FILED CASE NUMBER: 14400173.** THE FAILURE MILEAGE WAS 19,500. THE VIN WAS NOT AVAILABLE. *TT

[1 Affected Product](#)
[1 Associated Document](#)

October 26, 2018 NHTSA ID NUMBER: 11142955
Components: STEERING, SUSPENSION

NHTSA ID Number: 11142955
Incident Date August 31, 2018
Consumer Location LOS GATOS, CA
Vehicle Identification Number N/A

Summary of Complaint

CRASHNo
FIRENo
INJURIES0
DEATHS0

TL* THE CONTACT OWNS A 2017 FORD F-250 SD. THE CONTACT STATED THAT THE VEHICLE EXPERIENCED A "DEATH WOBBLE" WHILE DRIVING HIGHWAY SPEEDS. WHEN THE VEHICLE WAS DRIVEN OVER 70 MPH, IT WAS EXTREMELY DIFFICULT FOR THE CONTACT TO OPERATE THE VEHICLE. THE DEALER (GALPIN FORD, 15505 ROSCOE BLVD, NORTH HILLS, CA 91343, 1-(818) 787-3800) KEPT THE VEHICLE FOR MONTHS, BUT COULD NOT DIAGNOSE OR REPAIR THE VEHICLE. THE DEALER DID NOT PROVIDE A LOANER VEHICLE OPTION DURING THAT TIME. **THE MANUFACTURER WAS NOTIFIED OF THE FAILURE AND THE CONTACT WAS WAITING ON THEIR RESPONSE.** THE VIN AND FAILURE MILEAGE WERE NOT AVAILABLE.

[1 Affected Product](#)

December 7, 2018 NHTSA ID NUMBER: 11156845
Components: ELECTRONIC STABILITY CONTROL, SUSPENSION

NHTSA ID Number: 11156845
Incident Date October 1, 2018
Consumer Location SEMINOLE, FL
Vehicle Identification Number 1FT7W2BT0HE****

Summary of Complaint

CRASHNo
FIRENo
INJURIES0
DEATHS0

TL* THE CONTACT OWNS A 2017 FORD F-250. WHILE DRIVING VARIOUS SPEEDS ON A CLEAR ROAD SURFACE, THE VEHICLE SHOOK VIOLENTLY OUT OF CONTROL. AS A RESULT, THE STEERING COLUMN SHOOK VIOLENTLY. THE CONTACT STATED THAT THE STEERING WHEEL NEEDED TO BE HELD WITH EXTREME FORCE TO KEEP THE VEHICLE IN ITS LANE. THE CONTACT STATED THAT THE FAILURE WAS EXPERIENCED ON A DAILY BASIS AND THE SHAKING FAILURE WORSENER. THE VEHICLE WAS NOT TAKEN TO A DEALER. THE VEHICLE WAS NOT DIAGNOSED OR REPAIRED. THE MANUFACTURER WAS CONTACTED. THE APPROXIMATE FAILURE MILEAGE WAS 8,000.

1 Affected Product

February 28, 2018 NHTSA ID NUMBER: 11075516

Components: STEERING

NHTSA ID Number: 11075516
Incident Date June 30, 2017
Consumer Location ALMA, IL
Vehicle Identification Number 1FT7W2BT2HE****

Summary of Complaint

CRASHNo
FIRENo
INJURIES0
DEATHS0

TL* THE CONTACT OWNS A 2017 FORD F-250 SD. THE CONTACT STATED THAT THERE WAS A DEATH WOBBLE ON THE FRONT END OF THE VEHICLE. THE FAILURE IMPACTED THE STEERING AND CAUSED A STRONG VIBRATION IN THE STEERING WHEEL. THE DEALER (SCHMIDT FORD OF SALEM, 1815 W MAIN ST, SALEM, IL 62881, (800) 562-2014) STATED THAT THE STEERING STABILIZER WAS ON A NATIONAL BACKORDER AND THAT THEY WOULD ADJUST THE CASTERS AND ROTATE THE TIRES. THE MANUFACTURER ISSUED TWO TSBS FOR THE STEERING. THE MANUFACTURER WAS NOTIFIED AND CONFIRMED THAT THE PART WAS ON A NATIONAL BACKORDER. THE MANUFACTURER WAS TO RESPOND TO THE CONTACT TO ADDRESS THE REPAIR SOLUTION. THE APPROXIMATE FAILURE MILEAGE WAS 16,000.

1 Affected Product

November 13, 2018 NHTSA ID NUMBER: 11151224

Components: STEERING

NHTSA ID Number: 11151224

Incident Date October 27, 2018

Consumer Location GRIMESLAND, NC

Vehicle Identification Number 1FT7W2B65HE****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

TL* THE CONTACT OWNS A 2017 FORD F-250. WHILE DRIVING APPROXIMATELY 70 MPH, THE VEHICLE SHOOK VIOLENTLY AND THE STEERING WHEEL TURNED RIGHT AND LEFT. THE CONTACT ALMOST LOST CONTROL OF THE VEHICLE. THERE WAS NO WARNING INDICATOR ILLUMINATED. THE FAILURE RECURRED. THE VEHICLE WAS TAKEN TO DEACON JONES FORD-LINCOLN, INC. (919-736-3387, LOCATED AT 3301 MCLAIN ST, GOLDSBORO, NC 27534) WHERE IT WAS STATED THAT THE FAILURE WAS A KNOWN OCCURRENCE, BUT THERE WAS NEITHER A RECALL NOR A QUALIFIED TECHNICIAN TO REMEDY THE FAILURE. THE TECHNICIAN STATED THAT THE VEHICLE WAS NOT MANUFACTURED BY THE DEALER. THE MANUFACTURER WAS MADE AWARE OF THE FAILURE AND PROVIDED A CASE NUMBER. THE VEHICLE WAS NOT REPAIRED. THE FAILURE MILEAGE WAS APPROXIMATELY 24,000.

1 Affected Product

November 13, 2018 **NHTSA ID NUMBER: 11151155**

Components: STEERING, SUSPENSION

NHTSA ID Number: 11151155

Incident Date November 12, 2018

Consumer Location SIOUX FALLS, SD

Vehicle Identification Number 1FT8W3BT0HE****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

TL* THE CONTACT OWNS A 2017 FORD F-350 SD. THE CONTACT STATED THAT THE VEHICLE HAD AN EXTENSIVE "DEATH WOBBLE", WHICH CAUSED IT TO BE UNSTABLE WHEN DRIVING OVER 70 MPH. THE CONTACT HAD TO APPLY EXTREME FORCE TO THE STEERING WHEEL TO MANEUVER THE VEHICLE. THE DEALER (SIOUX FALLS FORD, 4901 W 26TH ST, SIOUX FALLS, SD 57106, (605) 361-0361) STATED THAT THE BUSHINGS WERE WORN AND NEEDED TO BE REPLACED. THE MANUFACTURER WAS NOTIFIED OF THE FAILURE. THE APPROXIMATE FAILURE MILEAGE WAS 28,000.

1 Affected Product

December 5, 2018 **NHTSA ID NUMBER: 11156425**

Components: STEERING, SUSPENSION

NHTSA ID Number: 11156425
Incident Date December 1, 2018
Consumer Location SAN RAMON, CA
Vehicle Identification Number 1FT8W3DT2HE****

Summary of Complaint

CRASHNo
FIRENo
INJURIES0
DEATHS0

2017 F350 SUPERDUTY DRW, 27000 MILES. WHILE ON THE FREEWAY AT 65 MPH, THE STEERING WENT INTO AN UNCONTROLLABLE VIBRATION (DEATH WOBBLE). THE ONLY SOLUTION WAS TO REDUCE SPEED TO APPROXIMATELY 10 MPH. CONTACTED THE DEALER AND FORD'S CUSTOMER SERVICE, AND WAS INFORMED THAT IT MUST BE WITNESSED BY AN OFFICIAL SERVICE TECHNICIAN BEFORE ANY ASSISTANCE COULD BE RENDERED.

1 Affected Product

January 23, 2019 NHTSA ID NUMBER: 11171598

Components: STEERING

NHTSA ID Number: 11171598
Incident Date June 6, 2017
Consumer Location PORTSMOUTH, IA
Vehicle Identification Number 1FT8W3BT0HE****

Summary of Complaint

CRASHNo
FIRENo
INJURIES0
DEATHS0

TL* THE CONTACT OWNS A 2017 FORD F-350. EACH TIME THE VEHICLE DROVE OVER A BUMP IN THE ROAD, THE STEERING WHEEL SHOOK UNCONTROLLABLY. THE CONTACT HAD TO DEPRESS THE BRAKE PEDAL TO STOP THE SHAKING. THE CONTACT STATED THAT THE FAILURE WAS CALLED THE "DEATH WOBBLE". THERE WERE NO WARNING INDICATORS ILLUMINATED. THE VEHICLE WAS TAKEN TO MCMULLEN FORD (LOCATED AT 3401 S EXPRESSWAY ST, COUNCIL BLUFFS, IA 51501, (712) 366-0531) AND THE TIE ROD WAS REPLACED. THE CONTACT STATED THAT THE REPLACEMENT OF THE TIE ROD DID NOT CORRECT THE FAILURE. THE VEHICLE WAS ALSO TAKEN TO WOODHOUSE FORD (LOCATED AT 2546 US-30, BLAIR, NE 68008, (402) 426-4126) AND THE STEERING STABILIZER SHOCK WAS REPLACED, BUT IT DID NOT CORRECT THE FAILURE. THE MANUFACTURER WAS NOTIFIED AND DID NOT ASSIST. THE APPROXIMATE FAILURE MILEAGE WAS 85,000.

1 Affected Product

October 2, 2018 NHTSA ID NUMBER: 11132889

Components: STEERING

1 **NHTSA ID Number:** 11132889
2 **Incident Date** September 17, 2018
3 **Consumer Location** KANSAS CITY, MO
4 **Vehicle Identification Number** 1FT8W3BT7JE****

5 **Summary of Complaint**

6 **CRASHNo**

7 **FIRENo**

8 **INJURIES1**

9 **DEATHS0**

10 TL* THE CONTACT OWNS A 2018 FORD F-350 SD. WHILE DRIVING APPROXIMATELY 60
11 MPH AND PULLING A 40 FOOT FIFTH WHEEL, THE VEHICLE DROVE OVER AN
12 EXPANSION JOINT ON THE ROAD. THE FRONT END OF THE VEHICLE BEGAN
13 OSCILLATING SEVERELY, BOUNCING ACROSS TWO LANES OF TRAFFIC. THE CONTACT
14 MANAGED TO PULL OVER TO THE ROAD SHOULDER AND WAITED A COUPLE OF
15 MINUTES BEFORE CONTINUING TO DRIVE. WHILE ATTEMPTING TO CONTROL THE
16 VEHICLE, THE CONTACT SUSTAINED A TORN LEFT SHOULDER MUSCLE BECAUSE THE
17 STEERING WHEEL SHOOK SO VIOLENTLY. MEDICAL ATTENTION WAS ONGOING AND
18 SURGERY WAS REQUIRED. THE VEHICLE WAS TAKEN TO THE DEALER (BROADWAY
19 FORD INC, 980 W BROADWAY STREET, IDAHO FALLS, ID 83402) WHERE IT WAS
20 DIAGNOSED THAT THERE WAS STEERING OSCILLATION (PART OF TSB NUMBER: 18-
21 2268). THE VEHICLE WAS REPAIRED. **THE MANUFACTURER WAS NOTIFIED OF THE
22 FAILURE AND PROVIDED CASE NUMBER: CAS-15812304.** THE APPROXIMATE FAILURE
23 MILEAGE WAS 8,200. *TT *JB

24 **1 Affected Product**

25 **1 Associated Document**

26 43. In addition, another 337 consumer complaints registered with NHTSA expressly refer to
27 the complainant having notified an authorized Ford dealer of the Death Wobble defect.

28 44. Finally, as discussed in the following section, Defendant’s own Technical Service
Bulletins and notices to its consumers also establish Ford’s knowledge of the Death Wobble Defect.

C. Ford’s Active Concealment of the Suspension Defect

45. Ford through its service records and customer service division has acknowledged the
existence of the Death Wobble. Despite these acknowledgments, the company has failed to disclose to
the true nature and existence of the defect to Plaintiff, Class Members, and consumers.

46. By way of example, of the 1,265 Death Wobble complaints registered with NHTSA from
2005 through 2019, 337 of the complaints expressly reference the complainant having notified an
authorized Ford dealer of having experienced the death wobble. Of those 337 complaints, 88 of the

1 complainants indicated that they were told by the authorized Ford dealer either that they could not
2 identify the problem or that they had never heard of the Death Wobble.

3 47. And even when Defendant Ford and its authorized dealers did acknowledge the Death
4 Wobble issue, in numerous instances, they identified the cause of the Death Wobble as resulting from
5 items that were not covered under warranty, such as tire pressure, tires, tire balancing and rotation, and
6 wheel alignment.

7 48. In other instances, Defendant Ford and its authorized dealers recommended the
8 replacement of a wide array of components that they know were not effective in eliminating Death
9 Wobble., charging its customers thousands of dollars in service costs in the process.

10 **1. NHTSA Consumer Complainants Expressly Referencing Defendant Ford and/or its**
11 **Authorized Dealers Denying Knowledge of the Death Wobble Issue or Claiming that**
12 **the Problem Could Not be Identified**

13 49. The following are the consumer complaints submitted to NHTSA where the Complainant
14 States that Defendant Ford and/or its authorized dealer either denied any knowledge of the Death
15 Wobble issue or claimed that it could not identify any problem with the vehicle.

16 **January 18, 2008 NHTSA ID NUMBER: 10215392**

17 **Components: SUSPENSION**

18 **NHTSA ID Number:** 10215392

19 **Incident Date** December 22, 2007

20 **Consumer Location** NORTH LAS VEGAS, NV

21 **Vehicle Identification Number** 1FTSX21Y65E*****

22 **Summary of Complaint**

23 **CRASH**No

24 **FIRE**No

25 **INJURIES**0

26 **DEATHS**0

27 ON SEVERAL OCCASIONS WHILE TRAVELING OVER SPEEDS OF 55 MPH, THE VEHICLE
28 SHAKES UNCONTROLLABLY IF YOU HIT A FLAW IN THE ROAD, SUCH AS A BUMP. IT
HAS CAUSE MYSELF AND WIFE TO NEARLY LOSE CONTROL OF THE VEHICLE,
FORTUNATELY THERE WERE NO OTHER VEHICLES CLOSE AS ON ONE OCCASION THE
TRUCK CHANGED LANES WHILE SHAKING VIOLENTLY. I AM A FORMER TRUCK
MECHANIC AND HAVE NEVER SEEN ANYTHING LIKE THIS. **THE DEALER HAS TOLD US**
THAT THERE IS NO PROBLEM, YET I VIEW THIS AS A POTENTIALLY LIFE
THREATENING ISSUE, WE HAVE NOT DRIVEN THE VEHICLE ON THE HIGHWAY SINCE
THE LAST EPISODE. *TR

1 Affected Product

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February 27, 2008 NHTSA ID NUMBER: 10219302

Components: SUSPENSION

NHTSA ID Number: 10219302

Incident Date November 1, 2007

Consumer Location MOSCOW, ID

Vehicle Identification Number 1FTSX21535E*****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

VEHICLE STARTS TO SHAKE UNCONTROLLABLY AFTER HITTING A SMALL BUMP (POTHOLE, BRIDGE CONNECTOR) AT HIGHWAY SPEEDS (50-70 MPH). VEHICLE IS DIFFICULT TO CONTROL, AND STEERING IS SOMETIMES UNRESPONSIVE UNTIL VEHICLE SLOWS DOWN BELOW 40 MPH. THIS PROBLEM HAS CAUSED THE VEHICLE TO VEER TO THE LEFT ACROSS THE CENTER LINE, BUT THIS DOES NOT ALWAYS OCCUR. **LOCAL DEALERS HAVE INSPECTED THE VEHICLE AND FOUND NO PROBLEMS WITH SUSPENSION OR CONTROL COMPONENTS.** INCIDENT DATE IS JUST ONE OF AT LEAST 3 OCCURRENCES. WEB BASED USER GROUP/BULLETIN BOARDS REFER TO THIS PROBLEM AS THE 'DEATH WOBBLE' OR 'DEATH SHAKE' BECAUSE OF ITS VIOLENT NATURE, TENDENCY TO OCCUR AT HIGH SPEED, AND TENDENCY TO CAUSE THE VEHICLE TO DRIFT OFF THE ROAD. *TR

1 Affected Product

January 5, 2009 NHTSA ID NUMBER: 10253778

Components: SUSPENSION

NHTSA ID Number: 10253778

Incident Date January 15, 2006

Consumer Location ORLANDO, FL

Vehicle Identification Number N/A

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

VIOLENT SHUDDER AND STEERING OSCILLATION. THIS FIRST HAPPENED AFTER DRIVING OVER A SLIGHT DROPOFF AT ABOUT 60MPH AND THE WHOLE TRUCK SHUDDERED SO VIOLENTLY I HAD TO BRAKE AND ATTEMPT TO STEER THE VEHICLE TO THE MEDIAN (THIS WAS HARD TO DO). THIS HAS HAPPENED FREQUENTLY SINCE AND HAPPENS AT LOW SPEEDS ALSO (40MPH) THE STEERING WHEEL HAS BEEN SHAKEN OFF CENTER DUE TO THIS. MY WIFE WILL NOT DRIVE THE VEHICLE AS ITS QUITE SCARY WHEN THIS HAPPENS AT RELATIVELY HIGH SPEEDS AND IS VERY SUDDEN AND UNEXPECTED, I ALSO WILL NOT ALLOW MY CHILDREN TO RIDE IN THE

1 VEHICLE AS I FEEL A BAD EPISODE OF THIS SHIMMY/SHUDDER COULD EASILY CAUSE
2 AN ACCIDENT. I HAVE ALSO GONE THROUGH 5 SETS OF TIRES (IN UNDER 70,000 MILES)
3 DUE TO BEING UNABLE TO KEEP THE FRONT END ALIGNED. I WAS QUITE UPSET AFTER
4 THE FIRST INCIDENT AND IMMEDIATELY BROUGHT THE TRUCK TO THE NEAREST FORD
5 DEALER TO HAVE IT LOOKED AT. THEY SAID THEY HAD NEVER HEARD OF
6 ANYTHING LIKE THIS AND LOOKED AT ME LIKE I WAS MAKING THIS UP. (AND I
7 ADMIT IT SOUNDS CRAZY FOR A \$40,000 TRUCK TO BEHAVE THIS WAY). THEY SAID
8 THERE WAS NOTHING WRONG AND SAID I NEEDED MY FIRST SET OF NEW TIRES AND
9 AN ALIGNMENT (AT 12,000 MILES). A FEW MONTHS LATER I CAME BACK INTO THE
10 SAME FORD DEALER WITH THE SAME ISSUE AND WAS TOLD THERE WAS NOT
11 MUCH THAT COULD BE DONE AS BASED ON MY PREVIOUS VISIT MY TRUCK
12 APPEARED FINE. I WAS VERY DISSATISFIED WITH THIS LEVEL OF CUSTOMER SERVICE
13 AND WALKED OUT. I AM NOW STUCK WITH A TRUCK THAT SHUDDERS VIOLENTLY
14 SEVERAL TIMES A DAY, I AM UNABLE TO SELL THE VEHICLE AS NOBODY WOULD EVER
15 BUY IT IN THIS CONDITION AND FEEL AS IF I HAVE BEEN TAKEN ADVANTAGE OF BY
16 THE FORD MOTOR COMPANY, AS IT APPEARS THEY HAVE ACKNOWLEDGED THIS
17 DEFECT AND HAVE CHOSEN TO DO NOTHING ABOUT IT FOR THEIR CUSTOMERS. THIS IS
18 MY 5TH AND LAST FORD TRUCK.. I UNDERSTAND THAT NOTHING IS PERFECT AND
19 THINGS CAN GO WRONG BUT MY COMPLAINTS ALONG WITH OTHERS
20 HAVE BEEN IGNORED AND I FEEL MY TRUCK IS POSES A REAL DANGER TO ANYONE
21 WHO RIDES IN IT. *TR

1 **Affected Product**

16 **April 4, 2009 NHTSA ID NUMBER: 10264111**

17 **Components: STEERING, SUSPENSION**

18 **NHTSA ID Number: 10264111**

19 **Incident Date April 1, 2009**

20 **Consumer Location PUYALLUP, WA**

21 **Vehicle Identification Number 1FTSW21P05E******

22 **Summary of Complaint**

23 **CRASHNo**

24 **FIRENo**

25 **INJURIES0**

26 **DEATHS0**

27 DRIVING AT SPEED. 2005 FORD F-250 VIOLENT FRONT END DEATH WOBBLE, DEALER
28 SAID IT NEEDED ALIGNMENT, THEN SAID IT WAS MY TIRES, WITH NEW TIRES IT STILL
DID IT. DEALER SAID THAT IT WAS OKAY. NOTHING WRONG. UNTIL YESTERDAY
WHILE DRIVING TO INTER FREEWAY, AT 45MPH SLIGHT ROUGH ROAD SENT MY FORD
TRUCK INTO VIOLENT DEATH WOBBLE ALMOST CAUSED AN ACCIDENT, BY HITTING
CONCRETE BARRIER. LOST TOTAL CONTROL OF MY TRUCK. I'VE CONTACTED LEGAL
COUNSEL TO SEE WHAT MY OPTIONS WILL BE, ALSO INFORMED TO MAKE CONTACT
WITH DEALER SHIP TO SEE WHAT THEY INTEND TO DO. I HAVE EXTENDED WARRANTY
ON MY TRUCK. DOES THIS FALL UNDER WARRANTY? OR LAW SUIT? *TR

1 **Affected Product**

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May 31, 2009 NHTSA ID NUMBER: 10272442

Components: SUSPENSION, STEERING

NHTSA ID Number: 10272442

Incident Date April 25, 2008

Consumer Location Unknown

Vehicle Identification Number 1FTSW21Y65E****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

FRONT END INSTABILITY, EXTREME VIBRATION, LOSS OF STEERING AT HIGHWAY SPEED AFTER HITTING ROUGH PAVEMENT. HAVE HAD VIBRATION AND BOUNCE IN FRONT END SINCE VEHICLE WAS PURCHASED NEW DEC 2004. **REPEATED RETURN TO DEALERSHIP BUT UNABLE TO FIND POINT CAUSE.** APRIL 25, 2005 CRUISE CONTROL AT 75MPH ON I4 FLORIDA ROUGH ASPHALT TRIGGERED SEVERE SHIMMY AND VIBRATION, LOSS OF STEERING (UNABLE TO PULL TO SAFETY LANE). CONTROL REGAINED ONLY BY BRAKING IN BUSY HIGHWAY SPEED TRAFFIC UNTIL VIBRATION CEASED. TIRES ARE NEW, ROTATED AT 3,000 AND KEPT AT FACTORY PRESSURE. THESE EVENTS HAVE OCCURRED SPORADICALLY SINCE PURCHASE IN DEC 2004. *TR

1 Affected Product

June 5, 2009 NHTSA ID NUMBER: 10272963

Components: STEERING, SUSPENSION

NHTSA ID Number: 10272963

Incident Date April 26, 2009

Consumer Location Unknown

Vehicle Identification Number 1FTSX21595E****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

I HAVE A 2005 FORD F250 SD PICKUP TRUCK THAT HAS 25,000 MILES ON IT. I HAS BEGUN TO EXPERIENCE A VIOLENT FRONT END SHAKING AT HIGHWAY SPEED WHEN GOING OVER EVEN THE SMALLEST OF BUMPS. YOU NEED TO ALMOST STOP IN THE MIDDLE OF THE HIGHWAY TO MAKE IT STOP. **THE DEALER SAYS THEY DON'T KNOW OF ANY PROBLEMS AND SO DOES FORD.** BUT LOOKING ON-LINE IT IS VERY OBVIOUS THAT THIS IS A REAL ISSUE AND NEEDS TO BE RECALLED. IT IS ALSO REFERENCED AS "DEATH WOBBLE". *TR

1 Affected Product

June 25, 2011 NHTSA ID NUMBER: 10408904

Components: SUSPENSION

NHTSA ID Number: 10408904

Incident Date June 17, 2011

Consumer Location HENDERSON, NV

Vehicle Identification Number 1FTSW21P65E*****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

2005 FORD F-250 SUPER DUTY, 69,000 MILES. TRAVELING APPROX 65 MPH, HIT A SMALL BUMP IN THE HIGHWAY AND THE FRONT SUSPENSION STARTED TO SHAKE UNCONTROLLABLY. I VERY NEARLY LOST COMPLETE CONTROL OF THE TRUCK. THIS NEVER HAPPENED BEFORE, BUT HAS HAPPENED TWICE SINCE. THE TIRE PRESSURE WAS CORRECT AT THE TIME OF THE FIRST INCIDENT, THE TIRES WERE BALANCED AND THE LUG NUTS WERE TORQUED TO FORD SPECS. REPLACED FRONT STEERING DAMPER, DID NOT RESOLVE THE PROBLEM. **TALKED TO THE FORD DEALER AND THEY DENIED ANY KNOWLEDGE OF A SIMILAR PROBLEM.** AFTER A FEW HOURS RESEARCH ONLINE, THIS PROBLEM IS WELL DOCUMENTED AND FREQUENT WITH THE FORD SUPER DUTY LINE FROM 05"-08". IT SEEMS TO BE AN ENGINEERING DEFECT AND FORD IS WELL AWARE OF THE PROBLEM, BUT IT DOES APPEAR THAT FORD HAS OFFERED ANY REMEDIES. THE NHTSA ALSO KNOWS OF THE PROBLEM. I VIEWED FOUR NHTSA VIDEOS THAT DEMONSTRATED THE IDENTICAL PROBLEM THAT I AM EXPERIENCING WITH MY TRUCK. I HAVE FOUND NO ACTION ON THE PART OF THE NHTSA. THIS PROBLEM NEEDS TO BE ACKNOWLEDGED AND CORRECTED BEFORE SOMEONE IS KILLED. *TR

1 Affected Product

May 14, 2012 NHTSA ID NUMBER: 10458496

Components: STEERING, SUSPENSION

NHTSA ID Number: 10458496

Incident Date May 15, 2008

Consumer Location GARDEN GROVE, CA

Vehicle Identification Number 1FTSW21P95E*****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

2005 FORD F-250 SUPER DUTY, STARTED AT @ 25,000 MILES IN 2008 AND STILL HAPPENS TODAY. HAPPENS WHEN TRAVELING OVER 60 MPH, WHEN YOU HIT ANY SMALL BUMP IN THE ROAD, THE FRONT SUSPENSION STARTED TO SHAKE UNCONTROLLABLY. IT IS VERY HARD TO CONTROL THE TRUCK. THIS HAPPENS ALL THE TIME ON THE FREEWAY. THE TIRE PRESSURE WAS CORRECT AT THE TIME OF THE FIRST INCIDENT, THE TIRES WERE BALANCED AND THE LUG NUTS WERE TORQUED TO FORD SPECS. **TALKED TO**

THE FORD DEALER AND THEY DENIED ANY KNOWLEDGE OF A SIMILAR PROBLEM.

AFTER A FEW HOURS RESEARCH ONLINE, THIS PROBLEM IS WELL DOCUMENTED AND FREQUENT WITH THE FORD SUPER DUTY LINE FROM 05"-08". IT SEEMS TO BE AN ENGINEERING DEFECT AND FORD IS WELL AWARE OF THE PROBLEM, BUT IT DOES APPEAR THAT FORD HAS OFFERED ANY REMEDIES. THE NHTSA ALSO KNOWS OF THE PROBLEM. I VIEWED FOUR NHTSA VIDEOS THAT DEMONSTRATED THE IDENTICAL PROBLEM THAT I AM EXPERIENCING WITH MY TRUCK. I HAVE FOUND NO ACTION ON THE PART OF THE NHTSA. THIS PROBLEM NEEDS TO BE ACKNOWLEDGED AND CORRECTED BEFORE SOMEONE IS KILLED. *JS

1 Affected Product

December 5, 2012 NHTSA ID NUMBER: 10487500

Components: SUSPENSION, STEERING

NHTSA ID Number: 10487500

Incident Date November 30, 2005

Consumer Location LYNDEN, WA

Vehicle Identification Number N/A

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

WHILE DRIVING DOWN THE ROAD, HIT A SMALL POTHOLE IN THE ROAD AND THE SUSPENSION STARTED TO VIOLENTLY SHAKE THE TRUCK ALONG WITH SEVERE STEERING WHEEL OSCILLATIONS. NO CONTROL OF THE VEHICLE UNTIL I COULD GET SLOWED DOWN ENOUGH TO STOP THE OSCILLATIONS. I HAVE HAD THIS HAPPEN ON MY TRUCK MULTIPLE TIMES THROUGHOUT THE YEARS AT SPEEDS ANYWHERE FROM 30 TO 60 MPH AND CONTRARY TO OTHER REPORTS LISTED ON HERE, THE TIRE PRESSURE WAS CORRECT AND MADE NO DIFFERENCE. I HAVE PUT ON AFTERMARKET SUSPENSION AND TIRES SINCE THE ORIGINAL TIME THIS HAPPENED AND ADDED A STEERING STABILIZER WHICH HELPED TO KEEP THIS FROM OCCURRING BUT IT STILL HAPPENS ON OCCASION. **THIS PROBLEM WAS BROUGHT UP TO MY DEALER AT THE BEGINNING AND THEY SAID THEY COULD FIND NO PROBLEMS.** THE SHAKING AND BEATING OF THE VEHICLE WHEN THIS OCCURS IS UNBELIEVABLE. I FULLY BELIEVE THIS IS WHAT HAS CAUSED ME TO HAVE A BROKEN RIM, ELECTRICAL ISSUES, BRAKE PROBLEMS, AND WHAT I BELIEVE IS A CRACKED TURBO UP PIPE OR SOMETHING ELSE THAT IS ALLOWING EXHAUST FUMES INTO THE CAB. *TR

1 Affected Product

December 6, 2005 NHTSA ID NUMBER: 10144546

Components: STEERING

NHTSA ID Number: 10144546

Incident Date July 30, 2005

Consumer Location LAS CRUCES, NM

1 **Vehicle Identification Number** 1FTSW21505E****

2 **Summary of Complaint**

3 **CRASHNo**

4 **FIRENo**

5 **INJURIES0**

6 **DEATHS0**

7 WHILE TRAVELING ON THE HIGHWAY AT 75 MPH AS I HIT BUMPS IN THE ROADWAY
8 THE VEHICLE FEELS LIKE THE FRONT WHEELS ARE HOPPING. ON 5 OCCASIONS I WAS
9 TRAVELING OVER AN OVERPASS WHERE THERE IS A SEEM FROM THE 2 DIFFERENT
10 ROADWAY SURFACES. THE VEHICLE SHOOK VIOLENTLY FEELING AS IF THE TRUCK
11 WAS GOING TO LOSE CONTROL. THE VEHICLE WAS ALLOWED TO SLOW AND AT ABOUT
12 55 MPH THE SHAKING WOULD STOP. AT SLOWER SPEEDS THE SAME VIBRATION IS FELT
13 BUT AT A MUCH LESS MAGNITUDE AND SEVERITY. THIS LOSS OF CONTROL AS WELL
14 AS THE SLOWING IN LANES OF TRAFFIC COULD CAUSE SERIOUS LOSS OF CONTROL
15 AND CAUSE OF CRASH. **DEALER, BORMAN AUTOPLEX LAS CRUCES,NM, HAD NO**
16 **ANSWER AS THE VIOLENT SHAKING WAS NOT DUPLICATED NEAR OUR CITY. (ALL**
17 **OCCURRENCES HAPPENED ON TRIPS). DEALER STATED NOTHING WAS WRONG AND**
18 **THAT SOME PEOPLE SAY THAT PUTTING SANDBAGS IN THE BACK OF THE TRUCK**
19 **HELPED.** THEY ALSO SAID THAT IF THE TIRES WERE KEPT AT THE 75 PSI THAT IT
20 WOULD STOP. NOTHING HAS HELPED AND IT IS STILL NOT RESOLVED. *JB

21 **1 Affected Product**

22 **December 20, 2006 NHTSA ID NUMBER: 10176685**

23 **Components: STEERING**

24 **NHTSA ID Number:** 10176685

25 **Incident Date** November 15, 2006

26 **Consumer Location** FAYETTEVILLE, AR

27 **Vehicle Identification Number** 1FDSX21545E****

28 **Summary of Complaint**

CRASHNo

FIRENo

INJURIES0

DEATHS0

(1) POSSIBLY TRIGGERED BY A MINOR BUMP IN THE ROAD (2) SEVERE STEERING
AND/OR FRONT AXLE OSCILLATION RESULTING IN LOSS OF VEHICLE CONTROL. THE
OSCILLATION WAS MUCH MORE SEVERE THAN THE COMMON "DEATH WOBBLE" FROM
OUT OF BALANCE OR OUT OF ROUND TIRES, AND APPEARED TO INVOLVE NOT JUST
THE FRONT TIRES, BUT THE ENTIRE FRONT AXLE. THIS HAS HAPPENED TWICE, ONCE
BEFORE THE FIRST SET OF REPAIRS, ONCE AFTER THE FIRST SET OF REPAIRS. VEHICLE
RAN COMPLETELY OFF THE HIGHWAY BOTH TIMES. (3) THE FIRST TIME, THE STEERING
BOX BROKE AS A RESULT OF THE VIOLENCE OF THE STEERING OSCILLATIONS, SO THE
STEERING BOX WAS REPLACED. AFTER THE SECOND TIME THE VEHICLE RAN OFF THE
ROAD, THE VEHICLE'S ALIGNMENT WAS CHECKED, THE TIRES WERE ROTATED, THE
TIRE PRESSURE WAS ADJUSTED. **THE DEALER PERFORMED ALL THE STEPS**
OUTLINED IN A TECHNICAL SERVICE BULLETIN, BUT SAID THAT THEY FOUND

NOTHING WRONG THAT WOULD ACCOUNT FOR THE PROBLEM. NOW, OUR DRIVERS ARE AFRAID TO DRIVE THIS TRUCK AGAIN. THIS IS A FLEET VEHICLE, AND AFTER SOME INVESTIGATION WE HAVE LEARNED THAT WE HAVE AT LEAST FIVE OTHER TRUCKS OF THIS DESIGN (2005 AND 2006 FORD 4X4 F-250) THAT HAVE EXHIBITED SIMILAR PROBLEMS. WE HAVE BEEN TOLD THAT AN AFTERMARKET STEERING STABILIZER (THAT FORD WILL NEITHER SUPPLY OR STAND BEHIND) WILL FIX THE PROBLEM, BUT WE DON'T BELIEVE IT. IT MIGHT REDUCE THE SYMPTOMS, BUT WE ARE CONVINCED THE PROBLEM IS DESIGN RELATED. THE FRONT END DESIGN ON THESE TRUCKS WAS CHANGED IN LATE 2004, AND THE OSCILLATION PROBLEM APPEARS TO BE RELATED TO A LACK OF LATERAL (BY THAT I MEAN SIDE TO SIDE) STIFFNESS IN THE SUSPENSION. *NM

1 Affected Product

April 25, 2007 **NHTSA ID NUMBER: 10188890**

Components: STEERING

NHTSA ID Number: 10188890

Incident Date April 24, 2007

Consumer Location EASTCHESTER, NY

Vehicle Identification Number 1FTSW21565E****

Summary of Complaint

CRASHYes

FIRENo

INJURIES0

DEATHS0

SHORTLY AFTER I PURCHASED MY 2005 FORD F-250 SUPER DUTY PICKUP I EXPERIENCED A VIOLENT VIBRATION IN THE STEERING, WHEN TRAVELING OVER 55 MPH, AFTER HITTING A SMALL BUMP IN THE ROAD. WHEN I BROUGHT MY TRUCK IN FOR SERVICE AND MENTIONED THIS EPISODE. THE SERVICE MANAGER ACTED AS THOUGH IT WERE AN ANOMALY, MAYBE THE ROAD CONDITIONS OR SOMETHING ELSE. THIS DIDN'T SEEM TO BE THE TRUTH, SINCE IT HAPPENED SEVERAL TIMES SINCE THEN. WHEN I BROUGHT IT TO THE ATTENTION OF THE LOCAL SERVICE MANAGER, HE SAID THAT THIS IS COMMON AMONGST THESE LARGE PICKUP TRUCKS, AND JUST TAP THE BRAKES UNTIL THE VIBRATIONS SUBSIDE, IT SHOULDN'T LAST LONG. YESTERDAY I WAS TRAVELING AT ABOUT 60 MILES AN HOUR ON THE HIGHWAY, WHEN I WENT OVER A SEWER GRATE IN THE LEFT LANE. THE VIBRATION BECAME SO VIOLENT THAT I HAD NO CONTROL OF THE STEERING AT ALL. I NARROWLY AVOIDED A COLLISION WITH A FUEL TRUCK AND SEVERAL OTHER CARS ON MY WAY OFF THE ROAD AND INTO WOODS CAUSING MULTIPLE TIRE DAMAGE, AND SUFFERING DENTS AND DAMAGE TO THE VEHICLE. I THANK GOD NO ONE WAS HURT, INCLUDING ME. I WAS ABLE TO DRIVE THE TRUCK AWAY AFTER CHANGING THE TIRES AND CLEANING UP THE MESS FROM MY PERSONAL PROPERTY BEING TOSSED AROUND THE CABIN. NOT ONLY DID I LOOSE STEERING BUT, I WAS SURPRISED THAT SUCH A VIOLENT EPISODE DID NOT DEPLOY THE AIR BAGS. I RETURNED TODAY TO THE DEALER WITH MY TRUCK. THE SERVICE MANAGER HAD BEEN REPLACED, WITH A NEW ONE. WHEN I INFORMED HIM OF THE SITUATION HE CHECKED THE COMPUTER FOR MY RECORDS

1 AND MAGICALLY HE WAS ABLE TO FIND EVERY OTHER RECORD OF SERVICE AND
2 REPAIRS, EXCEPT THE STEERING COMPLAINTS. TOMORROW, THE 26TH, I HAVE AN
3 APPOINTMENT WHERE I HOPE TO HAVE THIS CORRECTED. **ALTHOUGH THIS SERVICE**
4 **MANAGER SAYS HE HASN'T HEARD OF ANY PROBLEMS WITH THESE TRUCKS.** I WAS
5 SEARCHING THE INTERNET AND FOUND MULTIPLE COMPLAINTS ON DIFFERENT SITES,
6 INCLUDING THE ONE THAT MADE REFERENCE TO YOUR SITE. THROUGH INSURANCE, I
7 HOPE THAT THERE WOULD BE SOME TYPE OF LIABILITY TO THE FORD MOTOR
8 COMPANY. *JB

9 **1 Affected Product**

10 **July 31, 2007 NHTSA ID NUMBER: 10197931**

11 **Components: STEERING**

12 **NHTSA ID Number:** 10197931

13 **Incident Date** December 1, 2006

14 **Consumer Location** CAMPBELLSBURG, KY

15 **Vehicle Identification Number** 1FTSX21585E*****

16 **Summary of Complaint**

17 **CRASH**No

18 **FIRE**No

19 **INJURIES**0

20 **DEATHS**0

21 TL*THE CONTACT OWNS A 2005 FORD F-250 SUPERDUTY. THE CONTACT STATED THAT
22 HE LOSES CONTROL OF THE VEHICLE WHEN DRIVING OVER A SPEED BUMP OR A BUMP
23 IN THE ROAD AT 30 MPH. THE VEHICLE BEGINS TO SHAKE UNEXPECTEDLY AND
24 BECOMES DIFFICULT TO STEER. **HE TOOK THE VEHICLE TO THE DEALER ONCE, BUT**
25 **THEY WERE UNABLE TO FIND ANYTHING WRONG.** THE CURRENT MILEAGE WAS
26 32,000 AND FAILURE MILEAGE WAS 16,000.

27 **1 Affected Product**

28 **March 1, 2010 NHTSA ID NUMBER: 10315150**

Components: STEERING

NHTSA ID Number: 10315150

Incident Date February 21, 2010

Consumer Location NORTH RICHLAND HILLS, TX

Vehicle Identification Number 1FTSW21P75E*****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

I HAVE A FORD F250 SUPER DUTY. AFTER HITTING A SMALL DIP IN THE ROAD, MY
STEERING COLUMN SHOOK VIOLENTLY, BACK AND FORTH. I WAS TRAVELING ONLY 30
MI PER HOUR. **TOOK TO MY DEALER AND THEY SAID NOTHING WAS WRONG.**
PROBABLY COULD BE MY TIRES. BOUGHT NEW TIRES AND A COUPLE OF WEEKS

1 LATER., THE SAME THING HAPPENED AGAIN. IF I WAS TRAVELING ANY FASTER, I
2 TRULY BELIEVE I WOULD HAVE LOST CONTROL. I HAVE BEEN DRIVING FIRE
3 APPARATUS FOR OVER 29 YEARS. AND I KNOW SOMETHING IS WRONG HERE. PLEASE
4 DO SOMETHING BEFORE SOMEONE IS SERIOUSLY HURT OR KILLED. I DO NOT TRUST
5 FORD. *TR

6 **1 Affected Product**

7 **May 28, 2010 NHTSA ID NUMBER: 10332685**

8 **Components: STEERING**

9 **NHTSA ID Number:** 10332685

10 **Incident Date** April 23, 2010

11 **Consumer Location** LEBANON, PA

12 **Vehicle Identification Number** 1PPFW21525E****

13 **Summary of Complaint**

14 **CRASH**No

15 **FIRE**No

16 **INJURIES**0

17 **DEATHS**0

18 TL*THE CONTACT OWNS A 2005 FORD F250 SUPER DUTY. THE CONTACT STATED THAT
19 WHILE DRIVING AT ANY SPEED OVER 50 MPH, THE ENTIRE VEHICLE WOULD SHAKE
20 VIOLENTLY FROM SIDE TO SIDE WHICH CAUSED CONTAINERS TO FALL OUT OF THE
21 CUP HOLDER. WHENEVER THE CONTACT SHUT THE VEHICLE OFF AND BACK ON, IT
22 BEGAN FUNCTIONING NORMALLY UNTIL HE DROVE OVER ANOTHER BUMP IN THE
23 ROAD. **THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER BUT THE DEALER**
24 **STATED THAT THEY WERE UNABLE TO DIAGNOSE THE FAILURE.** THE FAILURE
25 MILEAGE WAS APPROXIMATELY 60,000. THE CURRENT MILEAGE WAS APPROXIMATELY
26 66,500. UPDATED 11/03/10. *LJ

27 **1 Affected Product**

28 **June 13, 2009 NHTSA ID NUMBER: 10273718**

Components: SUSPENSION, STEERING

NHTSA ID Number: 10273718

Incident Date June 13, 2009

Consumer Location WEST PITTSTON, PA

Vehicle Identification Number 1FTNF21535E****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

I EXPERIENCED A SEVERE AND VIOLENT SHAKING OF THE FRONT END OF MY 2005
FORD F-250 TRUCK WHILE TRAVELING 60 MPH OVER A SLIGHT ROUGH PATCH ON A
HIGHWAY. I LOST CONTROL OF MY VEHICLE AND WAS FORCED TO SWERVE OFF THE
HIGHWAY. I WAS ALMOST HIT BY THE VEHICLE DIRECTLY BEHIND ME. THIS IS THE

1 THIRD TIME I HAVE LOST CONTROL OF THE TRUCK BECAUSE OF THIS VIOLENT
2 SHAKING IN THE LAST MONTH. I HAVE HAD THE TRUCK TO A LOCAL INSPECTION
3 STATION AND THEY REPLACED THE STEERING STABILIZER AND DID AN ALIGNMENT.
4 THIS DID NOT HELP. **I HAVE CALLED THE FORD DEALER I PURCHASED THE TRUCK**
5 **FROM AND THEY SAID THEY NEVER HEARD OF ANYONE HAVING THIS PROBLEM**
6 **WITH ANY FORD TRUCK.** OBVIOUSLY, THEY ARE AWARE OF THE PROBLEM. I ONLY
7 HOPE THERE IS A RECALL BEFORE TOO MANY PEOPLE DIE. *TR

8 **1 Affected Product**

9 **October 12, 2011 NHTSA ID NUMBER: 10429550**

10 **Components: SUSPENSION**

11 **NHTSA ID Number: 10429550**

12 **Incident Date October 8, 2011**

13 **Consumer Location TWINSBURG, OH**

14 **Vehicle Identification Number 1FTSX21555E******

15 **Summary of Complaint**

16 **CRASHNo**

17 **FIRENo**

18 **INJURIES0**

19 **DEATHS0**

20 MY FORD F250 HAS A VERY DANGEROUS WOBBLE WHEN I HIT A BUMP ON THE
21 HIGHWAY. I HAVE CHECKED THE TIRE PRESSURE AND ALL FOUR TIRES ARE FINE.
22 AFTER DOING SOME RESEARCH I HAD FOUND THAT THIS IS A ON GOING PROBLEM
23 WITH THE FORD SD TRUCKS. SOMETHING HAS TO BE DONE OR SOMEONE IS GOING TO
24 GET KILLED DUE TO A BAD ACCIDENT. **EVERY DEALER THAT I TALK TO HAS NEVER**
25 **HEARD OF THIS PROBLEM BUT YET I SEE IT POSTED ALL OVER THE INTERNET. I**
26 **AM VERY UPSET AND I AM GOING TO TAKE LEGAL ACTION.** *KB

27 **1 Affected Product**

28 **September 1, 2009 NHTSA ID NUMBER: 10282585**

Components: STEERING

NHTSA ID Number: 10282585

Incident Date June 5, 2009

Consumer Location MEDFORD, MA

Vehicle Identification Number N/A

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

TL*THE CONTACT OWNS A 2005 FORD F250. WHILE DRIVING APPROXIMATELY 65 MPH
DRIVING OVER A SMALL ROAD BUMP; THERE WAS A VIOLENT SHAKE AND VIBRATION.
UNEXPECTEDLY, THE VEHICLE LOSS CONTROL FOR APPROXIMATELY 6-8 SECONDS.
THERE WAS A SUDDEN RELEASE OF THE ACCELERATOR PEDAL; HOWEVER, THE

1 DRIVER WAS ABLE TO GAIN CONTROL OF THE VEHICLE AND RESUME OPERATION. THE
2 FAILURE RECURRED AT VARIOUS SPEEDS. THE VEHICLE WAS TAKEN TO AN
3 AUTHORIZED DEALER FOR INSPECTION; HOWEVER, THE TECHNICIAN WAS
4 UNABLE TO DUPLICATE THE FAILURE. THE VEHICLE WAS TAKEN TO AN
5 AUTHORIZED DEALER ON FOUR SEPARATE OCCASIONS FOR THE IDENTICAL
6 FAILURES WHICH THERE WERE NO RESOLUTIONS. THE CONTACT HAD CONCERNS
7 OF THE SAFETY RISK INVOLVED. THE VIN WAS UNAVAILABLE. THE FAILURE MILEAGE
8 WAS 200. THE CURRENT MILEAGE WAS 47,000.

9 **1 Affected Product**

10 **September 23, 2010 NHTSA ID NUMBER: 10357223**

11 **Components: STEERING**

12 **NHTSA ID Number:** 10357223

13 **Incident Date** May 11, 2010

14 **Consumer Location** DELEVAN, NY

15 **Vehicle Identification Number** 1FTSX215X5E****

16 **Summary of Complaint**

17 **CRASH**No

18 **FIRE**No

19 **INJURIES**0

20 **DEATHS**0

21 TL*THE CONTACT OWNS A 2005 FORD F-250. THE CONTACT STATED THAT THE FRONT
22 STARTED SHAKING BETWEEN 55 AND 65 MPH. THE VEHICLE WAS SHAKING
23 EXCESSIVELY THEREFORE; THE SPEED WOULD NOT INCREASE. THE VEHICLE WAS NOT
24 INSPECTED. THE VEHICLE WOULD ALSO SHAKE EXCESSIVELY WHILE DRIVING OVER A
25 BUMP IN THE ROAD. THE DEALER STATED THAT THEY HAD NOT HEARD OF THE
26 FAILURE AND THAT THE WARRANTY EXPIRED. THE FAILURE MILEAGE WAS 45000
27 AND THE CURRENT MILEAGE 50000.

28 **1 Affected Product**

1 **May 2, 2011 NHTSA ID NUMBER: 10398511**

2 **Components: STEERING**

3 **NHTSA ID Number:** 10398511

4 **Incident Date** April 30, 2011

5 **Consumer Location** OWOSSO, MI

6 **Vehicle Identification Number** N/A

7 **Summary of Complaint**

8 **CRASH**No

9 **FIRE**No

10 **INJURIES**0

11 **DEATHS**0

12 TL*THE CONTACT OWNS A 2005 FORD F-250. THE CONTACT STATED THAT WHILE
13 DRIVING APPROXIMATELY 55 MPH WHEN THE STEERING WHEEL SUDDENLY VEERED
14 TO THE RIGHT. AS HE CORRECTED THE STEERING WHEEL IT VEERED TO THE LEFT

1 SENDING HIM ACROSS TWO LANES OF TRAFFIC AND DROVE INTO THE MEDIAN. **THE**
2 **VEHICLE WAS TAKEN TO A DEALER WHO ADVISED HIM THAT THEY WERE UNABLE**
3 **TO DIAGNOSE THE FAILURE.** THE VEHICLE WAS NOT REPAIRED. THE
4 MANUFACTURER WAS NOT CONTACTED. THE FAILURE MILEAGE WAS
5 APPROXIMATELY 68,000. THE VIN WAS UNAVAILABLE.

6 **1 Affected Product**

7 December 9, 2011 **NHTSA ID NUMBER: 10439148**

8 **Components: STEERING**

9 **NHTSA ID Number:** 10439148

10 **Incident Date** January 1, 2010

11 **Consumer Location** BROKEN ARROW, OK

12 **Vehicle Identification Number** 1FTSX21P65E****

13 **Summary of Complaint**

14 **CRASH**No

15 **FIRE**No

16 **INJURIES**0

17 **DEATHS**0

18 TL* THE CONTACT OWNS A 2005 FORD F-250. THE CONTACT STATED THAT WHEN WHILE
19 DRIVING OVER A ROAD BUMP, THE VEHICLE WOULD JERK VIOLENTLY. **THE VEHICLE**
20 **WAS TAKEN TO THE DEALER WHO WAS UNABLE TO DIAGNOSE THE FAILURE.** THE
21 VEHICLE WAS THEN TAKEN TO A LOCAL MECHANIC WHO DIAGNOSED THAT THE
22 VEHICLE NEEDED TO HAVE A CAMBER ALIGNMENT PERFORMED. **THE**
23 **MANUFACTURER WAS MADE AWARE OF THE FAILURE WHO DID NOT OFFER ANY**
24 **ASSISTANCE.** THE VEHICLE WAS REPAIRED. THE FAILURE MILEAGE WAS 50,000 AND
25 THE CURRENT MILEAGE WAS 91,000. UPDATED 02/27/12 *BF

26 **1 Affected Product**

27 **1 Associated Document**

28 April 3, 2006 **NHTSA ID NUMBER: 10154404**

Components: SUSPENSION

NHTSA ID Number: 10154404

Incident Date April 3, 2006

Consumer Location BLOOMFIELD, NJ

Vehicle Identification Number 1FTWF315X5E****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

DT*: THE CONTACT STATED WHILE THE VEHICLE HITS A BUMP, TRAVELING AT LEAST
65 MPH, THE FRONT END VIBRATES. **THE DEALERSHIP DETERMINED THIS WAS**
NORMAL OPERATING CONDITIONS DUE TO THE SIZE OF THE VEHICLE.

1 Affected Product

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July 21, 2008 NHTSA ID NUMBER: 10235160

Components: SUSPENSION

NHTSA ID Number: 10235160

Incident Date January 10, 2006

Consumer Location SAN DIEGO, CA

Vehicle Identification Number 1FTWW31585E****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

TL*THE CONTACT OWNS A 2005 FORD F-350 SUPERDUTY. WHILE DRIVING 55 MPH AND HIGHER, THE FRONT END OF THE VEHICLE SHAKES VIOLENTLY AND BECOMES UNCONTROLLABLE. **THE DEALER COULD NOT DUPLICATE THE FAILURE.** THE CURRENT MILEAGE WAS 20,049 AND FAILURE MILEAGE WAS 500.

1 Affected Product

February 23, 2009 NHTSA ID NUMBER: 10259663

Components: SUSPENSION, STEERING

NHTSA ID Number: 10259663

Incident Date February 22, 2009

Consumer Location CANTON, CT

Vehicle Identification Number N/A

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

2005 FORD F-350 SUPER DUTY. WHEN DRIVING AT HIGHWAY SPEEDS AND CROSSING ROUGH BRIDGE ABUTMENTS OR OTHER UNEVEN SURFACES, WHOLE TRUCK BEGINS TO SHAKE UNCONTROLLABLY AND SOMETIMES LASTS FOR SEVERAL MINUTES BEFORE SETTLING DOWN. THIS IS A SEVER PROBLEM AS I'M UNABLE TO STEER OR CONTROL THE TRUCK. **I'VE COMPLAINED SEVERAL TIMES TO MY DEALER AND THEY SAY THERE'S NOTHING WRONG WITH THE TRUCK.** I DISAGREE AND BELIEVE THIS IS A REAL SAFETY HAZARD. *TR

1 Affected Product

April 17, 2009 NHTSA ID NUMBER: 10265894

Components: SUSPENSION

NHTSA ID Number: 10265894

Incident Date March 1, 2009

Consumer Location PORT GAMBLE, WA

1 **Vehicle Identification Number** 1FTWW31Y25E****

2 **Summary of Complaint**

3 **CRASHNo**

4 **FIRENo**

5 **INJURIES0**

6 **DEATHS0**

7 1. IF I DRIVE OVER A BUMP IN THE ROAD AT 50MPH OR FASTER. 2. FRONT END SHIMMY.
8 THE FRONT OF MY TRUCK SHAKES VIOLENTLY AND THE BRAKES HARDLY WORK TO
9 GET THE TRUCK SLOWED DOWN. THE SHAKING IS SO VIOLENT THAT I LOSE CONTROL
10 OF THE TRUCK. IT HAS SHAKEN MY TRUCK SO VIOLENTLY THAT IT HAS DAMAGED MY
11 TRUCK. I HAVE HAD IT HAPPEN ABOUT 12 - 15 TIMES. I CAN'T DRIVE OVER 50MPH OR IT
12 STILL HAPPENS. I HAVE ALMOST CAUSED 3 ACCIDENTS AS A RESULT OF THIS
13 HAPPENING. IT HAPPENED ONCE WITH MY WIFE DRIVING WITH OUR KIDS AND SHE
14 WENT OVER THE CENTERLINE AND ALMOST HIT A SEMI HEAD ON. 3. **I HAVE TAKEN**
15 **THE TRUCK TO THE DEALERSHIP TO GET REPAIRED AND THEY TELL ME NOTHING**
16 **IS WRONG WITH MY TRUCK.** I PURCHASED THE TRUCK NEW IN 2005 AND IT FIRST
17 STARTED HAPPENING AT 10,000 MILES. TRUCK CURRENTLY HAS 34,000 MILES AND THE
18 PROBLEM IS STILL HAPPENING. I CALLED FORD CUSTOMER CARE TODAY BECAUSE I
19 RECEIVED A LETTER FROM THEM ABOUT THE PROBLEM. THEY TOLD ME THAT THEY
20 DOCUMENTED THE PROBLEM, BUT BECAUSE THE TRUCK IS OUT OF WARRANTY I
21 WOULD HAVE TO PAY FOR IT TO BE FIXED. IT SHOULD BE NOTED THAT I STARTED
22 TAKING MY TRUCK INTO THE FORD DEALERSHIP BACK IN 2006 TO HAVE THIS
23 PROBLEM ADDRESSED. I HAVE ASKED FORD TO LOOK INTO THIS PROBLEM MAYBE 4
24 OR 5 TIMES BEFORE I GOT THIS LETTER. I ALSO DID A GOOGLE SEARCH TODAY ABOUT
25 THIS PROBLEM AND YOU CAN SEE THAT MANY PEOPLE POST ONLINE ABOUT THIS
26 VERY PROBLEM. HOPE THIS BECOMES A RECALL SO I CAN KEEP ME AND MY FAMILY
27 SAFE. THANK YOU. *TR

28 **1 Affected Product**

19 **September 5, 2008 NHTSA ID NUMBER: 10241025**

20 **Components: STEERING**

21 **NHTSA ID Number:** 10241025

22 **Incident Date** April 19, 2008

23 **Consumer Location** ALGONQUIN, IL

24 **Vehicle Identification Number** 1FTWW31PX5E****

25 **Summary of Complaint**

26 **CRASHNo**

27 **FIRENo**

28 **INJURIES0**

DEATHS0

TL*THE CONTACT OWNS A 2005 FORD F-350 SUPERDUTY. THE CONTACT STATED THAT
THE STEERING WHEEL SHOOK SO VIOLENTLY THAT HE LOST CONTROL. WHILE
DRIVING 65 MPH, HE WAS INCAPABLE OF CONTROLLING THE STEERING. IT WOULD
MOVE FROM LEFT TO RIGHT AND HE UNSUCCESSFULLY COMPENSATED FOR THE
FAILURE. **THE VEHICLE WAS TAKEN TO THE DEALER TWICE, BUT THEY COULD**

1 **NOT DUPLICATE THE FAILURE. THE DEALER STATED THAT NOTHING WAS WRONG**
2 **WITH THE VEHICLE.** THE MANUFACTURER HAS NOT BEEN NOTIFIED. THE CURRENT
3 MILEAGE WAS APPROXIMATELY 95,000 AND FAILURE MILEAGE WAS APPROXIMATELY
4 93,000.

5 **1 Affected Product**

6 **July 27, 2008 NHTSA ID NUMBER: 10235894**

7 **Components: SUSPENSION**

8 **NHTSA ID Number: 10235894**

9 **Incident Date** October 5, 2006

10 **Consumer Location** SANTA CLARITA, CA

11 **Vehicle Identification Number** 1FTWW33P55E****

12 **Summary of Complaint**

13 **CRASHNo**

14 **FIRENo**

15 **INJURIES0**

16 **DEATHS0**

17 I HAVE A 2005 FORD F-350 4X4 DIESEL DUALY TRUCK. SOON AFTER I BOUGHT THE
18 TRUCK I EXPERIENCED A ROUGH SHIMMY IN THE FRONT END. WHEN I GO OVER BUMPS
19 ON THE FREEWAY OR CITY STREETS THE FRONT END SHIMMY'S OUT OF CONTROL. **THE**
20 **TRUCK HAS BEEN TO THE DEALER ON SEVERAL OCCASIONS AND THEY HAVE**
21 **TOLD ME THAT NOTHING IS WRONG.** THIS IS NOT MY FIRST FULL SIZE TRUCK AND
22 THIS IS THE FIRST ONE THAT ACTS LIKE THIS. SEVERAL TIMES IT HAS SENT ME INTO
23 THE LANES BESIDE ME. I ALSO TOW A FIFTH WHEEL TRAILER AND IT AMPLIFIES THE
24 PROBLEM. THIS PROBLEM OCCURS EVERY TIME I DRIVE THE VEHICLE AND FORD IN
25 NOT RESPONSIVE TO THE PROBLEM. *TR

26 **1 Affected Product**

27 **January 10, 2011 NHTSA ID NUMBER: 10377298**

28 **Components: SUSPENSION, STEERING**

NHTSA ID Number: 10377298

Incident Date September 30, 2005

Consumer Location ANDOVER, NJ

Vehicle Identification Number 1FTWX31P25E****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

WHEN I'M DRIVING AT SPEEDS OF 65 TO 70 AND GO OVER A BUMP IN ROAD THE
STEERING WHEEL SHAKES OUT OF CONTROL. **I HAD BROUGHT IT BACK TO DEALER**
TO HAVE SERVICED AND THEY TOLD ME "THERE IS NO PROBLEM, THAT'S WHAT
YOU GET FROM A HEAVY DUTY TRUCK." WHAT A LOAD OF CRAP! I HAVE PAPER
WORK DOCUMENTING THE TRUCK WENT TO DEALER FOR STEERING OUT OF CONTROL.

1 SINCE THEN THE SHAKING HAS CAUSED ME TO REPLACE BALL JOINTS AND OTHER
2 PARTS TRYING TO STOP THE PROBLEM. THIS SHOULDN'T HAPPEN ON NEW VEHICLE,
3 MUCH LESS ONE THAT COSTS \$45.000. THIS REALLY MAKES ME MAD.

4 **1 Affected Product**

5 **September 18, 2009 NHTSA ID NUMBER: 10284483**

6 **Components: STEERING**

7 **NHTSA ID Number:** 10284483

8 **Incident Date** September 12, 2009

9 **Consumer Location** DURANT, OK

10 **Vehicle Identification Number** 1FTWW33P65E****

11 **Summary of Complaint**

12 **CRASHY**es

13 **FIRE**No

14 **INJURIES**0

15 **DEATHS**0

16 I HAVE A FORD F350 HEAVY DUTY 1 TON, I HAD EXPERIENCED ON SEPARATE
17 OCCASIONS WHEN TRAVELING WITH SPEED AROUND 50-65 MPH, IF A BUMP (SLIGHT)
18 DIP OR ANY SLIGHT VARIANCE IN ROAD MY TRUCK WILL BEGIN A VIOLENT SHAKE. I
19 HAD RECEIVED THE RECALL NOTICE OF IMPROPER AIR PRESSURE AND CAUSE AND
20 EFFECT. I HAVE HAD MY TIRE PRESSURE CHECKED ON NUMEROUS OCCASIONS, I HAVE
21 ALSO HAD TAKEN MY TRUCK TO LOCAL DEALERSHIP TO CHECK FRONT
22 SUSPENSION , NOTHING FOUND TO BE WRONG WITH FRONT END. (SUSPENSION). ON
23 SEPT. 12, 09 I WAS TRAVELING ON HWY 199 COMING FROM MADILL, OK (JOB) COMING
24 TOWARDS DURANT HAVING EMPLOYEE IN TRUCK (FRONT PASSENGER SEAT) MY
25 TRUCK BEGAN TO VIOLENTLY SHAKE, THROWING MY TRUCK INTO A CONCRETE
BRIDGE. I STEERED TRUCK THE BEST I COULD CONSIDERING THE TRUCK WAS
UNCONTROLLABLE. THE REAR END OF THE TRUCK CLIMBED OVER THE BRIDGE
THROWING THE TRUCK NEARLY ON ITS SIDE LANDING IN ONCOMING TRAFFIC FACING
OPPOSITE DIRECTION OF TRAVEL 60FT. AWAY FROM BRIDGE. MY TRUCK APPEARS TO
BE TOTALED. I OWE MORE THAN THE VALUE OF THE TRUCK AND NOW. MY EMPLOYEE
AND MYSELF WERE TREATED TO LOCAL HOSPITAL I NOW HAVE A HERNIA FROM THE
IMPACT OF THE TRUCK INTO THE BRIDGE.. DUE TO SUSPENSION. I HAD TOLD OFFICER
THAT THE TRUCK HAD DONE THIS BEFORE I HAVE RECEIVED A TICKET FOR NOT
MAINTAINING SAFE VEHICLE. MY INSURANCE DOES NOT COVER MY PERSONAL
INJURIES. I FEEL LIKE FORD HAS NOT OWN UP TO DEFECT OF THE TRUCK SUSPENSION.
MAYBE DOT SHOULD INVESTIGATE FORD AGAIN. *TR

26 **1 Affected Product**

27 **January 6, 2010 NHTSA ID NUMBER: 10298418**

28 **Components: STEERING**

NHTSA ID Number: 10298418

Incident Date January 8, 2007

Consumer Location FERNLEY, NV

1 **Vehicle Identification Number** 1FTWW31P95E****

2 **Summary of Complaint**

3 **CRASHNo**

4 **FIRENo**

5 **INJURIES0**

6 **DEATHS0**

7 TL*THE CONTACT OWNS A 2005 FORD F-350 SD. THE CONTACT STATED THAT WHILE
8 DRIVING 55 MPH OVER A BUMP, THE FRONT END OF THE VEHICLE WOULD SHAKE
9 VIOLENTLY. THE CONTACT ASKED THE DEALER ABOUT THE FRONT END SHAKE
10 AND THE DEALER STATED THEY'VE NEVER HEARD OF THIS ISSUE. TWO OTHER
11 DEALERS INFORMED THE CONTACT THAT VEHICLE NEEDED TO HAVE THE TIRES
12 REPLACED. THE CONTACT REPLACED THE TIRES AND THE VIOLENT SHAKING STILL
13 OCCURRED WHENEVER THE CONTACT DROVE OVER A BUMP AT HIGHWAY SPEEDS.
14 THE FAILURE MILEAGE WAS 19,000.

15 **1 Affected Product**

16 **July 24, 2008 NHTSA ID NUMBER: 10235638**

17 **Components: SUSPENSION, STEERING**

18 **NHTSA ID Number: 10235638**

19 **Incident Date June 18, 2008**

20 **Consumer Location** BLOWING ROCK, NC

21 **Vehicle Identification Number** 1FTSX21586E****

22 **Summary of Complaint**

23 **CRASHNo**

24 **FIRENo**

25 **INJURIES0**

26 **DEATHS0**

27 I OWN A 2006 F-250 FORD TRUCK. WHILE DRIVING ON THE INTERSTATE THE FRONT END
28 OF THE TRUCK STARTED VIOLENTLY SHAKING. I ALMOST LOST CONTROL AND COULD
HAVE BEEN KILLED. THIS HAPPENED YET AGAIN THE VERY SAME DAY. I TOOK MY
FORD TRUCK TO THE FORD DEALERSHIP IN BOONE AND WAS TOLD THERE WAS
NOTHING WRONG WITH MY TRUCK. THEY CLAIMED IT WAS PROBABLY DUE TO LOW
AIR PRESSURE IN THE TIRES. AFTER RESEARCHING THIS PROBLEM ON MY OWN I
DISCOVERED THAT THIS IS QUITE A COMMON PROBLEM AND MANY MANY FORD
TRUCK OWNERS ARE CURIOUS AS TO WHY NOTHING HAS BEEN DONE. AFTER CLEARLY
TELLING THE FORD DEALERSHIP THAT I WILL NOT ACCEPT MY TRUCK BACK UNTIL IT
HAS BEEN FIXED, THEY REVEAL THAT THEY DO HAVE A SERVICE BULLETIN ABOUT
THIS PROBLEM AND REVEAL TO ME THAT FORD TOLD THEM TO CHANGE THE AIR
PRESSURE IN THESE TRUCKS. THIS DOES NOT CORRECT THIS DANGEROUS AND
POTENTIALLY LIFE THREATENING PROBLEM! THESE TRUCKS NEED TO BE RECALLED
AND HAVE THEIR STEERING DAMPNERS REPLACED! AFTER FIVE DAYS OF ARGUING
WITH THE FORD DEALERSHIP I HAVE YET TO GET MY TRUCK BACK. I DEMANDED A
LETTER STATING THAT MY FORD TRUCK WOULD BE SAFE AND THAT THEY WOULD BE
LIABLE IN THE EVENT OF MY DEATH DUE TO THIS PROBLEM THAT NO ONE WILL TAKE
CARE OF! I HAVE YET TO RECEIVE THEIR ANSWER. *TR

1 **1 Affected Product**

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3 **April 29, 2009 NHTSA ID NUMBER: 10267286**

4 **Components: STEERING, SUSPENSION**

5 **NHTSA ID Number:** 10267286

6 **Incident Date** October 24, 2006

7 **Consumer Location** YUBA CITY, CA

8 **Vehicle Identification Number** 1FTSW21P46E****

9 **Summary of Complaint**

10 **CRASH**No

11 **FIRE**No

12 **INJURIES**0

13 **DEATHS**0

14 3-13-09 I TOOK MY FORD F-250 TO THE DEALERSHIP I PURCHASED IT FROM DUE TO A SEVERE STEERING WHEEL AND FRONT WHEEL VIBRATIONS. THIS IS CAUSING SEVERE SHIMMY AND LOSS OF CONTROL OF THE VEHICLE AT APPROX 35-39 MPH. THEY CHECKED IT OUT AND TOLD ME THAT I NEEDED TO MAKE SURE MY TIRE PRESSURE IS AT 65 LBS AT ALL TIMES. **THEY SAID THEY DIDN'T FIND ANYTHING WRONG OTHER THAN THE TIRE PRESSURE WAS LOW AND IT TOOK CARE OF 85% OF THE SHIMMY.**

15 THE SHIMMY HAS WORSENERD SENSE I LEFT THE DEALERSHIP AND IS NOW SHIMMING VIOLENTLY AT THIS TIME. I'VE SENSE RECEIVED A LETTER ABOUT THIS PROBLEM FROM FORD MOTOR COMPANY AND THEY ARE RESEARCHING THIS COMMON PROBLEM WITH THE F-250 & F-350 MODELS. *TR

16 **1 Affected Product**

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18 **May 1, 2009 NHTSA ID NUMBER: 10267467**

19 **Components: SUSPENSION**

20 **NHTSA ID Number:** 10267467

21 **Incident Date** April 21, 1997

22 **Consumer Location** SPRING CREEK, NV

23 **Vehicle Identification Number** 1FTSW21P66E****

24 **Summary of Complaint**

25 **CRASH**No

26 **FIRE**No

27 **INJURIES**0

28 **DEATHS**0

TL*THE CONTACT OWNS A 2006 FORD F-250. WHILE DRIVING 45 MPH, THE FRONT END OF THE VEHICLE JUMPED UP AND DOWN. IT FELT AS IF THE FRONT TIRE WAS DETACHING FROM THE VEHICLE. THE CONTACT PULLED OVER AND THE WOBBLING DID NOT CEASE UNTIL THE VEHICLE CAME TO A COMPLETE STOP. **THE DEALER COULD NOT FIND ANY FAILURES WITH THE VEHICLE.** THE FAILURE WAS LABELED AS THE DEATH WOBBLE AND HAS OCCURRED ON FIVE OCCASIONS. THE VEHICLE WAS REPAIRED AT THE CONTACT'S EXPENSE. HEAVIER SHOCKS AND A STEERING STABILIZER WERE INSTALLED ON THE VEHICLE. THE CONTACT RECEIVED A LETTER IN

1 THE MAIL FROM FORD REGARDING THESE ONGOING FAILURES. THE FAILURE MILEAGE
2 WAS 6,000 AND CURRENT MILEAGE WAS 69,000.

3 **1 Affected Product**

4 **August 20, 2009 NHTSA ID NUMBER: 10281230**

5 **Components: SUSPENSION**

6 **NHTSA ID Number:** 10281230

7 **Incident Date** May 1, 2009

8 **Consumer Location** PARAMUS, NJ

9 **Vehicle Identification Number** N/A

10 **Summary of Complaint**

11 **CRASHNo**

12 **FIRENo**

13 **INJURIES0**

14 **DEATHS0**

15 MY 2006 FORD F250 4WD SUPERDUTY PICKUP SHAKES VIOLENTLY WHENEVER I HIT
16 THE SMALLEST POTHOLE OR DRIVE OVER RAILROAD TRACKS. IT IS A DANGER TO
17 MYSELF, MY CHILDREN AND ANYONE DRIVING AROUND ME ON THE ROAD. TOOK THE
18 TRUCK TO MY DEALER AND ALMOST GOT THROWN OUT AFTER GETTING INTO AN
19 ARGUMENT WITH BOTH THE MECHANIC AND SVC MANAGER WHO SAID THERE
20 WAS NOTHING WRONG WITH THE TRUCK, THEY NEVER HEARD OF THIS PROBLEM
21 AND I NEED TO BUY NEW TIRES. TIRES ARE BRAND NEW WITH LESS THAN 20K ON
22 THEM. *TR

23 **1 Affected Product**

24 **April 16, 2010 NHTSA ID NUMBER: 10326010**

25 **Components: SUSPENSION**

26 **NHTSA ID Number:** 10326010

27 **Incident Date** February 13, 2010

28 **Consumer Location** YORBA LINDA, CA

Vehicle Identification Number 1FTSW21P46E*****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

MY FORD F250 4X4 TRUCK HAS A SEVERE SHIMMY OF THE FRONT WHEELS WHICH CAN
OCCUR WHEN DRIVING AROUND 55-60 MILES PER HOUR. IN ORDER TO CALM THE
SHIMMY OR OSCILLATION, I HAVE TO SLOW DOWN AT LEAST 10 MILES PER HOUR. THIS
HAS HAPPENED ON SEVERAL TIMES, BOTH WHEN TOWING A 5TH WHEEL AND
WITHOUT THE 5TH WHEEL. HOWEVER, IT IS MORE PRONE TO OCCURRING WHEN
DOWNING THE 5TH WHEEL. I TOOK MY TRUCK INTO THE FORD DEALER TO INSPECT
THE SUSPENSION AND ADJUST THE TIRE PRESSURE, BUT THEY SAID IT WAS ALL
FINE. I HAD AN OCCURRENCE OF THIS SHIMMY WITHIN 3 DAYS FROM TAKING IT FROM

1 THE DEALER. I HAVE SEEN THERE HAS BEEN SOME REPORT ON THIS TYPE OF
2 BEHAVIOR, AND FORD HAS STATED IT IS A TIRE INFLATION PROBLEM, BUT AFTER
3 TAKING IT INTO THE FORD DEALER AND THEM CHECKING IT OUT AND THEN IT
HAPPENING, I THINK IT IS SOMETHING MORE SERIOUS. *TR

1 Affected Product

5 **October 13, 2010 NHTSA ID NUMBER: 10360390**

6 **Components: STEERING, SUSPENSION**

7 **NHTSA ID Number:** 10360390

8 **Incident Date** September 30, 2010

9 **Consumer Location** WEST POINT, MS

10 **Vehicle Identification Number** N/A

11 **Summary of Complaint**

12 **CRASH**No

13 **FIRE**No

14 **INJURIES**0

15 **DEATHS**0

16 I HAVE A 2006 FORD F-250 SUPER DUTY TRUCK. WHEN I HIT A ROUGH SPOT IN THE
17 ROAD THE FRONT END SHAKES SO BAD YOU HAVE NO CONTROL OF THE STEERING.
18 THE ONLY WAY TO GET IT TO STOP SHAKING IS TO GET ON THE BRAKES AND STOP. **I**
19 **HAVE BEEN BACK TO THE DEALER AND THEY TELL ME THERE IS NOTHING**
20 **WRONG.** SOMEONE IS GOING TO GET KILLED IF THIS IS NOT CORRECTED. *TR

1 Affected Product

17 **November 27, 2006 NHTSA ID NUMBER: 10174494**

18 **Components: SUSPENSION**

19 **NHTSA ID Number:** 10174494

20 **Incident Date** November 20, 2006

21 **Consumer Location** SAINT JAMES CITY, FL

22 **Vehicle Identification Number** 1FTSW21596E*****

23 **Summary of Complaint**

24 **CRASH**No

25 **FIRE**No

26 **INJURIES**0

27 **DEATHS**0

28 VEHICLE SHAKES UNCONTROLLABLY AFTER HITTING A BUMP IN THE ROAD AT
HIGHWAY SPEEDS OF 60 TO 75 MPH. VEHICLE MUST BE BROUGHT TO A COMPLETE STOP
TO REGAIN CONTROL, THEN RIDES SMOOTHLY. **VEHICLE WAS TAKEN TO THE**
DEALERSHIP TO FIX THE PROBLEM, DEALER STATED THAT THE PROBLEM DID
NOT OCCUR DURING A ROAD TEST OF 22 MILES. THE SERVICE ADVISOR STATES
THAT NOTHING IS WRONG WITH THE VEHICLE. THIS IS THE FOURTH TIME THIS
PROBLEM HAS HAPPENED IN 35000 MILES. DEALER REFUSED TO TEST DRIVE IN A
SPECIFIC AREA WERE THE PROBLEM HAS OCCURRED MULTIPLE TIMES. THE TRUCK IS
UNSAFE FOR INTERSTATE DRIVING. *JB

1 **1 Affected Product**

2
3 **September 26, 2007 NHTSA ID NUMBER: 10204198**

4 **Components: SUSPENSION, STEERING**

5 **NHTSA ID Number:** 10204198

6 **Incident Date** September 26, 2007

7 **Consumer Location** ALVARADO, TX

8 **Vehicle Identification Number** 1FTSW21P56E****

9 **Summary of Complaint**

10 **CRASH**No

11 **FIRE**No

12 **INJURIES**0

13 **DEATHS**0

14 I OWN A 2006 F250 DIESEL TRUCK THAT SHAKES VIOLENTLY WHEN YOU HIT EVEN THE
15 SMALLEST OF POTHOLES. IT SHAKES SO VIOLENTLY THAT YOU HAVE TO COME TO A
16 COMPLETE STOP, REGAIN CONTROL, AND THEN RESUME DRIVING. THIS IS ESPECIALLY
17 HAZARDOUS ON THE SMALL COUNTY ROADS WE LIVE ON, AND WHEN YOU HAVE TO
18 COME TO A COMPLETE STOP ON THE FREEWAY. **WE HAVE TRIED TO GET IT FIXED AT
19 THE DEALERSHIP, WHERE THEY ASSURE US THAT NOTHING IS WRONG WITH THIS
20 DANGEROUS DEATH TRAP.** I REFUSE TO ALLOW MY HUSBAND AND MY SON GET INTO
21 A VEHICLE THAT WILL SHAKE VIOLENTLY OUT OF CONTROL INTO ONCOMING
22 TRAFFIC, INTO A DITCH, OR OFF A BRIDGE. I AM ASHAMED THAT FORD WOULD BE
23 AWARE OF THIS ISSUE, AND NOT RECALL THIS PROBLEM VEHICLE AS THERE ARE
24 MANY OTHERS OUT THERE WITH THE SAME PROBLEM. I AM FURIOUS THAT I SPENT
25 \$48,000 ON A TRUCK THAT HAS 26,000 MILES ON IT AND HAS BEEN IN THE SHOP 3 TIMES
26 TO HAVE THE SAME PROBLEM FIXED, SO IT IS COMPLETELY USELESS TO ME, NOT TO
27 MENTION A DANGER TO MY FAMILY'S WELL BEING. WHAT IS IT GOING TO TAKE FOR
28 FORD TO ADMIT THEIR TRUCKS ARE A HAZARD? HOW MANY PEOPLE ARE GOING TO
HAVE TO DIE OR BE SEVERELY INJURED BEFORE THEY ADDRESS THIS PRESSING
ISSUE??? *TR

20 **1 Affected Product**

22 **November 7, 2008 NHTSA ID NUMBER: 10247920**

23 **Components: SUSPENSION**

24 **NHTSA ID Number:** 10247920

25 **Incident Date** October 28, 2008

26 **Consumer Location** SELBYVILLE, DE

27 **Vehicle Identification Number** 1FTSW21516E****

28 **Summary of Complaint**

CRASHNo

FIRENo

INJURIES0

DEATHS0

1 I HAVE A 2006 FORD F250 4X4 CREWCAB WITH A SHORTBED THAT HAD PROBLEMS
2 WITH VIOLENT FRONT END OSCILLATION. SEE ODI RESUME INVESTIGATION EA 08-007.
3 AFTER THE LAST INCIDENT ON 8/2/2006, I HAD THE VEHICLE TOWED TO MY LOCAL
4 FORD DEALER ON 8/5/2006. THIS WAS NOW THE SECOND TIME VEHICLE WAS BROUGHT
5 INTO A FORD DEALERSHIP FOR THIS PROBLEM. **THE FIRST DEALERSHIP REQUIRED**
6 **THAT I REPRODUCE THIS PROBLEM FOR THE TECH WORKING ON THE VEHICLE. I**
7 **WAS TOLD EVERYTHING WAS FINE WITH THE VEHICLE.** THIS SECOND DEALERSHIP
8 HAD MY TRUCK UNTIL 8/11/2006 AND SAID THE PROBLEM HAD BEEN CORRECTED. I
9 WAS TOLD SOME METAL BUSHINGS WERE REPLACED IN THE FRONT END AND THAT
10 CHAMBER OR CASTER WAS WAY OFF. I WAS ALSO TOLD TO MAKE SURE AND ROTATE
11 TIRES AT SUGGESTED INTERVALS AND TO KEEP TIRES PROPERLY INFLATED. I NOTICED
12 WHEN I LEFT THAT THE TRUCK HAD A CHOPPY BOUNCE TO THE RIDE AND WAS TOLD
13 THAT IT WAS FROM THE TIRE WEAR. THE ODOMETER READING AT THAT TIME WAS
14 22065. AFTER DRIVING THE TRUCK FOR ABOUT 3000 MILES, I TOOK THE TRUCK BACK
15 TO THE DEALERSHIP WHERE I PURCHASED THE TRUCK. THEY ROAD TESTED THE
16 TRUCK, THEN REBALANCED ALL 4 TIRES AND REINDEXED THE REAR TIRES. THESE ARE
17 THE TIRES THAT WERE ORIGINALLY ON THE FRONT AND ROTATED AT THE SECOND
18 DEALERSHIP. THE VEHICLE CONTINUES TO HAVE A CHOPPY BOUNCE II THE RIDE,
19 WHICH NOW I WAS TOLD WAS NORMAL OR ACCEPTABLE. IF THE TRUCK WOULD HAVE
20 RODE THAT WAY WHEN I PURCHASED IT, I WOULD HAVE NEVER PURCHASED IT. I
21 WENT FROM HAVING A SMOOTH RIDING TRUCK THAT ON OCCASION HAD A SEVERE
22 OSCILLATION IN THE FRONT END AT HIGHWAY SPEEDS 65 AND HIGHER, TO ONE THAT
23 BOUNCES ALL THE TIME. THE BOUNCE IN THE RIDE WAS NOTICEABLE TO A FRIEND
24 WHO OWNS A 2005 F250, THAT HAS HAD NONE OF THESE PROBLEMS, ALTHOUGH
25 OTHERS HAVE WITH THAT YEAR ALSO. TURNING TO FORD IN THIS MATTER HAS
26 PROVED POINTLESS IN THEIR WILLINGNESS TO ADMIT A PROBLEM WITH THIS VEHICLE
27 OR THEIR OWN ENGINEERING FLAWS. I AM CURRENTLY TRYING TO HAVE AN
28 ENGINEER FROM FORD LOOK AT THIS VEHICLE. *TR

1 Affected Product

November 14, 2008 NHTSA ID NUMBER: 10248855

Components: SUSPENSION

NHTSA ID Number: 10248855

Incident Date October 1, 2006

Consumer Location LA MESA, CA

Vehicle Identification Number 1FTSW21P26E*****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

I PURCHASED FROM FORD A BRAND NEW F-250 WHICH IS EXPERIENCING WHAT IS COMMONLY REFERRED TO AS THE "DEATH WOBBLE", ANY INTERNET SEARCH WILL TURN UP THIS SITUATION. THE TRUCK FOR SAFETY REASONS AND FEAR OF DEATH HAS BEEN PARKED FOR 1 YEAR. **THE TRUCK SHAKES, WOBBLES, VIBRATES, AND**

HOPS VIOLENTLY AT FREEWAY SPEED WITH DEALERSHIPS TREATING THESE CONDITIONS AS MYSTERIOUS OR NON-EXISTENT! *TR

1 Affected Product

August 3, 2009 **NHTSA ID NUMBER: 10279266**

Components: SUSPENSION

NHTSA ID Number: 10279266

Incident Date July 1, 2009

Consumer Location PLACERVILLE, CA

Vehicle Identification Number 1FTSW21P96E*****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

WITH ONLY 35,000 MILES ON IT, MY 2006 F-250 SD DIESEL TRUCK HAS DEVELOPED A FRIGHTENING BOUNCING IN THE FRONT END. ONCE IT HAPPENED GOING 65 MPH WHEN I HIT A FREEWAY POT HOLE. THE FRONT TIRE BOUNCED UP AND DOWN SO SEVERELY, THAT I PULLED OFF ONTO THE SHOULDER TO SEE IF SOMETHING HAD COME UNBOLTED. I HAVE EXPERIENCED THE SAME BOUNCING AT 40 AND 50 MPH FROM HITTING POT HOLES. FORD EVEN SENT ME AN ADVISORY ON THIS PROBLEM, CLAIMING THAT IT WAS RELATED TO INCORRECT TIRE PRESSURE. I HAVE BEEN FANATIC ABOUT TIRE PRESSURE, SO THAT WAS NOT INVOLVED. **THE DEALER FOUND NOTHING WRONG WITH THE TRUCK** AND CLAIMED THAT A \$375 STEERING STABILIZER KIT WOULD CORRECT THE PROBLEM. WHY SHOULD I PAY FOR CORRECTING FORD'S DESIGN PROBLEMS? I AM JUST CONCERNED THAT THE BOUNCING COULD CAUSE ME TO LOSE CONTROL OF THE VEHICLE. *TR

1 Affected Product

July 15, 2010 **NHTSA ID NUMBER: 10343375**

Components: STEERING, SUSPENSION

NHTSA ID Number: 10343375

Incident Date May 18, 2010

Consumer Location APPLE VALLEY, CA

Vehicle Identification Number 1FTSW21P86E*****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

VIOLENT SHAKING "DEATH WOBBLE" ON A 2006 FORD F-250 SUPER DUTY 4X4 PICKUP TRUCK. THE TRUCK EXPERIENCES A VIOLENT SHAKING IN THE FRONT END AT SPEEDS OF ABOUT 60-65 MPH. THIS HAPPENS WHILE ACCELERATING OR AFTER HITTING A

1 BUMP IN THE ROAD. IT IS ALMOST IMPOSSIBLE TO CONTROL AND ONLY STOPS WHEN
2 SPEED IS REDUCED. FORD MOTOR COMPANY HAS SENT ME A LETTER NOTIFYING ME
3 OF THIS PROBLEM A YEAR AGO, BUT OFFERS NO FIX FOR THE PROBLEM OTHER THAN
4 A WARNING TO SLOW THE VEHICLE DOWN. **LOCAL FORD DEALERSHIP DENIED**
5 **THERE IS A PROBLEM AND WILL NOT FIX IT.** *TR

6 **1 Affected Product**

7 **June 6, 2012 NHTSA ID NUMBER: 10460739**

8 **Components: STEERING, SUSPENSION**

9 **NHTSA ID Number: 10460739**

10 **Incident Date June 6, 2012**

11 **Consumer Location FRANKLIN, IN**

12 **Vehicle Identification Number 1FTSX21516E******

13 **Summary of Complaint**

14 **CRASHNo**

15 **FIRENo**

16 **INJURIES0**

17 **DEATHS0**

18 I HAVE BEEN HAVING THIS PROBLEM FOR ALMOST A YEAR NOW AND HAVE READ
19 THOUSANDS OF OTHER COMPLAINTS THAT IS THE SAME ISSUE. THIS TRUCK ALL MOST
20 KILLED ME AGAIN TODAY. IT GOES INTO A "DEATH WOBBLE" WHEN YOU HIT A BUMP
21 IF YOU ARE OVER 55MPH. IF YOU ANRT EXPECTING IT TO HAPPEN AND IT IS THE 1ST
22 TIME YOU EXPERIENCE IT YOU WILL WRECK! **I HAVE CONTACTED SEVERAL**
23 **DEALERS AND NO ONE SEEMS TO KNOW ABOUT OR HEARD ABOUT IT** BUT THERE IS
24 THOUSANDS OF COMPLAINTS ONLINE AND ALSO HAVE RECEIVED A LETTER FROM
25 FORD STATING TO CHECK TIRE PRESSURES! I HAVE DONE WHAT THEY SAID + HAD
26 NEW SHOCKS, HAD NEW TIRES, STRUTS CHECKED, BALL JOINTS CHECKED, AND REAR
27 SUSPENSION LOOKED AT. NOTHING IS WRONG ...THIS IS CLEARLY A FACTORY
28 PROBLEM AND IT NEEDS TO BE TAKEN CARE OF BEFORE PEOPLE START DIEING FROM
IT! IS FORD GOING TO RAISE MY CHILDREN WHEN THIS MAKES ME WRECK AND DIE
...NO THEY ARE NOT SO THEY NEED TO GET THIS TAKEN CARE OF. REPORTS SAY THAT
THEY HAVE CHANGED THE SET UP ON NEWER HEAVY DUTY TRUCKS BECAUSE OF THIS
SO WHY AREN'T THEY TAKING CARE OF THE ONE'S THEY ALREADY SOLD TO THE
PUBLIC! PLEASE HELP... YOU CAN FIND TONS OF INFO IF YOU SEARCH " DEATH WOBBLE
OR DEATH SHAKE! *TR

1 Affected Product

July 27, 2007 NHTSA ID NUMBER: 10197626

Components: STEERING

NHTSA ID Number: 10197626

Incident Date May 1, 2006

Consumer Location AUSTINVILLE, VA

Vehicle Identification Number 1FTNF21546E****

Summary of Complaint

1 **CRASHNo**

2 **FIRENo**

3 **INJURIES0**

4 **DEATHS0**

5 TL*THE CONTACT OWNS A 2006 FORD F-250 SD. WHILE DRIVING 55 MPH OR GREATER,
6 THE FRONT END OF THE VEHICLE VIBRATES WHEN DRIVING OVER A BUMP IN THE
7 ROAD. **THE DEALER INSPECTED THE VEHICLE, BUT WERE UNABLE TO DETERMINE**
8 **THE CAUSE OF FAILURE. THE DEALER STATED THAT THE FAILURE WAS NORMAL.**

9 THE CURRENT MILEAGE WAS 1,500 AND FAILURE MILEAGE WAS 50.

10 **1 Affected Product**

11 **December 9, 2008 NHTSA ID NUMBER: 10251226**

12 **Components: STEERING**

13 **NHTSA ID Number:** 10251226

14 **Incident Date** October 9, 2007

15 **Consumer Location** OREGON CITY, OR

16 **Vehicle Identification Number** 1FTSX21596E****

17 **Summary of Complaint**

18 **CRASHNo**

19 **FIRENo**

20 **INJURIES0**

21 **DEATHS0**

22 TL*THE CONTACT OWNS A 2006 FORD F-250 SD. WHILE DRIVING 75 MPH OR ANY HIGH
23 SPEED, THE VEHICLE SHAKES VIOLENTLY WHEN IT DRIVES OVER A BUMP IN THE
24 ROAD. THE SHAKING IS UNCONTROLLABLE AND THE CONTACT CAN BARELY CONTROL
25 THE VEHICLE. **THE DEALER TEST DROVE THE VEHICLE AT LOW SPEEDS AND FOUND**
26 **NO FAILURES.** THE FAILURE MILEAGE WAS 12,000.

27 **1 Affected Product**

28 **June 26, 2009 NHTSA ID NUMBER: 10275011**

Components: STEERING

NHTSA ID Number: 10275011

Incident Date April 2, 2009

Consumer Location Unknown

Vehicle Identification Number 1FTSW21P46E****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

WHEN DRIVING WHEN YOU GO OVER A BUMP ,RXR CROSSING OR MAN HOLE COVER
THE FRONT END OF THE VEHICLE SEVERELY SHAKES TO THE POINT YOU HAVE TO JAM
ON THE BRAKES OR WRECK. I REPLACED THE STEERING STABILIZER AS INSTRUCTED
TO BUT THE OUTCOME HAS NOT CHANGED. **I HAVE CALLED FORD NUMEROUS**

TIMES,BOTH THE DEALER AND FORD MANUFACTURER. THEY BOTH ACT LIKE THEY HAVE NEVER HEARD OF THIS SEVERE PROBLEM. *TR

1 Affected Product

March 31, 2011 NHTSA ID NUMBER: 10393902

Components: STEERING

NHTSA ID Number: 10393902

Incident Date March 28, 2011

Consumer Location JACKSONVILLE, FL

Vehicle Identification Number 1FTSW21PX6E****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

2006 FORD F-250 EXPERIENCES A SEVERE VIBRATION BETWEEN 50 - 65 MPH. SPECIFICALLY NOTICED AFTER HITTING A POTHOLE OR DRIVING ON UNEVEN ROADS. TRUCK IS COMPLETELY STOCK AND HAS HAD SHOCKS/ STEERING STABILIZER / BRAKES / TIRES / ALIGNMENT / (REPLACED/COMPLETED) AT A CERTIFIED FORD DEALER WITHIN THE PAST 2 MONTHS. ADDITIONALLY, I HAD EVERY BALL JOINT, TIE ROD END, STEERING COMPONENT INSPECTED AT MY COST TO INVESTIGATE THE ISSUE. THE STEERING VIBRATION STILL EXISTS. FORUMS AND OTHER SITES HAVE STARTED TO CALL THIS THE "DEATH WOBBLE". ALTHOUGH IT CAN BE ESCAPED BY SLOWING DOWN OR ACCELERATING THROUGH THE VIBRATION, IT CAN EASILY CAUSE LOSS OF CONTROL TO THE UNEXPECTED DRIVER. I HAVE DRIVEN FORD VEHICLES (TRUCKS) FOR THE PAST 20 YEARS AND THIS IS THE FIRST TIME I HAVE VENTURED TO FILE AN OFFICIAL COMPLAINT. FOLLOWING THE SERVICE BULLETIN TO ADJUST TIRE PRESSURE DID NOT CORRECT THE PROBLEM. BRAND NEW TIRES AND ALIGNMENT OFFERED A MINOR REPRIEVE ONLY FOR ME TO EXPERIENCE THE SAME ISSUES LESS THAN 50 MILES LATER. PEOPLE WHO HAVE EXPERIENCED THIS ISSUE NEED TO GET SPECIFIC IN ORDER TO PROMPT ACTION FROM EITHER THE NHTSA OR THE FORD MOTOR COMPANY. I DID NOT EXPERIENCE THIS ISSUE TILL APPROXIMATELY 60,000 MILES, SOMETIME AFTER A BRAKE CHANGE. THE SUBSEQUENT ISSUES LEAD ME TO CHANGE THE AFOREMENTIONED EQUIPMENT IN ORDER TO RESOLVE THE ISSUE. TO THIS POINT, **THE DEALERSHIP CAN FIND NOTHING WRONG BUT THE ISSUE REMAINS.** TO REINTERATE, THIS TRUCK IS STOCK, NO MODIFICATIONS HAVE BEEN MADE AND REQUIRED MAINTENANCE HAS BEEN CONDUCTED BY THE DEALER IN EVERY INSTANCE. *TR

1 Affected Product

August 1, 2011 NHTSA ID NUMBER: 10416598

Components: STEERING

NHTSA ID Number: 10416598

Incident Date June 22, 2008

1 **Consumer Location** COLLIERVILLE, TN
2 **Vehicle Identification Number** 1FTSW21P96E*****

3 **Summary of Complaint**

4 **CRASH**No

5 **FIRE**No

6 **INJURIES**0

7 **DEATHS**0

8 THE TRUCK AT 55 - 65 MPH GOES INTO WHAT HAS BEEN DESCRIBE AS A DEATH
9 WOBBLE. THE TRUCK STARTS SHAKING VIOLENTLY. IT IS ALL YOU CAN DO TO KEEP
10 CONTROL OF THE TRUCK UNTIL YOU SLOW DOWN TO ABOUT 40 MPH WHICH IS
11 DANGEROUS ON THE FREEWAY. FORD HAS A DEFECT IN THE STEERING ON THESE
12 TRUCKS AND IT NEEDS TO BE FIXED. I FEAR FOR MY FAMILY'S SAFETY. **THE FORD**
13 **DEALERSHIP CANNOT FIX IT.** IT HAS BEEN DOING THIS SINCE ABOUT 12000 MILES. IT
14 NOW HAS 100000 MILES AND STILL HAS NOT BEEN FIXED. IT HAS BEEN DOING THIS
15 SINCE ABOUT 2008. *KB

16 **1 Affected Product**

17 **January 28, 2009 NHTSA ID NUMBER: 10256667**

18 **Components: STEERING, SUSPENSION**

19 **NHTSA ID Number:** 10256667

20 **Incident Date** May 20, 2008

21 **Consumer Location** HICKORY, NC

22 **Vehicle Identification Number** 1FTWW33P46E*****

23 **Summary of Complaint**

24 **CRASH**No

25 **FIRE**No

26 **INJURIES**0

27 **DEATHS**0

28 I OWN A 4WD F350 DUALY. WHILE TRAVELING AT HIGHWAY SPEEDS APPROX. 45MPH
AND ABOVE AND AFTER TRAVELING OVER AN UNEVEN ROAD SURFACE OR BUMP IN
THE ROAD, THE FRONT END GOES INTO AN UNCONTROLLABLE SHIMMY/OSCILLATION.
THIS CAN ONLY BE STOPPED BY PULLING OVER AND COMPLETELY STOPPING THE
VEHICLE. **I HAVE TAKEN THE TRUCK TO A FORD DEALERSHIP WHO CHECKED THE**
FRONT END AND SAID THERE WAS NOTHING WRONG W/ THE TRUCK AND THAT IT
WAS A TIRE PROBLEM. I HAVE SINCE THEN BOUGHT NEW TIRES WHICH SOMEWHAT
LESSEned THE PROBLEM BUT DID NOT CORRECT IT. I ALSO HAVE TAKEN THE TRUCK
TO A REPUTABLE INDEPENDENT ALIGNMENT SHOP, AND THEY TOLD ME THAT THEY
HAVE SEEN A LOT OF TRUCKS W/ THE SAME PROBLEM, BUT ARE UNABLE TO FIX IT
DUE TO THE DESIGN OF THE FRONT END. THE INDEPENDENT SHOP SAID THERE IS TO
MUCH CASTOR IN THE FRONT END AND NO WAY TO ADJUST IT. I AM NOW ON MY
THIRD SET OF TIRES W/ ONLY 45000 MILES ON THE TRUCK. I BOUGHT THIS TRUCK FOR
AROUND \$ 48,000.00 AND HAVE HAD THIS PROBLEM SINCE THE TRUCK HAD ABOUT
23000 MILES ON IT. I CANT EVEN DRIVE IT ON THE INTERSTATE DUE TO THE
UNCONTROLLABLE FRONT END SHIMMY. **THE FORD DEALERSHIP WILL NOT**
ACKNOWLEDGE THAT I HAVE A PROBLEM. I HAVE SEARCHED THE INTERNET AND

HAVE FOUND POST AFTER POST OF PEOPLE WHO HAVE THE SAME PROBLEM WITH THEIR TRUCK AND THE LACK OF ACKNOWLEDGMENT FROM FORD. THIS IS A VERY SERIOUS PROBLEM AND TO DATE I HAVE SPENT OVER \$ 1,600.00 TRYING TO REMEDY IT. I HOPE SOME ONE FROM YOUR DEPT. IS FAMILIAR W/ THIS AND COULD POSSIBLY HELP ME. THANK YOU STEPHEN HALL *TR

1 Affected Product

January 4, 2011 NHTSA ID NUMBER: 10374098

Components: SUSPENSION

NHTSA ID Number: 10374098

Incident Date January 3, 2006

Consumer Location VIRGINIA BEACH, VA

Vehicle Identification Number 1FTWW31P86E****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

APPROXIMATELY 1 MONTH AGO I PURCHASED A 2006 FORD F350 SUPER DUTY. WHILE TRAVELING ALONG HIGHWAYS 45-65MPH, AFTER HITTING A ROUGHER PORTION OF THE ROAD, THE FRONT WHEELS BEGIN TO HOP/SHAKE IN A HIGHLY UNSAFE MANNER TO WHICH THE VEHICLE IS ALMOST UNCONTROLLABLE. THIS HAPPENS ALMOST EVERYTIME I TRAVEL ON THE HIGHWAYS WHICH IS EVERYDAY. I HAVE RESEARCHED THIS ISSUE QUITE EXTENSIVELY ONLINE IN SUCH FORUMS AS THIS. MANY HAVE TRIED REPLACING PARTS BUT IT SEEMS TO BE A MANUFACTURING DEFECT. I WANTED TO MAKE SURE NOTHING WAS OUT OF THE ORDINARY BEFORE I WASTE HUNDREDS OR THOUSANDS OF DOLLARS TRYING TO FIX. SAFETY IS OF THE MAIN CONCERN FOR MYSELF AND ESPECIALLY OTHERS ON THE ROAD DUE TO THE SIZE OF THE VEHICLE. I HAVE CONTACTED A LOCAL REPUTABLE FORD DEALER AND THEY INFORMED ME THAT THERE ARE NO RECALLS AS OF TODAY JANUARY 4 2011. *TR

1 Affected Product

April 4, 2011 NHTSA ID NUMBER: 10394247

Components: STEERING, SUSPENSION

NHTSA ID Number: 10394247

Incident Date April 2, 2011

Consumer Location LEBANON, OR

Vehicle Identification Number 1FTWW31P36E****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

1 FORD F350 DEATH SHAKE HAS HAPPENED MULTIPLE TIMES TRUCK HITS BUMP OR POT
2 HOLE REGARDLESS OF SPEED (BUT SHAKE IS WORSE OVER 40 MPH)AND STARTS A
3 VERY DANGEROUS SHAKE THAT GETS WORSE UNTIL THE WHOLE TRUCK IS OUT OF
4 CONTROL. BRAKING HARD TO STOP WILL STOP IT BUT ACCIDENT SEEMS TO BE
5 AROUND THE CORNER. **I HAVE TAKEN TO DEALER AND TIRE SHOP THEY SAY**
6 **NOTHING WRONG.** *TR

7 **1 Affected Product**

8 **May 24, 2017 NHTSA ID NUMBER: 10991433**
9 **Components: STEERING, SUSPENSION, WHEELS**
10 **NHTSA ID Number: 10991433**
11 **Incident Date May 21, 2017**
12 **Consumer Location BLACKFOOT, ID**
13 **Vehicle Identification Number 1FDWX37Y66E******

14 **Summary of Complaint**

15 **CRASHNo**
16 **FIRENo**
17 **INJURIES0**
18 **DEATHS0**

19 WHILE TOWING MY LARGE CAMPER, ON THE FREEWAY, I HIT A BUMP. THE FRONT END
20 OF THE TRUCK STARTED SHAKING VIOLENTLY. IT WAS ALL I COULD DO TO STOP THE
21 TRUCK WITHOUT WRECKING. I HAD TO STOP IN THE TRAFFIC LANE. THIS WAS AN
22 EXTREMELY DANGEROUS SITUATION. AFTER RESUMING TRAVEL, THE FRONT END
23 WOULD SHIMMY AT ABOUT 45 MPH. I HAD TO DRIVE HOME AT 40 MPH...ROUGHLY
24 ANOTHER 75 MILES. I THINK I HAVE SEEN AN ADVISORY LETTER FROM FORD, TO
25 OWNERS, CONCERNING THIS. THERE ARE MANY, MANY INSTANCES OF THIS
26 HAPPENING. ONE CAN FIND DOZENS OF EXAMPLES OF THIS HAPPENING IF ONE LOOKS
27 ON LINE. **NEITHER FORD NOR THE LOCAL FORD DEALER SEEMS TO BE AWARE OF**
28 **THE PROBLEM.** WE WERE TRAVELING AT ABOUT 60 MPH AT THE TIME OF THE
INCIDENT.

1 Affected Product

29 **January 16, 2014 NHTSA ID NUMBER: 10560235**
30 **Components: STEERING**
31 **NHTSA ID Number: 10560235**
32 **Incident Date November 2, 2012**
33 **Consumer Location THEODORE, AL**
34 **Vehicle Identification Number 1FTWW33P46E******

35 **Summary of Complaint**

36 **CRASHNo**
37 **FIRENo**
38 **INJURIES0**
39 **DEATHS0**

1 DRIVING VEHICLE WITH FIFTH WHEEL 31 FT CAMPER IN TOW VEHICLE LURCHED TO
2 THE LEFT AND ATTEMPTS TO CORRECT FOUND GREAT RESISTANCE IN STEERING
3 RESPONSE. ON SEVERAL OCCASIONS SINCE AND AT NO SPECIFIC SPEED THE VEHICLE
4 WILL LURCH TO THE LEFT OR RIGHT OR SHIMMY TO THE POINT THAT STEERING
5 BECOMES ALMOST UNRESPONSIVE. I HAD THE VEHICLE CHECKED AND WAS ADVISED
6 NOTHING WAS IN NEED OF REPLACEMENT. THEN I RECEIVED A LETTER FROM FORD
7 MOTOR CO DESCRIBING THE EXACT STEERING SITUATION THAT I AM EXPERIENCING
8 ALONG WITH RECOMMENDATIONS TO KEEP TIRES INFLATED PROPERLY, WHICH I
9 HAVE AND CONTINUE TO HAVE CORRECT. **I CONTACTED FORD TO VOICE MY
10 CONCERN AND WAS ADVISED THIS IS "JUST A NORMAL QUALITY OF A SOLID
11 FRONT AXEL 4 WHEEL DRIVE TRUCK"**. I USE THIS VEHICLE TO PULL A CAMPER AND
12 WHEN THIS "SEVERE VIBRATION AND OSCILLATION" OCCURS IT CAUSES THE
13 TRUCK/TRAILER TO LURCH SO FAR AS TO CAUSE IT TO SHIFT LANES. THIS PROBLEM
14 OCCURS AT ALL SPEEDS, EVEN HIGHWAY SPEEDS OF 70MPH. I WAS ALSO TOLD THAT
15 THE LETTER WAS ONLY A "NOTIFICATION OF THE SITUATION AND HOW TO AVOID"
16 AND NOT A RECALL. FURTHERMORE, FORD ADVISED THAT I TAKE THE VEHICLE IN TO
17 A FORD DEALER AT MY COST TO ENSURE THAT THIS WAS THE CAUSE OF THE
18 PROBLEM. THIS SITUATION IS SEVERE ENOUGH THAT IT COULD AND PERHAPS HAS
19 BEEN THE CAUSE OF TRAFFIC ACCIDENTS. HOW LONG WILL THIS BE ALLOWED TO GO
20 ON BEFORE A RECALL IS ISSUED? HAVING IDENTIFIED A VEHICLE STEERING PROBLEM,
21 THAT IN MY OPINION COULD BE LIFE THREATENING, SHOULD BE SUFFICIENT CAUSE
22 FOR A RECALL TO BE ISSUED. *TR

14 **1 Affected Product**

16 **February 19, 2009 NHTSA ID NUMBER: 10259399**

17 **Components: SUSPENSION, POWER TRAIN**

18 **NHTSA ID Number:** 10259399

19 **Incident Date** February 15, 2009

20 **Consumer Location** ROCK PORT, MO

21 **Vehicle Identification Number** 1FTWW31P56E****

22 **Summary of Complaint**

23 **CRASHNo**

24 **FIRENo**

25 **INJURIES0**

26 **DEATHS0**

27 I PURCHASED MY 2006 SUPERDUTY NEW IN JUNE 2006 WHEN THE TRUCK WAS NEW I
28 HAD SOME SHAKING IN THE FRONT END AT SPEEDS OVER 65 BUT RECENTLY IT HAS
GOT MUCH WORSE. THIS HAS OCCURRED AT LEAST TEN TIMES NOW AND THE LAST
FEW TIMES ON THE INTERSTATE WHEN GOING AROUND 70 MPH IF YOU HIT ROUGH
SPOTS IT WILL START A VIOLENT SHAKE IF I SLOWLY REDUCE SPEED IT WILL STOP
AROUND 45 MPH. I AM STARTING TO THINK IT IS NOT EVEN SAFE ENOUGH FOR MY
FAMILY TO RIDE IN THE TRUCK ANYMORE. **MY DEALER SAYS THEY DON'T SEE ANY
PROBLEMS SO I HAVE NOT BEEN ABLE TO GET ANYTHING DONE TO RESOLVE THIS
PROBLEM EVEN THOUGH THE TRUCK HAS LESS THAN 36,000 AND IS STILL UNDER
BUMPER TO BUMPER WARRANTY TILL JUNE OF THIS YEAR.** I HAVE HAD MANY

1 FORDS OVER THE PAST 8 YEARS AND I WOULD LIKE TO THINK THAT FORD WILL TAKE
2 CARE OF THIS IF THEY WANT TO KEEP ME AS A LOYAL CUSTOMER. I DON'T THINK I
3 SHOULD BE RESPONSIBLE TO PAY FOR FORDS DESIGN FLAWS OUT OF MY POCKET (IF
4 THERE EVEN IS A WAY TO FIX IT). IF FORD WILL NOT DO SOMETHING TO
5 PERMANENTLY FIX THE PROBLEM MY WIFE AND I WILL NO LONGER BUY FROM THEM.

*TR

1 Affected Product

6 **January 30, 2012 NHTSA ID NUMBER: 10445958**

7 **Components: STEERING**

8 **NHTSA ID Number:** 10445958

9 **Incident Date** May 25, 2011

10 **Consumer Location** BOWLING GREEN, KY

11 **Vehicle Identification Number** 1FTWW33P46E****

12 **Summary of Complaint**

13 **CRASH**No

14 **FIRE**No

15 **INJURIES**0

16 **DEATHS**0

17 I PURCHASED THE TRUCK USED MAY 2011. THE VERY DAY I PURCHASED THE TRUCK I
18 GOT A WOUBLE WHEN I HIT A BUMP. THIS IS A DAILY OCCURANCE. WHEN I HIT A
19 BUMP JUST RIGHT OR WHEN I APPLY MEDIUM TO HARD BREAKING IT BEGINS TO
20 WOBBLE TO GET IT UNDER CONTROL I HAVE TO BREAK HARD AND COME ALMOST TO
21 A COMPLETE STOP. I HAVE HAD IT IN THE DEALERSHIP 3 TIMES I WAS TOLD THERE
22 WAS NOTHING WRONG WITH THE FRONT END, AND WAS TOLD TO ADJUST MY AIR
23 PRESSURE LOWER, THEY ADJUSTED IT, IT CORRECTED NOTHING. I HAVE BEGAN TO
24 JUST DRIVE AND DEAL WITH IT TILL TODAY. IT SHOOK ME INTO AN ONCOMING LANE
25 BEFORE I GOT IT UNDER CONTROL. I REALIZE THIS IS NOT A NEW TRUCK, THIS
26 PROBLEM SEEMS TO BE BEING SWEEPED UNDER THE RUG. SOME WILL GET INJURED OR
27 KILLED IF THIS IS NOT RESOLVED. I DON'T DARE LET MY WIFE DRIVE THE TRUCK
28 BECAUSE I KNOW SHE DOES NOT HAVE THE SKILLS TO CONTROL THIS. *TT

1 Affected Product

22 **December 30, 2008 NHTSA ID NUMBER: 10253225**

23 **Components: SUSPENSION**

24 **NHTSA ID Number:** 10253225

25 **Incident Date** June 1, 2008

26 **Consumer Location** ALPINE, CA

27 **Vehicle Identification Number** N/A

28 **Summary of Complaint**

CRASHNo

FIRENo

INJURIES0

DEATHS0

1 2007 F250 SUPER DUTY SHAKES VIOLENTLY WHEN AT SPEEDS AT 60-65 AND HITS A
2 BUMP. SHAKES ONLY ON THE RIGHT SIDE. HAS BEEN HAPPENING FOR EIGHT MONTHS.
3 **HAS TAKEN IT INTO THE DEALER 2-3 TIMES AND THEY CAN NOT FIND ANYTHING**
4 **WRONG. THEY TOLD ME IT WAS "UNSAFE TO DRIVE" BUT GAVE IT BACK TO ME**
5 **AND SAID I COULD DRIVE IT.** MAKES DRIVING IN DOWNTOWN SAN DIEGO DIFFICULT.
6 THE SHAKING LASTS FROM 3-20 MINUTES. SHAKES WHILE TOWING CARS AND IS VERY
7 SCARY. *TR

8 **1 Affected Product**

9 **April 13, 2009 NHTSA ID NUMBER: 10265146**

10 **Components: FUEL SYSTEM, DIESEL, POWER TRAIN, ENGINE AND ENGINE COOLING,**
11 **SUSPENSION**

12 **NHTSA ID Number: 10265146**

13 **Incident Date April 5, 2009**

14 **Consumer Location CADIZ, KY**

15 **Vehicle Identification Number 1FTSX21P67E******

16 **Summary of Complaint**

17 **CRASHNo**

18 **FIRENo**

19 **INJURIES0**

20 **DEATHS0**

21 I HAVE A FORD F250 2007 4X4 DIESEL. WENT OVER A BUMP IN THE ROAD AND THE
22 STEERING WHEEL STARTED SHAKING SO BAD I RAN OFF THE ROAD. FORD SENT ME A
23 LETTER ABOUT TIRE PRESSURE, BUT I ASSURE YOU I CHECK MY TIRES AT LEAST ONCE
24 A WEEK BECAUSE I PULL EQUIPMENT ALMOST DAILY. FORD IS TRYING TO COVER UP
25 SOMETHING AND IT NEEDS TO BE FIXED. **I HAVE HAD THE TRUCK ALMOST TWO**
26 **YEARS, AND HAVE HAD IT BACK AT THE DEALERSHIP 29 TIMES IN 22 MONTHS.**
27 **THEY HAVE AN ISSUE WITH EITHER THE TURBO OR THE ICP AND KEEP TELLING**
28 **ME IT IS NORMAL.** I WAS WONDERING WHO WOULD LIKE TO SEE THE VIDEOS OR
HEAR THE TAPE RECORDINGS OF THEM TELLING ME NORMAL IS WHEN THE TRUCK IS
HOPING SO BAD THE FRONT TIRES COME OFF THE GROUND. *TR

1 Affected Product

January 27, 2009 NHTSA ID NUMBER: 10256489

Components: STEERING, WHEELS

NHTSA ID Number: 10256489

Incident Date October 30, 2007

Consumer Location CITY OF INDUSTRY, CA

Vehicle Identification Number 1FTSW21P47E****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

1 TL*THE CONTACT OWNS A 2007 FORD F-250 SD. THE CONTACT NOTICED THAT THE
2 STEERING COLUMN AND WHEELS VIBRATE ABNORMALLY. SPEED WAS NOT A FACTOR
3 DURING THE FAILURES. HIS CONTROL OF THE VEHICLE WAS SIGNIFICANTLY REDUCED.
4 **HE TOOK THE VEHICLE TO THE DEALER AND THEY STATED THAT THE FAILURE**
5 **WAS A NORMAL CHARACTERISTIC OF THE VEHICLE.** HE CALLED THE
6 MANUFACTURER AND IS WAITING FOR A RESPONSE. THE FAILURE MILEAGE WAS 300
7 AND CURRENT MILEAGE WAS 31,100.

8 **1 Affected Product**

9 **July 21, 2008 NHTSA ID NUMBER: 10235162**

10 **Components: SUSPENSION**

11 **NHTSA ID Number: 10235162**

12 **Incident Date November 13, 2006**

13 **Consumer Location SAN DIEGO, CA**

14 **Vehicle Identification Number 1FTWW31Y47E******

15 **Summary of Complaint**

16 **CRASHNo**

17 **FIRENo**

18 **INJURIES0**

19 **DEATHS0**

20 TL*THE CONTACT OWNS A 2007 FORD F350. WHILE DRIVING 55 MPH AND HIGHER, THE
21 FRONT END OF THE VEHICLE SHAKES VIOLENTLY AND BECOMES UNCONTROLLABLE.
22 **THE DEALER COULD NOT DUPLICATE THE FAILURE.** THE CURRENT MILEAGE WAS
23 9,670 AND FAILURE MILEAGE WAS 700.

24 **1 Affected Product**

25 **July 29, 2010 NHTSA ID NUMBER: 10346223**

26 **Components: STEERING**

27 **NHTSA ID Number: 10346223**

28 **Incident Date July 26, 2010**

Consumer Location JESUP, IA

Vehicle Identification Number 1FTSX21568E****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

I BOUGHT A 2008 FORD F-250 EXTENDED CAB TRUCK AND WHEN I GO OVER A SMALL
BUMP IN THE ROAD THE FRONT END SHAKES REAL BAD TO THE POINT I ALMOST LOST
CONTROL GOING DOWN A HIGHWAY AT 55MPH. I CHECKED THE AIR PRESSURE IN THE
TIRES AND THEY WERE AT 70PSI IN THE FRONT AND 80PSI IN THE BACK. THE DOOR
STICKER SAID THE PRESSURES SHOULD BE 70 IN THE FRONT AND 80 IN THE BACK. I
HAVE REPLACED THE SHOCKS AND STEERING STABILIZER SHOCK AND IT DID NOT
MAKE A DIFFERENCE. THE OLD SHOCKS APPEARED TO BE IN GOOD SHAPE YET. I THEN

1 REPLACED THE TIRES EVEN THOUGH THEY WERE STILL GOOD AND THEY WERE WORN
2 EVENLY. STILL DID NOT FIX IT. I THEN DROPPED MY AIR PRESSURE IN THE TIRES TO
3 60PSI FRONT AND BACK TO IF IT MADE A DIFFERENCE. STILL DID NOT FIX IT. **I HAD**
4 **THE DEALERSHIP LOOK AT IT AND THEY SAID THEY COULD NOT FIND ANYTHING**
5 **WRONG WITH IT.** I OWNED A 1999 F-250 AND IT NEVER HAD THIS PROBLEM. I HAD
6 165,000 MILES ON IT WHEN I TRADED IT IN FOR THIS ONE. I GOOGLED MY PROBLEM
7 AND FOUND A LOT OF PEOPLE WITH THE SAME PROBLEM. FORD NEEDS TO COME UP
8 WITH A REPAIR FOR THIS SOON. I WON'T LET MY WIFE DRIVE THIS TRUCK FOR FEAR OF
9 THIS HAPPENING AND HER ENDING UP IN A WRECK. FORD NEEDS TO THINK ABOUT
10 THE PEOPLE AND CHILDREN THAT RIDE IN THERE VEHICLES AND THE LIVES THAT
11 THEY COULD TAKE. I AM A FORD DRIVER ALL MY VEHICLES ARE FORD AND I'M NOT
12 MAD AT FORD YET BUT THEY NEED TO CURE THIS PROBLEM. THIS PROBLEM IS FOR
13 SURE A DESIGN FLAW. *TR

14 **1 Affected Product**

15 **March 13, 2010 NHTSA ID NUMBER: 10319436**

16 **Components: SUSPENSION**

17 **NHTSA ID Number: 10319436**

18 **Incident Date March 12, 2010**

19 **Consumer Location RAYMOND, NH**

20 **Vehicle Identification Number 1FTWX31508E******

21 **Summary of Complaint**

22 **CRASHNo**

23 **FIRENo**

24 **INJURIES0**

25 **DEATHS0**

26 2008 F-350 HAS WHAT THEY CALL THE "DEATH WOBBLE" AND HAS A CONSTANT SHAKE
27 AT HIGHWAY SPEEDS. FORD BLAMED IT ON THE TIRES. I REPLACED TIRES WITH ONE
28 OF THE BEST YOU CAN BUY. CONTINUED TO DO THE SAME THING. **FORD BLAMED IT**
ON THOSE TIRES. BEEN IN FOR SERVICE 5 TIMES IN 1 YEAR. DEALERSHIP TOLD ME
NOT TO COME BACK BECAUSE THEY CAN'T FIX IT. FORD TELLS ME TO GO BACK
TO THE DEALERSHIP. SOMEDAY I'M GOING TO KILL SOMEONE OR MYSELF IN THIS
TRUCK SINCE I HAVE NO CONTROL WHEN THE "DEATH WOBBLE" STARTS UNTIL I CAN
SLOW DOWN TO ABOUT 20 MPH ON AN INTERSTATE HIGHWAY. UPDATED IVOQ 05/26/10

1 Affected Product

2 Associated Documents

November 29, 2012 NHTSA ID NUMBER: 10486420

Components: SUSPENSION

NHTSA ID Number: 10486420

Incident Date June 1, 2012

Consumer Location SILT, CO

Vehicle Identification Number 1FTWW31R48E****

Summary of Complaint

1 **CRASHNo**

2 **FIRENo**

3 **INJURIES0**

4 **DEATHS0**

5 TL* THE CONTACT OWNS A 2008 FORD F-350 SUPER DUTY. THE CONTACT STATED THAT
6 WHEN DRIVING 55-70 MPH OVER A ROAD BUMP, THE VEHICLE WOULD SHAKE
7 UNCONTROLLABLY. THE CONTACT HAD TO APPLY PRESSURE TO THE BRAKE PEDAL IN
8 ORDER TO CONTROL THE VEHICLE. THE FAILURE WAS EXPERIENCED NUMEROUS
9 TIMES. **THE VEHICLE WAS TAKEN TO THE DEALER WHO TEST DROVE THE**
10 **VEHICLE, BUT WAS UNABLE TO DUPLICATE THE FAILURE.** THE CONTACT TOOK THE
11 VEHICLE TO A TIRE SPECIALIST WHO PERFORMED AN ALIGNMENT AND REPLACED THE
12 TIRES AND SHOCKS HOWEVER, THE FAILURE WAS NOT CORRECTED. THE VEHICLE
13 CONTINUED TO SHAKE UNCONTROLLABLY WHEN DRIVING OVER A ROAD BUMP. THE
14 MANUFACTURER WAS NOT MADE AWARE OF THE FAILURE. THE APPROXIMATE
15 FAILURE MILEAGE WAS 29,800 AND THE CURRENT MILEAGE WAS 30,000.

16 **1 Affected Product**

17 **February 5, 2018 NHTSA ID NUMBER: 11067094**

18 **Components: STEERING, SUSPENSION**

19 **NHTSA ID Number:** 11067094

20 **Incident Date** February 3, 2018

21 **Consumer Location** NORTHPORT, AL

22 **Vehicle Identification Number** 1FTWW31R78E*****

23 **Summary of Complaint**

24 **CRASHNo**

25 **FIRENo**

26 **INJURIES0**

27 **DEATHS0**

28 AFTER HITTING A BUMP IN THE ROAD, THE TRUCK WILL SHAKE VIOLENTLY AND
ATTEMPT TO GET OUT OF CONTROL. THE ONLY WAY TO CORRECT THIS IS BRING THE
VEHICLE SPEED DOWN TO UNDER 20 MPH. THIS PROBLEM BEGAN OCCURRING
SPORADICALLY ABOUT ONE YEAR AGO AND HAS GOTTEN CONSISTENTLY WORSE. IT IS
SO SEVER THAT I HAVE DECIDED TO PARK THE VEHICLE OUT OF A CONCERN FOR
SAFETY. **I HAD THE VEHICLE INSPECTED AT THE LOCAL FORD DEALERSHIP**
APPROXIMATELY 3-4 MONTHS AGO AND THEY SAID EVERYTHING WAS FINE.
TODAY, I RECEIVED IN THE MAIL A NOTICE MARKED "SPECIAL FIELD ACTION 09L02"
THAT SAYS THE PROBLEM IS DUE TO TIRE INFLATION. I HAVE THE PROPER SIZE TIRES
AND I KEEP THEM PROPERLY INFLATED. AFTER RESEARCHING THIS, I HAVE NOTICED
THAT THIS PROBLEM DATES BACK TO 2005 AND FORD HAS SENT THIS SAME NOTICE
OUT MANY TIMES. IT IS NOT A TIRE PROBLEM. I BELIEVE IT IS A KNOWN SUSPENSION
PROBLEM AND IT IS DANGEROUS. THIS NEEDS TO BE A MANDATORY RECALL AND IT
NEEDS TO BE PAID FOR BY FORD. I CALLED THEIR SERVICE LINE TODAY AND WAS
TOLD MY VEHICLE WASN'T PART OF ANY NOTICE OR RECALL. THE PAPER I GOT TODAY
SAYS "THIS NOTICE APPLIES TO YOUR VEHICLE" AND GOES ON TO GIVE MY VIN #. IT IS
A BIG PROBLEM AND NOW IT HAS A BIG COVER-UP TO GO WITH IT.

1 **1 Affected Product**

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3 **September 17, 2013 NHTSA ID NUMBER: 10544035**

4 **Components: STEERING, SUSPENSION**

5 **NHTSA ID Number:** 10544035

6 **Incident Date** September 1, 2010

7 **Consumer Location** NEWPORT NEWS, VA

8 **Vehicle Identification Number** 1FTSW21R79E****

9 **Summary of Complaint**

10 **CRASH**No

11 **FIRE**No

12 **INJURIES**0

13 **DEATHS**0

14 THE FRONT TIRES AND STEERING WHEEL SHIMMY LEFT TO RIGHT AT HIGHWAY
15 SPEEDS. IT WAS BROUGHT TOP THE DEALERSHIP FROM WHERE IT WAS PURCHASED TO
16 BE REPAIRED. DEALERSHIP SAID THEY FOUND NO ISSUES WITH IT. IT WAS NOTICED
17 AGAIN AND BROUGHT BACK TO THE DEALERSHIP AFTER I REPLACED THE STEERING
18 STABILIZER. I WAS TOLD AT THAT POINT THE TRACK BAR BALL JOINT WAS WORN AND
19 WAS CHARGED \$400.00 FOR THE REPAIR. THE VEHICLE IS PROGRESSIVELY GETTING
20 WORSE. NOW THE FRONT END STARTS TO SHIMMY AND IS UNSAFE FOR ANY SPEED
21 ABOVE 45MPH. THIS IS AN ONGOING ISSUE WITH ALL SUPER DUTY TRUCKS. THE
22 PROBLEM CAN BE SEEN ON LINE AT YOU TUBE / FORD DEATH WOBBLE. THE
23 TECHNICIAN THAT WORKED ON MY VEHICLE TOLD ME HE HAD NO IDEA WHAT WAS
24 CAUSING THE PROBLEM. *TR

25 **1 Affected Product**

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27 **December 14, 2011 NHTSA ID NUMBER: 10439936**

28 **Components: WHEELS, SUSPENSION**

NHTSA ID Number: 10439936

Incident Date June 15, 2010

Consumer Location COUNCIL BLUFFS, IA

Vehicle Identification Number 1FT7W2BT3BE****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

I HAVE EXPERIENCED A VIOLENT WOBBLE IN MY FRONT END OF THE 2011 FORD 250
CREW CAB DIESEL. HAVE TAKING IT TO A FORD DEALER FOUR TIMES , THEY SAY
THAT THEY CAN NOT FIND ANYTHING WRONG. AT 50+ THE TRUCK SHIMMIES SO BAD
I HAVE TO SLOW DOWN TO ALMOST A STOP TO STOP THE SHIMMY. I'M AT THE POINT
WHERE IT FEELS UNSAFE TO DRIVE. THANK YOU FOR YOUR TIME. *TR

1 Affected Product

1 **October 23, 2014 NHTSA ID NUMBER: 10649518**

2 **Components: STEERING, SUSPENSION**

3 **NHTSA ID Number:** 10649518

4 **Incident Date** October 22, 2014

5 **Consumer Location** ZEBULON, NC

6 **Vehicle Identification Number** 1FT7W2BT9BE****

7 **Summary of Complaint**

8 **CRASH**No

9 **FIRE**No

10 **INJURIES**0

11 **DEATHS**0

12 MY HUSBAND WAS DRIVING THROUGH A ROAD CONSTRUCTION WORK ZONE WHEN
13 SUDDENLY THE STEERING WHEEL STARTED SHAKING VIOLENTLY AND JUMPED OUT
14 OF HIS HANDS . HE LOST CONTROL OF THE TRUCK . THE OTHER DRIVERS WERE ABLE
15 TO COMPENSATE FOR THE OUT OF CONTROL TRUCK AND AN ACCIDENT WAS AVOIDED
16 . I WENT ON TO RESEARCH THIS ISSUE . I FOUND A FORUM WITH MANY OTHERS
17 HAVING THE SAME ISSUE . **MY HUSBAND TOOK IT TO THE LOCAL DEALERSHIP**
18 **WHERE THEY SAY THEY HAVE NO KNOWLEDGE OF SUCH ISSUES . THEY TOLD HIM**
19 **IT WAS POOR TIRE PRESSURE OR OUT OF ALIGNMENT .** MY HUSBAND HAD BOTH
20 CHECKED AND THERE WAS NO PROBLEM . I FEAR IT IS JUST A MATTER OF TIME
21 BEFORE THERE IS A SEVERE ACCIDENT DUE TO THIS ISSUE . THE OTHERS SAY THE
22 VEHICLE CONTINUES TO DO THE" DEATH WOBBLE" AS IT HAS BEEN COINED ONLINE .
23 PLEASE HAVE SOMEONE LOOK INTO THIS PROBLEM . I HAVE ALSO EMAILED FORD
24 MOTOR COMPANY . *TR

25 **1 Affected Product**

26 **May 23, 2015 NHTSA ID NUMBER: 10721166**

27 **Components: STEERING, SUSPENSION, WHEELS**

28 **NHTSA ID Number:** 10721166

Incident Date October 10, 2014

Consumer Location REEDVILLE, VA

Vehicle Identification Number 1FT7X2B64BE****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

WE HAVE HAD ABOUT FOUR OCCASIONS WHERE OUR TRUCK SUDDENLY BEGINS TO
SHAKE AND VIBRATE, CANNOT CONTROL THE SHIMMY UNTIL YOU CAN SLOW IT
DOWN UNDER 30 MPH. IT HAPPENED THREE TIMES AT ABOUT 33,000 MILES. TWO TIMES
IT WAS COMING OFF BRIDGE, HITTING A STEEL CHANNEL AT THE JUNCTION AND ONE
TIME A LARGE HOLE. ALL THREE TIMES IT WAS ONE WHEEL HITTING THE HOLE OR
DEPRESSION BEFORE THE OTHER WHEEL HIT. **WE TOOK IT TO FORD**
DEALERSHIP.....NO IDEAS THERE. THEY REBALANCED THE LEFT TIRE AND NO MORE

1 PROBLEMS UNTIL TODAY WHEN IT HAPPENED AGAIN WHEN COMING OFF A BRIDGE.
2 ABOUT 38,000 MILES AND IT WAS THE SAME THING. CANNOT CONTROL THE SHIMMY
3 UNTIL THE VEHICLE HAS SLOWED TO ABOUT 30 MILES PER HOUR. MOST FRIGHTENING!
4 I REFUSE TO DRIVE IT AGAIN UNTIL THIS IS FIGURED OUT! BIG, OUT-OF-CONTROL
5 TRUCK IS NOT MY CUP OF TEA.

6 **1 Affected Product**

7 **December 22, 2015 NHTSA ID NUMBER: 10811752**

8 **Components: SUSPENSION**

9 **NHTSA ID Number:** 10811752

10 **Incident Date** November 1, 2015

11 **Consumer Location** ALBUQUERQUE, NM

12 **Vehicle Identification Number** 1FT7W2BT2BE*****

13 **Summary of Complaint**

14 **CRASH**No

15 **FIRE**No

16 **INJURIES**0

17 **DEATHS**0

18 TL* THE CONTACT OWNS A 2011 FORD F-250 SD. WHILE DRIVING VARIOUS SPEEDS, THE
19 FRONT END OF THE VEHICLE SHOOK VIOLENTLY. **THE VEHICLE WAS TAKEN TO THE**
20 **DEALER. THE TECHNICIAN STATED THAT THE VEHICLE WAS WORKING UP TO**
21 **SPECIFICATIONS.** THE MANUFACTURER WAS NOT MADE AWARE OF THE FAILURE.
22 THE VEHICLE WAS NOT REPAIRED. THE FAILURE MILEAGE WAS 100,000.

23 **1 Affected Product**

24 **September 20, 2012 NHTSA ID NUMBER: 10476564**

25 **Components: STEERING**

26 **NHTSA ID Number:** 10476564

27 **Incident Date** September 1, 2012

28 **Consumer Location** WALPOLE, MA

Vehicle Identification Number 1FT7X2B65BE*****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

TL* THE CONTACT OWNS A 2011 FORD F250 SD. THE CONTACT STATED THAT WHILE
DRIVING 60 MPH OVER A ROAD BUMP THE VEHICLE WOULD SHAKE
UNCONTROLLABLY UNTIL THE SPEED DECELERATED TO 20 MPH. **THE VEHICLE WAS**
TAKEN TO THE DEALER WHO RAN A DIAGNOSTIC TEST AND COULD NOT
DETERMINE ANY FAILURE WITH THE VEHICLE. THEY ALSO CHECKED THE TIRE
PRESSURE BUT THERE WAS NO PROBLEM WITH THE TIRES. THE MANUFACTURER
WAS NOT NOTIFIED. THE FAILURE MILEAGE WAS 40,000.

1 Affected Product

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November 18, 2013 NHTSA ID NUMBER: 10552684

Components: STEERING

NHTSA ID Number: 10552684

Incident Date October 9, 2013

Consumer Location VALLEY STREAM, NY

Vehicle Identification Number 1FT7W2B60BE*****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

TL* THE CONTACT OWNS A 2011 FORD F-250 SD. THE CONTACT STATED THAT WHILE DRIVING 60 MPH OVER A ROAD BUMP, THE VEHICLE BEGAN TO SHAKE VIOLENTLY. THE CONTACT STATED THAT HE APPLIED THE BRAKES AND THE SHAKING CEASED. **THE VEHICLE WAS TAKEN TO THE DEALER FOR INSPECTION BUT THEY COULD NOT DIAGNOSE THE CAUSE OF THE FAILURE. THE VEHICLE WAS NOT REPAIRED.** THE MANUFACTURER WAS NOTIFIED OF THE FAILURE. THE FAILURE MILEAGE WAS 35,000.

1 Affected Product

January 15, 2014 NHTSA ID NUMBER: 10560105

Components: STEERING

NHTSA ID Number: 10560105

Incident Date January 15, 2013

Consumer Location Unknown

Vehicle Identification Number 1FT7W2BT2BE*****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

TL* THE CONTACT OWNS A 2011 FORD F-250 SD. THE CONTACT STATED THAT WHILE TRAVELING APPROXIMATELY 60 MPH, THE VEHICLE SHOOK VIOLENTLY. **THE VEHICLE WAS TAKEN TO THE DEALER WHERE THE FAILURE COULD NOT BE DIAGNOSED. THE VEHICLE WAS NOT REPAIRED.** THE MANUFACTURER WAS NOT CONTACTED ABOUT THE FAILURE. THE FAILURE MILEAGE WAS APPROXIMATELY 30,000.

1 Affected Product

January 27, 2014 NHTSA ID NUMBER: 10561609

Components: SUSPENSION, STEERING

NHTSA ID Number: 10561609

1 **Incident Date** January 27, 2012
2 **Consumer Location** SAN ANTONIO, TX
3 **Vehicle Identification Number** 1FT8W3DT2BE****

4 **Summary of Complaint**

5 **CRASH**No

6 **FIRE**No

7 **INJURIES**0

8 **DEATHS**0

9 TL* THE CONTACT OWNS A 2011 FORD F-350 SD. WHILE DRIVING 55 MPH, THE CONTACT
10 STATED THAT THE VEHICLE BEGAN TO SHAKE VIOLENTLY. THE CONTACT APPLIED
11 THE BRAKES TO SLOW THE VEHICLE DOWN AND THE SHAKING SUBSIDED. **THE**
12 **VEHICLE WAS TAKEN TO THE DEALER FOR INSPECTION AND THEY WERE UNABLE**
13 **TO DIAGNOSE THE FAILURE.** THE CONTACT STATED THE TRAC BAR, BUSHINGS, BALL
14 JOINTS, STEERING AND TIE ROD ENDS WERE ALL REPLACED. THE TIRES ON THE
15 VEHICLE WERE REPLACED AND BALANCED BUT THE FAILURE RECURRED. THE
16 MANUFACTURER WAS NOT MADE AWARE OF THE FAILURE. THE APPROXIMATE
17 FAILURE MILEAGE WAS 25,000. UPDATED 03/05/14*LJ THE CONSUMER STATED HE
18 EXPERIENCED STEERING WHEEL OSCILLATION FOR THE LAST 70,000 MILES. THE
19 CONSUMER HAD NUMEROUS COMPONENTS REPLACED, BUT TO NO AVAIL. THE
20 DEALER INFROMED THE CONSUMER THE OSCILLATION WAS NORMAL.

21 **1 Affected Product**

22 **June 7, 2015 NHTSA ID NUMBER: 10723796**

23 **Components: STEERING**

24 **NHTSA ID Number:** 10723796

25 **Incident Date** June 6, 2015

26 **Consumer Location** FARIBAULT, MN

27 **Vehicle Identification Number** 1FT8W3BT7BE****

28 **Summary of Complaint**

29 **CRASH**No

30 **FIRE**No

31 **INJURIES**0

32 **DEATHS**0

33 I LOST STEERING IN THE TRUCK. THE STEERING WHEEL TURNED LEFT TO RIGHT AND
34 VISE VERSA WITH A LOT OF PLAY. IT HAPPENS RANDOMLY. THE FRONT END WILL
35 SHAKES BECAUSE OF NO STEERING MAKING THE TRUCK UNCONTROLLABLE. IT IS
36 VERY RANDOM WHEN IT HAPPENS AND HAS HAPPENED AT INTERSTATE SPEED. **THE**
37 **DEALER SAYS THERE IS NOTHING WRONG** AND HAVE REPLACED TIE ROD ENDS
38 ALONG WITH BRAKES.

39 **1 Affected Product**

40 **February 8, 2018 NHTSA ID NUMBER: 11071768**

41 **Components: ENGINE, STEERING**

42 **NHTSA ID Number:** 11071768

1 **Incident Date** January 10, 2018
2 **Consumer Location** ARVADA, CO
3 **Vehicle Identification Number** 1FTWW31P66E****

4 **Summary of Complaint**

5 **CRASHNo**

6 **FIRENo**

7 **INJURIES0**

8 **DEATHS0**

9 TL* THE CONTACT OWNS A 2011 FORD F-350 SD. WHILE DRIVING AT AN UNKNOWN
10 SPEED, THE VEHICLE SHOOK VIOLENTLY. THE CONTACT HAD TO APPLY THE BRAKES
11 TO SLOW DOWN THE VEHICLE AND STOP THE SHAKING. THE VEHICLE WAS DRIVEN TO
12 THE CONTACT'S HOME. THE DEALER (O'MEARA FORD, 400 W 104TH AVE,
13 NORTHGLENN, CO 80234) STATED THAT THERE WERE NO RECALLS FOR THE
14 FAILURE. THE VEHICLE WAS NOT DIAGNOSED OR REPAIRED. THE MANUFACTURER
15 WAS NOT NOTIFIED OF THE FAILURE. THE FAILURE MILEAGE WAS 190,000.

16 **1 Affected Product**

17 **August 20, 2013 NHTSA ID NUMBER: 10536235**

18 **Components: SUSPENSION, STEERING**

19 **NHTSA ID Number:** 10536235

20 **Incident Date** July 30, 2013

21 **Consumer Location** TIFFIN, OH

22 **Vehicle Identification Number** N/A

23 **Summary of Complaint**

24 **CRASHNo**

25 **FIRENo**

26 **INJURIES0**

27 **DEATHS0**

28 I WAS DRIVING DOWN THE ROAD AND HIT A SMALL SEAM IN THE ROAD AT APPROX. 60
MPH AFTER HITTING THE SMALL SEAM MY WHOLE TRUCK BEGAN SHAKING
VIOLENTLY TO A POINT WHERE I HAD NO CONTROL OVER THE VEHICLE. ONCE THIS
HAPPENED I BEGAN REDUCING SPEED AND AS THE SPEED WAS REDUCED THE
SHAKING WAS REDUCED AS WELL. I HAD TO COME TO A COMPLETE STOP IN ORDER TO
STOP THE SHAKING. ONCE STOPPED THE TRUCK DROVE FINE FOR A WEEK THEN DID IT
AGAIN AND SINCE HAS DONE IT IN THE TWO WEEK FOLLOWING. THE DEALERSHIP
LOOKED AT IT AND SAID THEY COULD SEE NOTHING WRONG AND THAT
EVERYTHING WAS TIGHT. *TR

1 Affected Product

August 30, 2014 NHTSA ID NUMBER: 10629639

Components: STEERING, SUSPENSION

NHTSA ID Number: 10629639

Incident Date June 6, 2014

Consumer Location BLUE MOUNDS, WI

1 **Vehicle Identification Number** 1FT7W2B61CE****

2 **Summary of Complaint**

3 **CRASHNo**

4 **FIRENo**

5 **INJURIES0**

6 **DEATHS0**

7 AFTER HITTING PATCHED PORTION ON ROAD FRONT WHEELS BEGAN TO SHAKE
8 VIOLENTLY. STEERING WHEEL SHOOK. STOPPED VEHICLE AND INSPECTED. SAW NO
9 DAMAGE SO I CONTINUED TO DRIVE. **I THEN TOOK TO LOCAL FORD DEALER FOR**
10 **REPAIR. NOT FINDING ANYTHING AS OF THIS DATE 8/30**

11 **1 Affected Product**

12 **April 9, 2014 NHTSA ID NUMBER: 10578607**

13 **Components: WHEELS, STEERING, SUSPENSION**

14 **NHTSA ID Number:** 10578607

15 **Incident Date** January 15, 2014

16 **Consumer Location** VALPARAISO, IN

17 **Vehicle Identification Number** 1FT8W3BT4CE****

18 **Summary of Complaint**

19 **CRASHNo**

20 **FIRENo**

21 **INJURIES0**

22 **DEATHS0**

23 I AM EXPERIENCING WHAT THEY CALL THE "DEATH WOBBLE". AFTER HITTING A
24 SERIES OF BUMPS / POT HOLES, THE FRONT WHEELS START TO SHIMMY AND SHAKE
25 THE TRUCK VIOLENTLY, VERY HARD TO CONTROL THE VEHICLE. AS THE MILEAGE
26 INCREASES ON MY TRUCK, THE INCIDENTS ARE BECOMING MORE FREQUENT AND
27 INTENSE. TODAY, 04/09/2014, I ALMOST GOT KILLED ... LITERALLY ! ON I-65 SOUTH OF
28 LAFAYETTE INDIANA, HIT A SERIOUS OF ROAD PATCH BUMPS AND HOLES ... THE
TRUCK BEGAN TO SHIMMY AND SHAKE AND IT WENT INTO A FRENZY, THE WHOLE
TRUCK SHAKING VIOLENTLY. CARS AROUND ME WERE DIVERTING AWAY, AND A SEMI
WAS PUSHING HARD FROM BEHIND AND HIT HIS AIR BRAKES, I COULD NOT CONTROL
THE VEHICLE. APPLYING THE BRAKES ONLY MADE IT WORSE. I AM A 6' 3" STRONG
MUSCULAR MAN, AND COULD NOT CONTROL THE STEERING WHEEL OR DIRECTION OF
THE VEHICLE. I STARTED IN THE RIGHT LANE, BUT WOUND UP IN THE MEDIAN, AND
ALMOST TOOK OUT (2) CARS TO MY LEFT AND OF COURSE THE IMPENDING SEMI
BEHIND ME. **I TOLD THE DEALER OF THE ISSUE, THEY DID THEIR INSPECTIONS**
AND FOUND NOTHING. THE TRUCK IS OEM, I HAVE NOT ADDED OR MODIFIED A
SINGLE THING, IT IS AS IT WAS FROM THE FACTORY. NOTHING HAS BEEN CHANGED OR
MODIFIED FROM THE ORIGINAL FACTORY CONDITION !! A FORD CERTIFIED
DEALERSHIP HAS SERVICED THIS VEHICLE SINCE THE DAY I BOUGHT IT NEW IN
FEBRUARY OF 2013. THERE HAVE BEEN LAWSUITS FILED, I HAVE NOT HAD THE TIME
TO DO MORE RESEARCH. BUT IT SEEMS PRETTY INCREDIBLE TO ME, THAT WITH THIS
RECURRING ISSUE THAT GOES BACK 15 YEARS OR MORE, THAT THIS AGENCY OR FORD
HAS DONE NOTHING TO ADDRESS OR CORRECT THE SITUATION. GUESS WE NEED AT

1 LEAST 12 DEATHS TO MAKE IT WORTH SOMEONE'S ATTENTION TO UNDERSTAND THAT
2 THIS IS A SEVERE SAFETY PROBLEM, NOT ONLY TO THE DRIVER AND HIS OCCUPANTS,
3 BUT TO OTHER DRIVERS ON THE ROAD AROUND ONE OF THESE TRUCKS WHEN THE
"DEATH WOBBLE" DOES IT'S THING, TAKING OVER THE TRUCK. WHY IS THIS BEING
4 IGNORED ?? *TR

4 **1 Affected Product**

5
6 **August 14, 2016 NHTSA ID NUMBER: 10895820**

6 **Components: STEERING, SUSPENSION**

7 **NHTSA ID Number:** 10895820

8 **Incident Date** August 27, 2015

8 **Consumer Location** LAKESIDE, CA

9 **Vehicle Identification Number** 1FT8W3BT9CE*****

9 **Summary of Complaint**

10 **CRASH**No

11 **FIRE**No

11 **INJURIES**0

12 **DEATHS**0

13 DEATH WOBBLE: DRIVING OVER A ROUGH PATCH OF FREEWAY OR OVER AN
14 OVERPASS CROSS JOINT BETWEEN 50 - 65 MILES PER HOUR, I EXPERIENCE VIOLENT
SHAKING DUE TO OSCILLATION OF THE FRONT WHEELS AND AXEL. MUST REDUCE
15 SPEED TO ~30 MILES PER HOUR TO MAKE THE SHAKING STOP. I HAVE
REPLACED/UPGRADED FRONT SHOCK ABSORBERS AND STEERING DAMPER WITH
16 LITTLE EFFECT. I WILL NEXT REPLACE TIRES, ALIGN THE FRONT END AND HAVE THE
TRACK BAR (PANHARD BAR) REPLACED. **THIS FIRST HAPPENED IN AUGUST 2015, THE**
17 **DEALER TOLD ME IT WAS NORMAL.** MY TRUCK IS NOW OUT OF WARRANTY, AND
18 THIS HAPPENS REGULARLY. I KNOW A SPOT THAT THE OSCILLATION WILL OCCUR,
AND DRIVE TO AVOID IT, HOWEVER IT HAPPENS REGULARLY WITHOUT WARNING.

19 **1 Affected Product**

20
21 **February 1, 2015 NHTSA ID NUMBER: 10680339**

21 **Components: STEERING**

22 **NHTSA ID Number:** 10680339

23 **Incident Date** January 31, 2015

23 **Consumer Location** BOYCE, VA

24 **Vehicle Identification Number** 1FT8W3BT4CE*****

24 **Summary of Complaint**

25 **CRASH**No

26 **FIRE**No

26 **INJURIES**0

27 **DEATHS**0

28 ON I-81 THRU HARRISONBURG, VA CROSSING A BRIDGE WITH SEVERAL BUMPS IN IT.
THE STEERING WENT INTO UNCONTROLLED VIBRATION LIKE IT WAS COMING APART. I
HAD TO SLOW DOWN TO 20 MPH TO GET IT TO STOP. 20 MPH AT NIGHT ON AN

1 INTERSTATE IS HARDLY SAFE. ANOTHER TIME IT OCCURRED WHILE ENTERING AN ON-
2 RAMP TO AN INTERSTATE. AGAIN, I HAD TO SLOW DOWN TO 20 MPH TO GET IT TO
3 STOP. THE GUY BEHIND ME, ALSO TRYING TO MERGE, ALMOST HIT ME. THE
4 VIBRATIONS HAVE OCCURRED SINCE THE TRUCK WAS ALMOST NEW. **THE FORD**
5 **DEALER SAYS THIS IS NORMAL.** I THINK IT REPRESENTS AN ACCIDENT WAITING TO
6 HAPPEN. IT ONLY OCCURS UNDER SPECIFIC CONDITIONS AT SPEEDS OF 50-60 MPH, A
7 SLIGHT TURN AND ROAD BUMPS OF A CERTAIN FREQUENCY TO INITIATE THE
8 SHAKING. UNDER THOSE CONDITIONS, A MECHANICAL RESONANCE WITH POSITIVE
9 FEEDBACK SEEMS TO CREATE THE UNCONTROLLABLE SHUDDER. *TR

1 Affected Product

8 **September 22, 2017 NHTSA ID NUMBER: 11025099**

9 **Components: ELECTRONIC STABILITY CONTROL, STEERING, SUSPENSION**

10 **NHTSA ID Number: 11025099**

11 **Incident Date** September 21, 2017

12 **Consumer Location** MICANOPY, FL

13 **Vehicle Identification Number** 1FT8W3BT7DE****

14 **Summary of Complaint**

15 **CRASHNo**

16 **FIRENo**

17 **INJURIES0**

18 **DEATHS0**

19 WHILE OUR TRUCK ON A NORMAL HIGHWAY WITH MINOR IRREGULARITIES AND SOME
20 ROUGH SURFACES AT A SPEED OF 60 TO 70 MPH, THE TRUCK WILL START TO
21 OSCILLATE TO THE POINT OF INDUCING A VIOLENTLY STEERING WHEEL SHIMMY AND
22 AN UNCONTROLLABLE BOUNCE OF THE FRONT WHEELS. THIS HAS HAPPENED TWICE
23 IN THE PAST 2-MONTHS WHEN I HAVE TAKEN THE TRUCK ON THE HIGHWAY. THE
24 TRUCK IS PRIMARILY DRIVEN IN TOWN, I AM NOW SCARED TO GO ON THE ROAD WITH
25 THE TRUCK AS THE CONDITION SEEMS TO BE GETTING WORSE. I HAVE TO BRAKE
26 QUICKLY AND STEER THE TRUCK TO THE SIDE OF THE ROAD TO STOP THE
27 OSCILLATION. THE SHAKING IS HAS ALMOST CAUSED AN ACCIDENT BOTH TIMES WITH
28 THE VEHICLE BEING VERY DIFFICULT TO CONTROL. ONLY AFTER SLOWING TO
APPROXIMATELY 30 MPH DOES THE OSCILLATION STOP. UPON RESEARCHING THIS
PROBLEM, I AM PERPLEXED WHY FORD OR THE NTHSA HAVE NOT STEPPED FORWARD
TO ADDRESS THIS ISSUE, SOMEONE WILL BE HURT OR KILLED IF A SOLUTION IS NOT
FOUND. **WE HAVE TAKEN THE TRUCK NOW TO TWO DIFFERENT CERTIFIED FORD**
DEALERSHIPS AFTER EACH INCIDENT EACH TIME WE WERE TOLD THERE WAS
NOTHING WRONG WITH THE VEHICLE AND THIS SOMETIMES HAPPENS WITH
THESE TRUCKS. THIS CAN'T SERIOUSLY BE TRUE? AFTER DOING RESEARCH I'VE
FOUND THAT THE "DEATH WOBBLE" AS THIS PROBLEM HAS BEEN TERMED BY THE
MASSES IS A SERIOUS PROBLEM AND HAS BEEN FOR MANY YEARS NOT FOR THE
SELECT FEW CONSUMERS BUT FOR SO MANY.

1 Affected Product

1 **October 20, 2014 NHTSA ID NUMBER: 10648730**
2 **Components: ELECTRONIC STABILITY CONTROL, UNKNOWN OR OTHER,**
3 **SUSPENSION**

4 **NHTSA ID Number:** 10648730
5 **Incident Date** October 15, 2014
6 **Consumer Location** SANBORNTON, NH
7 **Vehicle Identification Number** 1FT7X3B66FE****

8 **Summary of Complaint**

9 **CRASH**No

10 **FIRE**No

11 **INJURIES**0

12 **DEATHS**0

13 TRAVELING ON A PAVED ROAD. SPEED LIMIT 45 MPH. IT WAS RAINING. NO PUDDLING
14 WAS ENCOUNTERED. I ENTERED A SLIGHT LEFT TURN AND ENCOUNTERED A
15 WASHBOARD TYPE BUMP. IMMEDIATELY, THE FRONT OF THE VEHICLE VIBRATED
16 EXCESSIVELY. I RELEASED THE GAS PEDAL AND PUSHED SLIGHTLY ON THE BRAKES.
17 THE REAR OF THE VEHICLE STARTED TO VIBRATE AND THE REAR AXLE LOST
18 TRACTION ALLOWING THE REAR OF THE VEHICLE TO SWING VIOLENTLY TO THE
19 RIGHT. I IMMEDIATELY WENT TO THE FORD DEALERSHIP WHERE I PURCHASED
20 THE VEHICLE LESS THAN 10 DAYS AGO. SERVICE BROUGHT IT IN AND I EXPLAINED
21 THE ISSUE OF LOSS OF CONTROL AND AN UNSAFE CONDITION. THE SERVICE
22 ADVISOR IMMEDIATELY TOLD ME TO "PUT WEIGHT IN THE BACK OF THE TRUCK.
23 THAT'S NORMAL." I INVOLVED THE SERVICE MANAGER WHO WENT WITH ME OVER
24 THE SAME ROUTE THAT CAUSED THE SAFETY ISSUE. HE SAID, "I SEE WHAT YOU WERE
25 TALKING ABOUT." THE DEALERSHIP TOOK THE TRUCK IN FOR INSPECTION.
26 NOTHING WAS FOUND MECHANICALLY. DURING THE INSPECTION, THE REAR TIRE
27 PRESSURE WAS LOWERED TO 65 PSI INSTEAD OF THE RECOMENDED 80 PSI THAT WAS
28 SET PRIOR FROM THE MANUFACTURER. THE TIRE PRESSURE MONITOR SYSTEM WAS
RE-CALIBRATED TO SHOW THE LOWERED TIRE PRESSURE. FRONT PRESSURES WERE
LEFT AT THE RECOMMENDED 65 PSI. I AM NOW CONCERNED WITH EXCESSIVE TIRE
WEAR RUNNING THE TIRES UNDER-INFLATED. THE DEALERSHIP CALLED FORD AND
WAS ADVISED IT IS A "NORMAL CONDITION" TO ALMOST ROLL OVER A PICKUP WITH
SUCH A STIFF SUSPENSION WITHOUT A LOAD IN THE BACK CONSTANTLY. **FORD IS**
UNAWARE OF ISSUE. LOWERED TIRE PRESSURES SLIGHTLY IMPROVED THE SAFETY
ISSUE ON PAVEMENT, HOWEVER: YESTERDAY I WAS TRAVELING ON A ROAD THAT
HAD THE PAVEMENT REMOVED DOWN TO DIRT FOR REPAVING. I AGAIN HIT A
WASHBOARD, THIS TIME GOING STRAIGHT AND 25 MILES PER HOUR. THE SAME
VIBRATE/SHAKING OCCURRED AND THE BACK END AGAIN SWUNG TO THE RIGHT
WITHOUT ANY BRAKING WHATSOEVER. I WAS CLOSE TO LOSING CONTROL. *TR

1 Affected Product

26 **August 11, 2017 NHTSA ID NUMBER: 11014734**

27 **Components: SUSPENSION**

28 **NHTSA ID Number:** 11014734

Incident Date July 25, 2016

1 **Consumer Location** SAHUARITA, AZ
2 **Vehicle Identification Number** 1FT7W2BT1GE****

3 **Summary of Complaint**

4 **CRASHNo**

5 **FIRENo**

6 **INJURIES0**

7 **DEATHS0**

8 VEHICLE EXPERIENCES SEVERE BOUNCE BETWEEN 70-75 MPH. **FORD HAS CONFIRMED**
9 **ISSUE AND HAS STATED IT IS A "CHARACTERISTIC OF THE VEHICLE"**. ISSUE WAS
10 REPORTED TO DEALER AND FORD AT TIME OF PURCHASE. BOUNCE IS VERY
11 PRONOUNCED AND VEHICLE IS NOT SAFE DURING OPERATION.

12 **1 Affected Product**

13 **January 7, 2019 NHTSA ID NUMBER: 11165555**

14 **Components: SUSPENSION, STEERING**

15 **NHTSA ID Number:** 11165555

16 **Incident Date** December 1, 2018

17 **Consumer Location** PHOENIX, AZ

18 **Vehicle Identification Number** 1FT7W2BT4HE****

19 **Summary of Complaint**

20 **CRASHNo**

21 **FIRENo**

22 **INJURIES0**

23 **DEATHS0**

24 IN NOVEMBER OF 2018, AT 25,000 MILES, MY TRUCK BECAME TEMPORARILY
25 UNCONTROLLABLE WHILE TRAVELING ON A STRAIGHT AND LEVEL SECTION OF
26 INTERSTATE 10. I EXPERIENCED SEVERE OSCILLATION OF FRONT TIRES AT 70 MPH. I
27 WAS ON STRAIGHT AND LEVEL GROUND AND WAS ABLE TO SLOW DOWN TO 30 MPH
28 AT WHICH TIME I REGAINED CONTROL. DURING THE INCIDENT, I WAS UNABLE TO
29 MAINTAIN LANE INTEGRITY. AFTER STOPPING, I CHECKED THE TIRE PRESSURE AND
30 ALL TIRES WERE AT THE RECOMMENDED PRESSURE'S. **TOOK THE VEHICLE TO**
31 **CHAPMAN FORD DEALER IN SCOTTSDALE AZ AND THE INSPECTION CAME BACK**
32 **"NO PROBLEMS DETECTED"**. IN JANUARY 2019, AT 28,000 MILES I EXPERIENCED THE
33 SAME PROBLEM AT 50 MPH WHILE TRAVELING ON A STRAIGHT AND LEVEL PAVED
34 ROAD. THIS TIME I DID NOT REGAIN CONTROL UNTIL 20 MPH. IN BOTH OF THE
35 DESCRIBED INSTANCES I WAS PULLING A LIGHT UTILITY TRAILER LOADED WITH A
36 POLARIS RANGER. *NOTE: I DO NOT RECALL HITTING A BUMPY SECTION OF ROADWAY
37 TO INITIATE THE SEVERE OSCILLATION.

38 **1 Affected Product**

39 **May 29, 2018 NHTSA ID NUMBER: 11098422**

40 **Components: SUSPENSION**

41 **NHTSA ID Number:** 11098422

42 **Incident Date** April 4, 2018

1 **Consumer Location** INDIANAPOLIS, IN
2 **Vehicle Identification Number** 1FTWW3DR4AE*****

3 **Summary of Complaint**

4 **CRASH**No

5 **FIRE**No

6 **INJURIES**0

7 **DEATHS**0

8 WHILE DRIVING ON THE INTERSTATE APPROX 60 MPH HITTING A BUMP THE FRONT
9 END SHAKES VIOLENTLY UNTIL THE TRUCK SLOWS DOWN TO RECOVER. **HAD IT IN**
10 **THE DEALERSHIP TWICE AND THEY SAID NOTHING IS WRONG.**

11 **1 Affected Product**

12 **October 16, 2018 NHTSA ID NUMBER: 11140682**

13 **Components: SERVICE BRAKES, ENGINE, SUSPENSION**

14 **NHTSA ID Number:** 11140682

15 **Incident Date** November 1, 2017

16 **Consumer Location** NEW WAVERLY, TX

17 **Vehicle Identification Number** 1FT8X3DT1HE*****

18 **Summary of Complaint**

19 **CRASH**No

20 **FIRE**No

21 **INJURIES**0

22 **DEATHS**0

23 DEATH WOBBLE, YOU HIT A SMALL BUMP OR UNEVEN ROAD AT 20-75 MPH AND IT
24 SHAKES VIOLENTLY YOU HAVE TO SLOW DOWN TO 15MPH TO MAKE IT QUIT. **THE**
25 **DEALER COULD NOT DUPLICATE AND SAID IT WAS TIRES OUT OF BALANCE,** THE
26 NEXT TIME IT WENT IN THEY SAID IT WAS MUD IN THE WHEELS. 2ND PROMBLEM IS
27 THE UPPER OIL PAN STARTED LEAKING AT 80K , 3RD PROMBLEM THE STAINLESS STEEL
28 BRADED LINE THAT GOES FROM MASTER CYLINDER TO ABS MODULE RUPTURED AND
LEFT ME WITH NO BRAKES . ALL OF THIS OVER A COURSE OF ABOUT 89K MILES

1 Affected Product

December 5, 2018 NHTSA ID NUMBER: 11156425

Components: STEERING, SUSPENSION

NHTSA ID Number: 11156425

Incident Date December 1, 2018

Consumer Location SAN RAMON, CA

Vehicle Identification Number 1FT8W3DT2HE*****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

1 2017 F350 SUPERDUTY DRW, 27000 MILES. WHILE ON THE FREEWAY AT 65 MPH, THE
2 STEERING WENT INTO AN UNCONTROLLABLE VIBRATION (DEATH WOBBLE). THE ONLY
3 SOLUTION WAS TO REDUCE SPEED TO APPROXIMATELY 10 MPH. **CONTACTED THE**
4 **DEALER AND FORD'S CUSTOMER SERVICE, AND WAS INFORMED THAT IT MUST BE**
5 **WITNESSED BY AN OFFICIAL SERVICE TECHNICIAN BEFORE ANY ASSISTANCE**
6 **COULD BE RENDERED.**

7 **1 Affected Product**

8 **2. NHTSA Consumer Complainants Who Were Told by Defendant Ford's Authorized**
9 **Dealers that There Was Nothing that Could be Done to Assist Them or to Correct**
10 **the Death Wobble Problem**

11 50. The following are the consumer complaints submitted to NHTSA where the Complainant
12 States that Defendant Ford's authorized dealers stated that there was nothing they could or would do to
13 address the Death Wobble issue.

14 **February 28, 2007 NHTSA ID NUMBER: 10183787**

15 **Components: SUSPENSION**

16 **NHTSA ID Number: 10183787**

17 **Incident Date February 27, 2007**

18 **Consumer Location OPELOUSAS, LA**

19 **Vehicle Identification Number 1FTSW21P35E*******

20 **Summary of Complaint**

21 **CRASHNo**

22 **FIRENo**

23 **INJURIES0**

24 **DEATHS0**

25 FRONT END WOBBLER SHAKES AND SLIDES ESPECIALLY IN A ROUGH CURVE AND
26 DANGEROUS AND COULD CAUSE AN ACCIDENT. **DEALER NAME IS BORDELON FORD**
27 **IN OPELOUSAS, LA. AND ADVISED COULD NOT DO ANYTHING ELSE TO CORRECT**
28 **THE DEFECT.** *NM

1 Affected Product

July 16, 2007 NHTSA ID NUMBER: 10196519

Components: SUSPENSION

NHTSA ID Number: 10196519

Incident Date July 7, 2007

Consumer Location LA PLATA, MD

Vehicle Identification Number 1FTSW21525E*****

Summary of Complaint

CRASHNo

FIRENo

**INJURIES0
DEATHS0**

I HAVE A 2005 F-250 4WD CREW CAB W/5.4 LITER V-8. IN THE LAST YEAR THERE HAS BEEN AN INCREASE IN VIOLENT SHAKING FROM THE FRONT END AFTER HITTING POTHOLE, PATCHES, EXPANSION JOINTS, RAILROAD TRACKS, ETC. AT HIGHWAY SPEEDS. SLOWER SPEEDS ARE JUST ANNOYING BUT AT HIGHER SPEEDS (60 AND UP) THE SHAKES BECOME CONVULSIONS AND THE TRUCK LITERALLY BOUNCES AND SHAKES UNCONTROLLABLY. IT TAKES SLAMMING ON THE BRAKES AND GETTING BELOW 40MPH TO MAKE IT STOP. I TOOK THE TRUCK INTO THE DEALER LAST WEEK (09JULY07) TO HAVE IT LOOKED AT. AFTER BEING IN THERE FOR A DAY AND A HALF THEY SAID THEY COULD FIND NOTHING WRONG WITH IT. THEY SAID THEY LOOKED THROUGH ALL THE TSB'S AND FOUND NOTHING WRONG WITH THE TRUCK. AFTER RESEARCH ON THE INTERNET AND YOUR WEBSITE HERE, IT SOUNDS LIKE EVERYONE IS BEING TOLD THE SAME THING SO I THOUGHT I WOULD ADD MY VOICE TO THE MIX. I AM SOMEWHAT APPREHENSIVE ABOUT DRIVING MY TRUCK BUT RIGHT NOW AM NOT FINANCIALLY ABLE TO TRADE IT IN ON SOMETHING ELSE. *TR
1 Affected Product

August 7, 2007 NHTSA ID NUMBER: 10198762

Components: SUSPENSION

NHTSA ID Number: 10198762

Incident Date April 1, 2007

Consumer Location HIGHLANDS RANCH, CO

Vehicle Identification Number 1FTCX21575E*****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

TL*THE CONTACT OWNS A 2005 FORD F250 SUPER DUTY. HE STATED THAT WHILE DRIVING HIGHWAY SPEEDS THE VEHICLE WOULD BOUNCE AND SHIMMY. THE DEALER STATED THAT THEY HAVE DONE ALL THAT THEY COULD DO. THE FAILURE MILEAGE WAS 18,000 AND THE CURRENT MILEAGE WAS 22,000. THE VIN NUMBER APPEARED TO BE INCORRECT.

1 Affected Product

March 26, 2008 NHTSA ID NUMBER: 10222348

Components: SUSPENSION

NHTSA ID Number: 10222348

Incident Date June 6, 2007

Consumer Location WILMINGTON, DE

Vehicle Identification Number 1FTSW21535E*****

Summary of Complaint

CRASHNo

1 **FIRENo**
2 **INJURIES0**
3 **DEATHS0**

4 2005 F-250 HAS DANGEROUS SHAKE IN FRONT END OF VEHICLE, TO THE POINT OF
5 LOOSING CONTROL OF VEHICLE ON HIGHWAY. TRUCK BOUNCED OVER FOUR LANES
6 OF HIGHWAY BEFORE GAINING CONTROL OF IT. SPEED WAS ABOUT 55-60MPH. IT WAS
7 EARLY IN THE MORNING AND THERE WASN'T MUCH TRAFFIC ON THE ROAD. IF IT HAD
8 BEEN IN THE AFTERNOON, THERE WOULD HAVE BEEN A CRASH AND POSSIBLE
9 FATALITIES. I TOOK TRUCK TO DEALER, TECH STATED THEY KNEW ABOUT THE
10 PROBLEM BUT DIDN'T KNOW HOW TO FIX IT, AND THEY WEREN'T GOING TO DO A
11 RECALL BECAUSE IT'S NOT A VERY PUBLIC PROBLEM, SO THEY THREW SOME
12 SHIMS ON IT AND SOME OTHER STUFF. TRUCK STILL HAS A CONSIDERABLE SHAKE
13 TO THE FRONT END. WE RECENTLY TOOK THE TRUCK TO A 'NON' FORD MECHANIC.
14 THREE TIE RODS ARE BAD AND THE STABILIZER SHOCKS ARE BAD. HE STATED THIS IS
15 BECAUSE THE FRONT END IS SHAKING SO BAD IT IS WEARING OUT THE RODS/SHOCKS.
16 THE TRUCK IS ONLY THREE YEARS OLD AND THIS SHOULD NOT BE HAPPENING. THE
17 DEALER STATED THEY KNEW ABOUT THE PROBLEM. WHY IS NOTHING BEING DONE TO
18 FIX THIS ISSUE? *TR

19 **1 Affected Product**

20 **May 27, 2009 NHTSA ID NUMBER: 10270117**
21 **Components: SUSPENSION**
22 **NHTSA ID Number:** 10270117
23 **Incident Date** May 10, 2009
24 **Consumer Location** RED BLUFF, CA
25 **Vehicle Identification Number** 1FTSW21Y75E****

26 **Summary of Complaint**

27 **CRASHNo**
28 **FIRENo**
29 **INJURIES0**
30 **DEATHS0**

31 UNPREDICTABLE AND UNCONTROLLABLE SEVERE FRONT END VIBRATION AND
32 OSCILLATION, CAUSING LOSS OF CONTROL OF VEHICLE. OCCURS RANDOMLY AND
33 WITHOUT WARNING, AT FREEWAY SPEEDS. HAS RESULTED IN RUNNING ONTO THE
34 SHOULDER OF THE ROADWAY AND SEVERAL NEAR COLLISIONS WITH OTHER
35 VEHICLES. VEHICLE HAS BEEN INSPECTED AND REPAIRS ATTEMPTED ON SEVERAL
36 OCCASIONS. DEALERSHIP ADVISES THAT THIS IS INHERENT TO YEAR, MAKE AND
37 MODEL OF VEHICLE; AND CANNOT REPAIR THE PROBLEM. *TR

38 **1 Affected Product**

39 **January 11, 2008 NHTSA ID NUMBER: 10215018**
40 **Components: STEERING**
41 **NHTSA ID Number:** 10215018
42 **Incident Date** April 1, 2005

1 **Consumer Location** SHADY SIDE, MD
2 **Vehicle Identification Number** 1FTNF21535E****

3 **Summary of Complaint**

4 **CRASHNo**

5 **FIRENo**

6 **INJURIES0**

7 **DEATHS0**

8 2005 FORD F-250 WITH STEERING PROBLEMS. CONSUMER STATES THAT THE VEHICLE'S
9 STEERING WHEEL SHAKES SO MUCH THAT THE VEHICLE WILL LEAVE THE ROAD. HE
10 STATES THAT THE DEALER HAS NOT BEEN ABLE TO SOLVE THE STEERING
11 PROBLEM. *KB THE CONSUMER STATED THE TIRES WERE REPLACED, THE
12 SHOCKS, WHEEL BEARINGS, BRAKES AND FRONT END WERE CHECKED BY THE
13 DEALER AND STATED THERE WAS NO PROBLEM. *JB THE CONSUMER STATED THE
14 PROBLEM HAS NOT BEEN RESOLVED. UPDATED.

15 **1 Affected Product**

16 **3 Associated Documents**

17 December 17, 2008 **NHTSA ID NUMBER: 10252099**

18 **Components: SUSPENSION**

19 **NHTSA ID Number:** 10252099

20 **Incident Date** January 1, 2008

21 **Consumer Location** Unknown

22 **Vehicle Identification Number** 1FTWW33P05E****

23 **Summary of Complaint**

24 **CRASHNo**

25 **FIRENo**

26 **INJURIES0**

27 **DEATHS0**

28 TL*THE CONTACT OWNS A 2005 FORD F-350 SUPERDUTY. WHILE DRIVING 50 MPH, THE
VEHICLE SHOOK VIOLENTLY. THE ENGINE MUST BE TURNED OFF IN ORDER FOR THE
VEHICLE TO STOP SHAKING. THE VEHICLE WAS TAKEN TO THE DEALER THREE
TIMES AND THEY REPLACED THE SWAY BAR. THE FAILURE CONTINUED AND THE
DEALER STATED THAT THEY COULD NOT DIAGNOSE THE FAILURE. THE
MANUFACTURER IS AWARE OF THE FAILURE. THE FAILURE MILEAGE WAS 49,000 AND
CURRENT MILEAGE WAS 83,000.

1 Affected Product

29 January 14, 2009 **NHTSA ID NUMBER: 10254941**

30 **Components: SUSPENSION**

31 **NHTSA ID Number:** 10254941

32 **Incident Date** January 9, 2009

33 **Consumer Location** FRANKLIN, TN

34 **Vehicle Identification Number** 1FTWW31P35E****

35 **Summary of Complaint**

1 **CRASHNo**
2 **FIRENo**
3 **INJURIES0**
4 **DEATHS0**

5 OCCASIONALLY, AT INTERSTATE SPEEDS ONLY (65 - 75 MPH), FRONT END SHAKES
6 VIOLENTLY WHEN CROSSING OVER A SMALL CHANGE IN SURFACE ELEVATION. (FOR
7 EXAMPLE: TRANSITION FROM ROAD SURFACE TO BRIDGE SURFACE) IT IS NOT
8 PREDICTABLE. VEHICLE STEERING IS COMPROMISED AND THE ONLY WAY TO REGAIN
9 PROPER CONTROL IS TO ALLOW THE TRUCK TO SLOW TO APPROXIMATELY 50 MPH
10 WHEN VIOLENT SHAKING WILL SUBSIDE. **VEHICLE HAS BEEN INSPECTED BY ONE
11 INDEPENDENT SHOP AND ONE FORD DEALERSHIP (WHERE VEHICLE WAS
12 PURCHASED). NEITHER COULD IDENTIFY THE SOURCE OF THE PROBLEM.** TRUCK IS
13 STOCK WITH NO MODIFICATIONS. MOST RECENT EVENTS OCCURRED TWO
14 CONSECUTIVE DAYS TRAVELING INTERSTATE 65 BETWEEN NASHVILLE AND
15 SOUTHERN KENTUCKY. TWO DIFFERENT LOCATIONS, ONE NORTHBOUND AND ONE
16 SOUTHBOUND. *TR

17 **1 Affected Product**

18 **January 5, 2007 NHTSA ID NUMBER: 10177891**

19 **Components: STEERING**

20 **NHTSA ID Number:** 10177891

21 **Incident Date** January 4, 2007

22 **Consumer Location** GLEN BURNIE, MD

23 **Vehicle Identification Number** 1FTWW33P15E****

24 **Summary of Complaint**

25 **CRASHNo**

26 **FIRENo**

27 **INJURIES0**

28 **DEATHS0**

TL* - WHEN CONTACT WAS DRIVING AND GOING OVER A SERIES OF SMALL BUMPS
LOST CONTROL OF THE STEERING WHEEL WHICH WENT FROM RIGHT TO LEFT
QUICKLY TO THE POINT OF BEING ALMOST UNCONTROLLABLE. IN ORDER FOR
CONTACT TO GET CONTROL OF THE STEERING WHEEL SHE HAD TO SLOW THE VEHICLE
DOWN TO A SPEED OF 5 MPH OR COME TO A COMPLETE STOP. **THE CONTACT TOOK
THE VEHICLE TO THE DEALERSHIP, AND THEY STATED THAT THEY NOTICED THE
SAME INCIDENT AS WELL ON A TEST DRIVE OF THE VEHICLE, BUT THEY COULD
NOT DO ANYTHING ABOUT THE INCIDENT BECAUSE THE MANUFACTURER HASN'T
GIVING THE DEALERSHIP ANY ADVISE ON HOW TO FIX THE FAILURE.***AK

1 Affected Product

November 15, 2008 NHTSA ID NUMBER: 10248890

Components: SUSPENSION, EQUIPMENT

NHTSA ID Number: 10248890

Incident Date July 4, 2005

1 **Consumer Location** EL CAJON, CA
2 **Vehicle Identification Number** 1FTWW33P45E****

3 **Summary of Complaint**

4 **CRASH**No

5 **FIRE**No

6 **INJURIES**0

7 **DEATHS**0

8 ON JULY 4, 2005, I PURCHASED A 2005 FORD F350 SUPER DUTY LARIAT WITH LONG BED
9 AND DUAL WHEELS AND 4WD AT EL CAJON FORD. FROM THE BEGINNING, THE TRUCK
10 EXPERIENCED SEVERE FRONT-END VIBRATION WHEN I REACHED ABOUT 60 MPH. IT
11 CONTINUED UNTIL I GOT TO ABOUT 80 MPH. I COMPLAINED ABOUT THIS PROBLEM
12 FROM THE FIRST VISIT FOR SERVICE AT DOWNEY FORD. AFTER A FEW VISITS FOR
13 DIAGNOSTICS, DOWNEY FORD INSTALLED A "DAMPENER" ON THE FRONT END. IT
14 MADE THE PROBLEM BETTER, BUT IT DID NOT COMPLETELY CURE THE DEFECT. I
15 EVENTUALLY BOUGHT A LANCE CAMPER, WHICH WAS ON THE TRUCK FOR OVER A
16 YEAR. WHILE THE TRUCK HAD THE 3000 LB CAMPER ON IT, THE VIBRATION WENT
17 AWAY ON THE STRAIGHTAWAY, BUT WAS HORRIBLY DANGEROUS ON THE CURVES.
18 FOR EXAMPLE, ONE SUCH CURVE IS THE 605 SB TO THE 405 SB IN LONG BEACH. I
19 ALMOST LOST CONTROL OF THE VEHICLE/CAMPER ON THIS CURVE UNLESS I ALMOST
20 STOPPED. I REMOVED THE CAMPER ABOUT A YEAR AGO AND THE PROBLEM WITH THE
21 TRUCK IS WORSE. IT NOW WILL VIBRATE UNCONTROLLABLY AT 40-50 MPH. **I**
REPORTED THIS VIBRATION PROBLEM EVERY TIME I WENT TO THE DEALER FOR
SERVICE. THEY ALWAYS SAID THEY DID ALL THEY COULD WITH THE DAMPENER.
22 I TOOK THE TRUCK TO EL CAJON FORD ABOUT 3-4 WEEKS AGO. NOW THAT IT IS OUT OF
23 WARRANTY, FORD NOW SAYS IT CAN FIX THE PROBLEM, BUT IT HAS DAMAGE THE
24 FRONT STEERING MECHANISM. THE SERVICE WRITER SAID IN A VOICE MAIL THAT
25 DOWNEY PUT ON A DAMPER THAT WAS TOO SMALL FOR MY TRUCK. I DEMANDED
26 THEY FIX IT FREE AND THEY REFUSE. I WANT MY TRUCK FIXED. THIS IS A DESIGN
27 DEFECT, SINCE IT HAS EXISTED FROM DAY 1. I HAVE READ ON SEVERAL WEBSITES
28 THAT THIS IS A COMMON PROBLEM THAT EXISTED WELL BEFORE 2005, BUT FORD HAS
IGNORED THE SAFETY ISSUES. A HIGH PROBABILITY OF AN ACCIDENT EXISTS WHEN
YOUR TRUCK IS VIBRATING AND BOUNCING ACROSS LANES AND YOU CANNOT STEP
ON THE BRAKE OR MAKE IT WORSE! THANK YOU, ANNETTE GILLIAM *TR

2 **Affected Products**

23 **August 30, 2011 NHTSA ID NUMBER: 10422634**

24 **Components: STEERING**

25 **NHTSA ID Number:** 10422634

26 **Incident Date** May 28, 2011

27 **Consumer Location** SHIPPENSBURG, PA

28 **Vehicle Identification Number** 1FTWW31PX5E****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

1 **DEATHS0**

2 TL* THE CONTACT OWNS A 2005 FORD F350. THE CONTACT STATED THAT THE
3 STEERING WHEEL WOULD SHAKE VIOLENTLY. THE VEHICLE WAS TAKEN TO A
4 MECHANIC WHO AS UNABLE TO DIAGNOSE THE FAILURE. THE VEHICLE WAS THEN
5 TAKEN TO THE DEALER WHO ALSO COULD NOT DIAGNOSE THE FAILURE. THE
6 MANUFACTURER WAS NOT NOTIFIED. THE FAILURE MILEAGE WAS 24,000.

7 **1 Affected Product**

8 **March 17, 2015 NHTSA ID NUMBER: 10694792**

9 **Components: STEERING**

10 **NHTSA ID Number:** 10694792

11 **Incident Date** March 6, 2015

12 **Consumer Location** PONTIAC, MI

13 **Vehicle Identification Number** 1FTWX31P05E****

14 **Summary of Complaint**

15 **CRASHNo**

16 **FIRENo**

17 **INJURIES0**

18 **DEATHS0**

19 WHEN EVER THIS TRUCK HITS A BUMPY PART OF ROAD (E.G. POT HOLE, CRACK IN
20 PAVEMENT, OR DEBRIS) THE VEHICLE (AND STEERING WHEEL) WILL SHAKE
21 VIOLENTLY BACK AND FORTH FOR SEVERAL SECONDS (4 TO 5 SECONDS) OR UNTIL I
22 SLOW TO SPEEDS AROUND 35MPH OR BELOW. THIS HAPPENS ON A REGULAR BASIS
23 AND HAS HAPPENED SINCE I BOUGHT THE VEHICLE TWO YEARS AGO. THE TIRES ARE
24 LIKE NEW, AND THE FRONT SUSPENSION COMPONENTS HAVE BEEN CHECKED AND
25 DETERMINED TO BE IN GOOD USABLE CONDITION. SEARCHING THE WEB FOR
26 POSSIBLE CAUSES OR FIXES OF THIS ISSUE, I HAVE FOUND THAT MANY OTHER
27 PEOPLE ALSO HAVE THIS SAME PROBLEM, WITH LITTLE TO NO HELP COMING
28 FROM SERVICE REPAIRS AT A DEALERSHIP. *TR

1 Affected Product

21 **June 1, 2009 NHTSA ID NUMBER: 10272506**

22 **Components: SUSPENSION**

23 **NHTSA ID Number:** 10272506

24 **Incident Date** May 26, 2009

25 **Consumer Location** HINESTON, LA

26 **Vehicle Identification Number** 1FTSW21536E****

27 **Summary of Complaint**

28 **CRASHNo**

FIRENo

INJURIES0

DEATHS0

TL*THE CONTACT OWNS A 2006 FORD F-250. WHILE DRIVING 65 MPH, THE VEHICLE
WOULD SHIMMY WHEN IT DROVE OVER A BUMP IN THE ROAD. THE DEALER COULD

1 **NOT PROVIDE A REMEDY; THEREFORE, THE VEHICLE COULD NOT BE REPAIRED.**
2 THE CONTACT FEELS THAT A CRASH COULD OCCUR ONE DAY. THE CURRENT MILEAGE
3 WAS 74,000 AND FAILURE MILEAGE WAS 32,000.

4 **1 Affected Product**

5 **May 24, 2011 NHTSA ID NUMBER: 10402591**

6 **Components: SUSPENSION**

7 **NHTSA ID Number:** 10402591

8 **Incident Date** May 21, 2011

9 **Consumer Location** LAUREL, MD

10 **Vehicle Identification Number** 1FTSX215X6E****

11 **Summary of Complaint**

12 **CRASH**No

13 **FIRE**No

14 **INJURIES**0

15 **DEATHS**0

16 TL* THE CONTACT OWNS A 2006 FORD F-250. THE CONTACT WAS DRIVING
17 APPROXIMATELY 60 MPH AND DROVE OVER A POT HOLE WHEN THE ENTIRE VEHICLE
18 BEGAN TO VIBRATE VIOLENTLY AND CAUSED THE DRIVER TO ALMOST LOSE
19 CONTROL OF THE VEHICLE. THE FAILURE WAS EXPERIENCED ON AN INTERMITTENT
20 BASIS. **THE VEHICLE WAS TAKEN TO THE DEALER WHERE THEY ADVISED HIM**
21 **THAT THEY WERE UNABLE TO DIAGNOSE THE FAILURE. THE MANUFACTURER**
22 **WAS CONTACTED AND THEY OFFERED NO ASSISTANCE.** THE FAILURE MILEAGE WAS
23 APPROXIMATELY 15,000.

24 **1 Affected Product**

25 **December 30, 2011 NHTSA ID NUMBER: 10441780**

26 **Components: SUSPENSION**

27 **NHTSA ID Number:** 10441780

28 **Incident Date** December 18, 2007

Consumer Location NAPA, CA

Vehicle Identification Number 1FTSW21P26E****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

TL* THE CONTACT OWNS A 2006 FORD F-250. THE CONTACT WAS DRIVING 60 MPH OVER
A ROAD BUMP WHEN THE VEHICLE BEGAN TO SHAKE VIOLENTLY. **THE CONTACT**
TOOK THE VEHICLE TO THE DEALER FOR A DIAGNOSTIC TEST BUT THE DEALER
WAS UNABLE TO DEFECT THE CAUSES OF THE FAILURE. THE MANUFACTURER
SUGGESTED ADDING FRONT DAMPERS TO THE VEHICLE BUT THE VEHICLE WAS
ALREADY EQUIPPED WITH STOCK DAMPERS THAT DID NOT NEED TO BE REPLACED.
THE VEHICLE WAS NOT REPAIRED. THE CONTACT WAS CONCERNED WITH THE

1 POSSIBILITY OF LOSING CONTROL OF THE VEHICLE WHEN THE FAILURE OCCURRED.
2 THE FAILURE MILEAGE WAS 62,000.

3 **1 Affected Product**

4 **February 20, 2014 NHTSA ID NUMBER: 10565061**
5 **Components: WHEELS, SUSPENSION, STEERING**

6 **NHTSA ID Number:** 10565061
7 **Incident Date** February 19, 2014
8 **Consumer Location** JOHNS CREEK, GA
9 **Vehicle Identification Number** N/A

10 **Summary of Complaint**

11 **CRASH**No
12 **FIRE**No
13 **INJURIES**0
14 **DEATHS**0

15 WHILE DRIVING MY 2006 FORD F250 FX4, AT SPEEDS BETWEEN 45-65 MPH, A SLIGHT
16 VIBRATION IS FELT. WITHIN A FEW SECONDS IT TURN INTO A VIOLENT SHAKING
17 MOTION AS IF I'M DRIVING ON LARGE COBBLE STONES. IT HAS BEEN SO BAD I HAVE
18 ALMOST LOST CONTROL ON THE HIGHWAY AND CAME WITHIN INCHES OF HITTING
19 ANOTHER VEHICLE. WHEN IT STARTS THERE IS NO STOPPING IT, AS THE STEERING
20 WHEEL JERKS VIOLENTLY. FORD HAS SENT A LETTER OUT THAT SAY INFLATE YOUR
21 TIRES AND IF IT STILL HAPPENS SLOW DOWN UNTIL IT STOPS. THAT'S NOT RIGHT. THIS
22 IS DANGEROUS. I HAVE TO SLOW DOWN TO 30 MPH FOR IT TO STOP. I CAN'T DO THAT
23 ON THE HIGHWAY. **THE DEALERS AND FORD SAY THERE IS NOTHING THEY WILL**
24 **DO.** THIS ISSUE IS EXTREMELY DANGEROUS DUE TO FORDS ENGINEERING MISHAP.MY
25 TIRES ARE STOCK, ROTATED, BALANCED, AND ALIGNED, THIS HAPPENS AT LEAST
26 ONCE EVERY OTHER WEEK 2005-2013 F250,350 OWNERS REPORT THE SAME ISSUE.
27 GOOGLE: FORD DEATH WOBBLE, AND WATCH THE F250 AT CRUISING SPEED. *TR
28 **1 Affected Product**

21 **April 15, 2009 NHTSA ID NUMBER: 10265460**
22 **Components: STEERING**

23 **NHTSA ID Number:** 10265460
24 **Incident Date** January 15, 2006
25 **Consumer Location** Unknown
26 **Vehicle Identification Number** 1FTNF21506E****

27 **Summary of Complaint**

28 **CRASH**No
FIRENo
INJURIES0
DEATHS0

THE SHIMMY ISSUE ON MY 2006 FORD 250 PICK UP HAS NEVER BEEN RESOLVED. **I**
SPENT APPROX 6 MONTHS WORKING WITH THE DEALERSHIP TO TRY TO RESOLVE
THE ISSUE . THEY EVENTUALLY TOLD ME THEY HAVE DONE EVERYTHING THAT

1 **FORD TOLD THEM TO DO** . THIS VERY DANGEROUS PROBLEM STILL EXISTS. I
2 RECEIVED A LETTER FROM FORD THAT THE PROBLEM WAS RELATED TO TIRE
3 PRESSURE. THAT IS ABSOLUTELY NONSENSE. AFTER THE SECOND SET OF FRONT TIRES
4 BEFORE 10000 MILES THEY STARTED TO CUP SEVERELY AFTER 1000 MILES. **I TOOK IT**
5 **BACK AND THEY PUT NEW TIRES ON ALL THE WAY AROUND. AND THEN I WAS**
6 **TOLD THERE WAS NOTHING ELSE THAT COULD BE DONE.** THE SHIMMY IS SO
SEVERE AT TIMES IT WILL ACTUALLY SHIMMY ACROSS THE CENTER LINE. *TR
1 Affected Product

7 **April 7, 2014 NHTSA ID NUMBER: 10577858**

8 **Components: STEERING**

9 **NHTSA ID Number:** 10577858

10 **Incident Date** May 2, 2011

11 **Consumer Location** OREFIELD, PA

12 **Vehicle Identification Number** 1FTSX21536E****

13 **Summary of Complaint**

14 **CRASH**No

15 **FIRE**No

16 **INJURIES**0

17 **DEATHS**0

18 TL* THE CONTACT OWNS A 2006 FORD F250. THE CONTACT STATED THAT THERE WAS
19 AN EXTREME VIBRATION IN THE STEERING WHEEL. THE CONTACT DROVE OVER A
20 BUMP OR UNEVEN PAVEMENT WHILE DRIVING THE VEHICLE AT ANY SPEED AND HAD
21 TO USE FORCE IN ORDER TO GAIN CONTROL OF THE STEERING WHEEL ON MULTIPLE
OCCASIONS. THE VEHICLE SHOOK VIOLENTLY AND THE STEERING CONTINUED TO BE
UNSTABLE. **THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER WHO WAS**
UNABLE TO DIAGNOSE THE FAILURE. THE CONTACT CONTINUED TO EXPERIENCE
THE STEERING FAILURE WHICH CAUSED THE VEHICLE TO DRIVE ROUGH. **THE**
VEHICLE WAS TAKEN BACK TO AN AUTHORIZED DEALER WHO WAS UNABLE TO
REPLICATE THE FAILURE. THE MANUFACTURER WAS NOTIFIED OF THE FAILURE. THE
APPROXIMATE FAILURE MILEAGE WAS 50000.

1 Affected Product

22 **February 14, 2008 NHTSA ID NUMBER: 10218089**

23 **Components: SUSPENSION**

24 **NHTSA ID Number:** 10218089

25 **Incident Date** February 13, 2008

26 **Consumer Location** PRIOR LAKE, MN

27 **Vehicle Identification Number** 1FTSW21596E****

28 **Summary of Complaint**

CRASHNo

FIRENo

INJURIES0

DEATHS0

1 THERE EXISTS A FACTORY FAULT IN THE FORD SUPERDUTY TRUCK. THERE IS WHAT IS
2 CALLED A DEATH WOBBLE THAT OCCURS ON ROUGHER ROADS WHEN TRAVELING 60
3 MILES PER HOUR OR UNDER. THE FRONT END WILL SHAKE VIOLENTLY AND
4 UNCONTROLLABLY WHEN A BUMP IS HIT. **I HAVE HAD IT IN TO FORD DEALERSHIPS**
5 **7+ TIMES FOR THIS AND THEY WILL NOT FIX OR REPLACE THE FAULTY PARTS.** I
6 HAVE STARTED A WEB LOG ON AOL REGARDING THIS AND AM ATTACHING THE LINK .
7 HTTP://WWW.TOPIX.NET/FORUM/AUTOS/FORD-F-250-SUPER-
8 DUTY/T0SGDCTMOBHE5JER1 THERE ARE OVER 170 SIMILAR COMPLAINTS REGARDING
9 THE SAME PROBLEM. FORD DENIES THE PROBLEM EXISTS. IT WILL KILL SOMEONE
10 SOON, IT HAS ALMOST CASED 4 ACCIDENTS WITH MY TRUCK. *TR

11 **1 Affected Product**

12 **June 6, 2008 NHTSA ID NUMBER: 10230092**

13 **Components: SUSPENSION**

14 **NHTSA ID Number:** 10230092

15 **Incident Date** May 19, 2008

16 **Consumer Location** COLLEGEVILLE, PA

17 **Vehicle Identification Number** 1FTSX21596E****

18 **Summary of Complaint**

19 **CRASH**0

20 **FIRE**0

21 **INJURIES**0

22 **DEATHS**0

23 SINCE NEW THE TRUCK HAS EXPERIENCED VIOLENT AND UNCONTROLLABLE FRONT
24 SUSPENSION SHAKING/BOUNCING/WOBBLING AFTER HITTING A SHARP BUMP AT
25 HIGHWAY SPEEDS. INITIALLY, THE SHAKING WOULD ONLY LAST APPROXIMATELY 3
26 SECONDS, BUT RECENTLY THE SHAKING WAS SO SEVERE THAT I HAD TO SLOW THE
27 VEHICLE TO 30-35 MPH BEFORE IT STOPPED. THE SHAKING WAS SO VIOLENT THAT I
28 WAS CONVINCED THAT SOMETHING HAD BROKEN IN THE FRONT SUSPENSION, AND I
IMMEDIATELY INSPECTED THE FRONT SUSPENSION AT THE NEXT EXIT. NOTHING
OBVIOUSLY BROKEN WAS EVIDENT. I SEARCHED THE INTERNET AND DISCOVERED
THAT THIS IS A COMMON AND DANGEROUS PROBLEM WITH THESE TRUCKS. **I**
DROPPED THE TRUCK OFF AT THE DEALER. THEY ACKNOWLEDGED THEIR
AWARENESS OF THE PROBLEM, BUT CLAIMED THEY WERE UNABLE TO DUPLICATE
IT DURING THEIR ROAD TEST. THIS IS NOT SURPRISING, AS IT TYPICALLY ONLY
OCCURS WHEN YOU HIT A SHARP BUMP OR SERIES OF BUMPS AT HIGHWAY SPEEDS.
THEY PERFORMED SOME OF THE REPAIRS/ADJUSTMENTS SPECIFIED BY FORD'S TSB 07-
10-10, BUT THE PROBLEM PERSISTS. THERE IS A SERIOUS AND DANGEROUS PROBLEM
WITH A LARGE POPULATION OF FORD TRUCKS THAT MUST BE ADDRESSED BY FORD
AT THIS POINT, I HOPE THAT NHTSA CAN CONVINCED FORD TO CORRECT THE PROBLEM
BEFORE SOMEONE IS NEEDLESSLY KILLED. *TR

1 **1 Affected Product**

2 **June 23, 2008 NHTSA ID NUMBER: 10231992**

Components: SUSPENSION, STEERING

NHTSA ID Number: 10231992

Incident Date October 10, 2006

Consumer Location VICTORVILLE, CA

Vehicle Identification Number 1FTSW21P66E****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

I HAVE AN '06 FORD F-250. EVERYTIME I HIT A BUMP IN THE ROAD OR FREEWAY THE FRONT END DOES WHAT'S KNOWN AS THE "DEATH SHAKE" ACCORDING TO RESEARCH ON THE INTERNET. MANY OF PEOPLE ARE COMPLAINING OF THE SAME EXPERIENCE THE MORE I DID RESEARCH ON THIS MATTER. MINE ALONG WITH EVERYONE ELSE HAS TO SLOW DOWN ALMOST TO A STOP FOR THE FRONT END TO STOP SHAKING OR IT WILL SEND YOU INTO THE ONCOMING LANE AND ALL HAVE HAD VERY CLOSE CALLS. **FORD DEALER SHIPS TO MY KNOWLEDGE ACCORDING TO MY LOCAL DEALER SHIP (SUNLAND FORD) IN VICTORVILLE DOESN'T KNOW THE FIX.** THEY TOLD ME IT WAS MY STEERING DAMPENER. NOPE!! PEOPLE ARE GOING TO THEIR DEALERSHIPS MULTIPLE TIMES. I PAID WELL OVER \$30,000 FOR MY TRUCK AND THIS IS VERY UNACCEPTABLE. THANKS FOR YOUR TIME AND ATTENTION TO THIS MATTER. *TR

1 Affected Product

July 29, 2008 NHTSA ID NUMBER: 10236342

Components: STEERING, SUSPENSION

NHTSA ID Number: 10236342

Incident Date June 19, 2008

Consumer Location DRUMS, PA

Vehicle Identification Number 1FTSX21506E****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

I OWN A 2006 F250 SD WITH 8000 MILES ON IT AND I CANT DRIVE IT AND FEEL SAFE ANYMORE. EVERYTIME I DRIVE ON ANY UNEVEN PAVEMENT OVER 50 MILES PER HOUR THE STEERING WHEEL IS OSCILLATING SO BADLY I HAVE TO SLAM ON THE BRAKES TO REGAIN CONTROL. IT IS SHAKING SO BADLY THE PASSENGER SIDE DOOR FLEW OPEN THE LAST TIME IT HAPPENED AND ALMOST HIT A VEHICLE PARKED ALONG THE ROADWAY. **THE DEALERSHIP HAS NO CLUE WHAT IS THE PROBLEM.** I SPENT OVER 37000 FOR THIS TRUCK AND NOW WHAT. I FEEL UNSAFE IN IT AND IT IS JUST A MATTER OF TIME BEFORE THE THING BREAKS THE WAY IT IS SHAKING. IT WILL PROBABLE TAKE ME WRECKING TO GET IT FIXED. *TR

1 Affected Product

1 July 21, 2009 NHTSA ID NUMBER: 10277579

2 Components: SUSPENSION, STEERING

3 NHTSA ID Number: 10277579

4 Incident Date July 17, 2009

5 Consumer Location CHESAPEAKE, VA

6 Vehicle Identification Number 1FTSW21566E****

7 Summary of Complaint

8 CRASHNo

9 FIRENo

10 INJURIES0

11 DEATHS0

12 WHILE DRIVING A 2006 F250 SUPER DUTY XL 4X4 ON I-40 THE VEHICLE BEGAN TO
13 SHAKE VIOLENTLY AT 70 MPH. THIS OCCURRED AFTER DRIVING OVER A BRIDGE. THE
14 VEHICLE SHOOK SO VIOLENTLY IT WAS HARD TO MAINTAIN CONTROL AND BRING IT
15 TO A STOP. AFTER THIS INCIDENT IT ALSO OCCURRED THROUGHOUT THE REMAINDER
16 OF THE TRIP. APPARENTLY THIS HAS HAPPENED TO OTHER DRIVERS OF THIS
17 VEHICLE SINCE IT IS A COMPANY OWNED VEHICLE. AND SEVERAL DEALERS HAVE
18 ATTEMPTED TO REPAIR THIS PROBLEM TO NO AVAIL. *TR

19 1 Affected Product

20 April 2, 2010 NHTSA ID NUMBER: 10323451

21 Components: SERVICE BRAKES, HYDRAULIC, SUSPENSION

22 NHTSA ID Number: 10323451

23 Incident Date June 1, 2008

24 Consumer Location MIAMI, FL

25 Vehicle Identification Number 1FTSW21PX6E****

26 Summary of Complaint

27 CRASHNo

28 FIRENo

INJURIES0

DEATHS0

TL* THE CONTACT OWNS A 2006 FORD F-250 SUPERDUTY. WHILE DRIVING AT
APPROXIMATELY 50 MPH ON AN UNEVEN ROAD, THE STEERING WHEEL BEGAN
SHAKING. THE CONTACT WAS ALSO UNABLE TO SLOW THE VEHICLE DOWN SINCE
WHEN THE BRAKE PEDAL WAS DEPRESSED, IT WOULD RELEASE. THE VEHICLE WAS
TAKEN TO AN AUTHORIZED DEALERSHIP BUT NO REPAIRS WERE PERFORMED
WHEN THE COMPLAINT WAS FILED. THE FAILURE MILEAGE WAS APPROXIMATELY
38,000. THE CURRENT MILEAGE WAS APPROXIMATELY 97,000.

1 Affected Product

February 11, 2013 NHTSA ID NUMBER: 10497697

Components: STEERING, SUSPENSION

NHTSA ID Number: 10497697

1 **Incident Date** December 1, 2012
2 **Consumer Location** MONTICELLO, FL
3 **Vehicle Identification Number** 1FTSW21P46E*****

4 **Summary of Complaint**

5 **CRASH**No

6 **FIRE**No

7 **INJURIES**0

8 **DEATHS**0

9 FRONT END WOBBLE AT SPEEDS BETWEEN 40-50 MPH AFTER DRIVING OVER BUMPS. NO
10 REPAIRS HELP THE CONDITION, FRONT END ALIGNMENT, WHEEL
11 BALANCING/TOTATION OR NEW TIRES. PROPER TIRE INFLATION. **FORD DEALER IS**
12 **AWARE OF CONDITON AND REPAIRS BUT WONT PROVIDE ANY OTHER ASSISTANCE.**

13 *TR

14 **1 Affected Product**

15 **October 1, 2009 NHTSA ID NUMBER: 10286002**

16 **Components: STEERING**

17 **NHTSA ID Number:** 10286002

18 **Incident Date** October 1, 2009

19 **Consumer Location** ALEDO, IL

20 **Vehicle Identification Number** 1FTNF215X6E*****

21 **Summary of Complaint**

22 **CRASH**No

23 **FIRE**No

24 **INJURIES**0

25 **DEATHS**0

26 WHILE DRIVING MY 2006 FORD F250 SUPER DUTY APPROX. 55MPH I HIT A BUMPY PART
27 OF THE ROAD WHICH PUT THE VEHICLE IN AN UNCONTROLLABLE SHAKE. I WAS ABLE
28 TO GET THE TRUCK STOPPED WITHOUT DAMAGE BUT HAD NO CONTROL OVER THE
VEHICLE AND COULD ONLY BRAKE. HAD I BEEN IN A CORNER I DON'T THINK THERE IS
ANY WAY I COULD HAVE STAYED ON THE ROAD. **I CALLED THE FORD DEALER IN**
DAVENPORT IOWA AND WAS TOLD IT IS CALLED THE DEATH SHAKE AND THERE

WAS NO KNOWN CAUSE FOR IT. I WILL GO AHEAD AND TAKE THE VEHICLE IN TO THE
DEALER BUT HAVE NO CONFIDENCE IN THEM FIXING ANYTHING. I RECEIVED A
LETTER FROM FORD STATING LOW TIRE PRESSURE COULD CAUSE THIS BUT MY TIRES
WERE FINE. THERE WAS ALSO A PASSENGER WITH ME WHO HAS VERY SCARED WE
WERE GOING TO WRECK. *TR

1 Affected Product

January 26, 2012 NHTSA ID NUMBER: 10445440

Components: STEERING

NHTSA ID Number: 10445440

Incident Date May 2, 2011

Consumer Location Unknown

1 Vehicle Identification Number 1FTSX21516E*****

2 Summary of Complaint

3 CRASHNo

4 FIRENo

5 INJURIES0

6 DEATHS0

7 TL* THE CONTACT OWNS A 2006 FORD F-250 SD. THE CONTACT STATED THAT THE
8 VEHICLE WOULD VIOLENTLY WOBBLE WHILE DRIVING AT HIGHWAYS SPEEDS. THE
9 DEALER ATTEMPTED TO REPAIR THE VEHICLE, BUT THE FAILURE RECURRED. THE
10 MANUFACTURER WAS NOTIFIED, BUT DENIED ANY ASSISTANCE WITH REPAIRS.
11 THE FAILURE MILEAGE WAS 37,000 AND THE CURRENT MILEAGE WAS 47,600.

12 **1 Affected Product**

13 December 31, 2013 NHTSA ID NUMBER: 10558024

14 Components: STEERING

15 NHTSA ID Number: 10558024

16 Incident Date July 19, 2007

17 Consumer Location IMPERIAL, CA

18 Vehicle Identification Number 1FTSW21P86E*****

19 Summary of Complaint

20 CRASHNo

21 FIRENo

22 INJURIES0

23 DEATHS0

24 TL* THE CONTACT OWNS A 2006 FORD F-250 SD WITH 95,000 MILES. THE CONTACT
25 STATED WHILE DRIVING AT HIGHWAY SPEEDS OF 55 MPH OR FASTER THE VEHICLE
26 WOULD SHAKE VERY VIOLENTLY. THE VEHICLE WAS TAKEN TO THE DEALER BUT
27 THEY WERE UNABLE DIAGNOSE THE FAILURE OR REPAIR THE PROBLEM.

28 **1 Affected Product**

July 14, 2011 NHTSA ID NUMBER: 10412372

Components: STEERING, SUSPENSION

NHTSA ID Number: 10412372

Incident Date July 14, 2011

Consumer Location PORT ORANGE, FL

Vehicle Identification Number N/A

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

2006 FORD F350 EXPERIENCE EXTREMELY VIOLENT SHAKING WHEN DRIVING 45 PLUS
MPH AND HIT ANY TYPE BUMP. SHAKING IS SO VIOLENT STEERING IS NOT CAPABLE
AND BRAKING ONLY MAKES SHAKING WORSE. I'VE CONTACTED DEALER AND THEY

SAID THEY REPLACED A BUSHING BUT PROBLEM PERSISTED. THEY HAVE NOT CORRECTED THE PROBLEM. VEHICLE IS BASICALLY OUT OF CONTROL WHEN THIS HAPPENS. LAST DATE OF OCCURRENCE IS JULY 14,2011 AND THIS PROBLEM HAS PERSISTED SINCE TRUCK WAS PURCHASED NEW FROM DEALER. TRUCK HAS NO LIFT AND IS STOCK MODEL. PLEASE HELP! *TR

1 Affected Product

January 18, 2016 **NHTSA ID NUMBER: 10820797**

Components: ELECTRONIC STABILITY CONTROL, SUSPENSION, STEERING

NHTSA ID Number: 10820797

Incident Date August 8, 2015

Consumer Location SANDWICH, MA

Vehicle Identification Number 1FTWW31566E****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

FORD F-350 2006 COMPLAINT. WE HAVE EXPERIENCED VIOLENT SHAKING (SHIMMYING) WHEN THE TRUCK HITS A BUMP ON THE HIGHWAY AND AS A RESULT, EXTREME DIFFICULTY MAINTAINING THE VEHICLE ON THE ROAD. OUR FIRST EXPERIENCE WAS IN AUGUST 2015, ON THE INTERSTATE HIGHWAY WHILE TRAVELLING AT 75MP. WE HIT A BUMP AND THE TRUCK / STEERING WHEEL SHOOK VIOLENTLY FOR ABOUT 10 SECONDS CAUSING US TO SWERVE ACROSS LANES AND STRUGGLE TO KEEP THE TRUCK IN THE LANE AND OUT OF TRAFFIC'S WAY. WE HAVE SINCE EXPERIENCED THIS PROBLEM FOUR MORE TIMES HITTING BUMPY HIGHWAYS AT SPEEDS AS LOW AS 50MMP AND AS RECENT AS 2 WEEKS AGO. WE HAVE CHECKED IT OUT AND OUR MECHANIC ADVISED THAT HE COULD NOT FIND ANYTHING WRONG. IT HAS BEEN A GREAT CONCERN OF OURS AS IT PUTS OUR LIVES (AND THOSE ON THE ROAD WITH US) AT DANGER WHEN THIS ISSUE OCCURS. ADDITIONALLY, EVERY TIME THE VIOLENT SHAKING OCCURS, IT THROWS OFF THE ALIGNMENT AND BALANCING FOR THE TRUCK. **WE HAVE JUST RECEIVED A LETTER FROM FORD ADVISING OF THIS PROBLEM AND I HAVE CALLED THE SERVICE CENTER FROM THE FORD DEALER WE BOUGHT THE VEHICLE FROM. FORD IS NOT ASSUMING RESPONSIBILITY FOR ANY DIAGNOSIS OR REPAIRS TO THESE DEFECTS AT THIS TIME.** OUR TIRE PRESSURE IS IN KEEPING WITH FORD'S RECOMMENDATIONS AS THEY SUGGEST IN THEIR LETTER. FORD F-350 TRUCKS SHOULD NOT BE APPROVED FOR USE ON HIGHWAYS AS THIS DEFECT COULD RESULT IN FATAL ACCIDENTS IF THE SHAKING CANNOT BE CONTROLLED. ALSO, FORD SHOULD BE RESPONSIBLE FOR REPAIRING THE FAULTY TRUCKS.

1 Affected Product

May 26, 2016 **NHTSA ID NUMBER: 10871068**

Components: SUSPENSION, STEERING

NHTSA ID Number: 10871068

1 **Incident Date** May 20, 2016
2 **Consumer Location** SANDWICH, MA
3 **Vehicle Identification Number** 1FTWW31566E*****

4 **Summary of Complaint**

5 **CRASH**No

6 **FIRE**No

7 **INJURIES**0

8 **DEATHS**0

9 FORD F-350 2006 OSCILLATION I HAVE FILED A PREVIOUS COMPLAINT BEFORE RE THE
10 VIOLENT OSCILLATION THAT HAPPENS WITH OUR FORD F-350 TRUCK. WE HAVE HAD
11 MORE EVENTS AT SLOWER SPEEDS AND THE SHAKING IS ALMOST UNMANAGEABLE
12 NOW. WEDNESDAY MAY 11 APPROX 1PM EXITING THE BOURNE BRIDGE MA. I WAS
13 DRIVING AT APPROX 40MPH AND EXITING THE BRIDGE. THERE WAS A ROUGH
14 CONSTRUCTION PATCH ON THE ROAD RIGHT WHERE THE ROAD CONNECTS TO THE
15 BRIDGE. AS I HIT THE ROUGH PATCH, THE OSCILLATION BEGAN AND THE TRUCK
16 SHOOK UNCONTROLLABLY APPROACHING THE ROTARY. THERE WAS A LOT OF
17 TRAFFIC AND CARS IN THE LANE BESIDE ME THAT COULD HAVE BEEN DAMAGED.
18 MAY 20, 2016 AT APPROX 5PM. MY HUSBAND WAS DRIVING WEST ON HIGHWAY ROUTE
19 6, CAPE COD MA AT APPROX 55MPH. AS HE PASSED EXIT 6, HE HIT A ROUGH PATCH
20 AND THE TRUCK BEGAN OSCILLATING VIOLENTLY. HE WAS UNABLE TO CONTROL IT
21 AND SWERVED IN BOTH LANES OF THE WESTERLY 2-LANE HIGHWAY ALSO RUBBING
22 AGAINST THE CURB. LUCKILY THE TRAFFIC STOPPED WHEN SEEING HIS TRUCK OUT OF
23 CONTROL AND NO ONE WAS HURT OTHER THAN MY HUSBAND BEING TOTALLY
24 SHAKEN. THE TIRES HAVE BEEN INFLATED AS RECOMMENDED BY FORD WHEN THE
25 SENT A LETTER RE THIS DEFECT. THIS TRUCK IS DANGEROUS, NOT ONLY TO US BUT
26 OTHERS WHO ARE ON THE ROAD. I HAVE CONTACTED THE PLYMOUTH FORD
27 DEALER WHERE THE TRUCK WAS PURCHASED, FORD CUSTOMER SERVICE AND
28 FORD HEAD OFFICE. EVEN THOUGH THEY ACKNOWLEDGE THE TRUCKS ARE
DEFECTIVE, THEY SAY THEY ARE NOT RESPONSIBLE FOR REPAIRING THEM. OUR
TRUCK IS OSCILLATING REALLY BADLY AND IS DANGEROUS TO DRIVE. THIS SHOULD
BE A RECALL, NOT ONLY FOR THOSE OF US DRIVING THESE DEFECTIVE FORD F-350
2006 TRUCKS, BUT FOR THE OTHER INNOCENT LIVES ON THE ROAD.

1 Affected Product

22 **May 26, 2008 NHTSA ID NUMBER: 10228887**

23 **Components: STEERING**

24 **NHTSA ID Number:** 10228887

25 **Incident Date** May 10, 2008

26 **Consumer Location** SHADOW HILLS, CA

27 **Vehicle Identification Number** N/A

28 **Summary of Complaint**

CRASHNo

FIRENo

INJURIES0

DEATHS0

1 06 F350 DUALY DIESEL CREW CAB. WHEN DRIVING ANYWHERE BETWEEN 50-70 MPH
2 AND HIT A POTHOLE THE FRONT END GOES INTO A DEATH WOBBLE AND IS NOT
3 CONTROLLED UNTIL VEHICLE IS SLOWED TO 30 MPH. ALMOST LOST CONTROL OF
4 VEHICLE ON LOS ANGELES FREEWAYS. **HAS HAPPENED MULTIPLE TIMES AND HAVE**
5 **BEEN TO FORD DEALER WITH NO ASSISTANCE.** LAST EPISODE WAS LAST WEEK,
6 THEN MY INSURANCE CO TOLD ME TO FILE COMPLAINT IN CASE OF ACCIDENT THAT IS
7 NOT MY FAULT BUT A VEHICLE DEFECT. AAA ALSO SENT ME TO THIS FORUM OF
8 OTHER FORD OWNERS THAT HAVE HAD THE SAME COMPLAINT. *TR

9 **1 Affected Product**

10 **March 28, 2008 NHTSA ID NUMBER: 10222609**

11 **Components: SUSPENSION**

12 **NHTSA ID Number: 10222609**

13 **Incident Date May 3, 2007**

14 **Consumer Location Unknown**

15 **Vehicle Identification Number 1FTWW31P26E******

16 **Summary of Complaint**

17 **CRASHNo**

18 **FIRENo**

19 **INJURIES0**

20 **DEATHS0**

21 TL*THE CONTACT OWNS A 2006 FORD F-350 SD. WHILE DRIVING 50 MPH, THE FRONT
22 END OF THE VEHICLE BEGINS TO JUMP AND BOUNCE BACK AND FORTH. THE FAILURE
23 USUALLY OCCURS FROM A BRIDGE TO PAVEMENT, FROM PAVEMENT TO A BRIDGE, ON
24 UNEVEN PAVEMENT, OR IN VARIOUS OTHER DRIVING CONDITIONS. **THE DEALER**
25 **COULD NOT DUPLICATE THE FAILURE.** THE PURCHASE DATE WAS UNKNOWN. THE
26 CURRENT MILEAGE WAS 44,000 AND FAILURE MILEAGE WAS 21,977.

27 **1 Affected Product**

28 **July 9, 2009 NHTSA ID NUMBER: 10276278**

Components: SUSPENSION, STEERING

NHTSA ID Number: 10276278

Incident Date September 15, 2008

Consumer Location BOGART, GA

Vehicle Identification Number N/A

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

TL*THE CONTACT OWNS A 2006 FORD F-350 SD. WHILE DRIVING APPROXIMATELY 65
MPH, THE STEERING VIBRATED AND WOBBLED EXCESSIVELY. IN ADDITION, THE
FRONT END OF THE VEHICLE BEGAN TO SHIMMY. THERE WERE NO WARNING
INDICATORS ILLUMINATED ON THE INSTRUMENT PANEL. IMMEDIATELY, THE DRIVER

1 PULLED THE VEHICLE OVER. SHE DROVE TO AN AUTHORIZED DEALER, BUT THEY
2 COULD NOT DUPLICATE THE FAILURES. THE VEHICLE WAS TAKEN BACK TO AN
3 AUTHORIZED DEALER AND AN INDEPENDENT MECHANIC ON SEPARATE
4 OCCASIONS FOR IDENTICAL FAILURES, BUT THERE WERE NO RESOLUTIONS.
5 CURRENTLY, THE AUTHORIZED DEALER IS REPLACING THE STEERING STABILIZER
6 SHOCK AND DRAG LINK. THE VIN WAS UNABLE TO BE ENTERED INTO THE SYSTEM.
7 THE FAILURE MILEAGE WAS 65,000 AND CURRENT MILEAGE WAS 87,000.

8 **1 Affected Product**

9 **May 21, 2012 NHTSA ID NUMBER: 10459147**

10 **Components: SUSPENSION**

11 **NHTSA ID Number: 10459147**

12 **Incident Date August 8, 2008**

13 **Consumer Location READING, PA**

14 **Vehicle Identification Number 1FDWW31P96E******

15 **Summary of Complaint**

16 **CRASHNo**

17 **FIRENo**

18 **INJURIES0**

19 **DEATHS0**

20 THE VEHICHE WHEN TRAVELING AT HIGHWAY SPEEDS IN EXCESS OF 55 MPH WHEN
21 HITTING A BUMP BEGINS TO SHAKE WHICH GROWS TO A VOILENT SHAKING. IN ORDER
22 TO STOP THIS SHAKING THE VEHICLE MUST BE SLOWED UNDER 25 MPH. THIS HAS
23 HAPPENED ON NUMEROUS OCCASIONS BETWEEN THE DATE ABOVE AND TODAY.

24 REPEATED SERVICE VISITS TO A LOCAL FORD DEALERSHIP SERVICE CENTER
25 HAVE BEEN UNABLE TO CORRECT THE PROBLEM. *TT

26 **1 Affected Product**

27 **April 20, 2009 NHTSA ID NUMBER: 10266161**

28 **Components: STEERING**

NHTSA ID Number: 10266161

Incident Date June 22, 2008

Consumer Location PIQUA, OH

Vehicle Identification Number 1FTWW33P46E****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

I BOUGHT MY TRUCK USED WITH 20K MILES ON IT IN 2007 AND DID NOT HAVE ANY
PROBLEMS WITH THE FRONT END SHAKING AND THE STEERING WHEEL SHAKING
VIOLENTLY TILL ABOUT 37K WHEN I TOOK IT TO THE LOCAL FORD DEALERSHIP TO
GET IT CHECKED OUT. MY TRUCK STEERING WHEEL AND FRONT END STARTS SHAKING
AT ABOUT 40 MPH AND GETS REAL BAD AT ABOUT 55 MPH AND REALLY BAD SLOWING

1 DOWN IN THAT SAME RANGE. ANY TIME I'VE HAD REPAIRS DONE BY THE
2 DEALERSHIP THE REPAIRS DONE TO MY TRUCK ON THE INVOICES STATE THE
3 DEALERSHIP VERIFIED COMPLAINT AND THEN HOW THEY FIXED THE PROBLEM
4 BUT WHEN I TOOK MY TRUCK IN FOR THIS PROBLEM MY INVOICE READS MY
5 COMPLAINT AND THEN "NO REPAIR ATTEMPTED". THEY SAID THEY COULD NOT
6 DUPLICATE THE PROBLEM SO THEY DID NOT REPAIR ANYTHING BUT ACCORDING
7 TO THE INVOICE THEY DID NOT EVEN LOOK AT IT BECAUSE IT DOESN'T SAY THEY
8 EVEN TRIED TO VERIFY MY COMPLAINT IT JUST SAYS " NO REPAIR ATTEMPTED".
9 SO EACH MILE I HAVE PUT ON THE TRUCK TILL NOW THE PROBLEM HAS BEEN
10 GETTING WORSE. BEFORE THE STEERING WHEEL WOULD SHAKE AFTER HITTING A
11 BUMP IN THE ROAD OR POT HOLE BUT NOW IT DOES IT JUST DRIVING JUST ABOUT
12 EVERYTIME IT GETS TO 40 MPH AND DEFINITELY AROUND 50-55 MPH. SOMETIMES IT
13 SHAKES TO WHERE I CAN SLOW DOWN AND IT GOES AWAY AND OTHER TIMES IT
14 SHAKES SO BAD I HAVE TO STOP AND HOW SAFE IS THAT ON INTERSTATE WITH MY
15 WIFE AND 2 DAUGHTERS. I'VE HAD A COUPLE AUTO SHOPS LOOK AT MY TRUCK AND
16 THEY SAID I NEEDED NEW TIRES AND AN ALIGNMENT. SO I NEEDED THEM ANYWAY SO
17 I TOOK IT AND GOT ALL "6"(DUALY)NEW TIRES PUT ON AND AN ALIGNMENT AND
18 THEY SAID EVERYTHING ELSE WAS TIGHT AND GOOD IN THE FRONT END BUT I STILL
19 HAVE THE PROBLEM. I TOOK IT TO ANOTHER SHOP AND HAD THE FRONT END
20 CHECKED AND THEY SAID EVERYTHING WAS GOOD AND TIGHT. MY TRUCK NOW HAS
21 48K SO I CALLED MY FORD DEALERSHIP AGAIN AND THEY SAID THEY WOULD HAVE
22 TO GET IT IN AND DO A LONG STEP-BY-STEP LIST OF PROCEDURES AND CHECKS TO
23 VERIFY THE PROBLEM BUT IT WILL COST CAUSE MY TRUCK IS OUT OF WARRANTY
24 NOW. I HAVE NOT TAKEN IT IN YET. \$\$\$\$\$\$ *TR

15 **1 Affected Product**

17 **September 13, 2013 NHTSA ID NUMBER: 10543396**

18 **Components: STEERING, SUSPENSION**

19 **NHTSA ID Number: 10543396**

20 **Incident Date** September 12, 2013

21 **Consumer Location** EL PASO, TX

22 **Vehicle Identification Number** 1FTSW21P77E****

23 **Summary of Complaint**

24 **CRASH**No

25 **FIRE**No

26 **INJURIES**0

27 **DEATHS**0

28 I HAVE A 2007 F 250 DIESEL AND EVERY TIME I AM DRIVING OVER SPEED BUMP AT
45MPH TO 65MPH MY TRUCK SHAKES LIKE CRAZY IT HAS BEEN TAKEN TO THE
DEALER FOR A FIX BUT NOTHING IS DONE I AM AFRAID THAT ONE DAY THIS WILL
COST AN ACCIDENT I HOPE THE THIS MATER IS TAKEN CARE SOON THANK YOU FOR
YOUR HELP. *TR

1 Affected Product

1 **June 11, 2009 NHTSA ID NUMBER: 10273581**

2 **Components: STEERING, TIRES**

3 **NHTSA ID Number: 10273581**

4 **Incident Date June 11, 2009**

5 **Consumer Location HAMMOND, LA**

6 **Vehicle Identification Number 1FTSW21P27E*******

7 **Summary of Complaint**

8 **CRASHNo**

9 **FIRENo**

10 **INJURIES0**

11 **DEATHS0**

12 WHEN DRIVING MY FORD F-250 45 MPH AND OVER AND HITTING ANY KIND OF BUMP
13 THE FRONT END SHAKES SEVERELY. THE BRAKES WHEN APPLIED WILL STOP THE
14 SHAKING. THE DAMPER WAS REPLACED BUT IT DID NOT HELP. IF THE BUMP AND THE
15 SPEED WAS GREAT ENOUGH IT WOULD CAUSE YOU TO CRASH. THE TRUCK HAS 38,000
16 MI. AND THE DEALER TELLS ME THERE IS NO RECALL AND IT IS NOT UNDER
17 WARRANTY. I PLAN ON TAKING IT TO AN INDEPENDENT FRONT END SPECIALIST TO
18 DIAGNOSE THE PROBLEM.

19 **2 Affected Products**

20 **August 23, 2010 NHTSA ID NUMBER: 10351350**

21 **Components: STEERING**

22 **NHTSA ID Number: 10351350**

23 **Incident Date July 23, 2008**

24 **Consumer Location FRESNO, CA**

25 **Vehicle Identification Number 1FTSX21577E*******

26 **Summary of Complaint**

27 **CRASHNo**

28 **FIRENo**

INJURIES0

DEATHS0

TL* THE CONTACT OWNS A 2007 FORD F-250. WHILE DRIVING APPROXIMATELY 60 MPH,
THE VEHICLE BEGAN TO SHAKE VIOLENTLY. THE FAILURE WOULD RECUR
INTERMITTENTLY. THE VEHICLE WAS SERVICED BY AN AUTHORIZED DEALER ON
NUMEROUS OCCASIONS WHERE THE GEAR BOX AND STEERING COLUMN WERE
REPLACED. THE FAILURE CONTINUED TO RECUR INTERMITTENTLY AND THE
VEHICLE WAS TAKEN BACK TO THE AUTHORIZED DEALER. THE DEALER WAS
UNABLE TO DIAGNOSE THE FAILURE. THE FAILURE CONTINUED TO RECUR WHEN
DRIVING BETWEEN 40-60 MPH. THE VEHICLE WAS NOT FURTHER REPAIRED. THE
FAILURE MILEAGE WAS 26,000 AND THE CURRENT MILEAGE WAS 60,000.

1 Affected Product

December 14, 2011 NHTSA ID NUMBER: 10439970

Components: STEERING, SUSPENSION

1 **NHTSA ID Number:** 10439970
2 **Incident Date** June 17, 2011
3 **Consumer Location** Unknown
4 **Vehicle Identification Number** 1FTSW21P87E****

5 **Summary of Complaint**

6 **CRASHNo**

7 **FIRENo**

8 **INJURIES0**

9 **DEATHS0**

10 PICKED UP MY F250 SUPER DUTY FROM THE SERVICE AT THE FORD DEALER, DRIVING
11 IT ON THE FREEWAY OVERPASS, HIT A BUMP ON THE OVER PASS AND MY FRONT END
12 STARTED SHAKING VIOLENTLY. I HAD NO CONTROL, I HAD TO STOP ON THE FREEWAY
13 TO MAKE IT STOP SHAKING, ALMOST CAUSED A PILE UP. CALLED THE DEALER AND
14 THEY SAID THEY'VE HEARD OF THE PROBLEM BUT NOTHING THEY CAN DO. *TR

15 **1 Affected Product**

16 **May 28, 2013 NHTSA ID NUMBER: 10513794**

17 **Components: STEERING, WHEELS, STRUCTURE, SUSPENSION**

18 **NHTSA ID Number:** 10513794

19 **Incident Date** May 26, 2013

20 **Consumer Location** AUSTIN, TX

21 **Vehicle Identification Number** 1FTSW21537E****

22 **Summary of Complaint**

23 **CRASHNo**

24 **FIRENo**

25 **INJURIES0**

26 **DEATHS0**

27 I WOULD LIKE TO OFFICIALLY SUBMIT A COMPLAINT ABOUT OUR FORD F250 SUPER
28 DUTY TRUCK. THERE IS SOMETHING SERIOUSLY WRONG WITH IT AND THE FORD
DEALERSHIP HAS BEEN UNABLE TO FIX IT. WE HAVE HAD THE SAME ISSUE WITH IT
FOR THE LAST FEW YEARS AND THE ISSUE HAS NOT BEEN RESOLVED! WE ARE
EXPERIENCING TURBULENT WOBBLING WITH THIS TRUCK AND I CAN ASSURE YOU
THIS IS NOT NORMAL! THE LAST INCIDENT OCCURRED 2 DAYS AGO ON MAY 26, 2013! I
HAVE CHILDREN AND FEEL THAT OUR LIVES WERE ESPECIALLY IN DANGER WHEN WE
RODE IN THIS TRUCK AS WE THOUGHT THIS ISSUE WAS RESOLVED AND NO LONGER
EXISTED. AS WE WERE DRIVING ON THE INTERSTATE HIGHWAY WE DROVE OVER AN
UNEVEN SECTION OF THE HIGHWAY AND OUR TRUCK SUDDENLY STARTED SHAKING
DANGEROUSLY OUT OF CONTROL! THANKFULLY MY HUSBAND WAS ABLE TO
CONTROL THE STEERING WHEEL AND STEPPED ON THE BRAKE TO SLOW IT DOWN,
OTHERWISE WHO KNOWS WHAT WOULD HAVE HAPPENED! THERE WAS TRAFFIC
EVERYWHERE AND WE WERE LUCKY ENOUGH NOT TO HAVE AN ACCIDENT! THEN IT
HAPPENED AGAIN A FEW HOURS LATER WHEN WE AGAIN DROVE OVER AN UNEVEN
SECTION OF THE INTERSTATE. I HAVE EXPERIENCED ENOUGH OF THESE THREATENING
EPISODES AND I AM VERY CONCERNED AS THIS IS ABSOLUTELY NOT NORMAL AND I
CAN HONESTLY SAY THERE IS SOMETHING VERY WRONG WITH THIS VEHICLE. THIS IS

1 A SAFETY ISSUE AND PEOPLE CAN AND WILL LOSE THEIR LIVES OVER THIS IF THIS IS
2 NOT RESOLVED IMMEDIATELY! **I HAVE CONTACTED FORD HEADQUARTERS TO**
3 **SUBMIT A FORMAL COMPLAINT AND THEY MERELY TOLD ME TO CONTINUE**
4 **WORKING WITH THE DEALERSHIP THAT HAS UNRESOLVED MY ISSUE.** I TRUST
5 THAT YOU WILL TAKE THIS COMPLAINT SERIOUSLY AS LIVES ARE AT STAKE BECAUSE
6 OF THIS ISSUE. *TR

7 **1 Affected Product**

8 **December 6, 2012 NHTSA ID NUMBER: 10487532**

9 **Components: STEERING**

10 **NHTSA ID Number:** 10487532

11 **Incident Date** December 15, 2009

12 **Consumer Location** STEVENSVILLE, MD

13 **Vehicle Identification Number** N/A

14 **Summary of Complaint**

15 **CRASHNo**

16 **FIRENo**

17 **INJURIES0**

18 **DEATHS0**

19 TL* THE CONTACT OWNS A 2007 FORD F-250 SD. WHILE DRIVING APPROXIMATELY 65
20 MPH, THE VEHICLE BEGAN TO SHAKE VIOLENTLY AS THE CONTACT TRAVELED OVER
21 AN UNEVEN ROAD SURFACE. **THE VEHICLE WAS TAKEN TO THE DEALER WHERE**
22 **THE FAILURE COULD NOT BE REPLICATED.** THE VEHICLE WAS NOT REPAIRED. THE
23 VIN WAS NOT AVAILABLE. THE APPROXIMATE FAILURE MILEAGE WAS 30,000.

24 **1 Affected Product**

25 **December 8, 2010 NHTSA ID NUMBER: 10369701**

26 **Components: SUSPENSION**

27 **NHTSA ID Number:** 10369701

28 **Incident Date** November 12, 2010

Consumer Location HEMET, CA

Vehicle Identification Number 1FTWW31P77E****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

I HAVE A 2007 F-350 HARLEY DAVIDSON CC AT HIGHWAY SPEEDS MOSTLY IN CORNERS
BUT ALSO ON STRAIGHTAWAY, THE TRUCK STARTS SHAKE VIOLENTLY, ALMOST
UNCONTROLLABLE. TO GET THIS TO STOP, I HAVE TO SLOW WAY DOWN AND ALMOST
STOP. **THIS PROBLEM HAS BEEN REPORTED TO THE DEALER, WHERE THEY**
REPLACED SOME OF THE FRONT STEERING COMPONENTS. I WAS TOLD THAT THE
PROBLEM WAS FIXED, BUT ABOUT 100 MILES DOWN THE ROAD, THE SHAKING
STARTED AGAIN. I SUBSEQUENTLY CALLED THE DEALER, WHO INFORMED ME

1 **THAT THERE WAS NOTHING ELSE THAT THEY COULD DO, AS THE TRUCK IS NOW**
2 **OUT OF WARRANTY.** THIS PROBLEM WAS REPORTED, AND SUPPOSEDLY FIXED PRIOR
3 TO THE WARRANTY RUNNING OUT. I HAVE SPOKEN TO OTHER PEOPLE WITH SIMILAR
4 ISSUES WITH THEIR TRUCKS. THE SEVERITY OF THE SHAKING IN THE STEERING WHEEL
5 MAKES IT ALMOST IMPOSSIBLE TO CONTROL SAFELY. I FEEL VERY UNSAFE DRIVING
6 THIS VEHICLE, AND WOULD LIKE FOR SOMEONE AT FORD TO LET ME KNOW WHAT I
7 CAN DO TO FIX THIS PROBLEM. I DON'T AGREE THAT FORD WILL DO NOTHING ABOUT
8 THIS PROBLEM, EVEN THOUGH THERE HAVE BEEN MANY COMPLAINTS OF THE SAME
9 NATURE, HOWEVER I JUST WANT MY TRUCK FIXED. WHETHER OR NOT I HAVE TO PAY
10 FOR IT, I JUST WANT SOMEONE TO TELL ME HOW TO FIX THIS PROBLEM. THERE HAVE
11 BEEN NO MODIFICATIONS, AND THE TIRES ON MY TRUCK HAVE BEEN SUPPLIED BY
12 THE DEALER. *TR

13 **1 Affected Product**

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17 **May 13, 2010 NHTSA ID NUMBER: 10330354**
18 **Components: TRACTION CONTROL SYSTEM, STEERING**

19 **NHTSA ID Number:** 10330354
20 **Incident Date** February 1, 2010
21 **Consumer Location** PAULINE, SC
22 **Vehicle Identification Number** 1FTSX21YX8E****

23 **Summary of Complaint**

24 **CRASH**No
25 **FIRE**No
26 **INJURIES**0
27 **DEATHS**0

28 TL*THE CONTACT OWNS A 2008 FORD F250 SUPER DUTY. THE CONTACT STATED THAT
WHILE DRIVING AT 70 MPH OVER AN UNEVEN SURFACE, THE FRONT END OF THE
VEHICLE WOULD SHAKE AND VIBRATE. THE STEERING AND TRACTION CONTROL ALSO
FAILED. UPON DECELERATION THE FAILURE WOULD STOP. THE PROBLEM OCCURRED
THREE TIMES. **THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALERSHIP BUT**
THE DEALER COULD NOT DUPLICATE THE FAILURE. THE DEALER INFORMED THE
OWNER THAT SOME OF THIS YEAR AND MODEL HAD THE "DEATH SHAKE" BUT
THERE WAS NOTHING THEY COULD DO ABOUT IT; SHE WAS ADVISED TO NOT
DRIVE THE VEHICLE. THE FAILURE MILEAGE WAS APPROXIMATELY 15,000. THE
CURRENT MILEAGE WAS APPROXIMATELY 24,000.

1 Affected Product

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32 **March 17, 2009 NHTSA ID NUMBER: 10262107**
33 **Components: STEERING**

34 **NHTSA ID Number:** 10262107
35 **Incident Date** June 10, 2008
36 **Consumer Location** Unknown
37 **Vehicle Identification Number** 1FDWW35R08E****

38 **Summary of Complaint**

1 **CRASHNo**

2 **FIRENo**

3 **INJURIES0**

4 **DEATHS0**

5 TL*THE CONTACT OWNS A 2008 FORD F-350 SD. THE CONTACT STATED THAT THE
6 FRONT END OF THE VEHICLE WOULD SHIMMY AND SHAKE WHILE DRIVING
7 APPROXIMATELY 50 MPH. ON ONE OCCASION, THE STEERING WHEEL SHOOK SO
8 SEVERELY THAT HE LOST CONTROL OF THE VEHICLE AND VEERED OFF THE ROAD.
9 THERE WERE NO INJURIES. **THE CONTACT TOOK THE VEHICLE TO THE DEALER FOR
REPAIRS, BUT THE FAILURE PERSISTED. HE FILED A COMPLAINT WITH THE
MANUFACTURER, BUT HAS YET TO RECEIVE ANY FEEDBACK.** THE CURRENT
10 MILEAGE WAS APPROXIMATELY 42,600 AND FAILURE MILEAGE WAS APPROXIMATELY
11 15,000.

12 **1 Affected Product**

13 **March 3, 2010 NHTSA ID NUMBER: 10316308**

14 **Components: STEERING**

15 **NHTSA ID Number:** 10316308

16 **Incident Date** January 2, 2009

17 **Consumer Location** SAN BERNARDINO, CA

18 **Vehicle Identification Number** 1FTWW33R68E*****

19 **Summary of Complaint**

20 **CRASHNo**

21 **FIRENo**

22 **INJURIES0**

23 **DEATHS0**

24 I HAVE A 2008 FORD F-350 DUALLY THAT WHEN HITTING A DIP/BUMP IN THE ROAD AT
25 SPEEDS ABOVE ABOUT 35, THE ENTIRE FRONT END SHAKES/SHIMMYS SO BAD THAT
26 YOU CAN'T EVEN CONTROL IT! **I RECEIVED A LETTER IN THE MAIL FROM FORD IN
APRIL 2009 BASICALLY SAYING WHEN IT HAPPENS SLOW DOWN. THE DEALER
REFUSES TO DO ANYTHING.** SOMEONE IS GOING TO GET KILLED IF THIS IS NOT FIXED.

27 *TR

28 **1 Affected Product**

29 **March 28, 2013 NHTSA ID NUMBER: 10504817**

30 **Components: SUSPENSION, STEERING**

31 **NHTSA ID Number:** 10504817

32 **Incident Date** February 6, 2012

33 **Consumer Location** Unknown

34 **Vehicle Identification Number** 1FTSW215X9E*****

35 **Summary of Complaint**

36 **CRASHNo**

37 **FIRENo**

38 **INJURIES0**

1 **DEATHS0**

2 TL* THE CONTACT OWNS A 2009 FORD F-250. THE CONTACT STATED THAT THE FRONT
3 END OF THE VEHICLE WOULD SHAKE VIOLENTLY WHENEVER DRIVING OVER A ROAD
4 BUMP OR A POTHOLE. THE WHEELS WOULD ALSO BOUNCE OFF THE GROUND AND THE
5 STEERING WOULD BECOME DEFECTIVE WHEN THE FAILURE OCCURRED. ONCE THE
6 VEHICLE WAS AT A COMPLETE STOP, THE FAILURE WOULD CEASE. THE VEHICLE WAS
7 TAKEN TO THE DEALER WHERE THE TIRE PRESSURE AND ALIGNMENT WAS
8 CHECKED, BUT THE DEALER DID NOT RECOMMEND ANY TYPE OF REPAIR. THE
9 FAILURE MILEAGE WAS 70,000 AND THE CURRENT MILEAGE WAS 137,000. *TR UPDATED
10 07/16/13*LJ

11 [1 Affected Product](#)
12 [1 Associated Document](#)

13 **March 2, 2015 NHTSA ID NUMBER: 10691517**

14 **Components: SUSPENSION**

15 **NHTSA ID Number:** 10691517

16 **Incident Date** November 24, 2012

17 **Consumer Location** TORRINGTON, WY

18 **Vehicle Identification Number** 1FTSW21Y89E****

19 **Summary of Complaint**

20 **CRASH**No

21 **FIRE**No

22 **INJURIES**0

23 **DEATHS**0

24 TL* THE CONTACT OWNS A 2009 FORD F-250 SD. UPON TRAVELING OVER 65 MPH, THE
25 VEHICLE SHOOK VIOLENTLY AND VEERED TO THE LEFT AND RIGHT. THE CONTACT
26 HAD TO MERGE TO THE SIDE OF THE ROAD DUE TO THE FAILURE. THE VEHICLE WAS
27 TAKEN TO AN AUTHORIZED DEALER WHO PERFORMED AN ALIGNMENT. THE
28 CONTACT INDICATED THAT A FEW YEARS LATER, THE FAILURE RECURRED. THE
VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER WHO WAS NOT ABLE TO
DUPLICATE OR DIAGNOSE THE FAILURE. THE VEHICLE WAS NOT REPAIRED. THE
MANUFACTURER WAS NOTIFIED OF THE FAILURE AND WAS UNABLE TO
DETERMINE A REMEDY. THE FAILURE MILEAGE WAS NOT AVAILABLE.

[1 Affected Product](#)

December 30, 2015 **NHTSA ID NUMBER: 10817038**

Components: VISIBILITY/WIPER, STEERING, SUSPENSION

NHTSA ID Number: 10817038

Incident Date December 11, 2015

Consumer Location SATSUMA, AL

Vehicle Identification Number 1FTSW21R79E****

Summary of Complaint

CRASHNo

FIRENo

**INJURIES0
DEATHS0**

DRIVING 2009 FORD F-50 SUPER DUTY FX4 ON INTERSTATE AT 65 MPH, AS I EXITED TO ANOTHER INTERSTATE I EXPERIENCED A VIOLENT WOBBLE IN THE FRONT END WHICH ONLY STOPPED WHEN I BROUGHT THE PICKUP TRUCK TO A COMPLETE STOP. I TOOK THE TRUCK TO THE DEALER I PURCHASED THE VEHICLE FROM AND THEY GAVE ME A SHOPPING LIST OF \$3300. THIS INCLUDED WINDSHIELD WIPERS. THEY ALSO DID NOT KNOW WHAT CAUSED THIS PROBLEM. FORD CUSTOMER SERVICE SAID THEY DID NOT KNOW OF THIS PROBLEM AND COULD NOT HELP. LOOKING INTO THIS ON GOOGLE, I FOUND HUNDREDS OF SIMILAR PROBLEMS COMMONLY CALLED "DEATH WOBBLE" ON THE INTERNET. THIS VIOLENT SHAKING HAS OCCURRED ONCE MORE TWO WEEKS LATER. I AM PARKING THE VEHICLE UNTIL I DECIDE WHAT I NEED TO DO. I AM AFRAID FOR MY FAMILY'S SAFETY AND OTHER MOTORISTS. *JS

1 Affected Product

June 2, 2016 NHTSA ID NUMBER: 10872235

Components: STEERING, SUSPENSION

NHTSA ID Number: 10872235

Incident Date March 10, 2016

Consumer Location BIGELOW, AR

Vehicle Identification Number 1FTSW21R69E****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

TL* THE CONTACT OWNS A 2009 FORD F-250 SD. THE CONTACT STATED THAT THE FRONT END OF THE VEHICLE WAS UNSTABLE SHOOK AND VIBRATED EXCESSIVELY WITH AN EXTREME WOBBLE. THE DEALER WAS NOTIFIED OF THE FAILURE AND WAS UNABLE TO PROVIDE A REPAIR SOLUTION TO PREVENT THE FAILURE. THE CONTACT TOOK THE VEHICLE TO MORE THAN FIVE DIFFERENT REPAIR SHOPS FOR VARIOUS REPAIRS, BUT THE FAILURES CONTINUED IN THE FRONT AND REAR ENDS. THE VEHICLE WAS NOT REPAIRED AND THE CONTACT WAS WAITING TO DETERMINE IF THE MANUFACTURER WOULD BE ABLE TO PROVIDE A PERMANENT REPAIR SOLUTION. THE APPROXIMATE FAILURE MILEAGE WAS 180,000.

1 Affected Product

July 21, 2014 NHTSA ID NUMBER: 10614915

Components: STEERING

NHTSA ID Number: 10614915

Incident Date March 8, 2011

Consumer Location Unknown

Vehicle Identification Number 1FTSW21R19E****

Summary of Complaint

1 **CRASHNo**

2 **FIRENo**

3 **INJURIES0**

4 **DEATHS0**

5 TL* THE CONTACT OWNS A 2009 FORD F-250. THE CONTACT STATED WHILE DRIVING
6 OVER A BUMP AT APPROXIMATELY 65 MPH, THE VEHICLE BEGAN SHAKING AND
7 SWERVED INTO ANOTHER LANE. THE FAILURE RECURRED NUMEROUS TIMES. **THE**
8 **VEHICLE WAS TAKEN TO A DEALER. THE TECHNICIAN WAS UNABLE TO**
9 **DUPLICATE OR DIAGNOSE THE FAILURE.** HOWEVER, ALL FOUR TIRES WERE
10 REPLACED ON FOUR OCCASIONS. THE MANUFACTURER WAS NOT NOTIFIED OF THE
11 FAILURE. THE APPROXIMATE FAILURE MILEAGE WAS 40,000.

12 **1 Affected Product**

13 **March 10, 2016 NHTSA ID NUMBER: 10845889**

14 **Components: SUSPENSION**

15 **NHTSA ID Number: 10845889**

16 **Incident Date February 2, 2015**

17 **Consumer Location SILVER CITY, NM**

18 **Vehicle Identification Number 1FTSW2BR0AE******

19 **Summary of Complaint**

20 **CRASHNo**

21 **FIRENo**

22 **INJURIES0**

23 **DEATHS0**

24 TL* THE CONTACT OWNS A 2010 FORD F-250 SD. THE CONTACT STATED THAT WHILE
25 DRIVING AT ANY SPEED OVER 20 MPH, THE VEHICLE WOULD EXPERIENCE SEVERE
26 FRONT END VIBRATING AND SHAKING. **THE VEHICLE WAS TAKEN TO THE DEALER**
27 **BUT THE CAUSE OF THE FAILURE WAS NOT DETERMINED.** THE MANUFACTURER
28 WAS NOTIFIED OF THE FAILURE. THE FAILURE MILEAGE WAS 30,000.

1 Affected Product

29 **April 11, 2016 NHTSA ID NUMBER: 10854925**

30 **Components: SUSPENSION**

31 **NHTSA ID Number: 10854925**

32 **Incident Date January 15, 2015**

33 **Consumer Location KATHLEEN, GA**

34 **Vehicle Identification Number 1FTSW2BRXAE******

35 **Summary of Complaint**

36 **CRASHNo**

37 **FIRENo**

38 **INJURIES0**

39 **DEATHS0**

40 TL* THE CONTACT OWNS A 2010 FORD F-250. THE CONTACT DROVE OVER A SLIGHT
41 BUMP AT 70 MPH AND THE VEHICLE BEGAN TO VIBRATE SEVERELY. THE FAILURE

1 OCCURRED CONSTANTLY. THE VEHICLE WAS TAKEN TO A DEALER WHERE IT WAS
2 DIAGNOSED, BUT THE CAUSE OF THE FAILURE WAS NOT FOUND. THE VEHICLE
3 WAS NOT REPAIRED. THE MANUFACTURER WAS MADE AWARE OF THE FAILURE. THE
4 FAILURE MILEAGE WAS 100,000.

1 Affected Product

5 April 26, 2012 NHTSA ID NUMBER: 10456617

6 Components: STEERING

7 NHTSA ID Number: 10456617

8 Incident Date November 1, 2011

9 Consumer Location Unknown

10 Vehicle Identification Number 1FTSW2BR1AE****

11 Summary of Complaint

12 CRASHNo

13 FIRENo

14 INJURIES0

15 DEATHS0

16 TL* THE CONTACT OWNS A 2010 FORD F-250 SD DIESEL. THE CONTACT STATED THAT
17 WHEN DRIVING AT VARIOUS SPEEDS OVER A ROAD BUMP, THE FRONT END OF THE
18 VEHICLE AND THE STEERING WHEEL WOULD JERK VIOLENTLY. THE VEHICLE WAS
19 TAKEN TO THE DEALER WHO WAS UNABLE TO DIAGNOSE THE FAILURE. THE
20 MANUFACTURER WAS NOT MADE AWARE OF THE FAILURE. THE VEHICLE WAS NOT
21 REPAIRED. THE FAILURE MILEAGE WAS 58,000 AND THE CURRENT MILEAGE WAS
22 64,000.

1 Affected Product

18 January 6, 2015 NHTSA ID NUMBER: 10670511

19 Components: STEERING

20 NHTSA ID Number: 10670511

21 Incident Date September 17, 2014

22 Consumer Location GARDEN RIDGE, TX

23 Vehicle Identification Number 1FTSW2BRXAE****

24 Summary of Complaint

25 CRASHNo

26 FIRENo

27 INJURIES0

28 DEATHS0

AT VARIOUS SPEEDS FROM 45 ON UP FRONTEND WILL SHAKE VIOLENTLY CAUSING
VEHICLE TO LOSS LANE CONTROL. MOST OFTEN IT IS FOLLOWING ANY COMPROMISE
IN THE ROAD BUT HAS HAPPENED WITHOUT ME FEELING OR SEEING ANY CHANGE IN
THE SURFACE. WHEN I WENT TO MY LOCAL FORD DEALER, THEY QUICKLY
IDENTIFIED THE PROBLEM CALLING IT THE "DEATH WOBBLE". ALARMED BY
THE NAME ALONE I ENQUIRED. THEY SAID THEY KNOW OF THE PROBLEM AND
THAT FORD IS NOT TAKING RESPONSIBILITY FOR IT. THEY ONLY OFFER THE

1 CONSUMER TO PAY OUT OF POCKET FOR AFTERMARKET PART TO RECTIFY THEIR ILL
2 ENGINEERED FRONTEND. THIS IS A SERIOUS OCCURRENCE AND WILL END UP CAUSING
3 MANY WRECKS AND THE GREAT POTENTIAL FOR FATALITIES. I SEE FORD AND
4 WHOEVER ELSE TURNS A BLIND EYE TO THIS SITUATION TO BE IN THE HEADLINES
5 RIGHT NEXT TO GM AND THEIR ATTEMPT TO PRETEND AND BURY ISSUES KNOWING
6 THEY PRESENT A COMPROMISE IN SAFETY. THERE IS A COUNTLESS NUMBER OF
7 PEOPLE WHO HAVE DONE THEIR PART TO NOTIFY BOTH FORD AND NHTSA OF THIS
8 ONGOING ISSUE FOR YEARS AND BOTH SEEM NEGLIGENT NOT TO AGGRESSIVELY
9 REMEDY ANY AND ALL CURRENT VEHICLES WITH THIS DEFECT, AS WELL AS, ANY
10 UNIT IN PRODUCTION. IT SHOULDN'T TAKE BLOODSHED/DEATH FOR SOMEONE TO
11 TAKE OWNERSHIP OF THEIR DEFECTIVE PRODUCT.

12 **1 Affected Product**

13 **September 10, 2015 NHTSA ID NUMBER: 10763032**
14 **Components: STEERING, WHEELS, SUSPENSION**
15 **NHTSA ID Number: 10763032**
16 **Incident Date** October 20, 2012
17 **Consumer Location** MEMPHIS, TN
18 **Vehicle Identification Number** 1FTWW3DR6AE****

19 **Summary of Complaint**

20 **CRASH**0
21 **FIRE**0
22 **INJURIES**0
23 **DEATHS**0

24 LOSS OF CONTROL WHEN DRIVING ON BUMPY SECTION OF FREEWAY, DUE TO
25 EXTREME SHAKING OF FRONT END. IT SEEM TO AMPLIFY IN THE SEVERITY AND
26 VIOLENCE OF THE SHAKING UNTIL I WAS ABLE TO SLOW THE TRUCK TO UNDER 10
27 MILES AN HOUR ON THE SHOULDER OF THE ROAD TO REGAIN CONTROL. **I HAVE HAD**
28 **THE TRUCK IN SHOP AT THE DEALER 3 TO 4 TIMES FOR REPAIR FOR THIS**
RECURRING PROBLEM. THE FORD SERVICE TECHNICIAN ADMITTED THAT THIS
WAS A COMMON PROBLEM FOR THIS MAKE AND MODEL BUT THAT NEITHER FORD
OR THE DEALER WOULD TAKE RESPONSIBILITY FOR THE REPAIR. BUT, THEY DID
HOWEVER HAVE A RECOMMENDED FIX, WHICH I FOUND INTERESTING FOR AN
ISSUE THAT THEY SAID DIDN'T EXIST. I HAVE SPENT THOUSANDS OF DOLLARS AT
THE DEALER TO FIX WHAT IS OBVIOUSLY A DESIGN AND MANUFACTURING FLAW.
THIS IS A VERY DANGEROUS VEHICLE TO DRIVE. WE BOUGHT IT TO PULL A LARGE
TRAVEL TRAILER BUT DO NOT HAVE CONFIDENCE IN THE TRUCK TO DO SO. SO NOT
ONLY ARE WE PAYING FOR A DEFECTIVE TRUCK, WE ARE NOT ABLE TO USE THE
TRUCK FOR THE PURPOSE WE INTENDED. WE COULD NOT BE MORE DISAPPOINTED IN
FORD AND OUR DEALER. THESE TRUCKS WILL CAUSE FATAL CRASHES, THEY ARE NOT
SAFE TO DRIVE. I CAN SEND VIDEO FROM THE CAB OF THE SHAKING THAT HAPPENED
OVER THE WEEKEND. PLEASE, PLEASE TAKE ACTION TO GET THIS ISSUE FIXED.

THANK YOU *TR

1 Affected Product

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January 24, 2012 **NHTSA ID NUMBER: 10445092**

Components: STEERING, SUSPENSION

NHTSA ID Number: 10445092

Incident Date January 1, 2012

Consumer Location BIRMINGHAM, AL

Vehicle Identification Number N/A

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

THIS VEHICLE HAS SEVERE FRONT END WOBBLE WHICH MOSTLY OCCURS BETWEEN THE SPEEDS OF 55 - 70 MPH. THE STEERING WHEEL AND ENTIRE VEHICLE BEGINS TO VIOLENTLY WOBBLE SO MUCH THAT USUALLY THE VEHICLE HAS TO BE STOPPED ON THE SIDE OF THE ROAD TO STOP THE WOBBLE. THE COVER ON THE DASH OVER THE PASSENGER AIRBAG HAS CRACKED DUE TO THE VIOLENT SHAKING IN THE TRUCK. ALSO, FLUID HAS BEGUN TO LEAK FROM THE FRONT PASSENGER WHEEL AS A RESULT OF THE SHAKING AS WELL. **BOTH FORD AND THE DEALERSHIP HAS BEEN UNABLE TO OFFER ANY REMEDY.** PLEASE HELP WITH THIS SITUATION. I HAVE VIDEOS IF NEEDED. I AM AFRAID THIS IS GOING TO CAUSE AN ACCIDENT. *TR

1 Affected Product

June 24, 2012 **NHTSA ID NUMBER: 10462887**

Components: STEERING, SUSPENSION

NHTSA ID Number: 10462887

Incident Date June 24, 2012

Consumer Location LAKELAND, FL

Vehicle Identification Number 1FT7W2B63BE*****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

AT HIGH SPEEDS OVER 50 MPH, IF TRUCK HITS A BUMP, FRONT END SHAKES VIOLENTLY UNTIL YOU COME TO A COMPLETE STOP. **DEALER HAS NO ANSWER.** ON INTERNET MANY OTHERS HAVING SAME PROBLEM. CALLED "DEATH RATTLE". *TR

1 Affected Product

November 30, 2012 **NHTSA ID NUMBER: 10486566**

Components: SUSPENSION

NHTSA ID Number: 10486566

Incident Date November 1, 2012

Consumer Location SHREVEPORT, LA

1 **Vehicle Identification Number** 1FT7W2B6XBE****

2 **Summary of Complaint**

3 **CRASHNo**

4 **FIRENo**

5 **INJURIES0**

6 **DEATHS0**

7 TL* THE CONTACT OWNS A 2011 FORD F-250. THE CONTACT STATED THAT WHILE
8 DRIVING AT HIGHWAYS SPEEDS, DRIVING OVER A BUMP THE VEHICLE STARTED TO
9 SHAKE VIOLENTLY. **THE VEHICLE WAS TAKEN TO THE DEALER WHO WAS UNABLE**
10 **TO DIAGNOSE THE FAILURE.** THE MANUFACTURER WAS NOT MADE AWARE OF THE
11 FAILURE. THE VEHICLE WAS NOT REPAIRED. THE FAILURE MILEAGE WAS 40,000 AND
12 THE CURRENT MILEAGE WAS 45,000.

13 **1 Affected Product**

14 **July 21, 2013 NHTSA ID NUMBER: 10526016**

15 **Components: STEERING, WHEELS, SUSPENSION**

16 **NHTSA ID Number:** 10526016

17 **Incident Date** July 4, 2013

18 **Consumer Location** DALLAS, TX

19 **Vehicle Identification Number** N/A

20 **Summary of Complaint**

21 **CRASHNo**

22 **FIRENo**

23 **INJURIES0**

24 **DEATHS0**

25 I HAVE HAD REPEATED ISSUES WITH THE STEERING OF MY TRUCK. **I HAVE TAKEN IT**
26 **IN TO THE FORD DEALERSHIP FOR THE LAST 2 YEARS AND HAVE BEEN UNABLE TO**
27 **GET THIS RESOLVED.** THE ISSUE IS KNOWN AS THE "DEATH WOBBLE". I WAS
28 UNAWARE OF HOW COMMON THIS ISSUE WAS UNTIL I STARTED READING FORMS
WHERE MANY PEOPLE HAVE HAD THE SAME COMPLAINT. I HAVE NEARLY LOST
CONTROL OF MY TRUCK WAY TOO MANY TIMES. *TR

1 Affected Product

March 27, 2014 NHTSA ID NUMBER: 10575179

Components: STEERING, WHEELS, SUSPENSION

NHTSA ID Number: 10575179

Incident Date February 10, 2014

Consumer Location NORTON, VA

Vehicle Identification Number 1FT7X2B61BE****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

1 TRUCK DEVELOPED A VIOLENT SHAKE IN THE FRONT END AND BECAME
2 UNCONTROLLABLE. HAVE TO STOP IMMEDIATELY BEFORE VEHICLE WILL STOP
3 SHAKING. THE ISSUE IS REFERRED TO THE "FORD DEATH WOBBLE" WITH MANY
4 RECORDED INSTANCES OF THIS ON THE WEB AND YOUTUBE. ISSUE HAS GOTTEN
5 WORSE AND IS UNSAFE TO DRIVE. HAS BEEN IN THE FORD DEALER AND MANY NEW
6 PARTS REPLACED BUT PROBLEM PERSIST. FORD DEALER CANNOT SEEM TO
7 CORRECT SO IT HAS BEEN IN TWO OTHER GARAGES FOR SECOND OPINIONS.
8 CONTACTED FORD MOTOR COMPANY AND THEY HAVE NO RECALLS OR ANY
9 KNOWLEDGE OF THIS PROBLEM. VEHICLE IS A DANGER TO THE HIGHWAY. *TR
10 **1 Affected Product**

11 **June 27, 2017 NHTSA ID NUMBER: 11001691**

12 **Components: SUSPENSION, STEERING**

13 **NHTSA ID Number: 11001691**

14 **Incident Date June 15, 2013**

15 **Consumer Location VICTORIA, TX**

16 **Vehicle Identification Number 1FT7W2BT4BE******

17 **Summary of Complaint**

18 **CRASHNo**

19 **FIRENo**

20 **INJURIES0**

21 **DEATHS0**

22 TL* THE CONTACT OWNS A 2011 FORD F-250. WHILE DRIVING 60 MPH, THE VEHICLE
23 WOBBLED AND SHOOK VIOLENTLY. THE VEHICLE WAS TAKEN TO THE DEALER
24 (MAC HAIK FORD LINCOLN HYUNDAI 4506 N NAVARRO ST, VICTORIA, TX 77904), BUT
25 THE DEALER WAS UNABLE TO DUPLICATE THE FAILURE. THE DEALER REPLACED
26 UNKNOWN PARTS ON THE FRONT END OF THE VEHICLE, BUT THE FAILURE
27 RECURRED SEVERAL MORE TIMES. THE MANUFACTURER STATED THAT THE
28 CONTACT SHOULD TAKE THE VEHICLE TO A DEALER AND HAVE IT DIAGNOSED.

THE CONTACT WAS REFERRED TO NHTSA. THE APPROXIMATE FAILURE MILEAGE WAS 25,000.

1 Affected Product

September 18, 2012 NHTSA ID NUMBER: 10475859

Components: STEERING, POWER TRAIN

NHTSA ID Number: 10475859

Incident Date April 1, 2012

Consumer Location HYATTSVILLE, MD

Vehicle Identification Number 1FT7W2BT9BE****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

1 TL* THE CONTACT OWNS A 2011 FORD F-250 SD. THE CONTACT STATED THAT WHILE
2 TRAVELING 66 MPH, THE VEHICLE SHOOK VIOLENTLY AND THERE WAS LOSS OF
3 ACCELERATION POWER. **THE VEHICLE WAS ABLE TO BE DRIVEN TO THE**
4 **CONTACT'S RESIDENCE AND WAS LATER TAKEN TO AN AUTHORIZED DEALER**
5 **WHERE THE FAILURE COULD NOT BE DUPLICATED.** LATER WHILE TRAVELING 35
6 MPH, THE VEHICLE BEGAN TO WOBBLE UNCONTROLLABLY, CAUSING THE VEHICLE TO
7 VEER TO THE LEFT ABNORMALLY. **THE VEHICLE WAS TAKEN TO THE DEALER**
8 **WHERE THE FAILURE COULD NOT BE DUPLICATED. THE VEHICLE WAS NOT**
9 **REPAIRED** HOWEVER, THE FAILURE RECURRED SEVERAL TIMES. THE MANUFACTURER
10 WAS NOT CONTACTED. THE FAILURE MILEAGE WAS 4,000 AND THE CURRENT MILEAGE
11 WAS 59,306.

12 **1 Affected Product**

13 **January 15, 2013 NHTSA ID NUMBER: 10493002**

14 **Components: STEERING**

15 **NHTSA ID Number: 10493002**

16 **Incident Date January 12, 2013**

17 **Consumer Location BALTIMORE, MD**

18 **Vehicle Identification Number N/A**

19 **Summary of Complaint**

20 **CRASHNo**

21 **FIRENo**

22 **INJURIES0**

23 **DEATHS0**

24 TL* THE CONTACT OWNS A 2011 FORD F250 SD. THE CONTACT STATED THAT WHILE
25 DRIVING 65 MPH, THE FRONT END STARTED TO SHAKE VIOLENTLY AND HE WAS
26 UNABLE TO CONTROL THE VEHICLE. THE VEHICLE WAS FORCED OFF THE ROAD TO
27 THE SHOULDERS. **THE VEHICLE WAS TAKEN TO THE DEALER WHO ADVISED THAT**
28 **THERE WERE NO REPAIRS AND OFFERED NO ASSISTANCE.** THE MANUFACTURER
WAS NOT NOTIFIED. THE VIN WAS UNKNOWN. THE FAILURE MILEAGE WAS 45,000.

1 Affected Product

February 20, 2013 NHTSA ID NUMBER: 10499454

Components: STEERING

NHTSA ID Number: 10499454

Incident Date February 20, 2013

Consumer Location MLOUD, OK

Vehicle Identification Number 1FT7W2BT1BE****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

1 WHILE TRAVELING AT HIGHWAY SPEED I HIT A BUMP AND THE VEHICLE BEGAN TO
2 VIOLENTLY SHAKE. I HAD TO PULL THE VEHICLE OFF THE ROAD TO GAIN CONTROL.
3 CONTINUED DOWN THE HIGHWAY AND VEHICLE STRUCK ANOTHER POT HOLE AND
4 VEHICLE AGAIN WENT INTO A VIOLENT FRONT END SHAKE. I AGIAN HAD TO PULL TO
5 THE SIDE OF THE HIGHWAY TO GAIN CONTROL OF THE VEHICLE. THE NHTSA NEED TO
6 GO TO THE FORD FORUM AND READ THE STORIES ABOUT THE FRONT END WOBBLES,
7 SHIMMY, AND SHAKING BY THE F250 AND F350S, THER ARE MANY NEAR MISS
8 INCIDENTS THAT IF THEY OCCUR THESE VEHICLES ARE TO BIG FOR THE INDIVIDUALS
9 IN THE OPPPSITE LANES TO SURVIVE. THE ISSUE STARTED AT ABOUT 6000 MILES ON
10 THE TRUCK AND HAS GRADUALLY GOTTEN WORSE. **I HAVE TAKEN THE TRUCK TO**
11 **THE DEALERSHIP FOR REPAIR AT 14,000 MILES AND AT 20,000 MILES WITH NO FIX**
12 **PROVIDED.** *TR
13 **1 Affected Product**

10 **April 7, 2014 NHTSA ID NUMBER: 10578052**

11 **Components: STEERING, SUSPENSION**

12 **NHTSA ID Number: 10578052**

13 **Incident Date March 20, 2013**

14 **Consumer Location WASHINGTON, MI**

15 **Vehicle Identification Number 1FT8W3DT6EA*******

16 **Summary of Complaint**

17 **CRASHNo**

18 **FIRENo**

19 **INJURIES0**

20 **DEATHS0**

21 2011 F350 4X4 DUAL REAR WHEEL LARIAT. EVERYONE CALLS IT THE "SUPER DUTY
22 DEATH WOBBLE" FORD HAS NO PLANS TO FIX. STARTED AT 30K MILES, REPLACED
23 ALL KNOWN WORN PARTS AND SUGGESTED PARTS LIKE EVERYONE ELSE - STILL
24 DOING IT. YOUTUBE VIDEOS SHOW VIOLENT SHAKE TO THE POINT YOUR HEAD CAN
25 SMACK THE SIDE WINDOWS. FRONT END ON HIGHWAY HITS SLIGHT BUMP LIKE ON
26 OVER PASS SHAKES SO VIOLENTLY IT CAN BREAK THE FRONT END WHEEL TIRES AND
27 EVERYTHING ELSE.. CHANGED TIRES, STABILIZER SHOCK, ALIGNMENTS. RECENTLY
28 THIS PAST WEEK ON I75 IN OHIO IT HAPPENED 1/2 DOZEN TIMES @ 65 TO 70 MPH SHOOK
SO HARD YOU CANNOT CONTROL LOCK THE BRAKES DOWN HARD TO 30 MPH JUST
LIKE EVERYONE ELSE ON THE NET SAYS. NEARLY CAUSING WRECKS ON THE
FREEWAY. HAPPENS WITHOUT WARNING. TOTALLY STOCK \$55K TRUCK. **DEALER SAYS**
NO TSB OR RECALL. BUT FORD DOES KNOW ABOUT IT AND SAYS IT "MAY HELP"
TO CHECK STABILIZER SHOCK. EVERYONE HAS DONE THAT. GOOGLE SUPER DUTY
DEATH WOBBLE IT AND SEE VIDEOS. MY FIRST EVER ONLINE COMPLAINT. THIS
FORD TRUCK IS INSANELY DANGEROUS. AT DEALER NOW WITH NO SOLUTION. I
DISCOVERED BY SWITCHING INTO 4WHD IT WILL STOP WHICH TELLS ME IT IS
INTERNAL CONTROL ARM BUSHINGS BECAUSE 4WD WILL BIND THE FRONT END UP
ENOUGH TO PRELOAD SUSPENSION. IT GOT ME HOME BUT THE WIFE WILL NEVER RIDE
IN IT AGAIN! *TR

1 Affected Product

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November 18, 2015 NHTSA ID NUMBER: 10794621

Components: SUSPENSION, STEERING

NHTSA ID Number: 10794621

Incident Date October 25, 2015

Consumer Location MERIDIAN, ID

Vehicle Identification Number 1FT7W2BT1CE****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

DRIVING AT HIGHWAY SPEEDS OF 55 - 65MPH AND HIT A SLIGHT BUMP IN THE ROAD THE ENTIRE FRONT END OF THE VEHICLE SHAKES UNCONTROLLABLY. IN ORDER TO GET THIS TO STOP YOU MUST SLAM ON THE BRAKES TO BRING THE SPEED DOWN TO - 20 MPH. FORD DEALERSHIP SERVICE ADVISER AND MECHANIC ACKNOWLEDGE THIS ISSUE EXISTS AND HAS SINCE 2005 BUT THERE ISN'T ANY RESOLUTION FOR THE ISSUE. MY VEHICLE HAS BEEN IN THE SHOP 3 DIFFERENT TIMES FOR OVER A MONTH IN TOTAL TIME. FORD REGION CUSTOMER SERVICE MANAGER STATES THE ISSUE IS THE ROAD. I FIND IT ODD THERE ARE MAY OTHER FORD TRUCK OWNERS WITH THE SAME ISSUE.

1 Affected Product

February 18, 2018 NHTSA ID NUMBER: 11073450

Components: SUSPENSION

NHTSA ID Number: 11073450

Incident Date January 17, 2018

Consumer Location CORPUS CHRISTI, TX

Vehicle Identification Number 1FT7W2BTXCE****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

FRONT SUSPENSION SHAKES VIOLENTLY AT HIGHWAY SPEEDS. THE PROBLEM IS REFERRED TO AS THE "DEATH WOBBLE" BY THE FORD DEALERSHIP SERVICE MANAGER. THE FORD DEALERSHIP HAS MADE NUMEROUS ATTEMPTS TO RESOLVE THE PROBLEM BUT ALL HAVE FAILED. THERE ARE WEBSITES, FACEBOOK PAGES,AND FORUMS DEVOTED TO THIS PROBLEM. DOES SOMEONE HAVE TO DIE BEFORE FORD WILL ISSUE A RECALL????

1 Affected Product

July 9, 2018 NHTSA ID NUMBER: 11110173

Components: SUSPENSION

NHTSA ID Number: 11110173

Incident Date July 4, 2018

Consumer Location COLUMBUS GROVE, OH

Vehicle Identification Number 1FT7W2BTXCE****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

THE TRUCK SHAKES VIOLENTLY AT TIMES AFTER A BUMP IN THE ROAD. OUR TRUCK WENT BACK TO THE DEALER SEVERAL TIMES WHILE UNDER WARRANTY FOR THIS HOWEVER THEY SAID SINCE IT COULD NOT BE REPRODUCED CONSISTENTLY NOTHING COULD BE DONE. IT HAS GRADUALLY GOTTEN WORSE - MUCH WORSE.

LAST SUMMER IT GOT SO BAD IT WAS SCARY TO DRIVE SO WE TOOK IT TO ANOTHER MECHANIC WHO PUT NEW SUSPENSION PARTS IN THE FRONT END. AFTER A COUPLE THOUSAND IN REPAIRS AND MANY NEW PARTS, IT STILL SHAKES SO VIOLENTLY WE CANNOT DRIVE IT SAFELY. FORD KNOWS ABOUT THESE COMPLAINTS - THEY ARE ALL OVER THE INTERNET AND ON THIS SITE SO WHY CAN THIS NOT BE FIXED? I DROVE MY GRAND-DAUGHTERS IN IT ONE DAY TWO WEEKS AGO AND AFTER NOT HAPPENING FOR DAYS IT HAPPENED AND IT'S A WONDER WE DID NOT HIT THE ONCOMING CAR HEAD ON. SOMEONE IS GOING TO DIE IN ONE OF THESE TRUCKS AND THEN MAYBE FORD WILL STEP UP AND AT LEAST TELL THOSE OF US THAT OWN THEM HOW TO FIX THIS PROBLEM! IT SEEMS LIKE IT RARELY HAPPENS AT 40 MPH OR BELOW BUT HAPPENS QUICKLY AT 55 MPH OR MORE. IF SOMEONE DIES FROM THIS "DEATH WOBBLE" IT SHOULD BE FORD'S RESPONSIBILITY.

1 Affected Product

July 11, 2018 NHTSA ID NUMBER: 11110864

Components: SUSPENSION

NHTSA ID Number: 11110864

Incident Date July 9, 2018

Consumer Location COLUMBIA CITY, IN

Vehicle Identification Number 1FT7W2BT3CE****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

THE VEHICLE WILL RANDOMLY SHAKE VIOLENTLY CAUSING LOSS OF CONTROL OF THE TRUCK WHILE DRIVING. AFTER DOING RESEARCH I FOUND PEOPLE WHO HAVE REFERRED TO THIS AS THE "DEATH WOBBLE." I HAVE HAD REPAIRS TO MY TRUCK 3 TIMES IN THE LAST 2 YEARS TO FIX THIS CAUSING ME APPROXIMATELY \$1000 EACH TIME. MOST RECENTLY MONDAY JULY 9, 2018. THE "REPAIR" SEEMS TO BE ONLY TEMPORARY AND EACH TIME I HAVE IT FIXED IT LASTS 6-9 MONTHS. THE

DEALERSHIP IS UNWILLING TO HELP NOR IS FORD CUSTOMER COMPLAINT DEPARTMENT. THIS HAPPENS WHILE DRIVING 55-65 MPH AND AFTER HITTING A BUMP.
1 Affected Product

August 17, 2018 **NHTSA ID NUMBER: 11120681**

Components: STEERING

NHTSA ID Number: 11120681

Incident Date August 19, 2017

Consumer Location SKOKIE, IL

Vehicle Identification Number 1FT7W2BT4CE****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

AS REPORTED FROM PREVIOUS OWNERS, DEATH WOBBLE HAS HAPPENED A NUMBER OF TIMES. I GET WOBBLE AT DIFFERENT TIMES IN DRIVING. I HAD DRIVEN 240 MILES ON THE HIGHWAY WITH NO PROBLEMS. AS I APPROACHED A TRAFFIC LIGHT TO MAKE A LEFT TURN, THE STEERING WHEEL STARTED TO WOBBLE AND FELT LIKE IT WANTED TO LOCK UP. I PULLED OVER TO CHECK FRONT WHEELS WITH NOT NOTICING ANYTHING WRONG STARTED DRIVING AND WOBBLE WAS GONE. THE STEERING WHEEL HAS STARTED DOING MORE OF THE "DEATH WOBBLE" AT ANY SPEED. **I SPOKE WITH THE FORD DEALER AND THEY DIDN'T HAVE AN ANSWER.** WHEN YOU SPEND \$65,000.00 AND THIS HAPPENS THE MANUFACTURER SHOULD BE SENDING OUT RECALL NOTICES. THE MANUFACTURE KNOWS ABOUT THIS AND CHANGED IT ON NEWER VEHICLES SO THEY MUST KNOW WHAT THE PROBLEM IS. LET'S HOPE NO ONE GETS KILLED OR SERIOUS INJURED FROM THE DEATH WOBBLE. IS FORD READY TO FIGHT THIS IN COURT ON A CLASS ACTION LAWSUIT? MY VEHICLE HAS 149,000 MILES ON IT AND STARTED AROUND 130,000 MILES.

1 Affected Product

April 11, 2016 **NHTSA ID NUMBER: 10854813**

Components: STEERING, SUSPENSION, UNKNOWN OR OTHER

NHTSA ID Number: 10854813

Incident Date November 12, 2013

Consumer Location GOSHEN, OH

Vehicle Identification Number 1FT7W2BT5CE****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

SEVERAL TIMES, AFTER HITTING A SMALL BUMP IN THE ROAD, GENERALLY AT SPEEDS OVER 50 MPH, I HAVE EXPERIENCED AN EXTREME "SHIMMY" IN THE FRONT END OF

1 THE VEHICLE CAUSING LIMITED CONTROL. **I TOOK THE VEHICLE TO THE DEALER**
2 **FOR REPAIRS, HOWEVER, THEY COULD NOT DETERMINE THE CAUSE AND AFTER**
3 **REPLACING SEVERAL PARTS THEY WERE STILL NOT ABLE TO RESOLVE THE**
4 **PROBLEM.** I TOOK THE VEHICLE TO A PRIVATE REPAIR SHOP AND HAD SEVERAL
5 OTHER PARTS REPLACED AND STILL NO RESOLUTION TO THE PROBLEM. BALANCING
6 AND TIRE PRESSURE HAVE BEEN MAINTAINED BY THE DEALER AS WELL AS OTHER
7 CERTIFIED MECHANICS. DUE TO THE LOSS OF CONTROL WHEN THIS WOBBLE OCCURS,
8 I AM AFRAID TO DRIVE THE VEHICLE

9 **1 Affected Product**

10 **July 29, 2016 NHTSA ID NUMBER: 10891584**

11 **Components: ELECTRONIC STABILITY CONTROL, STEERING**

12 **NHTSA ID Number: 10891584**

13 **Incident Date** September 1, 2014

14 **Consumer Location** Unknown

15 **Vehicle Identification Number** 1FT8W3BT4CE****

16 **Summary of Complaint**

17 **CRASH**No

18 **FIRE**No

19 **INJURIES**0

20 **DEATHS**0

21 TL* THE CONTACT OWNS A 2012 FORD F-350. WHILE DRIVING APPROXIMATELY 75 MPH,
22 THE FRONT END OF THE VEHICLE AND STEERING WHEEL BEGAN TO VIOLENTLY
23 VIBRATE. THE CONTACT HAD TO APPLY THE BRAKES TO FORCE THE VEHICLE TO
24 DECREASE IN SPEED. THE VEHICLE WAS EVENTUALLY TURNED OFF TO STOP THE
25 VIBRATION. **THE CONTACT TOOK THE VEHICLE TO THE DEALER WHO INFORMED**
26 **THE CONTACT THAT THIS WAS COMMON AMONG FORD VEHICLES AND WAS**
27 **KNOWN AS THE "DEATH WOBBLE." THE VEHICLE WAS NOT DIAGNOSED OR**
28 **REPAIRED.** THE MANUFACTURER WAS MADE AWARE OF THE FAILURE. THE FAILURE
RECURRED. THE APPROXIMATE FAILURE MILEAGE WAS 141,000.

1 Affected Product

August 6, 2016 NHTSA ID NUMBER: 10893771

Components: STEERING, SUSPENSION, WHEELS

NHTSA ID Number: 10893771

Incident Date July 4, 2015

Consumer Location ROSLYN HARBOR, NY

Vehicle Identification Number 1FT8W3BT7EE****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

1 THE PICKUP TRUCK WAS PURCHASED BRAND NEW FROM THE DEALERSHIP, AND IT IS
2 INHERENT TO WHAT IS KNOWN AS THE "DEATH WOBBLE." THIS MAINLY HAPPENS
3 WHEN THE VEHICLE IS ON THE HIGHWAY GENERALLY WHILE IN THE SPEED BETWEEN
4 55 AND 60 MPH, DURING A COURSE OF SLIGHT TURN EITHER TO THE RIGHT OR TO THE
5 LEFT WHEN IMPACTED BY A SLIGHT BUMP, THE TRUCK GOES INTO A VIOLENT
6 SHAKING. THE ATTEMPT OF APPLYING THE BRAKES WOULD MAKE THE SYMPTOMS
7 WORSE. THE ATTEMPT OF INCREASING SPEED WOULD AGAIN MAKE THE SYMPTOMS
8 WORSE. STEERING IS ALMOST NONE EXISTENT AS THE STEERING WHEEL IS SHAKING
9 PROFUSELY. **FORD MANUFACTURER IS AWARE OF THIS ISSUE, YET NO RESOLUTION
10 BY THEM. THE DEALERSHIP HAS BEEN GIVEN AMPLE OPPORTUNITY TO FIX THE
11 TRUCK, BUT THEY HAVE NOT BEEN ABLE TO.** THE PROBLEM CONTINUES AND IS
12 ALSO PLAGUING OTHER SIMILAR VEHICLES. THE LINK ATTACHED HERE WILL SHOW
13 YOU TWO SEPARATE EPISODES OF WHAT HAPPENS AND HOW DANGEROUS THIS
14 VEHICLE IS TO THE PUBLIC. I ENCOURAGE YOU TO VIEW THEM, AS IT IS JAW
15 DROPPING.

16 [HTTP://VID1108.PHOTOBUCKET.COM/ALBUMS/H403/DNMELAMED/FORD%20F350/FHSN88](http://VID1108.PHOTOBUCKET.COM/ALBUMS/H403/DNMELAMED/FORD%20F350/FHSN88581_ZPSWZN4GWYE.MP4)
17 [581_ZPSWZN4GWYE.MP4](http://VID1108.PHOTOBUCKET.COM/ALBUMS/H403/DNMELAMED/FORD%20F350/IMG_92601_ZPSBCRDEDTL.MP4) AND
18 [HTTP://VID1108.PHOTOBUCKET.COM/ALBUMS/H403/DNMELAMED/FORD%20F350/IMG_92](http://VID1108.PHOTOBUCKET.COM/ALBUMS/H403/DNMELAMED/FORD%20F350/IMG_92601_ZPSBCRDEDTL.MP4)
19 [601_ZPSBCRDEDTL.MP4](http://VID1108.PHOTOBUCKET.COM/ALBUMS/H403/DNMELAMED/FORD%20F350/IMG_92601_ZPSBCRDEDTL.MP4)

20 **1 Affected Product**

21 **February 3, 2016 NHTSA ID NUMBER: 10823993**

22 **Components: ENGINE, STEERING**

23 **NHTSA ID Number:** 10823993

24 **Incident Date** July 1, 2015

25 **Consumer Location** FARMINGTON, NM

26 **Vehicle Identification Number** N/A

27 **Summary of Complaint**

28 **CRASH**No

FIRENo

INJURIES0

DEATHS0

TL* THE CONTACT OWNS A 2015 FORD F-250. WHILE DRIVING AT VARIOUS SPEEDS, THE
VEHICLE SUDDENLY BECAME TURBULENT, SHOOK, AND A KNOCKING NOISE WAS
HEARD FROM THE ENGINE. THE CONTACT WOULD HAVE TO PARK AND TURN OFF THE
VEHICLE IN ORDER TO STOP THE FAILURE FROM OCCURRING. **THE CONTACT TOOK
THE VEHICLE TO THE DEALER FIVE TIMES. THE DEALER STATED THAT THIS WAS
A COMMON FAILURE WITH THE VEHICLE AND THERE WAS NO REMEDY. THE
VEHICLE WAS NOT REPAIRED.** THE FAILURE RECURRED. THE MANUFACTURER
STATED THAT THE FAILURE DID NOT QUALIFY UNDER THE LEMON LAW. THE VIN WAS
UNKNOWN. THE APPROXIMATE FAILURE MILEAGE WAS 19,000.

1 Affected Product

June 5, 2018 NHTSA ID NUMBER: 11099958

Components: STEERING, WHEELS

NHTSA ID Number: 11099958

Incident Date May 31, 2018

Consumer Location SUGAR HILL, NH

Vehicle Identification Number 1FT8X3BT7FE*****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

DEATH WOBBLE MANY TIMES. VEHICLE IS COMPLETELY OUT OF CONTROL. NOT COOL IN HEAVY TRAFFIC ON WAY TO BOSTON (65 MPH). TIRES ARE PROPERLY INFLATED. VEHICLE HAS BEEN HAVING PROBLEM SINCE 45,000 MILES AND NOW HAS 55,000 MILES ON IT. **DEALER HAS ONLY MADE "SUGGESTIONS" ON WHAT TO DO TO CORRECT PROBLEM. WORRIED I WILL BE KILLED OR KILL SOMEONE** WHEN DRIVING THIS VEHICLE.

1 Affected Product

October 20, 2018 NHTSA ID NUMBER: 11141552

Components: STEERING

NHTSA ID Number: 11141552

Incident Date October 14, 2018

Consumer Location GROTON, CT

Vehicle Identification Number 1FT7X2B69GE*****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

MY TRUCK, WITH 41,000 MILES , IS SUFFERING WHATS BEING REFERRED TO ONLINE AS THE " DEATH WOBBLE ". THE SYMPTOMS BEGAN AT AROUND 21,000 MILES AND IT HAS GROWN STEADILY WORSE. IT HAPPENS WHEN HITTING BUMPS OR BRIDGE EXPANSION JOINTS AT HIGHWAY SPEED, FORCING ME TO SLOW TO APPROX 20 MPH TO REGAIN CONTROL, WHICH IS VERY UNSAFE ON A CROWDED HIGHWAY. **THE DEALER I PURCHASED THE TRUCK FROM NEW SAID IT IS NOT A WARRANTY ITEM AND MAY NOT EVEN BE COVERED UNDER MY ADDITIONALLY PURCHASED 10 YEAR 100,000 MILE EXTENDED WARRANTY.** THE TRUCK IS ESSENTIALLY UNSAFE AT HIGHWAY SPEEDS AND MY WIFE WONT EVEN RIDE IN IT. FORD IS IGNORING A HUGE PROBLEM WITH THEIR PRODUCT , PEOPLE HAVE ALREADY BEEN HURT , SOMEONE IS GOING TO BE KILLED! PLEASE HELP!! I HAVE AN APPOINTMENT AT THE DEALERS SERVICE DEPARTMENT FOR TUESDAY , 10-23-18. THEY HAVE INFORMED ME THAT ANY WORK THEY DO MAY BE ON MY DIME , WHICH JUST BLOWS MY MIND. AGAIN , PLEASE INTERJECT INTO THIS ISSUE BEFORE SOMEONE IS KILLED AND TO SAVE THE BUYERS FROM HAVING TO PAY FORD TO ADDRESS THIS OBVIOUS ENGINEERING MISTAKE.

1 Affected Product

December 12, 2017 NHTSA ID NUMBER: 11054256

Components: STEERING

NHTSA ID Number: 11054256

Incident Date October 12, 2017

Consumer Location MASON, TX

Vehicle Identification Number 1FDRF3FT1GE****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

TL* THE CONTACT OWNS A 2016 FORD F-350. WHILE DRIVING VARIOUS SPEEDS, THE VEHICLE BEGAN TO SHAKE VIOLENTLY WITHOUT WARNING. THE FAILURE RECURRED RANDOMLY. THE VEHICLE WAS TAKEN TO THE LOCAL DEALER (MCLEAN FORD OF FREDERICKSBURG, 1279 US-87, FREDRICKBURG, TX 78624), BUT THE CAUSE OF THE FAILURE COULD NOT BE DETERMINED. THE VEHICLE WAS ALSO TAKEN TO AN INDEPENDENT MECHANIC WHERE IT WAS DIAGNOSED THAT THE STEERING DAMPER FAILED AND NEEDED TO BE REPLACED. THE VEHICLE WAS NOT REPAIRED. THE MANUFACTURER WAS NOTIFIED OF THE FAILURE AND DID NOT ASSIST. THE FAILURE MILEAGE WAS APPROXIMATELY 14,000.

1 Affected Product

April 12, 2018 NHTSA ID NUMBER: 11084855

Components: SUSPENSION

NHTSA ID Number: 11084855

Incident Date April 6, 2018

Consumer Location FREDERICKSBURG, VA

Vehicle Identification Number 1FT7W2BT4HE****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

DEATH WOBBLE OCCURRED AT AROUND 13K MILES. IT IS TRIGGERED BY HITTING A BUMP AT 45MPH OR FASTER. WHOLE FRONT END SHAKES SO BADLY YOUR ONLY OPTION IS TO SLAM ON THE BRAKES AND SWERVE ONTO THE SHOULDER. SHAKING GOES AWAY AT 25MPH. DEALERSHIP COULD NOT FIND A VISIBLE PROBLEM, BUT DID EXPERIENCE THE WOBBLE. MECHANIC WAS TERRIFIED. FORD HQ TOLD THEM TO RANDOMLY CHANGE COMPONENTS UNTIL THE PROBLEM WAS FIXED. IT DID GO AWAY UNTIL NOW. TRUCK HAS 22K MILES ON IT AND THE DEATH WOBBLE IS BACK. DEALERSHIPS CANT SEE ANYTHING WRONG BUT WONT DRIVE TRUCK LONG ENOUGH TO HIT THE 'RIGHT' BUMP TO TRIGGER THE WOBBLE, SO WONT RE-FIX IT. THIS IS A CATASTROPHIC FAILURE OF THE FRONT END, AND FORD CLAIM NOT TO

1 KNOW ANYTHING ABOUT IT. **PA DEALERSHIP TOLD ME THEY HAD HEARD ABOUT IT**
2 **BEING AN ISSUE, AND OTHER PEOPLE ON LINE ARE EXPERIENCING THE SAME**
3 **THING.** I AM TERRIFIED TO DRIVE OVER 35MPH IN CASE I HIT THE BUMP THAT
4 TRIGGERS IT. I HAVE ALREADY HAD A TRUCK AND SEVERAL CARS SWERVE TO AVOID
5 HITTING ME. THIS PROBLEM MUST BE RECTIFIED, OR SOMEONE WILL BE INJURED. THE
6 VEHICLE HAS BEEN WELL MAINTAINED AND HAS NO MODIFICATIONS. WOBBLE DOES
7 NOT OCCUR EVERY TIME I HIT A BUMP. IT SEEMS TO BE CERTAIN BUMPS THAT
8 TRIGGER IT.

9 **1 Affected Product**

10 **May 14, 2018 NHTSA ID NUMBER: 11093735**

11 **Components: STEERING, SUSPENSION**

12 **NHTSA ID Number: 11093735**

13 **Incident Date May 1, 2018**

14 **Consumer Location MARIETTA, GA**

15 **Vehicle Identification Number 1FT7W2BT4HE******

16 **Summary of Complaint**

17 **CRASHNo**

18 **FIRENo**

19 **INJURIES0**

20 **DEATHS0**

21 VIOLENT DEATH WOBBLE WHEN HITTING A BUMP AT SPEEDS OVER 50 MPH. VEHICLE
22 BECOMES VERY UNSTABLE AND SHAKES VIOLENTLY. MUST REDUCE SPEED
23 IMMEDIATELY TO UNDER 20 MPH TO REGAIN CONTROL. **HAVE TAKEN TO DEALER**
24 **AND THEY CANNOT FIX THE PROBLEM. INVESTIGATING LEMON LAW.** INCREDIBLY
25 UNSAFE PROBLEM. HAVE SEEN NUMEROUS REPORTS OF THIS CONDITION AND STILL
26 NO FIX/RECALL.

27 **1 Affected Product**

28 **October 23, 2018 NHTSA ID NUMBER: 11141982**

Components: STEERING, SUSPENSION

NHTSA ID Number: 11141982

Incident Date October 19, 2018

Consumer Location VACAVILLE, CA

Vehicle Identification Number 1FT7W2B60HE****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

10/19/2018, AT 54 MPH, ON A SMOOTH, 4 LANE FREEWAY AT 4:30 AM, MY TRUCK BEGAN
SHAKING AND VIBRATING VIOLENTLY AS THOUGH I WAS DRIVING ON A ROLLING
FLAT TIRE. I IMMEDIATELY LET OFF THE GAS TO SLOW DOWN AS QUICKLY AS I COULD
WITHOUT BRAKING; ALTHOUGH DIFFICULT TO STEER, I WAS ABLE TO GET THE TRUCK

1 OVER TO THE SHOULDER OF THE ROAD TO INSPECT IT. I COULD NOT DETERMINE
2 THERE WAS ANYTHING WRONG WITH THE TRUCK OR ANY EVIDENCE I UNKNOWINGLY
3 RAN OVER SOMETHING. LATER THAT MORNING, CALLED 3 FORD DEALERSHIPS TO
4 SEE IF I COULD GET MY TRUCK IN FOR INSPECTION, WHICH ALL 3 TOLD ME THIS
5 ISSUE IS KNOW AS THE FORD DEATH WOBBLE. I WAS TOLD THAT MY TRUCK
6 COULDN'T BE SEEN UNTIL THE FOLLOWING FRIDAY. I CONTACTED MY LOCAL
7 TIRE SHOP WHOM I HAVE DONE BUSINESS WITH ALL MY FLEET TRUCKS AND
8 TRUST THEIR EXPERIENCE IN SUSPENSION, TIRE, BRAKE AND SHOCK SERVICES.
9 THE MANAGER TOLD ME THE SAME THING ABOUT THE FORD DEATH WOBBLE. HE
10 SAID HE WOULD BE HAPPY TO LOOK AT THE TRUCK AND MAKE SURE NOTHING
11 WAS LOOSE, BROKEN AND THAT THE ALIGNMENT WAS CORRECT. THAT ALL
12 CHECKED OUT FINE. AFTER RESEARCHING THIS, I LEARNED THAT THIS IS COMMON
13 FOR THE SUPER DUTY TRUCKS AND APPARENTLY FORD IS NOT DOING ANYTHING TO
14 CORRECT IT. THIS IS AN EXTREMELY DANGEROUS SITUATION AND I HOPE THAT THE
15 NHTSA TAKES THIS ISSUE SERIOUSLY AND BECOMES INVOLVED IN THE REMEDY OF
16 THIS PROBLEM.

17 **1 Affected Product**

18 **October 26, 2018 NHTSA ID NUMBER: 11142955**

19 **Components: STEERING, SUSPENSION**

20 **NHTSA ID Number:** 11142955

21 **Incident Date** August 31, 2018

22 **Consumer Location** LOS GATOS, CA

23 **Vehicle Identification Number** N/A

24 **Summary of Complaint**

25 **CRASH**No

26 **FIRE**No

27 **INJURIES**0

28 **DEATHS**0

TL* THE CONTACT OWNS A 2017 FORD F-250 SD. THE CONTACT STATED THAT THE
VEHICLE EXPERIENCED A "DEATH WOBBLE" WHILE DRIVING HIGHWAY SPEEDS. WHEN
THE VEHICLE WAS DRIVEN OVER 70 MPH, IT WAS EXTREMELY DIFFICULT FOR THE
CONTACT TO OPERATE THE VEHICLE. THE DEALER (GALPIN FORD, 15505 ROSCOE
BLVD, NORTH HILLS, CA 91343, 1-(818) 787-3800) KEPT THE VEHICLE FOR MONTHS,
BUT COULD NOT DIAGNOSE OR REPAIR THE VEHICLE. THE DEALER DID NOT
PROVIDE A LOANER VEHICLE OPTION DURING THAT TIME. THE MANUFACTURER WAS
NOTIFIED OF THE FAILURE AND THE CONTACT WAS WAITING ON THEIR RESPONSE.
THE VIN AND FAILURE MILEAGE WERE NOT AVAILABLE.

1 Affected Product

November 13, 2018 NHTSA ID NUMBER: 11151224

Components: STEERING

NHTSA ID Number: 11151224

Incident Date October 27, 2018

1 **Consumer Location** GRIMESLAND, NC
2 **Vehicle Identification Number** 1FT7W2B65HE****

3 **Summary of Complaint**

4 **CRASH**No

5 **FIRE**No

6 **INJURIES**0

7 **DEATHS**0

8 TL* THE CONTACT OWNS A 2017 FORD F-250. WHILE DRIVING APPROXIMATELY 70 MPH,
9 THE VEHICLE SHOOK VIOLENTLY AND THE STEERING WHEEL TURNED RIGHT AND
10 LEFT. THE CONTACT ALMOST LOST CONTROL OF THE VEHICLE. THERE WAS NO
11 WARNING INDICATOR ILLUMINATED. THE FAILURE RECURRED. **THE VEHICLE WAS**
12 **TAKEN TO DEACON JONES FORD-LINCOLN, INC. (919-736-3387, LOCATED AT 3301**
13 **MCLAIN ST, GOLDSBORO, NC 27534) WHERE IT WAS STATED THAT THE FAILURE**
14 **WAS A KNOWN OCCURRENCE, BUT THERE WAS NEITHER A RECALL NOR A**
15 **QUALIFIED TECHNICIAN TO REMEDY THE FAILURE. THE TECHNICIAN STATED**
16 **THAT THE VEHICLE WAS NOT MANUFACTURED BY THE DEALER.** THE
17 MANUFACTURER WAS MADE AWARE OF THE FAILURE AND PROVIDED A CASE
18 NUMBER. THE VEHICLE WAS NOT REPAIRED. THE FAILURE MILEAGE WAS
19 APPROXIMATELY 24,000.

20 **1 Affected Product**

21 51. On June 17, 2011, Ford issued a Technical Service Bulletin (“TSB”), stating that “some
22 2011 F-250, F-350, and F-450 vehicles equipped with 4x4 and built 2/5/2010 through 8/1/2010 may
23 exhibit a steering wheel oscillation after hitting rough pavement or an expansion joint during a slight left
24 turn 50-55 mph.” That TSB recommended that service technicians test the tire pressure of affected
25 vehicles. And if that remedy was unsuccessful, Ford instructed its technicians to test the steering
26 dampers and replace those that were faulty.

27 52. Based on information and belief, in January 2018, Ford’s Customer Service Division
28 issued a letter to owners of 2008 F-250 and 350 4X4 trucks. In that letter, Ford acknowledged the
Defect, but failed to alert Class Members to the possibility of a defective steering damper and direct
them to obtain an inspection. Instead, Ford concealed its knowledge regarding the true nature of the
Defect and failed to warn Class Members about the potential life-threatening results that might occur
from continued use of the Class Vehicles.

3. **Examples of NHTSA Consumer Complainants Who Were Told by Defendant Ford and/or its Authorized Dealers that the Death Wobble Was Caused by Tires, Improper Tire Pressure, Tire Balancing and Rotation, Wheel Alignment, Steering Stabilizer, Ball Joints, Tie Rods, Universal Joint, Steering Dampener, Track Link, Stearing Gear Box, Track Bar Bushings, Shocks, and/or Front Drive Link**

53. The following are just a few examples of the consumer complaints submitted to NHTSA where the Complainant States that Defendant Ford’s authorized dealers stated that the Death Wobble was caused by tires, improper tire pressure, tire balancing and rotation, wheel alignment, steering stabilizer, ball joints, tie rods, universal joint, steering dampener, track link, stearing gear box, track bar bushings, shocks, and/or front drive link.

December 17, 2018 NHTSA ID NUMBER: 11161969

Components: STEERING, SUSPENSION

NHTSA ID Number: 11161969

Incident Date December 4, 2018

Consumer Location EUSTIS, FL

Vehicle Identification Number 1FT7W2BT0JE****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

THE “DEATH WOBBLE” UNCONTROLLABLE SHIMMYING OF THE STEERING WHEEL AFTER HITTING A BUMP IN THE ROAD ON MOSTLY HIGHWAYS AT HIGHWAY SPEEDS! **I HAVE TAKEN IT TO MULTIPLE DEALERSHIPS AND THEY JUST KEEP TRYING TO BLAME MY TIRES. THEY TRIED ROTATING MY TIRES AND TELLING ME ITS GONNA FIX THE ISSUE BUT DOESN’T.** THE TIRES ON THE TRUCK ARE GOODYEAR WRANGLER KEVLAR TIRES THAT CAME ON THE TRUCK FROM THE DEALERSHIP AND NOW HAVE ONLY 20,000 MILES AND ARE NOWHERE NEAR WORN OUT! IT HAS HAPPENED TO ME AT SLOWER SPEEDS (AROUND 45 MPH) IN THE CITY, BUT MOSTLY OCCURS AROUND 60-70MPH ON THE HIGHWAY.

1 Affected Product

February 2, 2019 NHTSA ID NUMBER: 11173650

Components: STEERING, SUSPENSION

NHTSA ID Number: 11173650

Incident Date January 14, 2019

Consumer Location FAIRPORT, NY

1 **Vehicle Identification Number** 1FT7W2BT7HE****

2 **Summary of Complaint**

3 **CRASHNo**

4 **FIRENo**

5 **INJURIES0**

6 **DEATHS0**

7 WHEN TRAVELING AT HIGHWAY SPEEDS (60+ MPH) AND YOU HIT CERTAIN TYPES OF
8 BUMPS THE THE ROAD THE STEERING WHEEL SHAKES VIOLENTLY AFTER THE BUMP.
9 THIS HAS HAPPENED FOUR TIMES IN THE LAST MONTH. IT APPEARS TO ONLY HAPPEN
10 OVER A ROAD IMPERFECTION WHERE THE TWO FRONT WHEELS HIT IT
11 INDEPENDENTLY IE A SKEWED ANGLE BRIDGE JOINT OR A SINGLE POT HOLE. AT THE
12 DEALERS INSTRUCTION I HAVE ROTATED AND BALANCED TIRES, CHECKED TIRE
13 INFLATION. THE TRUCK HAS 20,000 MILES ON IT NOW AND THIS FIRST HAPPENED AT
14 17,000 MILES. MY RESEARCH TELLS ME THAT THIS PROBLEM IS COMMONLY CALLED
15 "DEATH WOBBLE" WHICH IT APPEARS FORD HAS ISSUED A TECHNICAL SERVICE
16 BULLETIN FOR. I AM GOING TO TRY ANOTHER DEALER AND GIVE THEM THE INFO I
17 HAVE.

18 **1 Affected Product**

19 **July 24, 2017 NHTSA ID NUMBER: 11010308**

20 **Components: SUSPENSION**

21 **NHTSA ID Number:** 11010308

22 **Incident Date** February 15, 2015

23 **Consumer Location** COLORADO SPRINGS, CO

24 **Vehicle Identification Number** 1FT8W3BT0DE****

25 **Summary of Complaint**

26 **CRASHNo**

27 **FIRENo**

28 **INJURIES0**

DEATHS0

TL* THE CONTACT OWNS A 2013 FORD F-350. ON SEVERAL OCCASIONS, WHILE DRIVING
55 MPH, THE VEHICLE VIOLENTLY SHOOK WHEN MAKING CONTACT WITH A BUMP. THE
CONTACT STATED THAT THE STEERING WHEEL BECAME DIFFICULT TO MANEUVER
WHEN THE SHAKING OCCURRED AND THE CHECK ENGINE WARNING INDICATOR
ILLUMINATED. THE VEHICLE WAS TAKEN TO PHIL LONG FORD OF MOTOR CITY
(1212 MOTOR CITY DR, COLORADO SPRINGS, CO 80905 (719) 694-3487) WHERE THE
FAILURE WAS DIAGNOSED AS THE (DEATH WOBBLE). THE BALL JOINTS, TRACKING
BAR BUSHINGS, SPRING MOUTH, STEERING STABILIZER SHOCK, AND ALL FOUR
TIRES NEEDED TO BE REPLACED. THE VEHICLE WAS REPAIRED, BUT THE FAILURE
RECURRED. THE MANUFACTURER WAS NOTIFIED AND ADVISED THE CONTACT TO
TAKE THE VEHICLE BACK TO THE DEALER. NO FURTHER ASSISTANCE WAS OFFERED.
THE FAILURE MILEAGE WAS 53,000.

1 Affected Product

December 5, 2016 NHTSA ID NUMBER: 10930091

Components: STEERING, SUSPENSION

NHTSA ID Number: 10930091

Incident Date March 1, 2016

Consumer Location LIVINGSTON, TX

Vehicle Identification Number 1FT7W2BT1CE****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

FORD F250 TRUCK - FRONT END SUSPENSION AND 4 WHEEL DRIVE PROBLEMS. SINCE MARCH OF THIS YEAR 2016, @ 90K MILES, WHILE DRIVING DOWN THE ROAD, TRAVELING AROUND 50 MPH, THE FRONT SUSPENSION ON MY FORD F250 STARTED SHAKING AND WOBBLE UNCONTROLLABLE. THIS HAS HAPPENED PROBABLY 20 TIMES OR SO. THE WOBBLE WAS SO SERIOUS AND SCARY. I WOULD HAVE TO APPLY MY BRAKES AND HOLD ONTO THE STEERING WHEEL WITH A STRONG GRAB, TO KEEP MY TRUCK ON THE ROAD. OTHER VEHICLES AROUND MINE, WOULD SCATTER OUT OF MY WAY. ON OCTOBER 17, 2016, I HAD THE STEERING DAMPER REPLACED AND THE TRACK BAR BALL REPLACED, COSTING \$361.71. "DEATH WOBBLE", WAS STILL HAPPENING. LAST MONTH ON NOVEMBER 14, 2016, I TOOK MY TRUCK INTO OUR LOCAL FORD DEALERSHIP FOR REPAIRS ON THE SUSPENSION PROBLEM - "DEATH WOBBLE". REPAIRS INCLUDED, BAR - FRONT SUSPENSION TI, JOINT ASY - BALL, NUT, END ASY - DRAG LINK ROD, ROD, ROD ASY - DRAG LINK, ADJUSTER ASY @ 2, ALL REPLACED WITH NEW PARTS. REPLACE DRAG INK AND END, INSTALL ADJUSTERS FOR CASTOR, FRONT END ALIGNMENT (4 WHEEL DRIVE). THE FORD DEALERSHIP WAS EVEN AWARE OF THIS EXISTING PROBLEM WITH THE FORD F250 SUSPENSION, FROM PREVIOUS COMPLAINS AND REPAIRS. MY REPAIR COST WAS \$1205.07. NOW MY 4 WHEEL DRIVE WILL NOT LOCK IN ON THE FRONT END. I HAVE AN APPOINTMENT, TAKING MY TRUCK BACK TO FORD DEALERSHIP TOMORROW MORNING FOR ADDITIONAL REPAIRS. THIS IS A MAJOR SAFETY ISSUE ON THESE VEHICLES AND SOMETHING MUST BE DONE ABOUT IT. A RECALL SHOULD AND MUST BE MANDATORY FOR THE PUBLIC SAFETY. THIS ISSUE WILL END UP KILLING SOMEONE (IF, IT HAS NOT ALREADY) IF, A RECALL IS NOT ORDERED IMMEDIATELY. *TR

1 Affected Product

June 3, 2016 NHTSA ID NUMBER: 10874077

Components: SUSPENSION

NHTSA ID Number: 10874077

Incident Date September 1, 2013

Consumer Location DESERT HOT SPRINGS, CA

Vehicle Identification Number 1FT7X2B61CE****

Summary of Complaint

CRASHNo

1 **FIRENo**
2 **INJURIES0**
3 **DEATHS0**

4 SINCE 2013 I HAVE HAD MY FORD F250 INTO THE DEALERSHIP NUMEROUS TIMES WITH
5 COMPLAINTS OF THE FRONT END JUST BEGINNING TO VIOLENTLY SHAKE. THE
6 SHAKING WILL NOT STOP UNTIL THE TRUCK IS STOPPED, AND DURING THAT TIME IT'S
7 SHAKING SO VIOLENTLY IT'S UNCONTROLLABLE. **THE DEALERSHIP HAS**
8 **CONTINUOUSLY TOLD ME IT'S THE TIRES, BUT THE TIRES ARE STILL IN DECENT**
9 **SHAPE.** IT'S HAPPENING AGAIN, AND IT'S VERY SCARY, FOR ME AND MINE, AND
10 OTHERS.

11 **1 Affected Product**

12 **December 27, 2013 NHTSA ID NUMBER: 10557495**
13 **Components: STEERING, SUSPENSION, POWER TRAIN**

14 **NHTSA ID Number:** 10557495
15 **Incident Date** December 2, 2013
16 **Consumer Location** RIVERTON, UT
17 **Vehicle Identification Number** 1FT8W3BTXBE****

18 **Summary of Complaint**

19 **CRASHNo**
20 **FIRENo**
21 **INJURIES0**
22 **DEATHS0**

23 WAS ON FREEWAY ABOUT 55 TO 65 MPH AND ALL OF A SUDDEN THE TRUCK WENT
24 INTO WHAT I WOULD CALL A DEATH WOBBLE WHERE IT SEEMED TO BE SHAKING THE
25 TRUCK TO DEATH. ONCE I PULLED TO THE SIDE OF THE ROAD AND STOPPED AND
26 STARTED OUT AGAIN IT WAS FINE. 2 DAYS LATER IT DID IT AGAIN ONLY THIS TIME I
27 WAS JUST GETTING ONTO THE FREEWAY ON THE ON RAMP. IT DID IT AGAIN. DID NOT
28 SEEM TO HIT ANY BUMP OR POTHOLE JUST STARTED SHAKING. **HAD DEALER CHECK**
ITY OUT THE FOLLOWING WEEK AND THEY BLAMED IT ON THE TIRES, AND SAID IT
NEEDED AN ALIGNMENT. *TR

1 **1 Affected Product**

2 **August 28, 2012 NHTSA ID NUMBER: 10472738**
3 **Components: STEERING**

4 **NHTSA ID Number:** 10472738
5 **Incident Date** August 1, 2011
6 **Consumer Location** HOUSTON, TX
7 **Vehicle Identification Number** 1FT7W2BT9BE****

8 **Summary of Complaint**

9 **CRASHNo**
10 **FIRENo**
11 **INJURIES0**
12 **DEATHS0**

1 TL* THE CONTACT OWNS A 2011 FORD F-250 SD. THE CONTACT WAS DRIVING 40 MPH
2 OVER A POT HOLE WHEN THE STEERING WHEEL BEGAN TO SHAKE ABNORMALLY. THE
3 CONTACT WAITED UNTIL THE SHAKING CEASED INDEPENDENTLY HOWEVER, THE
4 FAILURE RECURRED FREQUENTLY. THE VEHICLE WAS TAKEN TO THE DEALER WHO
5 ADVISED THAT THE FAILURE WAS CAUSED BY THE TIRES AND RECOMMENDED
6 HAVING A FRONT END ALIGNMENT PERFORMED. THE CONTACT STATED THAT ALL
7 FOUR TIRES WERE REPLACED AND AN ALIGNMENT WAS PERFORMED HOWEVER,
8 THE FAILURE PERSISTED. THE MANUFACTURER WAS NOT MADE AWARE OF THE
9 FAILURE. THE FAILURE MILEAGE WAS 10. THE CURRENT MILEAGE WAS 31,000.

10 **1 Affected Product**

11 **January 22, 2018 NHTSA ID NUMBER: 11064272**

12 **Components: SUSPENSION**

13 **NHTSA ID Number: 11064272**

14 **Incident Date January 21, 2018**

15 **Consumer Location ANCHORAGE, AK**

16 **Vehicle Identification Number 1FT7W2BT5BE******

17 **Summary of Complaint**

18 **CRASHNo**

19 **FIRENo**

20 **INJURIES0**

21 **DEATHS0**

22 FROM DAY 1 I HAVE HAD ISSUES WHERE THE FRONT END WOULD BOUNCE
23 UNCONTROLLABLY AT HIGHWAY SPEEDS AFTER HITTING A POTHOLE OR BRIDGE
24 EXPANSION JOINT. IT'S GETTING WORSE. THE DEALERSHIP CANNOT FIND ANY
25 PROBLEMS. THEY TOLD ME AT ONE TIME TO REPLACE MY TIRES BUT THAT DID
26 NOT FIX THE ISSUE. I ALMOST RAN OFF THE ROAD 4 TIMES IN ONE TRIP BECAUSE OF
27 THIS AS I COULD NOT MAINTAIN CONTROL. THIS WILL KILL SOMEONE IF NOT
28 RESEARCHED AND CORRECTED BY FORD.

1 Affected Product

July 5, 2017 NHTSA ID NUMBER: 11003164

Components: SUSPENSION, WHEELS

NHTSA ID Number: 11003164

Incident Date April 3, 2017

Consumer Location BAKERSFIELD, CA

Vehicle Identification Number 1FT7W2BT6BE****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

TL* THE CONTACT OWNS A 2011 FORD F-250. WHILE DRIVING 60 MPH OVER A BUMP IN
THE ROADWAY, THE VEHICLE SHOOK VIOLENTLY UNTIL SLOWING TO 30 MPH OR

1 COMING TO A FULL STOP. THERE WERE NO WARNING INDICATORS ILLUMINATED. **THE**
2 **VEHICLE WAS TAKEN TO AN INDEPENDENT MECHANIC AND THE LOCAL DEALER**
3 **(JIM BURKE FORD 2001 OAK ST, BAKERSFIELD, CA 93301 (661) 328-3600), BUT THE**
4 **FAILURE COULD NOT BE DUPLICATED OR DIAGNOSED. THE CONTACT WAS**
5 **ADVISED TO REPLACE ALL FOUR TIRES. ALL FOUR TIRES WERE REPLACED, BUT**
6 **THE ISSUE PERSISTED.** THE MANUFACTURER WAS NOTIFIED AND REFERRED THE
CONTACT TO NHTSA. THE FAILURE MILEAGE WAS 225,000.

7 **1 Affected Product**

8 **July 2, 2014 NHTSA ID NUMBER: 10607693**

9 **Components: SUSPENSION, STEERING**

10 **NHTSA ID Number: 10607693**

11 **Incident Date May 14, 2014**

12 **Consumer Location MULDROW, OK**

13 **Vehicle Identification Number 1FT7X2BTXBE******

14 **Summary of Complaint**

15 **CRASHNo**

16 **FIRENo**

17 **INJURIES0**

18 **DEATHS0**

19 TL* THE CONTACT OWNS A 2011 FORD F-250 SD. THE CONTACT STATED THAT WHILE
20 DRIVING AT 60 MPH ON UNEVEN ROAD PAVEMENT, THE VEHICLE STARTED TO
21 VIBRATE. THE CONTACT ALSO STATED THAT HE REDUCED THE SPEED TO 10 MPH, THE
22 VIBRATION STOPPED. **THE VEHICLE WAS TAKEN TO A DEALER WHERE IT WAS**
23 **DIAGNOSED THAT ALL FOUR TIRES NEEDED TO BE REPLACED AND BALANCED.**
24 **THE TECHNICIAN ALSO ALIGNED BOTH FRONT DRIVERS AND PASSENGERS SIDE**
25 **TIRES. THE VEHICLE WAS REPAIRED BUT THE FAILURE RECURRED.** THE VEHICLE
26 WAS TAKEN TO THE DEALER AGAIN BUT THE FAILURE WAS UNABLE TO BE
27 DUPLICATED. THE MANUFACTURER WAS NOT MADE AWARE OF THE FAILURE. THE
28 APPROXIMATE FAILURE MILEAGE WAS 30,000.

1 Affected Product

February 5, 2012 NHTSA ID NUMBER: 10446711

Components: SUSPENSION, STEERING

NHTSA ID Number: 10446711

Incident Date December 15, 2011

Consumer Location SAINT CHARLES, MO

Vehicle Identification Number 1FT7W2BT1BE****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

1 I WAS DRIVING ON HIGHWAY 55 NORTH IN IMPERIAL MISSOURI WITH MY 3 YR OLD
2 SON IN REAR CAR SEAT WHEN I WENT OVER SOME NORMAL ROAD BUMP AND MY
3 FRONT END STARTED SHAKING SO VIOLENTLY THAT I HAD TO COME TO A COMPLETE
4 STOP TO CORRECT THE SHAKE. THIS ALL HAPPENED IN THE FAST LANE AS I HAD NO
5 WAY TO MOVE TO LEFT OR RIGHT. THANK GOD I WAS NOT BEING TAILGATED! I WAS
6 SCARED HALF TO DEATH AND MY 3YR OLD WAS CRYING SO HARD THAT HE COULDN'T
7 BREATHE! I TOOK IT STRAIGHT TO DEALERSHIP AND THEY DID A TSB FOR A STEERING
8 DAMPENER AND TOLD ME IT WAS FIXED. THE VERY NEXT MORNING IT DID THE
9 VIOLENT SHAKE AGAIN. TOOK IT STRAIGHT BACK TO DEALERSHIP AND THEY HAD A
10 FORD ENGINEER LOOK AT IT AND THEY REPLACED A TRACK BAR BALL JOINT AND
11 SAID IT WAS GOOD NOW. I TOLD THEM THAT I WANTED TO TEST DRIVE IT BEFORE I
12 TOOK IT THIS TIME AND THEY LET ME. STILL HAD THE PROBLEM AND WHEN I TOLD
13 HIM THAT HE SAID THAT THE ENGINEER SAID I NEEDED TO PUT NEW TIRES ON AND A
14 ALIGNMENT BEFORE THEY DO ANYTHING ELSE. THERE IS SOMETHING MORE THAN
15 TIRES AND ALIGNMENT WRONG WITH MY TRUCK!!!! MY FAMILY TRUCK HAS BECOME
16 A DEATH TRAP!!!! PLEASE HELP WITH THIS MATTER BEFORE SOMEONE IS KILLED! IF
17 THIS WAS YOUR CHILD IN THIS TRUCK YOU WOULD UNDERSTAND MY CONCERN!!! *TR
18 **1 Affected Product**

13 **December 7, 2011 NHTSA ID NUMBER: 10438881**
14 **Components: STEERING, SUSPENSION**
15 **NHTSA ID Number:** 10438881
16 **Incident Date** December 7, 2011
17 **Consumer Location** BIRMINGHAM, AL
18 **Vehicle Identification Number** 1FT7W2BT3BE****

19 **Summary of Complaint**
20 **CRASHNo**
21 **FIRENo**
22 **INJURIES0**
23 **DEATHS0**

24 THIS VEHICLE HAS SEVERE FRONT END WOBBLE WHICH MOSTLY OCCURS BETWEEN
25 THE SPEEDS OF 60 - 70 MPH. THE STEERING WHEEL AND ENTIRE VEHICLE BEGINS TO
26 VIOLENTLY WOBBLE SO MUCH THAT USUALLY THE VEHICLE HAS TO BE STOPPED ON
27 THE SIDE OF THE ROAD TO STOP THE WOBBLE. **THE DEALERSHIP SUGGESTED NEW**
28 **TIRES WHICH WE REPLACED HOWEVER THE PROBLEM STILL EXISTS.** THE IS A
COMMON PROBLEM WE HAVE LEARNED ONLINE WITH THIS MODEL TRUCK. WE ARE
VERY CONCERNED THAT THIS PROBLEM MAY CAUSE AN ACCIDENT. *TR

1 Affected Product

26 **May 13, 2013 NHTSA ID NUMBER: 10512156**
27 **Components: SUSPENSION, STEERING**
28 **NHTSA ID Number:** 10512156
Incident Date November 1, 2012
Consumer Location CHESAPEAKE, VA

1 **Vehicle Identification Number** 1FTWW31R49E****

2 **Summary of Complaint**

3 **CRASH**No

4 **FIRE**No

5 **INJURIES**0

6 **DEATHS**0

7 I AM THE ORIGINAL OWNER OF A 2009 FORD F350 SRW DIESEL CREW CAB. AT
8 APPROXIMATELY 70,000 MILES I BEGAN TO EXPERIENCE A STRONG FRONT END
9 VIBRATION; DEATH WOBBLE. WHEN I GO OVER UNEVEN ROADS AT SPEEDS ABOVE 55
10 MPH. THE VIBRATION IS SO GREAT THAT THE STEERING WHEEL REQUIRES A TIGHT
11 HOLD TO KEEP CONTROL OF THE TRUCK. THE VIBRATION CONTINUES UNTIL I SLOW
12 DOWN TO AROUND 40 MPH. THIS BECOMES EVEN SCARIER WHEN I AM ON A FREEWAY
13 FLY OVER THAT TURNS AND I HIT AN EXPANSION JOINT. THE TRUCK SHAKES AND
14 TRIES TO PUSH AWAY FROM THE TURN. I TOOK MY TRUCK TO THE DEALER ON
15 FOUR OCCASIONS. THE FIRST VISIT THEY SAID THEY COULD NOT DUPLICATE THE
16 PROBLEM AND THAT I NEEDED NEW TIRES. I BOUGHT NEW TIRES AND IT DID NOT
17 CORRECT THE PROBLEM. I TOOK IT BACK THE SECOND TIME AND THEY CHANGED
18 OUT THE BALL JOINTS, TIE RODS, STEERING DAMPER, DID A FRONT END
19 ALIGNMENT AND BALANCED MY WHEELS. IT SEEMED TO WORK FOR A SHORT
20 TIME UNTIL A PART FELL OFF THE FRONT END OF MY TRUCK AND HIT ANOTHER
21 ONE BEHIND ME IN THE CAR POOL LANE. I TOOK IT BACK TO THE DEALER TO FIND
22 OUT WHAT I LOST. I WAS TOLD A PART FELL OFF BUT THEY DID NOT WORK NEAR
23 IT. FUNNY THING, IT BEGAN TO VIBRATE AGAIN AFTER THAT. I RECENTLY TOOK
24 IT BACK AND TALKED TO THE TECHNICIAN BEFORE I LEFT THE TRUCK SO HE
25 WOULD UNDERSTAND WHAT IT WAS DOING. HE TOOK IT FOR A DRIVE BUT DID
26 NOT GET IT TO VIBRATE AS I REPORTED TO HIM. HE TOLD ME THAT MY TRUCK
27 DRIVES JUST LIKE ALL F350'S WITHOUT A LOAD. I HAVE PUT MY SLIDE IN CAMPER
28 IN THE BED OF MY TRUCK, 3,500 LBS. AND IT STILL VIBRATES VIOLENTLY. I THINK
29 THAT WOULD BE CONSIDERED A LOAD AND IT TRULY FEELS LIKE A DEATH WOBBLE
30 AS DESCRIBED BY MANY INTERNET POSTINGS. THE FORD REP I SPOKE TO SAID
31 THEY ARE NOT AWARE OF ANY PROBLEMS. I AM IN THE PROCESS OF FILING A
32 FORMAL COMPLAINT WITH FORD.

33 **1 Affected Product**

34 **February 8, 2013 NHTSA ID NUMBER: 10496839**

35 **Components: SUSPENSION**

36 **NHTSA ID Number:** 10496839

37 **Incident Date** September 12, 2012

38 **Consumer Location** RIVERTON, UT

39 **Vehicle Identification Number** 1FTWW31R99E****

40 **Summary of Complaint**

41 **CRASH**No

42 **FIRE**No

43 **INJURIES**0

44 **DEATHS**0

1 TL* THE CONTACT OWNS A 2009 FORD F-350 SD. THE CONTACT STATED THAT WHILE
2 DRIVING 65 MPH, HE DROVE OVER A BUMP IN THE ROAD AND THE FRONT DRIVER SIDE
3 TIRE WOBBLED VIOLENTLY. THE SHAKING DID NOT STOP UNTIL THE VEHICLE SLOWED
4 TO 35 MPH. **THE VEHICLE WAS TAKEN TO TWO DIFFERENT DEALERS WHERE IT**
5 **WAS CONFIRMED THAT THE FRONT HUB HAD SEIZED AND NEEDED TO BE**
6 **REPLACED ALONG WITH THE GEAR BOX. THE TIRES, SHOCKS, AND DUAL**
7 **STABILIZERS WERE ALL REPLACED BUT THE FAILURE RECURRED SO THE DEALER**
8 **ADJUSTED THE STEERING GEAR BOX. THE CONTACT STATED THAT THE FAILURE**
9 **WAS NOT REMEDIED.** THE VEHICLE WAS NOT REPAIRED. THE FAILURE MILEAGE WAS
10 75,000 AND THE CURRENT MILEAGE WAS 99,000.

11 **1 Affected Product**

12 **March 13, 2010 NHTSA ID NUMBER: 10319436**

13 **Components: SUSPENSION**

14 **NHTSA ID Number: 10319436**

15 **Incident Date March 12, 2010**

16 **Consumer Location RAYMOND, NH**

17 **Vehicle Identification Number 1FTWX31508E******

18 **Summary of Complaint**

19 **CRASHNo**

20 **FIRENo**

21 **INJURIES0**

22 **DEATHS0**

23 2008 F-350 HAS WHAT THEY CALL THE "DEATH WOBBLE" AND HAS A CONSTANT SHAKE
24 AT HIGHWAY SPEEDS. FORD BLAMED IT ON THE TIRES. **I REPLACED TIRES WITH ONE**
25 **OF THE BEST YOU CAN BUY. CONTINUED TO DO THE SAME THING. FORD BLAMED**
26 **IT ON THOSE TIRES. BEEN IN FOR SERVICE 5 TIMES IN 1 YEAR. DEALERSHIP TOLD**
27 **ME NOT TO COME BACK BECAUSE THEY CAN'T FIX IT. FORD TELLS ME TO GO**
28 **BACK TO THE DEALERSHIP.** SOMEDAY I'M GOING TO KILL SOMEONE OR MYSELF IN
THIS TRUCK SINCE I HAVE NO CONTROL WHEN THE "DEATH WOBBLE" STARTS UNTIL I
CAN SLOW DOWN TO ABOUT 20 MPH ON AN INTERSTATE HIGHWAY. UPDATED IVOQ
05/26/10

1 Affected Product

2 Associated Documents

February 7, 2018 NHTSA ID NUMBER: 11067423

Components: STEERING

NHTSA ID Number: 11067423

Incident Date February 6, 2018

Consumer Location RINGWOOD, NJ

Vehicle Identification Number 1FTSW21Y88E****

Summary of Complaint

CRASHNo

1 FIRENo
2 INJURIES0
3 DEATHS0

4 HAVE BEEN EXPERIENCING THE INFAMOUS "SUPER DUTY DEATH SHAKE" FOR
5 SEVERAL YEARS NOWHAVE HAD DEALER INSPECT THE VEHICLE NUMEROUS
6 TIMES TO NO AVAILALWAYS TOLD IT IS DUE TO TIRE PRESSURE OR WORN
7 TIRES....I CHECK PRESSURES REGULARLY AND NEVER HAVE TO ADD MORE THAN A
8 # OR TWO.....NEW TIRES MASK THE PROBLEM BUT IT IS STILL THERE.....SEVERAL
9 ENCOUNTERS HAVE NEARLY CAUSED ACCIDENTS....USUALLY HAPPENS AT
10 HIGHWAY SPEED BUT OCCASIONALLY AT SPEEDS AS LOW AS 35 MPH.....VIOLENT
11 OSCILLATION AT TIMES HAVE BEEN VERY DANGEROUS SITUATIONSTHIS PROBLEM
12 NEEDS TO BE RECTIFIEDRECEIVED A "RECALL NOTICE RELATED TO THIS ISSUE ON
13 2/6/2018WAS TOLD BY FORD ON 2/7/2018 THAT THEY HAVE NO PLANS TO FIX THIS
14 DANGEROUS ISSUE

15 **1 Affected Product**

16 **September 4, 2014 NHTSA ID NUMBER: 10629783**

17 **Components: STEERING, SUSPENSION**

18 **NHTSA ID Number: 10629783**

19 **Incident Date February 1, 2014**

20 **Consumer Location BISHOP, CA**

21 **Vehicle Identification Number 1FT8W3BT3BE******

22 **Summary of Complaint**

23 **CRASHNo**

24 **FIRENo**

25 **INJURIES0**

26 **DEATHS0**

27 2011 FORD F-350. CONSUMER WRITES IN REGARDS TO SEVERE STEERING WHEEL
28 OSCILLATION PROBLEMS. *SMD THE CONSUMER STATED HE MUST BRING THE
VEHICLE TO A COMPLETE STOP, TO GET THE VEHICLE TO STOP SHAKING. IT HAS
HAPPENED SEVERAL TIMES. ON TWO OCCASIONS, THE SHAKING WAS BAD THE TREAD
SEPARATED FROM THE TIRE. THE VEHICLE WAS TAKEN TO THE DEALER SEVERAL
TIMES, AND NOTHING WAS DONE, EXCEPT ROTATING THE TIRES AND CHECKING
THE AIR PRESSURE. IN FEBRUARY 2014, THE DEALER REPLACED THE STEERING
DAMPER. THE PROBLEM WENT AWAY FOR ABOUT FIVE MONTHS. THE DEALER
INFORMED THE CONSUMER, THE VEHICLE NEEDS NEW TIE RODS, FRONT DRIVE
LINK, A FRONT TRACK BAR AND AN ALIGNMENT. *JB

29 **1 Affected Product**

30 **1 Associated Document**

31 **December 27, 2013 NHTSA ID NUMBER: 10557495**

32 **Components: STEERING, SUSPENSION, POWER TRAIN**

33 **NHTSA ID Number: 10557495**

34 **Incident Date December 2, 2013**

1 **Consumer Location** RIVERTON, UT
2 **Vehicle Identification Number** 1FT8W3BTXBE*****

3 **Summary of Complaint**

4 **CRASHNo**

5 **FIRENo**

6 **INJURIES0**

7 **DEATHS0**

8 WAS ON FREEWAY ABOUT 55 TO 65 MPH AND ALL OF A SUDDEN THE TRUCK WENT
9 INTO WHAT I WOULD CALL A DEATH WOBBLE WHERE IT SEEMED TO BE SHAKING THE
10 TRUCK TO DEATH. ONCE I PULLED TO THE SIDE OF THE ROAD AND STOPPED AND
11 STARTED OUT AGAIN IT WAS FINE. 2 DAYS LATER IT DID IT AGAIN ONLY THIS TIME I
12 WAS JUST GETTING ONTO THE FREEWAY ON THE ON RAMP. IT DID IT AGAIN. DID NOT
13 SEEM TO HIT ANY BUMP OR POTHOLE JUST STARTED SHAKING. HAD DEALER CHECK
14 ITY OUT THE FOLLOWING WEEK AND THEY BLAMED IT ON THE TIRES, AND SAID IT
15 NEEDED AN ALIGNMENT. *TR

16 **1 Affected Product**

17 **March 3, 2014 NHTSA ID NUMBER: 10566852**

18 **Components: STEERING**

19 **NHTSA ID Number:** 10566852

20 **Incident Date** February 22, 2014

21 **Consumer Location** PUYALLUP, WA

22 **Vehicle Identification Number** 1FT7X2BT1BE*****

23 **Summary of Complaint**

24 **CRASHNo**

25 **FIRENo**

26 **INJURIES0**

27 **DEATHS0**

28 TL* THE CONTACT OWNS A 2011 FORD F-250. THE CONTACT STATED THAT WHILE
DRIVING 60 MPH, THE VEHICLE BEGAN SHAKING ABNORMALLY. THE CONTACT TOOK
THE VEHICLE TO THE DEALER, WHO STATED THAT THEY WOULD BALANCE ALL
FOR TIRES AND PERFORMED AND ALIGNMENT CHECK. THE VEHICLE WAS
REPAIRED HOWEVER, THE PROBLEM PERSISTED. THE MANUFACTURER WAS NOT
CONTACTED. THE APPROXIMATE FAILURE MILEAGE WAS 22,500. *TR

1 Affected Product

August 28, 2012 NHTSA ID NUMBER: 10472738

Components: STEERING

NHTSA ID Number: 10472738

Incident Date August 1, 2011

Consumer Location HOUSTON, TX

Vehicle Identification Number 1FT7W2BT9BE*****

Summary of Complaint

CRASHNo

1 **FIRENo**
2 **INJURIES0**
3 **DEATHS0**

4 TL* THE CONTACT OWNS A 2011 FORD F-250 SD. THE CONTACT WAS DRIVING 40 MPH
5 OVER A POT HOLE WHEN THE STEERING WHEEL BEGAN TO SHAKE ABNORMALLY. THE
6 CONTACT WAITED UNTIL THE SHAKING CEASED INDEPENDENTLY HOWEVER, THE
7 FAILURE RECURRED FREQUENTLY. **THE VEHICLE WAS TAKEN TO THE DEALER WHO**
8 **ADVISED THAT THE FAILURE WAS CAUSED BY THE TIRES AND RECOMMENDED**
9 **HAVING A FRONT END ALIGNMENT PERFORMED. THE CONTACT STATED THAT ALL**
10 **FOUR TIRES WERE REPLACED AND AN ALIGNMENT WAS PERFORMED HOWEVER,**
11 **THE FAILURE PERSISTED.** THE MANUFACTURER WAS NOT MADE AWARE OF THE
12 FAILURE. THE FAILURE MILEAGE WAS 10. THE CURRENT MILEAGE WAS 31,000.

13 **1 Affected Product**

14 **December 8, 2016 NHTSA ID NUMBER: 10933947**

15 **Components: STEERING, SUSPENSION**

16 **NHTSA ID Number: 10933947**

17 **Incident Date December 5, 2016**

18 **Consumer Location VILLAGE MILLS, TX**

19 **Vehicle Identification Number 1FT7W2BT8CE******

20 **Summary of Complaint**

21 **CRASHNo**

22 **FIRENo**

23 **INJURIES0**

24 **DEATHS0**

25 VIOLENT SHAKING FROM FRONT STEERING AND SUSPENSION. **KNOWN PROBLEM**
26 **WITH FORD SERVICE TECHNICIANS AND INDEPENDENT TIRE DEALERS. FORD**
27 **CALLS IT " DEATH WOBBLE". MOST AFFECTED YEAR MODELS ARE 2006 THRU 2012**
28 **PER SERVICE WRITER . PROBLEM STARTS APPROXIMATELY 42 MPH IN MY TRUCK ON**
HIGHWAYS OR CITY STREETS USUALLY AFTER A SMALL BUMP IN ROAD.. SHAKING IN
STEERING WHEEL AND BOUNCING IN CAB. I HAD TO COME TO A COMPLETE STOP TO
STOP THE SHAKE AND BOUNCE. **THE FORD DEALER REPLACED TRACK BAR AND**
BALL JOINT. THEN REPLACED FOUR TIRES , BALANCED,AND FRONT END
ALIGNMENT. TRUCK NOW HAS CONSTANT VIBRATION IN STEERING WHEEL.
DEATH WOBBLE HAS OCCURRED TWICE SINCE REPAIR. GOING BACK TO DEALER.
THIS PROBLEM HAS BEEN REPORTED AND WELL KNOWN TO FORD. NO SPECIFIC CAUSE
OR FIX HAS BEEN OFFERED. SUPPOSEDLY FORD REDESIGNED FRONT STEERING AND
SUSPENSION IN 2014 MODELS BECAUSE OF THIS PROBLEM. THE SERVICE WRITER,
WENDY, AT SILSBEE FORD IN SILSBEE, TEXAS TOLD ME SHE DID NOT KNOW WHY FORD
DOES NOT RECALL THESE TRUCKS IT IS SUCH A BIG PROBLEM.

29 **1 Affected Product**

30 **September 4, 2014 NHTSA ID NUMBER: 10629783**

31 **Components: STEERING, SUSPENSION**

NHTSA ID Number: 10629783
Incident Date February 1, 2014
Consumer Location BISHOP, CA
Vehicle Identification Number 1FT8W3BT3BE****

Summary of Complaint

CRASHNo
FIRENo
INJURIES0
DEATHS0

2011 FORD F-350. CONSUMER WRITES IN REGARDS TO SEVERE STEERING WHEEL OSCILLATION PROBLEMS. *SMD THE CONSUMER STATED HE MUST BRING THE VEHICLE TO A COMPLETE STOP, TO GET THE VEHICLE TO STOP SHAKING. IT HAS HAPPENED SEVERAL TIMES. ON TWO OCCASIONS, THE SHAKING WAS BAD THE TREAD SEPARATED FROM THE TIRE. THE VEHICLE WAS TAKEN TO THE DEALER SEVERAL TIMES, AND NOTHING WAS DONE, EXCEPT ROTATING THE TIRES AND CHECKING THE AIR PRESSURE. IN FEBRUARY 2014, THE DEALER REPLACED THE STEERING DAMPER. THE PROBLEM WENT AWAY FOR ABOUT FIVE MONTHS. THE DEALER INFORMED THE CONSUMER, THE VEHICLE NEEDS NEW TIE RODS, FRONT DRIVE LINK, A FRONT TRACK BAR AND AN ALIGNMENT. *JB

1 Affected Product

1 Associated Document

October 23, 2014 NHTSA ID NUMBER: 10649518

Components: STEERING, SUSPENSION

NHTSA ID Number: 10649518
Incident Date October 22, 2014
Consumer Location ZEBULON, NC
Vehicle Identification Number 1FT7W2BT9BE****

Summary of Complaint

CRASHNo
FIRENo
INJURIES0
DEATHS0

MY HUSBAND WAS DRIVING THROUGH A ROAD CONSTRUCTION WORK ZONE WHEN SUDDENLY THE STEERING WHEEL STARTED SHAKING VIOLENTLY AND JUMPED OUT OF HIS HANDS . HE LOST CONTROL OF THE TRUCK . THE OTHER DRIVERS WERE ABLE TO COMPENSATE FOR THE OUT OF CONTROL TRUCK AND AN ACCIDENT WAS AVOIDED . I WENT ON TO RESEARCH THIS ISSUE . I FOUND A FORUM WITH MANY OTHERS HAVING THE SAME ISSUE . MY HUSBAND TOOK IT TO THE LOCAL DEALERSHIP WHERE THEY SAY THEY HAVE NO KNOWLEDGE OF SUCH ISSUES . THEY TOLD HIM IT WAS POOR TIRE PRESSURE OR OUT OF ALIGNMENT . MY HUSBAND HAD BOTH CHECKED AND THERE WAS NO PROBLEM. I FEAR IT IS JUST A MATTER OF TIME BEFORE THERE IS A SEVERE ACCIDENT DUE TO THIS ISSUE . THE OTHERS SAY THE VEHICLE CONTINUES TO DO THE " DEATH WOBBLE " AS IT HAS BEEN COINED ONLINE .

1 PLEASE HAVE SOMEONE LOOK INTO THIS PROBLEM . I HAVE ALSO EMAILED FORD
2 MOTOR COMPANY . *TR

3 **1 Affected Product**

4 **July 24, 2014 NHTSA ID NUMBER: 10615932**
5 **Components: WHEELS, STEERING, SUSPENSION**

6 **NHTSA ID Number:** 10615932

7 **Incident Date** January 3, 2011

8 **Consumer Location** DUNN, NC

9 **Vehicle Identification Number** 1FT7W2B67BE****

10 **Summary of Complaint**

11 **CRASHNo**

12 **FIRENo**

13 **INJURIES0**

14 **DEATHS0**

15 DEATH RUMBLE: AFTER ANY NEW SET OF TIRES GETS ABOUT 15,000 -20,000 MILES ON
16 THEM, THE INFAMOUS "DEATH RUMBLE" OCCURS ON THIS MODEL TRUCK. WHEN
17 TRAVELING AT SPEEDS OF 60 OR MORE AND YOU TURN OR HIT A BUMP, THE FRONT
18 END OF THE VEHICLE STARTS SHAKING AND VIBRATING VIOLENTLY. YOU HAVE TO
19 COME TO AN ALMOST IMMEDIATE STOP IN ORDER TO GET THE VEHICLE TO STOP THE
20 SHAKING. IT IS SO BAD THAT YOU CANNOT CONTROL STEERING AT TIMES AND IS
21 EVEN VISIBLE TO OTHERS NOT IN THE VEHICLE. ALL FORD DEALERS THAT I HAVE
22 SPOKEN WITH ABOUT THIS ARE AWARE OF THE ISSUE BUT BLAME IT ON TIRES OR
23 TIRE PRESSURE. I HAVE TRIED SEVERAL TYPES OF TIRES (AS I KNOW HAVE OVER
24 125,000 MILES ON MY TRUCK) AND ALWAYS INFLATE THEM AS PER MY OWNER'S
25 MANUAL...THIS DOES NOT HELP...NOR DOES ROTATING, BALANCING, CHECKING
26 BRAKES, BALL JOINTS, SUSPENSION, ETC. YOU CAN WATCH MANY MANY VIDEOS OF
27 THIS PROBLEM OF YOUTUBE AND OTHER LOCATIONS, SEE WRITE-UPS IN MAGAZINES,
28 AND AS I SAID, DEALERS EVEN KNOW ABOUT THIS ISSUE...SO WHY IS IT NOT GETTING
CORRECTED??? *TR

1 Affected Product

September 9, 2012 NHTSA ID NUMBER: 10474424
Components: STEERING, SUSPENSION, WHEELS

NHTSA ID Number: 10474424

Incident Date May 1, 2012

Consumer Location MORGANTOWN, WV

Vehicle Identification Number 1FT7W2BT1BE****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

1 DRIVING APPROXIMATELY 45 MPH ON A STATE HIGHWAY, MAKING A SLIGHT LEFT
2 TURN, HIT A SMALL BUMP IN THE ROAD, AND THE STEERING WHEEL STARTED
3 JERKING VIOLENTLY FROM LEFT TO RIGHT FROM THE 9:00 TO 3:00 POSITIONS. I COULD
4 NOT STOP IT WITH BOTH HANDS. I HAD TO BRAKE THE VEHICLE TO ALMOST A
5 COMPLETE STOP TO END THE JERKING. THIS HAS BEEN HAPPENING ON ALMOST A
6 DAILY BASIS. THE VEHICLE CURRENTLY HAS 22,193 MILES ON IT. IT HAS BEEN TO THE
7 DEALERSHIP AT LEAST 4 TIMES AND THEY HAVE BEEN CALLED NUMEROUS TIMES
8 WITH THE PROBLEM. THEY HAVE CHECKED THE TIRE PRESSURE SEVERAL TIMES.
9 THE FRONT END. CHANGED THE STEERING DAMPER , WHICH SLIGHTLY HELPED
10 FOR ABOUT 500 MILES. IT IS NOW HAPPENING EVERY TIME I DRIVE THE VEHICLE
11 AND IS GETTING WORSE. NOW ALSO HAPPENING AT LOWER SPEEDS, AROUND 30 MPH
12 AND UP. *TR

1 **1 Affected Product**

10 **May 29, 2012 NHTSA ID NUMBER: 10459926**

11 **Components: STEERING, SUSPENSION**

12 **NHTSA ID Number:** 10459926

13 **Incident Date** May 29, 2012

14 **Consumer Location** MIDLAND, TX

15 **Vehicle Identification Number** N/A

16 **Summary of Complaint**

17 **CRASH**No

18 **FIRE**No

19 **INJURIES**0

20 **DEATHS**0

21 WHILE DRIVING ABOUT 60MPH ON LOOP 250 HERE IN MIDLAND, TX I WENT OVER AN
22 OVERPASS CHANGING FROM THE PAVEMENT TO CONCRETE. AT THAT POINT I
23 COMPLETELY LOST CONTROL OF THE VEHICLE DUE TO VERY BAD FRONT WHEEL
24 WOBBLE. I WAS ONLY ABLE TO REGAIN CONTROL BY COMING TO ALMOST A
25 COMPLETE STOP VERY CLOSELY AVOIDING AN ACCIDENT. I HAVE NOTICED THIS
26 DEATH WOBBLE BEFORE ON MY 2007 FORD F-250 AND NOW IT HAS STARTED ON MY
27 2010. I TOOK THE 2007 TO THE DEALER MANY TIMES AND THEY COULD NEVER

28 DUPLICATE THE PROBLEM OR WOULD USE AN EXCUSE THAT THEY ADJUSTED THE
AIR PRESSURE ON TIRES. THIS PROBLEM IS A MAJOR ISSUE AND WILL CAUSE SERIOUS
ACCIDENTS IF IT HAS NOT ALREADY. AFTER ARRIVING AT WORK I SEARCHED THE
INTERNET FOR OTHERS WITH SIMILAR PROBLEMS AND IT SEEMS ALL FORD F-250 4X4'S
HAVE THE SAME ISSUE ALL THEY WAY UP TO THE CURRENT MODEL. THERE ARE TONS
OF YOUTUBE VIDEOS SHOWING EXACTLY WHAT HAPPENED TO ME STATING THAT
FORD WILL NOT CORRECT THE PROBLEM. SOMETHING NEEDS TO BE DONE!

HTTP://WWW.YOUTUBE.COM/WATCH?V=8EUQ6F8RGT4
HTTP://WWW.YOUTUBE.COM/WATCH?V=PSDBCX-GCS8
HTTP://WWW.TOPIX.COM/FORUM/AUTOS/FORD-F-250-SUPER-
DUTY/T0SGDCTMOBHE5JER1/P13 HTTP://WWW.RACE-
DEZERT.COM/FORUM/SHOWTHREAD.PHP/82022-F250-QUOT-DEATH-WOBBLE-QUOT-
STEERING-ISSUE. *TR

1 **1 Affected Product**

2
3 **April 23, 2013 NHTSA ID NUMBER: 10509217**

4 **Components: STEERING, SUSPENSION**

5 **NHTSA ID Number:** 10509217

6 **Incident Date** December 3, 2012

7 **Consumer Location** BROCKPORT, NY

8 **Vehicle Identification Number** N/A

9 **Summary of Complaint**

10 **CRASH**No

11 **FIRE**No

12 **INJURIES**0

13 **DEATHS**0

14 THIS TRUCK HAS DEVELOPED THE "DEATH" WOBBLE. IF I HIT A BUMP, BRIDGE JOINT IT
15 WILL SEND THE TRUCK INTO AN INSTANT WOBBLE THAT IS SO VIOLENT YOU HAVE TO
16 SLOW TO ABOUT 20MPH TO STOP IT. VERY DANGEROUS AT HIGHWAY SPEEDS AS YOU
17 CANNOT KEEP LANE CONTROL. ALREADY DESTROYING THE FRONT TIRES AND
18 DEALERS HAVE SAID TO KEEP PROPER AIR PRESSURE. I HAVE BEEN AN AUTO
19 MECHANIC FOR OVER 15 YRS NOW AND THAT IS THE BEST EXCUSE THE DEALER
20 HAS. FORD KNOWS THERE IS A PROBLEM BUT SAID THERE IS NOT ENOUGH
21 COMPLAINTS. I HAVE DONE A SEARCH AND CAME UP WITH OVER 18,000 HITS ON
22 GOOGLE FOR THIS TOPIC ALONE. PLEASE ASSIST WITH KEEPING US SAFE AND DEMAND
23 A FIX AND RECALL BEFORE PEOPLE ARE KILLED DRIVING OR EVEN BEING NEAR THIS
24 VEHICLE. *TR

25 **1 Affected Product**

26
27 **March 12, 2013 NHTSA ID NUMBER: 10502520**

28 **Components: STEERING, SUSPENSION, WHEELS**

NHTSA ID Number: 10502520

Incident Date March 1, 2010

Consumer Location ANNVILLE, PA

Vehicle Identification Number N/A

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

29 I WAS DRIVING MY 2009 F-250 TRAVELING ABOUT 40 TO 45 MPH AND AFTER HITTING A
30 ROUGH PATCH OF ROAD THE WHEELS BEGAN TO SHAKE OUT OF CONTROL FOR ABOUT
31 20 SECONDS. I HAVE HAD MY TRUCK TO THE DEALERSHIP FOR THE SAME
32 PROBLEM ON 6 PLUS TIMES. FORD STATES THAT IT WAS A TIRE PRESSURE
33 ISSUE.....BS!.... BS! EACH TIME FORD HAS MY TRUCK THEY SAY WE HAVE FIXED
34 THE PROBLEM AND IT SHOULD NOT OCCUR AGAIN. THE LAST TIME I LEFT FORD AND
35 SPENT 165.00\$ ON A DAMPER ROD TO FIX THIS PROBLEM I DROVE 18 MILES DOWN THE

1 ROAD AND WENT INTO A "DEATH WOBBLE AGAIN. I TURNED THE TRUCK AROUND AND
2 IT IS SITTING AT FORD AS I WRITE THIS POST. AFTER REVIEWING THIS MATTER ON
3 LINE I HAVE NOTICED THAT THERE ARE MORE F-250'S WITH THE SAME ISSUE. A
4 FEDERAL RECALL NEEDS TO BE DONE AND FAST. SEVERAL TIMES THAT THE "DEATH
5 WOBBLE " AS OCCURRED TO ME , I HAVE BEEN LUCKY SO FAR TO DRIVE OUT OF IT
6 WITH OUT A PROBLEM. I MIGHT NOT BE SO LUCKY NEXT TIME. A FEDERAL RECALL
7 NEEDS TO BE DONE FAST!!!!!!!!!!!!!!!!!!!!!! *TR

8 **1 Affected Product**

9 **February 7, 2018 NHTSA ID NUMBER: 11067423**

10 **Components: STEERING**

11 **NHTSA ID Number:** 11067423

12 **Incident Date** February 6, 2018

13 **Consumer Location** RINGWOOD, NJ

14 **Vehicle Identification Number** 1FTSW21Y88E****

15 **Summary of Complaint**

16 **CRASH**No

17 **FIRE**No

18 **INJURIES**0

19 **DEATHS**0

20 HAVE BEEN EXPERIENCING THE INFAMOUS "SUPER DUTY DEATH SHAKE" FOR
21 SEVERAL YEARS NOWHAVE HAD DEALER INSPECT THE VEHICLE NUMEROUS
22 TIMES TO NO AVAILALWAYS TOLD IT IS DUE TO TIRE PRESSURE OR WORN
23 TIRES...I CHECK PRESSURES REGULARLY AND NEVER HAVE TO ADD MORE THAN A
24 # OR TWO.....NEW TIRES MASK THE PROBLEM BUT IT IS STILL THERE.....SEVERAL
25 ENCOUNTERS HAVE NEARLY CAUSED ACCIDENTS....USUALLY HAPPENS AT HIGHWAY
26 SPEED BUT OCCASIONALLY AT SPEEDS AS LOW AS 35 MPH....VIOLENT OSCILLATION
27 AT TIMES HAVE BEEN VERY DANGEROUS SITUATIONSTHIS PROBLEM NEEDS TO BE
28 RECTIFIEDRECEIVED A "RECALL NOTICE RELATED TO THIS ISSUE ON 2/6/2018WAS
TOLD BY FORD ON 2/7/2018 THAT THEY HAVE NO PLANS TO FIX THIS DANGEROUS
ISSUE

1 Affected Product

March 26, 2013 NHTSA ID NUMBER: 10504525

Components: SUSPENSION, STEERING

NHTSA ID Number: 10504525

Incident Date December 7, 2010

Consumer Location FORT WORTH, TX

Vehicle Identification Number 1FTSW21R78E****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

1 BEGAN IN 2010...DEATH WOBBLE....HITTING A BUMP,,STEERING WHEEL SHAKES
2 VIOLENTLY.....LOSS OF CONFIDENCE IN THE ABILITY OF THE VEHICLE TO PROVIDE
3 SAFETY TRANSPORTATION.....DEALERSHIP VISIT WAS NOT HELPFUL...SAID IT WAS TIRE
4 PRESSURE...ADDED A DIFFERENT TRAC BAR IN 2012...HELPED SOME BUT TIL
5 PRODUCES THE WOBBLE AT LOWER SPEEDS. *TR

6 **1 Affected Product**

7 December 6, 2018 NHTSA ID NUMBER: 11156683

8 **Components: STEERING**

9 NHTSA ID Number: 11156683

10 Incident Date November 7, 2018

11 Consumer Location LAKE GENEVA, WI

12 Vehicle Identification Number 1FT7W2BT8HE****

13 **Summary of Complaint**

14 CRASHNo

15 FIRENo

16 INJURIES0

17 DEATHS0

18 WHILE DRIVING AT NORMAL HIGHWAY SPEEDS IN NORMAL DRIVING CONDITIONS
19 AFTER COMING TO A BUMP IN THE ROAD OR EXPANSION CRACK THE TRUCK STEERING
20 WHEEL STARTS TO SHAKE VIOLENTLY. THIS WILL CONTINUE UNTIL THE TRUCK IS
21 SLOWED DOWN TO ABOUT 30 MPH. THE TRUCK WILL AT TIMES MOVE ACROSS LANES
22 OF TRAFFIC AND INTO ONCOMING TRAFFIC. THE DEALER WAS MADE AWARE AND
23 REPLACED THE STEERING STABILIZER. THE PROBLEM RETURNED RIGHT AWAY.
24 THE TRUCK IS SCHEDULED FOR REPAIR AGAIN DEC 17 2018

25 **1 Affected Product**

26 July 24, 2017 NHTSA ID NUMBER: 11010308

27 **Components: SUSPENSION**

28 NHTSA ID Number: 11010308

Incident Date February 15, 2015

Consumer Location COLORADO SPRINGS, CO

Vehicle Identification Number 1FT8W3BT0DE****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

TL* THE CONTACT OWNS A 2013 FORD F-350. ON SEVERAL OCCASIONS, WHILE DRIVING
55 MPH, THE VEHICLE VIOLENTLY SHOOK WHEN MAKING CONTACT WITH A BUMP. THE
CONTACT STATED THAT THE STEERING WHEEL BECAME DIFFICULT TO MANEUVER
WHEN THE SHAKING OCCURRED AND THE CHECK ENGINE WARNING INDICATOR
ILLUMINATED. THE VEHICLE WAS TAKEN TO PHIL LONG FORD OF MOTOR CITY
(1212 MOTOR CITY DR, COLORADO SPRINGS, CO 80905 (719) 694-3487) WHERE THE

FAILURE WAS DIAGNOSED AS THE (DEATH WOBBLE). THE BALL JOINTS, TRACKING BAR BUSHINGS, SPRING MOUTH, STEERING STABILIZER SHOCK, AND ALL FOUR TIRES NEEDED TO BE REPLACED. THE VEHICLE WAS REPAIRED, BUT THE FAILURE RECURRED. THE MANUFACTURER WAS NOTIFIED AND ADVISED THE CONTACT TO TAKE THE VEHICLE BACK TO THE DEALER. NO FURTHER ASSISTANCE WAS OFFERED. THE FAILURE MILEAGE WAS 53,000.

1 Affected Product

September 24, 2012 **NHTSA ID NUMBER: 10476818**

Components: STEERING

NHTSA ID Number: 10476818

Incident Date June 12, 2012

Consumer Location SEARCY, AR

Vehicle Identification Number 1FT7W2BT8BE*****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

TL* THE CONTACT OWNS A 2011 FORD F-250 SD. THE CONTACT STATED THAT WHILE TRAVELING 70 MPH, HE DROVE OVER A BUMP AND THE VEHICLE BEGAN TO SHAKE VIOLENTLY. THE CONTACT MENTIONED THAT HE HAD TO DECELERATE SINCE THE VEHICLE FELT AS IF IT WAS GOING TO CRASH. **THE VEHICLE WAS TAKEN TO THE DEALER WHO STATED THAT THE STEERING STABILIZER SHOCK NEEDED TO BE REPLACED. THE VEHICLE WAS REPAIRED BUT THE FAILURE RECURRED.** THE MANUFACTURER WAS MADE AWARE OF THE FAILURE WHO DID NOT OFFER ANY ASSISTANCE. THE FAILURE MILEAGE WAS 23,000. UPDATED 10/31/12*LJ UPDATED 10/31/12

1 Affected Product

1 Associated Document

May 30, 2017 **NHTSA ID NUMBER: 10992335**

Components: SUSPENSION, SERVICE BRAKES, HYDRAULIC

NHTSA ID Number: 10992335

Incident Date May 20, 2017

Consumer Location BROOKEVILLE, MD

Vehicle Identification Number 1FT7X2B69BE*****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

TL* THE CONTACT OWNS A 2011 FORD F-250. WHILE DRIVING OVER 60 MPH, THE VEHICLE SHOOK AND THE STEERING WHEEL LOCKED. WHILE THE BRAKE PEDAL WAS

1 DEPRESSED, THE VEHICLE SHOOK UNCONTROLLABLY. THERE WERE NO WARNING
2 INDICATORS ILLUMINATED. **THE VEHICLE WAS TAKEN TO THE DEALER (KOONS**
3 **SILVER SPRING FORD, 3111 AUTOMOBILE BLVD, SILVER SPRING, MD 20904 (301) 890-**
4 **6100) WHERE IT WAS DIAGNOSED THAT THE BALL JOINT, BRAKE PADS, AND**
5 **STABILIZER BAR NEEDED TO BE REPLACED. ALSO, FLUID WAS LEAKING ON THE**
6 **SHOCKS AND THE STRUT NEEDED TO BE REPLACED. THE VEHICLE WAS REPAIRED,**
7 **BUT THE FAILURES RECURRED.** THE MANUFACTURER WAS NOT NOTIFIED OF THE
8 FAILURES. THE FAILURE MILEAGE WAS 58,100.

9 **1 Affected Product**

10 February 8, 2013 NHTSA ID NUMBER: 10496896

11 **Components: SUSPENSION**

12 NHTSA ID Number: 10496896

13 Incident Date July 9, 2011

14 Consumer Location KENNARD, NE

15 Vehicle Identification Number N/A

16 Summary of Complaint

17 CRASHNo

18 FIRENo

19 INJURIES0

20 DEATHS0

21 TL* THE CONTACT OWNS A 2011 FORD F-250. THE CONTACT STATED THAT WHILE
22 DRIVING 40 MPH, THE FRONT END SHIMMERED SEVERELY WHEN THE VEHICLE HIT A
23 BUMP. **THE VEHICLE WAS TAKEN TO THE DEALER FOUR TIMES WHO REPLACED**
24 **THE BALL JOINTS AND STABILIZER ARM BUT THE FAILURE RECURRED.** THE
25 MANUFACTURER WAS NOT NOTIFIED. THE FAILURE MILEAGE WAS 30,000 AND THE
26 CURRENT MILEAGE WAS 68,000. THE VIN WAS UNAVAILABLE.

27 **1 Affected Product**

28 December 5, 2012 NHTSA ID NUMBER: 10487446

Components: SUSPENSION

NHTSA ID Number: 10487446

Incident Date February 1, 2012

Consumer Location MOUNTVILLE, PA

Vehicle Identification Number 1FT7X2B64BE*****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

TL* THE CONTACT OWNS A 2011 FORD F-250 SD. THE CONTACT WAS DRIVING
APPROXIMATELY 50 MPH OVER A ROAD BUMP WHEN THE FRONT END OF THE VEHICLE
BEGAN TO SHAKE VIOLENTLY. **THE VEHICLE WAS TAKEN TO AN AUTHORIZED**
DEALER THREE TIMES FOR THE FAILURE. THE STEERING STABILIZER AND FRONT

END SHOCKS WERE REPLACED AT DIFFERENT TIMES. THE FAILURE RECURRED AFTER THE REPAIRS WERE PERFORMED WHENEVER DRIVING OVER A ROAD BUMP OR POTHOLE. THE MANUFACTURER WAS NOTIFIED OF THE PROBLEM. THE APPROXIMATE FAILURE MILEAGE WAS 28,848.

1 Affected Product

D. Ford’s Actions Harmed Consumers and Placed Public Safety at Risk

54. Ford’s acts and omissions as described above have unnecessarily put the safety of Class Members and the public in jeopardy.

55. Further, because of Defendant’s unfair, deceptive and/or fraudulent business practices, owners and/or lessees of the Class Vehicles, including Plaintiff, have suffered an ascertainable loss of money and/or property and/or loss in value. The unfair and deceptive trade practices committed by Defendant were conducted in a manner giving rise to substantial aggravating circumstances.

56. Had Plaintiff and other Class Members known of the Defect at the time of purchase or lease, they would not have bought or leased the Class Vehicles or would have paid substantially less for them.

57. As a result of the Defect and the monetary costs associated with attempting to repair them, Plaintiff and the Class Members have suffered injury in fact, incurred damages, and have otherwise been harmed by Defendant’s conduct. Accordingly, Plaintiff brings this action to redress Defendant’s violations of the consumer protection statutes of California also seek recovery for Defendant’s breach of express warranty, breach of implied warranty, breach of the duty of good faith and fair dealing, and fraudulent concealment.

1. Defendants’ Warranty-Related Practices

58. Defendant issued a “New Vehicle Limited Warranty” with each Class Vehicle.

59. Under the basic New Vehicle Limited Warranty, Defendant agreed to repair defects reported within the earlier of 3 years or 36,000 miles. The 2011 Ford F-Series Warranty manual provides that:

You will not be charged for repairs covered by any applicable warranty during the stated coverage periods, unless specifically stated elsewhere in this guide.

...

1 Sometimes Ford may offer a special adjustment program to pay all or part
2 of the cost of certain repairs beyond the terms of the applicable warranty.

3 . . .

4 The New Vehicle Limited Warranty and the Emissions Warranties
described in this booklet apply to your vehicle if:

5 • it was originally purchased through the Ford Export Operations Military
6 Sales Program; or

7 • it was originally sold or leased by Ford Motor Company or one of its
8 dealers in the United States or U.S. Federalized Territories, and it was
originally registered/licensed and operated in the United States, U.S.
Federalized Territories, or Canada.

9 . . .

10 You may have some implied warranties. For example, you may have an
11 implied warranty of merchantability (that the car or light truck is
reasonably fit for the general purpose for which it was sold)

12 60. Defendant instructs vehicle owners and lessees to bring their vehicles to a Ford
13 dealership for the warranty repairs. Many owners and lessees have presented Class Vehicles to Ford
14 dealerships with complaints related to the Defect.

15 61. Defendant has evaded its warranty obligations by failing to tell consumers that their
16 vehicles are defective and by representing that the cause of the defect is the owner’s neglect to properly
17 maintain the vehicle. This representation, however, is false as the Class Vehicles are inherently defective
18 and will inevitably fail.

19 62. Once again, a review of the NHTSA complaint database reveals that the Death Wobble
20 Defect manifests for the first time within the New Vehicle Limited Warranty, sometimes as early as
21 when the vehicle has less than one thousand miles on the odometer. But the Death Wobble Defect also
22 frequently manifests for the first time shortly after the expiration of the New vehicle Limited Warranty.

23 63. Of the 1,265 customer complaints registered in the NHTSA database, 395 of the
24 complaints indicated the approximate mileage at which the complainant first experienced the Death
25 Wobble Defect in the F-Series Super Duty vehicle. Of that number, 55% (222 out of) of the complaints
26 indicated that the Death Wobble Defect first manifested when the vehicle had less than 36,000 on the
27 odometer, and of those, 30 complainants first experienced the Death Wobble Defect when their vehicles
28 had less than 5,000 miles. Of the 175 complainants that first experienced the Death Wobble Defect

1 outside of the New Vehicle Limited Warranty mileage threshold, 34 of the complainants first
 2 experienced the Death Wobble Defect when their vehicle was less than 5,000 miles outside of the
 3 warranty mileage period.

4 64. The following table shows the reported approximate mileage of the onset of the Death
 5 Wobble Defect in all NHTSA complaints in which the mileage was referenced:

In-Warranty					
	NHTSA ID No.	Mileage			
6			30	10190731	<5,000
7			31	10575590	5,400
8	1	10341943	32	11132857	5,800
9	2	10264951	33	11157006	<6,000
10	3	10352676	34	10267467	6,000
11	4	10358161	35	10495993	6,000
12	5	10360616	36	10499454	6,000
13	6	10472738	37	10253789	7,000
14	7	10197626	38	11092264	7,000
15	8	10445228	39	11120417	7,000
16	9	10822088	40	11157298	7,909
17	10	10282585	41	10236342	8,000
18	11	10204597	42	10257681	8,000
19	12	10256489	43	11156845	8,000
20	13	10877122	44	11132889	8,200
21	14	10235160	45	11164678	8,500
22	15	10235162	46	10552681	9,000
23	16	10563279	47	10511730	9,000
24	17	11144412	48	10411981	9,800
25	18	10204049	49	11073393	9,800
26	19	11150956	50	10265894	10,000
27	20	10483603	51	10215739	10,000
28	21	10440829	52	10185954	10,000
	22	10471247	53	10281566	10,000
	23	11164685	54	10199973	10,000
	24	10822406	55	10660588	10,000
	25	10532703	56	11133226	10,000
	26	10392304	57	11122943	10,100
	27	10244101	58	11131155	10,959
	28	10238850	59	10280243	11,000
	29	10475859	60	10177882	11,000

1	61	10266842	11,000
2	62	10526035	11,300
3	63	10183787	12,000
4	64	10253778	12,000
5	65	10439875	12,000
6	66	10273332	12,000
7	67	10251226	12,000
8	68	10416598	12,000
9	69	10229151	12,000
10	70	10504688	12,000
11	71	11163281	12,000
12	72	11170395	12,161
13	73	10277365	12,900
14	74	11084855	13,000
15	75	11151372	13,000
16	76	11172009	13,000
17	77	10265529	14,000
18	78	11054256	14,000
19	79	11064990	14,000
20	80	11166300	14,000
21	81	11066716	14,000
22	82	11156669	14,700
23	83	10356330	15,000
24	84	10402591	15,000
25	85	10359276	15,000
26	86	10262107	15,000
27	87	11081940	15,000
28	88	11160778	15,000
	89	10283392	<16,000
	90	10197931	16,000
	91	11075516	16,000
	92	11170357	16,000
	93	10246512	17,000
	94	10916472	17,000
	95	11163498	17,000
	96	11173650	17,000
	97	11173650	17,000
	98	11100797	17,000

99	10198430	17,600
100	10198762	18,000
101	10238374	18,000
102	10206556	18,000
103	10320462	18,000
104	11119353	18,000
105	10557891	18,750
106	11065587	<19,000
107	10298418	19,000
108	10823993	19,000
109	11080144	19,500
110	10789577	<20,000
111	10788327	<20,000
112	10819770	<20,000
113	10231489	20,000
114	10230072	20,000
115	10493165	20,000
116	10268431	20,000
117	10576849	20,000
118	10363678	20,000
119	11092739	20,000
120	11013478	20,000
121	10664333	20,000
122	11163834	20,000
123	11118215	20,000
124	11163559	20,000
125	11165507	20,000
126	10255935	20,789
127	11141552	21,000
128	11154687	21,500
129	10222609	21,977
130	10680495	22,000
131	10247920	22,065
132	10474424	<22,193
133	10566852	22,500
134	10323973	22,900
135	10265630	<23,000
136	10282830	23,000

1	137	10277968	23,000
2	138	10256667	23,000
3	139	10476818	23,000
4	140	10425765	23,400
5	141	10433960	23,500
6	142	10984255	23,766
7	143	10422634	24,000
8	144	10330354	24,000
9	145	11133421	24,000
10	146	11151224	24,000
11	147	11139700	24,000
12	148	10287227	24,200
13	149	11072675	24,700
14	150	10268747	24,900
15	151	10294472	<25,000
16	152	10272963	25,000
17	153	10281464	25,000
18	154	10332021	25,000
19	155	10458496	25,000
20	156	10197717	25,000
21	157	10193596	25,000
22	158	11001691	25,000
23	159	10561609	25,000
24	160	11165555	25,000
25	161	11154123	25,000
26	162	11165469	25,000
27	163	10204198	<26,000
28	164	10319537	26,000
	165	10354176	26,000
	166	10351350	26,000
	167	10465237	<26,505
	168	10253969	<27,000
	169	11051493	27,000
	170	11156425	27,000
	171	10538054	27,600
	172	11155371	27,800
	173	10246054	<28,000
	174	10310422	28,000

175	10477222	28,000
176	10786578	28,000
177	11151155	28,000
178	11153642	28,000
179	11173911	28,412
180	10487446	28,848
181	10439931	<29,000
182	10278427	29,000
183	10299121	29,000
184	10849651	29,000
185	10486420	29,800
186	11141310	29,947
187	11114415	<30,000
188	10340601	30,000
189	10386266	30,000
190	10375410	30,000
191	10491015	30,000
192	10845889	30,000
193	10496896	30,000
194	10607693	30,000
195	10560105	30,000
196	10578052	30,000
197	11171514	30,000
198	11172828	30,000
199	10360446	31,000
200	10211208	31,000
201	10246537	31,000
202	10395796	31,000
203	10534069	31,000
204	10272506	32,000
205	10349764	32,000
206	10560393	32,000
207	10721166	33,000
208	10304590	33,481
209	10439094	<33,500
210	10277958	34,000
211	10548289	34,000
212	10236255	34,868

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213	10174494	<35,000
214	10917909	<35,000
215	10279266	35,000
216	10552684	35,000
217	10667739	35,000
218	10936530	35,000
219	10554360	35,000
220	11153298	35,000
221	10552092	<36,000
222	10436597	36,000

Out-of-Warranty

	NHTSA ID No.	Mileage
223	10390092	36,000
224	11120666	36,000
225	10266509	37,000
226	10445440	37,000
227	10266161	37,000
228	11022555	37,000
229	11047327	<38,000
230	10323451	38,000
231	11058217	38,000
232	10230394	39,000
233	10278647	39,000
234	10587168	39,000
235	11171001	39,000
236	10362825	39,600
237	10354071	<40,000
238	10838113	<40,000
239	11173771	<40,000
240	10438947	40,000
241	10207387	40,000
242	10207387	40,000
243	10347488	40,000
244	10417674	40,000
245	10336687	40,000
246	10339629	40,000
247	10350306	40,000

248	10614915	40,000
249	10486566	40,000
250	10705798	40,000
251	10476564	40,000
252	10672741	40,000
253	10693753	40,000
254	11088632	40,000
255	10542733	<41,000
256	11141233	41,000
257	10259400	<42,000
258	10232498	42,000
259	10272981	42,000
260	10562948	42,000
261	10443216	<43,000
262	10426658	43,200
263	10357223	45,000
264	10440552	45,000
265	10488010	45,000
266	10493002	45,000
267	10776467	45,000
268	10606408	45,000
269	11099958	45,000
270	10497898	46,000
271	10438969	47,000
272	10503219	<48,000
273	11020396	<48,000
274	10252099	49,000
275	11014891	<50,000
276	10266398	50,000
277	10439148	50,000
278	10287346	50,000
279	10560282	50,000
280	10577858	50,000
281	10265488	50,000
282	10637174	50,000
283	10779305	50,000
284	11123269	50,000
285	10955510	50,200

1	286	10243184	51,000
2	287	11128675	51,000
3	288	11129632	51,000
4	289	10435978	52,500
5	290	11010308	53,000
6	291	10439799	53,500
7	292	10267644	<54,000
8	293	10503173	55,000
9	294	10536189	55,000
10	295	10324392	56,000
11	296	10486471	56,000
12	297	10269858	>56,000
13	298	10377213	58,000
14	299	10456617	58,000
15	300	11150119	58,000
16	301	10992335	58,100
17	302	10746090	59,000
18	303	10849567	<60,000
19	304	10332685	60,000
20	305	10350093	60,000
21	306	10197033	60,000
22	307	10263289	60,000
23	308	10355827	60,000
24	309	10393902	60,000
25	310	10563867	60,000
26	311	10592650	60,000
27	312	11088792	60,000
28	313	11171351	60,000
	314	11065934	60,000
	315	10438989	60,500
	316	10441780	62,000
	317	11139112	62,000
	318	10274673	<63,000
	319	10246678	<65,000
	320	10438760	65,000
	321	10276278	65,000
	322	11170294	65,000
	323	10240263	65,197

324	10239261	<66,000
325	10398511	68,000
326	10408904	69,000
327	10440021	70,000
328	10241882	70,000
329	10504817	70,000
330	10512156	70,000
331	10873154	70,000
332	10908140	70,020
333	10593575	73,000
334	10557407	73,500
335	10286250	75,000
336	10510586	75,000
337	10496839	75,000
338	10499241	75,000
339	10658992	77,600
340	10265501	78,000
341	10379945	80,000
342	10894286	80,000
343	10662383	80,000
344	10854998	80,000
345	11153140	80,000
346	11101683	80,000
347	10384029	82,000
348	10876957	82,000
349	10307928	85,000
350	11171598	85,000
351	10759761	86,000
352	11170135	86,000
353	10363770	86,800
354	10504810	<87,000
355	11140682	89,000
356	10439726	90,000
357	10359557	90,000
358	10928968	90,000
359	10714699	90,000
360	10930091	90,000
361	10362727	<92,000

1	362	10241025	93,000
2	363	10415585	95,000
3	364	10558024	95,000
4	365	10495353	97,000
5	366	10376343	98,000
6	367	10872996	98,000
7	368	10818907	100,000
8	369	10854925	100,000
9	370	10678239	100,000
10	371	10811752	100,000
11	372	10930180	100,000
12	373	10895527	100,000
13	374	10888734	100,000
14	375	11164915	100,697
15	376	11091485	105,000
16	377	10596089	110,000
17	378	10946144	117,500
18	379	10327797	119,091
19	380	10731516	120,000

381	10734536	123,000
382	10794821	<124,000
383	10615932	<125,000
384	10863336	127,000
385	10969398	127,000
386	11063319	128,000
387	11120681	130,000
388	10402808	134,800
389	10891584	141,000
390	11076502	154,000
391	10731192	159,000
392	10872235	180,000
393	11150428	186,000
394	11071768	190,000
395	10929658	200,000
396	11003164	225,000
397	10500801	294,000

65. In many instances, consumers have incurred and will continue to incur expenses for the diagnosis and attempts to correct the Defect (despite such defect having been contained in the Class Vehicles when manufactured by Defendant), repair and replacement of various components of the front suspension.

66. Again, the NHTSA Complaint database provides numerous examples of economic cost to Class Members of trying to address the Death Wobble Defect, often being charged thousands of dollars for repairs that do not remedy the Defect.

2. NHTSA Consumer Complaints of Referencing Costs of Repairs
3. NHTSA Consumer Complaints Establishing that Repairs Were Ineffective in Addressing the Death Wobble Defect

68. The following complaints from the NHTSA database expressly reference the recurrence or persistence of the Death Wobble Defect after repairs were attempted by authorized Ford dealers, often at the expense of the customer.

January 7, 2019 NHTSA ID NUMBER: 11164915

Components: STEERING

NHTSA ID Number: 11164915

Incident Date December 8, 2018

Consumer Location LA PORTE, TX

Vehicle Identification Number 1FT7W2BT1KE****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

TL* THE CONTACT OWNS A 2019 FORD F-250. WHILE DRIVING 70 MPH, THE STEERING WHEEL SHOOK VIOLENTLY WITHOUT WARNING. THE CONTACT WOULD HAVE TO RELEASE THE ACCELERATOR PEDAL IN ORDER FOR THE STEERING WHEEL TO STOP SHAKING. THE VEHICLE WAS TAKEN TO COOK FORD (2600 PALMER HWY, TEXAS CITY, TX 77590, (409)-948-2541) WHERE IT WAS DIAGNOSED THAT THE VEHICLE BUMP STEERED, WHICH OCCURRED AT HIGH SPEEDS OVER A BUMP. THE VEHICLE WAS REPAIRED, BUT THE FAILURE RECURRED. THE MANUFACTURER WAS MADE AWARE OF THE FAILURE AND OFFERED THE CONTACT AN EXTENDED WARRANTY FOR SEVEN YEARS. THE FAILURE MILEAGE WAS 100,697.

1 Affected Product

December 26, 2018 **NHTSA ID NUMBER: 11163498**

Components: STEERING, SUSPENSION

NHTSA ID Number: 11163498

Incident Date November 18, 2018

Consumer Location WESTON, CO

Vehicle Identification Number 1FT7W2BT3HE****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

TL* THE CONTACT OWNS A 2017 FORD F-250. WHILE DRIVING 70 MPH OVER A BUMP IN THE ROAD, THE STEERING WHEEL AND FRONT END OF THE VEHICLE STARTED TO EXPERIENCE MILD SHAKING. IN ORDER TO STOP THE VEHICLE FROM SHAKING, THE CONTACT HAD TO DECREASE THE SPEED FROM 70 TO 30 MPH. THE CONTACT STATED THAT THE SAME FAILURE OCCURRED MULTIPLE TIMES WHENEVER THE SPEED EXCEEDED 60-75 MPH. THE VEHICLE WAS TAKEN TO PHIL LONG FORD (301 S 2ND ST, RATON, NM 87740) AND UNKNOWN REPAIRS WERE PERFORMED. A MONTH AFTER TAKING THE VEHICLE TO THE DEALER, THE FAILURE RECURRED. THE MANUFACTURER WAS NOT CONTACTED. THE VEHICLE WAS NOT DIAGNOSED OR REPAIRED. THE FAILURE MILEAGE WAS 17,000.

1 Affected Product

1 August 28, 2018 **NHTSA ID NUMBER: 11122943**

2 **Components: STEERING, SUSPENSION**

3 **NHTSA ID Number:** 11122943

4 **Incident Date** August 17, 2018

5 **Consumer Location** CHATHAM, IL

6 **Vehicle Identification Number** 1FT7X2B62HE*****

7 **Summary of Complaint**

8 **CRASHNo**

9 **FIRENo**

10 **INJURIES0**

11 **DEATHS0**

12 TL* THE CONTACT OWNS A 2017 FORD F-250. WHILE DRIVING 69 MPH OVER A BUMP IN
13 THE ROAD, THE VEHICLE EXHIBITED THE "DEATH WOBBLE" FROM THE FRONT
14 SUSPENSION. THE CONTACT WAS UNABLE TO REGAIN CONTROL UNTIL THE SPEED
15 WAS UNDER 40 MPH. THE CONTACT STATED THAT THE PREVIOUS OWNER HAD THE
16 VEHICLE REPAIRED AT LANDMARK FORD TRUCKS, INC (3401 E CLEAR LAKE AVE,
17 SPRINGFIELD, IL 62702, (217) 528-0770); HOWEVER, THE FAILURE RECURRED. THE
18 CONTACT TOOK THE VEHICLE BACK TO LANDMARK FORD TRUCKS, INC, BUT THE
19 MECHANIC WAS UNABLE TO PROPERLY DIAGNOSE THE VEHICLE. THE VEHICLE
20 WAS NOT REPAIRED. THE MANUFACTURER WAS CONTACTED AND PROVIDED CASE
21 NUMBER: CAS-15627787. THE APPROXIMATE FAILURE MILEAGE WAS 10,100. *DT

22 UPDATED 10/2/18*JB

23 **1 Affected Product**

24 March 19, 2018 **NHTSA ID NUMBER: 11080144**

25 **Components: STEERING, SUSPENSION**

26 **NHTSA ID Number:** 11080144

27 **Incident Date** March 6, 2018

28 **Consumer Location** WASHINGTON, IA

Vehicle Identification Number 1FT7W2BT7HE*****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

TL* THE CONTACT OWNS A 2017 FORD F-250 SD. WHILE DRIVING 70 MPH, THE FRONT
END OF THE VEHICLE EXPERIENCED A "DEATH WOBBLE". THE FAILURE IMPACTED THE
STEERING AND CAUSED THE STEERING WHEEL TO VIBRATE VIOLENTLY. THERE WERE
NO WARNING INDICATORS ILLUMINATED. MCGRATH FORD (4001 1ST AVE SE, CEDAR
RAPIDS, IA 52402) DIAGNOSED THAT THE CONTROL ARM FAILED. THE VEHICLE WAS
REPAIRED, BUT THE FAILURE RECURRED AFTER THE REPAIR. THE
MANUFACTURER WAS NOTIFIED AND FILED CASE NUMBER: 14400173. THE FAILURE
MILEAGE WAS 19,500. THE VIN WAS NOT AVAILABLE. *TT

1 Affected Product

1 Associated Document

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August 29, 2018 NHTSA ID NUMBER: 11123269
Components: STRUCTURE, STEERING, SUSPENSION
NHTSA ID Number: 11123269
Incident Date June 1, 2016
Consumer Location DAMASCUS, MD
Vehicle Identification Number 1FT7X3B66EE*****

Summary of Complaint

CRASHNo
FIRENo
INJURIES0
DEATHS0

TL* THE CONTACT OWNS A 2014 FORD F-350. WHILE DRIVING 25 MPH, THE FRONT END OF THE VEHICLE SHIMMIED. THE VEHICLE HAD TO BE RESTARTED TO GAIN CONTROL. THERE WERE NO WARNING INDICATORS ILLUMINATED. THE VEHICLE WAS TAKEN TO SHEEHY PERFORMANCE CENTER (600 N FREDERICK AVE, GAITHERSBURG, MD 20877, (301) 548-9132) WHERE IT WAS DIAGNOSED THAT THE BALL JOINTS, TIE ROD, SHOCKS, AND THE TIRES NEEDED TO BE REPLACED. **THE VEHICLE WAS REPAIRED, BUT THE FAILURE RECURRED. THE MANUFACTURER WAS CONTACTED AND PROVIDED CASE NUMBER: 12943941.** THE FAILURE MILEAGE WAS 50,000.

1 Affected Product

July 24, 2017 NHTSA ID NUMBER: 11010308
Components: SUSPENSION
NHTSA ID Number: 11010308
Incident Date February 15, 2015
Consumer Location COLORADO SPRINGS, CO
Vehicle Identification Number 1FT8W3BT0DE*****

Summary of Complaint

CRASHNo
FIRENo
INJURIES0
DEATHS0

TL* THE CONTACT OWNS A 2013 FORD F-350. ON SEVERAL OCCASIONS, WHILE DRIVING 55 MPH, THE VEHICLE VIOLENTLY SHOOK WHEN MAKING CONTACT WITH A BUMP. THE CONTACT STATED THAT THE STEERING WHEEL BECAME DIFFICULT TO MANEUVER WHEN THE SHAKING OCCURRED AND THE CHECK ENGINE WARNING INDICATOR ILLUMINATED. THE VEHICLE WAS TAKEN TO PHIL LONG FORD OF MOTOR CITY (1212 MOTOR CITY DR, COLORADO SPRINGS, CO 80905 (719) 694-3487) WHERE THE FAILURE WAS DIAGNOSED AS THE (DEATH WOBBLE). THE BALL JOINTS, TRACKING BAR BUSHINGS, SPRING MOUTH, STEERING STABILIZER SHOCK, AND ALL FOUR TIRES NEEDED TO BE REPLACED. **THE VEHICLE WAS REPAIRED, BUT THE FAILURE RECURRED. THE MANUFACTURER WAS NOTIFIED AND ADVISED THE CONTACT TO**

TAKE THE VEHICLE BACK TO THE DEALER. NO FURTHER ASSISTANCE WAS OFFERED. THE FAILURE MILEAGE WAS 53,000.

1 Affected Product

April 18, 2018 NHTSA ID NUMBER: 11088792

Components: SUSPENSION, WHEELS

NHTSA ID Number: 11088792

Incident Date April 18, 2018

Consumer Location GREENVIEW, IL

Vehicle Identification Number 1FT7W2BT7DE****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

TL* THE CONTACT OWNS A 2013 FORD F-250. WHILE DRIVING ABOVE 40 MPH OVER A BUMP IN THE ROAD, THE VEHICLE SHOOK AND THE FRONT OF THE VEHICLE BECAME DIFFICULT TO CONTROL. THERE WERE NO WARNING INDICATORS ILLUMINATED BEFORE OR AFTER THE FAILURE. THE VEHICLE WAS TAKEN TO LANDMARK FORD (2401 PRAIRIE CROSSING DR., SPRINGFIELD, IL 62711) FOR DIAGNOSTIC TESTING AND REPAIRS. THE CONTACT WAS UNABLE TO RECALL WHAT WAS DIAGNOSED AND REPAIRED. **THE CONTACT STATED THAT THE VEHICLE WAS REPAIRED, BUT THE FAILURE PERSISTED. THE MANUFACTURER WAS NOTIFIED OF THE FAILURE.** THE APPROXIMATE FAILURE MILEAGE WAS 60,000.

1 Affected Product

July 26, 2016 NHTSA ID NUMBER: 10888734

Components: SUSPENSION, SERVICE BRAKES, HYDRAULIC

NHTSA ID Number: 10888734

Incident Date November 20, 2015

Consumer Location MANVEL, TX

Vehicle Identification Number 1FT7W2BT3DE****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

TL* THE CONTACT OWNS A 2013 FORD F-250. WHILE DRIVING APPROXIMATELY 60 MPH, THE VEHICLE'S FRONT END WOBBLLED UNCONTROLLABLY. THE CONTACT STATED IT FELT AS IF HE WERE LOSING CONTROL OF THE VEHICLE. THE VEHICLE WAS TAKEN TO THE DEALER WHERE IT WAS DIAGNOSED THAT THE WHEELS AND ROTORS WERE THE CAUSE OF THE WOBBLE AND NEEDED TO BE REPLACED. THE VEHICLE WAS REPAIRED, BUT THE FAILURE RECURRED. THE VEHICLE WAS TAKEN BACK TO THE DEALER WHERE IT WAS DIAGNOSED THAT THE VEHICLE LOST COMPONENTS THAT NEEDED TO

1 BE TIGHTENED. **THE VEHICLE WAS REPAIRED; HOWEVER, THE FAILURE**
2 **PERSISTED. THE CONTACT STATED THAT THE VEHICLE WAS TAKEN BACK TO THE**
3 **DEALER AGAIN, BUT THE CAUSE OF THE FAILURE COULD NOT BE DETERMINED.**
4 THE MANUFACTURER WAS NOT MADE AWARE OF THE FAILURE. THE APPROXIMATE
5 FAILURE MILEAGE WAS 100,000. ... UPDATED 08/23/16 *BF

6 **1 Affected Product**
7 **1 Associated Document**

8 **January 18, 2017 NHTSA ID NUMBER: 10946144**

9 **Components: STEERING**

10 **NHTSA ID Number:** 10946144

11 **Incident Date** December 20, 2016

12 **Consumer Location** PASADENA, TX

13 **Vehicle Identification Number** 1FT7W2BT8CE****

14 **Summary of Complaint**

15 **CRASHNo**

16 **FIRENo**

17 **INJURIES0**

18 **DEATHS0**

19 TL* THE CONTACT OWNS A 2012 FORD F-250. THE CONTACT STATED THAT WHILE
20 DRIVING AT APPROXIMATELY 45 MPH AND HIT A BUMP, THE STEERING WHEEL SHOOK.
21 AS A RESULT, THE CONTACT REDUCED THE VEHICLE IN SPEED IN ORDER TO AVOID A
22 CRASH. **THE VEHICLE WAS TAKEN TO AN INDEPENDENT MECHANIC WHO**
23 **REPLACED THE TRACK BAR HOWEVER, THE FAILURE RECURRED.** THE FAILURE
24 WAS NOT REMEDIED. THE MANUFACTURER WAS NOT MADE AWARE OF THE FAILURE.
25 THE FAILURE MILEAGE WAS 117,500.

26 **1 Affected Product**

27 **January 26, 2016 NHTSA ID NUMBER: 10822406**

28 **Components: SUSPENSION, STEERING**

NHTSA ID Number: 10822406

Incident Date June 25, 2012

Consumer Location HELLAM, PA

Vehicle Identification Number 1FT7W2BT6CE****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

TL* THE CONTACT OWNS A 2012 FORD F-250. WHILE DRIVING 40 MPH, THE FRONT END
OF THE VEHICLE SHOOK AND BECAME DIFFICULT TO CONTROL. **THE FAILURE**
OCCURRED CONSTANTLY. THE VEHICLE WAS TAKEN TO A DEALER WHERE IT WAS
DIAGNOSED THAT THE DRAG LINK AND THE BALL JOINTS NEEDED TO BE
REPLACED. THE VEHICLE ALSO NEEDED A FRONT END ALIGNMENT. THE REPAIRS

1 **WERE DONE; HOWEVER, THE FAILURE RECURRED.** THE MANUFACTURER WAS NOT
2 MADE AWARE OF THE FAILURE. THE FAILURE MILEAGE WAS 3,000.

3 **1 Affected Product**

4 February 28, 2013 **NHTSA ID NUMBER: 10500801**

5 **Components: STEERING**

6 **NHTSA ID Number:** 10500801

7 **Incident Date** January 2, 2013

8 **Consumer Location** POCOMOKE CITY, MD

9 **Vehicle Identification Number** 1FT8W3BTXBE****

10 **Summary of Complaint**

11 **CRASHNo**

12 **FIRENo**

13 **INJURIES0**

14 **DEATHS0**

15 TL* THE CONTACT OWNS A 2011 FORD F-350 SUPER DUTY. THE CONTACT STATED THAT
16 WHILE DRIVING 59 MPH, THE VEHICLE BEGAN TO SHAKE AND WOBBLE VIOLENTLY,
17 CAUSING THE CONTACT DIFFICULTY IN CONTROLLING THE VEHICLE. **THE VEHICLE**
18 **WAS TAKEN TO A DEALER FOR DIAGNOSIS WHERE THE U-BOLTS WERE REPLACED**
19 **BUT THE FAILURE RECURRED. THE VEHICLE WAS THEN TAKEN TO AN**
20 **INDEPENDENT MECHANIC WHERE THE STEERING SHOCK ABSORBER WAS**
21 **REPLACED HOWEVER, THE FAILURE RECURRED. THE TORQUE BAR AND THE TWO**
22 **FRONT SHOCKS WERE REPLACED ON SUBSEQUENT VISITS. LATER, THE TIRES**
23 **WERE ROTATED BUT TO NO AVAIL. THE MECHANIC THEN DEFLATED THE TIRES.**
24 **THE FAILURE RECURRED. THE TIRES WERE THEN OVER INFLATED AND THE**
25 **FAILURE RECURRED. THE MANUFACTURER WAS NOTIFIED AND STATED THAT THE**
26 **WOBBLE WAS NORMAL AND OFFERED NO OTHER ASSISTANCE.** THE VEHICLE WAS
27 NOT FURTHER REPAIRED. THE FAILURE MILEAGE WAS 294,000 AND THE CURRENT
28 MILEAGE WAS 315,000.

1 Affected Product

August 17, 2012 **NHTSA ID NUMBER: 10471247**

Components: STEERING

NHTSA ID Number: 10471247

Incident Date July 17, 2011

Consumer Location THOUSAND OAKS, CA

Vehicle Identification Number 1FDRLF3GT6BE****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

TL* THE CONTACT OWNS A 2011 FORD F350 SD. THE CONTACT STATED THAT HE
NOTICED BOTH FRONT TIRES EXHIBITED AN IRREGULAR WEAR PATTERN IN THE

1 EXACT SAME PLACE. THE VEHICLE WAS TAKEN TO THE DEALER WHO ALIGNED
2 THE TIRES BUT THE FAILURE PERSISTED. THE MANUFACTURER WAS NOTIFIED
3 AND A CLAIM WAS FILED (CLAIM NUMBER 1512842141) BUT IT WAS DENIED BY THE
4 MANUFACTURER WHO OFFERED NO ASSISTANCE. THE FAILURE MILEAGE WAS
5 2,000 AND THE CURRENT MILEAGE WAS 20,000.

6 **1 Affected Product**

7 **January 27, 2014 NHTSA ID NUMBER: 10561609**

8 **Components: SUSPENSION, STEERING**

9 **NHTSA ID Number:** 10561609

10 **Incident Date** January 27, 2012

11 **Consumer Location** SAN ANTONIO, TX

12 **Vehicle Identification Number** 1FT8W3DT2BE****

13 **Summary of Complaint**

14 **CRASH**No

15 **FIRE**No

16 **INJURIES**0

17 **DEATHS**0

18 TL* THE CONTACT OWNS A 2011 FORD F-350 SD. WHILE DRIVING 55 MPH, THE CONTACT
19 STATED THAT THE VEHICLE BEGAN TO SHAKE VIOLENTLY. THE CONTACT APPLIED
20 THE BRAKES TO SLOW THE VEHICLE DOWN AND THE SHAKING SUBSIDED. THE
21 VEHICLE WAS TAKEN TO THE DEALER FOR INSPECTION AND THEY WERE UNABLE TO
22 DIAGNOSE THE FAILURE. THE CONTACT STATED THE TRAC BAR, BUSHINGS, BALL
23 JOINTS, STEERING AND TIE ROD ENDS WERE ALL REPLACED. THE TIRES ON THE
24 VEHICLE WERE REPLACED AND BALANCED BUT THE FAILURE RECURRED. THE
25 MANUFACTURER WAS NOT MADE AWARE OF THE FAILURE. THE APPROXIMATE
26 FAILURE MILEAGE WAS 25,000. UPDATED 03/05/14*LJ THE CONSUMER STATED HE
27 EXPERIENCED STEERING WHEEL OSCILLATION FOR THE LAST 70,000 MILES. THE
28 CONSUMER HAD NUMEROUS COMPONENTS REPLACED, BUT TO NO AVAIL. THE
DEALER INFROMED THE CONSUMER THE OSCILLATION WAS NORMAL.

1 Affected Product

October 2, 2015 NHTSA ID NUMBER: 10779305

Components: WHEELS, STEERING

NHTSA ID Number: 10779305

Incident Date November 28, 2014

Consumer Location FAIRBANKS, IN

Vehicle Identification Number 1FT7W2BT1BE****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

1 TL* THE CONTACT OWNS A 2011 FORD F-250. WHILE DRIVING AT APPROXIMATELY 50
2 MPH, THE VEHICLE VIBRATED VIOLENTLY WITHOUT WARNING. THE FAILURE
3 RECURRED INTERMITTENTLY. THE VEHICLE WAS TAKEN TO AN INDEPENDENT
4 MECHANIC WHERE THE TIRE SHOCKS, VIBRATION DAMPENER, DRAG LINK, TIE
5 ROD, AND ALL THE TIRES WERE REPLACED; HOWEVER, THE FAILURE RECURRED.
6 THE MANUFACTURER WAS NOT NOTIFIED OF THE FAILURE. THE APPROXIMATE
7 FAILURE MILEAGE WAS 50,000.

8 **1 Affected Product**

9 **March 3, 2014 NHTSA ID NUMBER: 10566852**

10 **Components: STEERING**

11 **NHTSA ID Number:** 10566852

12 **Incident Date** February 22, 2014

13 **Consumer Location** PUYALLUP, WA

14 **Vehicle Identification Number** 1FT7X2BT1BE****

15 **Summary of Complaint**

16 **CRASHNo**

17 **FIRENo**

18 **INJURIES0**

19 **DEATHS0**

20 TL* THE CONTACT OWNS A 2011 FORD F-250. THE CONTACT STATED THAT WHILE
21 DRIVING 60 MPH, THE VEHICLE BEGAN SHAKING ABNORMALLY. THE CONTACT TOOK
22 THE VEHICLE TO THE DEALER, WHO STATED THAT THEY WOULD BALANCE ALL
23 FOR TIRES AND PERFORMED AND ALIGNMENT CHECK. THE VEHICLE WAS
24 REPAIRED HOWEVER, THE PROBLEM PERSISTED. THE MANUFACTURER WAS NOT
25 CONTACTED. THE APPROXIMATE FAILURE MILEAGE WAS 22,500. *TR

26 **1 Affected Product**

27 **February 12, 2013 NHTSA ID NUMBER: 10497898**

28 **Components: STEERING**

NHTSA ID Number: 10497898

Incident Date February 11, 2013

Consumer Location WEST GROVE, PA

Vehicle Identification Number 1FT7X2BT0BE****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

TL* THE CONTACT OWNS A 2011 FORD F-250 SUPER DUTY. THE CONTACT STATED THAT
WHILE DRIVING 65 MPH, THE STEERING WHEEL BEGAN TO SHAKE ABNORMALLY. THE
FAILURE PROGRESSED UNTIL THE SHAKING BECAME VIOLENT. THE VEHICLE WAS
TAKEN AN INDEPENDENT MECHANIC WHERE THE WHEELS WERE BALANCED
HOWEVER, THE FAILURE RECURRED. THE CONTACT MADE ARRANGEMENTS FOR

1 THE VEHICLE TO BE DIAGNOSED BY A DEALER. THE VEHICLE WAS NOT REPAIRED. THE
2 FAILURE AND CURRENT MILEAGE WAS 46,000.

3 **1 Affected Product**

4 **November 21, 2012 NHTSA ID NUMBER: 10485416**

5 **Components: STEERING**

6 **NHTSA ID Number:** 10485416

7 **Incident Date** October 18, 2012

8 **Consumer Location** WASHINGTON, IL

9 **Vehicle Identification Number** N/A

10 **Summary of Complaint**

11 **CRASHNo**

12 **FIRENo**

13 **INJURIES0**

14 **DEATHS0**

15 I WAS DRIVING 65 MPH ON THE INTERSTATE AND I HIT A LINE OF BUMPS. THE TRUCK
16 WOULD START SHAKING VIOLENTLY AND I WOULD HAVE TO SLOW DOWN UNDER 30
17 MPH ON THE INTERSTATE. **FORD PUT A NEW STEERING DAMPER IN AND THE**
18 **PROBLEM PERSISTED 2 WEEKS AFTER.** I WENT AND BOUGHT A KIT FROM WRC
19 MOTORSPORTS FOR \$1,000 AND PAID OVER \$500.00 TO HAVE IT PUT IN TODAY.
20 HOPEFULLY THIS STOPS THE PROBLEM AND FORD WILL REIMBURSE ME SOME OF THE
21 COST. *TR

22 **1 Affected Product**

23 **September 24, 2012 NHTSA ID NUMBER: 10476818**

24 **Components: STEERING**

25 **NHTSA ID Number:** 10476818

26 **Incident Date** June 12, 2012

27 **Consumer Location** SEARCY, AR

28 **Vehicle Identification Number** 1FT7W2BT8BE****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

TL* THE CONTACT OWNS A 2011 FORD F-250 SD. THE CONTACT STATED THAT WHILE
TRAVELING 70 MPH, HE DROVE OVER A BUMP AND THE VEHICLE BEGAN TO SHAKE
VIOLENTLY. THE CONTACT MENTIONED THAT HE HAD TO DECELERATE SINCE THE
VEHICLE FELT AS IF IT WAS GOING TO CRASH. **THE VEHICLE WAS TAKEN TO THE**
DEALER WHO STATED THAT THE STEERING STABILIZER SHOCK NEEDED TO BE
REPLACED. THE VEHICLE WAS REPAIRED BUT THE FAILURE RECURRED. THE
MANUFACTURER WAS MADE AWARE OF THE FAILURE WHO DID NOT OFFER ANY
ASSISTANCE. THE FAILURE MILEAGE WAS 23,000. UPDATED 10/31/12*LJ UPDATED
10/31/12

1 **1 Affected Product**
2 **1 Associated Document**

3
4 **August 28, 2012 NHTSA ID NUMBER: 10472738**

5 **Components: STEERING**

6 **NHTSA ID Number:** 10472738

7 **Incident Date** August 1, 2011

8 **Consumer Location** HOUSTON, TX

9 **Vehicle Identification Number** 1FT7W2BT9BE****

10 **Summary of Complaint**

11 **CRASHNo**

12 **FIRENo**

13 **INJURIES0**

14 **DEATHS0**

15 TL* THE CONTACT OWNS A 2011 FORD F-250 SD. THE CONTACT WAS DRIVING 40 MPH
16 OVER A POT HOLE WHEN THE STEERING WHEEL BEGAN TO SHAKE ABNORMALLY. THE
17 CONTACT WAITED UNTIL THE SHAKING CEASED INDEPENDENTLY HOWEVER, THE
18 FAILURE RECURRED FREQUENTLY. THE VEHICLE WAS TAKEN TO THE DEALER
19 WHO ADVISED THAT THE FAILURE WAS CAUSED BY THE TIRES AND
20 RECOMMENDED HAVING A FRONT END ALIGNMENT PERFORMED. THE CONTACT
21 STATED THAT ALL FOUR TIRES WERE REPLACED AND AN ALIGNMENT WAS
22 PERFORMED HOWEVER, THE FAILURE PERSISTED. THE MANUFACTURER WAS NOT
23 MADE AWARE OF THE FAILURE. THE FAILURE MILEAGE WAS 10. THE CURRENT
24 MILEAGE WAS 31,000.

25 **1 Affected Product**

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27 **July 5, 2017 NHTSA ID NUMBER: 11003164**

28 **Components: SUSPENSION, WHEELS**

NHTSA ID Number: 11003164

Incident Date April 3, 2017

Consumer Location BAKERSFIELD, CA

Vehicle Identification Number 1FT7W2BT6BE****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

TL* THE CONTACT OWNS A 2011 FORD F-250. WHILE DRIVING 60 MPH OVER A BUMP IN
THE ROADWAY, THE VEHICLE SHOOK VIOLENTLY UNTIL SLOWING TO 30 MPH OR
COMING TO A FULL STOP. THERE WERE NO WARNING INDICATORS ILLUMINATED. THE
VEHICLE WAS TAKEN TO AN INDEPENDENT MECHANIC AND THE LOCAL DEALER (JIM
BURKE FORD 2001 OAK ST, BAKERSFIELD, CA 93301 (661) 328-3600), BUT THE FAILURE
COULD NOT BE DUPLICATED OR DIAGNOSED. THE CONTACT WAS ADVISED TO
REPLACE ALL FOUR TIRES. ALL FOUR TIRES WERE REPLACED, BUT THE ISSUE

PERSISTED. THE MANUFACTURER WAS NOTIFIED AND REFERRED THE CONTACT TO NHTSA. THE FAILURE MILEAGE WAS 225,000.

1 Affected Product

June 27, 2017 NHTSA ID NUMBER: 11001691

Components: SUSPENSION, STEERING

NHTSA ID Number: 11001691

Incident Date June 15, 2013

Consumer Location VICTORIA, TX

Vehicle Identification Number 1FT7W2BT4BE****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

TL* THE CONTACT OWNS A 2011 FORD F-250. WHILE DRIVING 60 MPH, THE VEHICLE WOBBLED AND SHOOK VIOLENTLY. THE VEHICLE WAS TAKEN TO THE DEALER (MAC HAIK FORD LINCOLN HYUNDAI 4506 N NAVARRO ST, VICTORIA, TX 77904), BUT THE DEALER WAS UNABLE TO DUPLICATE THE FAILURE. **THE DEALER REPLACED UNKNOWN PARTS ON THE FRONT END OF THE VEHICLE, BUT THE FAILURE RECURRED SEVERAL MORE TIMES. THE MANUFACTURER STATED THAT THE CONTACT SHOULD TAKE THE VEHICLE TO A DEALER AND HAVE IT DIAGNOSED. THE CONTACT WAS REFERRED TO NHTSA. THE APPROXIMATE FAILURE MILEAGE WAS 25,000.**

1 Affected Product

May 30, 2017 NHTSA ID NUMBER: 10992335

Components: SUSPENSION, SERVICE BRAKES, HYDRAULIC

NHTSA ID Number: 10992335

Incident Date May 20, 2017

Consumer Location BROOKEVILLE, MD

Vehicle Identification Number 1FT7X2B69BE****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

TL* THE CONTACT OWNS A 2011 FORD F-250. WHILE DRIVING OVER 60 MPH, THE VEHICLE SHOOK AND THE STEERING WHEEL LOCKED. WHILE THE BRAKE PEDAL WAS DEPRESSED, THE VEHICLE SHOOK UNCONTROLLABLY. THERE WERE NO WARNING INDICATORS ILLUMINATED. **THE VEHICLE WAS TAKEN TO THE DEALER (KOONS SILVER SPRING FORD, 3111 AUTOMOBILE BLVD, SILVER SPRING, MD 20904 (301) 890-6100) WHERE IT WAS DIAGNOSED THAT THE BALL JOINT, BRAKE PADS, AND STABILIZER BAR NEEDED TO BE REPLACED. ALSO, FLUID WAS LEAKING ON THE**

1 **SHOCKS AND THE STRUT NEEDED TO BE REPLACED. THE VEHICLE WAS REPAIRED,**
2 **BUT THE FAILURES RECURRED.** THE MANUFACTURER WAS NOT NOTIFIED OF THE
3 FAILURES. THE FAILURE MILEAGE WAS 58,100.

4 **1 Affected Product**

5 December 2, 2016 NHTSA ID NUMBER: 10929658

6 **Components: SUSPENSION**

7 NHTSA ID Number: 10929658

8 Incident Date August 5, 2016

9 Consumer Location SOUTH HAVEN, MI

10 Vehicle Identification Number 1FT7W2BT0BE****

11 Summary of Complaint

12 CRASHNo

13 FIRENo

14 INJURIES0

15 DEATHS0

16 TL* THE CONTACT OWNS A 2011 FORD F-250 SD. WHILE DRIVING VARIOUS SPEEDS
17 OVER A BUMP IN THE ROAD, THE FRONT END OF THE VEHICLE WOBBLLED VERY
18 VIOLENTLY. **THE VEHICLE WAS TAKEN TO THE DEALER ON NUMEROUS OCCASIONS**
19 **FOR A DIAGNOSTIC TESTING AND REPAIR. THE CONTACT STATED THAT THE BALL**
20 **JOINTS, SHOCK ABSORBERS, AND OTHER UNKNOWN COMPONENTS WERE**
21 **REPLACED OR REPAIRED BY THE DEALER, BUT THE FAILURE PERSISTED.** THE
22 MANUFACTURER WAS NOT MADE AWARE OF THE FAILURE. THE APPROXIMATE
23 FAILURE MILEAGE WAS 200,000.

24 **1 Affected Product**

25 July 2, 2014 NHTSA ID NUMBER: 10607693

26 **Components: SUSPENSION, STEERING**

27 NHTSA ID Number: 10607693

28 Incident Date May 14, 2014

Consumer Location MULDROW, OK

Vehicle Identification Number 1FT7X2BTXBE****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

TL* THE CONTACT OWNS A 2011 FORD F-250 SD. THE CONTACT STATED THAT WHILE
DRIVING AT 60 MPH ON UNEVEN ROAD PAVEMENT, THE VEHICLE STARTED TO
VIBRATE. THE CONTACT ALSO STATED THAT HE REDUCED THE SPEED TO 10 MPH, THE
VIBRATION STOPPED. **THE VEHICLE WAS TAKEN TO A DEALER WHERE IT WAS**
DIAGNOSED THAT ALL FOUR TIRES NEEDED TO BE REPLACED AND BALANCED.
THE TECHNICIAN ALSO ALIGNED BOTH FRONT DRIVERS AND PASSENGERS SIDE
TIRES. THE VEHICLE WAS REPAIRED BUT THE FAILURE RECURRED. THE VEHICLE

1 **WAS TAKEN TO THE DEALER AGAIN BUT THE FAILURE WAS UNABLE TO BE**
2 **DUPLICATED.** THE MANUFACTURER WAS NOT MADE AWARE OF THE FAILURE. THE
3 APPROXIMATE FAILURE MILEAGE WAS 30,000.

4 **1 Affected Product**

5 February 8, 2013 **NHTSA ID NUMBER: 10496896**

6 **Components: SUSPENSION**

7 **NHTSA ID Number:** 10496896

8 **Incident Date** July 9, 2011

9 **Consumer Location** KENNARD, NE

10 **Vehicle Identification Number** N/A

11 **Summary of Complaint**

12 **CRASH**No

13 **FIRE**No

14 **INJURIES**0

15 **DEATHS**0

16 TL* THE CONTACT OWNS A 2011 FORD F-250. THE CONTACT STATED THAT WHILE
17 DRIVING 40 MPH, THE FRONT END SHIMMERED SEVERELY WHEN THE VEHICLE HIT A
18 BUMP. **THE VEHICLE WAS TAKEN TO THE DEALER FOUR TIMES WHO REPLACED**
19 **THE BALL JOINTS AND STABILIZER ARM BUT THE FAILURE RECURRED.** THE
20 MANUFACTURER WAS NOT NOTIFIED. THE FAILURE MILEAGE WAS 30,000 AND THE
21 CURRENT MILEAGE WAS 68,000. THE VIN WAS UNAVAILABLE.

22 **1 Affected Product**

23 December 5, 2012 **NHTSA ID NUMBER: 10487446**

24 **Components: SUSPENSION**

25 **NHTSA ID Number:** 10487446

26 **Incident Date** February 1, 2012

27 **Consumer Location** MOUNTVILLE, PA

28 **Vehicle Identification Number** 1FT7X2B64BE****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

TL* THE CONTACT OWNS A 2011 FORD F-250 SD. THE CONTACT WAS DRIVING
APPROXIMATELY 50 MPH OVER A ROAD BUMP WHEN THE FRONT END OF THE VEHICLE
BEGAN TO SHAKE VIOLENTLY. **THE VEHICLE WAS TAKEN TO AN AUTHORIZED**
DEALER THREE TIMES FOR THE FAILURE. THE STEERING STABILIZER AND FRONT
END SHOCKS WERE REPLACED AT DIFFERENT TIMES. THE FAILURE RECURRED
AFTER THE REPAIRS WERE PERFORMED WHENEVER DRIVING OVER A ROAD BUMP
OR POTHOLE. THE MANUFACTURER WAS NOTIFIED OF THE PROBLEM. THE
APPROXIMATE FAILURE MILEAGE WAS 28,848.

1 Affected Product

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January 4, 2013 NHTSA ID NUMBER: 10491015

Components: SUSPENSION

NHTSA ID Number: 10491015

Incident Date September 5, 2012

Consumer Location YUKON, OK

Vehicle Identification Number 1FTSW2BR3AE*****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

TL* THE CONTACT OWNS A 2010 FORD F-250 DIESEL. THE CONTACT STATED THAT WHILE DRIVING 30 MPH, THE VEHICLE WOULD START SHAKING VIOLENTLY. **THE VEHICLE WAS TAKEN TO THE DEALER HOWEVER, THE TECHNICIAN WAS UNABLE TO DIAGNOSE THE FAILURE. AS A PRECAUTION, THE DEALER REPLACED THE DUAL SHOCKS AND TIRES. THE MANUFACTURER WAS NOT MADE AWARE OF THE FAILURE. THE FAILURE PERSISTED.** THE FAILURE MILEAGE WAS 30,000 AND THE CURRENT MILEAGE WAS 46,000.

1 Affected Product

February 8, 2013 NHTSA ID NUMBER: 10496839

Components: SUSPENSION

NHTSA ID Number: 10496839

Incident Date September 12, 2012

Consumer Location RIVERTON, UT

Vehicle Identification Number 1FTWW31R99E*****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

TL* THE CONTACT OWNS A 2009 FORD F-350 SD. THE CONTACT STATED THAT WHILE DRIVING 65 MPH, HE DROVE OVER A BUMP IN THE ROAD AND THE FRONT DRIVER SIDE TIRE WOBBLED VIOLENTLY. THE SHAKING DID NOT STOP UNTIL THE VEHICLE SLOWED TO 35 MPH. **THE VEHICLE WAS TAKEN TO TWO DIFFERENT DEALERS WHERE IT WAS CONFIRMED THAT THE FRONT HUB HAD SEIZED AND NEEDED TO BE REPLACED ALONG WITH THE GEAR BOX. THE TIRES, SHOCKS, AND DUAL STABILIZERS WERE ALL REPLACED BUT THE FAILURE RECURRED SO THE DEALER ADJUSTED THE STEERING GEAR BOX. THE CONTACT STATED THAT THE FAILURE WAS NOT REMEDIED.** THE VEHICLE WAS NOT REPAIRED. THE FAILURE MILEAGE WAS 75,000 AND THE CURRENT MILEAGE WAS 99,000.

1 Affected Product

December 6, 2012 NHTSA ID NUMBER: 10487529

Components: STEERING

NHTSA ID Number: 10487529

Incident Date July 15, 2009

Consumer Location LONSDALE, AR

Vehicle Identification Number 1FTSW21R19E****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

TL* THE CONTACT OWNS A 2009 FORD F-250 SD. WHILE DRIVING APPROXIMATELY 50 MPH, THE CONTACT NOTICED A VIBRATION FROM THE FRONT END OF THE VEHICLE. THE FAILURE PROGRESSED UNTIL THE FRONT END WOULD SHAKE VIOLENTLY. THE VEHICLE WAS TAKEN TO TWO DIFFERENT MECHANICS FOR DIAGNOSTIC TESTING. THE MECHANICS WERE UNABLE TO DIAGNOSE THE FAILURE. THE CONTACT STATED THAT THE FRONT DRIVER AND PASSENGER SIDE TIRES WERE REPLACED TWICE IN AN ATTEMPT TO CORRECT THE FAILURE HOWEVER, THE FAILURE PERSISTED. THE VEHICLE WAS NOT REPAIRED. THE APPROXIMATE FAILURE MILEAGE WAS 10,000.

1 Affected Product

March 17, 2009 NHTSA ID NUMBER: 10262107

Components: STEERING

NHTSA ID Number: 10262107

Incident Date June 10, 2008

Consumer Location Unknown

Vehicle Identification Number 1FDWW35R08E****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

TL*THE CONTACT OWNS A 2008 FORD F-350 SD. THE CONTACT STATED THAT THE FRONT END OF THE VEHICLE WOULD SHIMMY AND SHAKE WHILE DRIVING APPROXIMATELY 50 MPH. ON ONE OCCASION, THE STEERING WHEEL SHOOK SO SEVERELY THAT HE LOST CONTROL OF THE VEHICLE AND VEERED OFF THE ROAD. THERE WERE NO INJURIES. THE CONTACT TOOK THE VEHICLE TO THE DEALER FOR REPAIRS, BUT THE FAILURE PERSISTED. HE FILED A COMPLAINT WITH THE MANUFACTURER, BUT HAS YET TO RECEIVE ANY FEEDBACK. THE CURRENT MILEAGE WAS APPROXIMATELY 42,600 AND FAILURE MILEAGE WAS APPROXIMATELY 15,000.

1 Affected Product

February 2, 2015 NHTSA ID NUMBER: 10680495

Components: SUSPENSION

NHTSA ID Number: 10680495

Incident Date January 15, 2015

Consumer Location BOYDS, MD

Vehicle Identification Number 1FTWX31R88E****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

TL* THE CONTACT OWNS A 2008 FORD F-350. WHILE DRIVING 65 MPH OVER A POTHOLE, THE VEHICLE BEGAN TO VIBRATE VIOLENTLY. THE FAILURE RECURRED ON SEVERAL OCCASIONS. THE VEHICLE WAS TAKEN TO A DEALER, WHERE THE TRACK BAR BALL JOINT WAS REPLACED. THE FAILURE PERSISTED. THE MANUFACTURER WAS NOTIFIED OF THE FAILURE. THE APPROXIMATE FAILURE MILEAGE WAS 22,000.

UPDATED 03/24/15*LJ UPDATED 9/20/2017*CN

1 Affected Product

1 Associated Document

February 6, 2018 NHTSA ID NUMBER: 11067314

Components: STEERING, SUSPENSION

NHTSA ID Number: 11067314

Incident Date February 6, 2018

Consumer Location NORFOLK, VA

Vehicle Identification Number 1FTSW21R28E****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

SINCE OWNING MY F250, IT HAS RANDOMLY EXPERIENCED A SEVERE VIBRATION "DEATH WOBBLE" AFTER HITTING BUMPS AT HIGHWAY SPEED. SO BAD, THAT I INSTALLED A STEERING STABILIZER TO HELP MITIGATE THE ISSUE (FORD DIDN'T SEEM TO HAVE A BETTER FIX). I ALWAYS KEEP MY LOAD "E "RATED TIRES INFLATED PER RECOMMENDED PRESSURES YET THE PROBLEM PERSISTED. ON SEVERAL OCCASIONS I THOUGHT THAT I WAS GOING TO LOSE CONTROL OF THE VEHICLE WHEN THE VIBRATIONS HAPPENED. FORD HAS YET TO ADDRESS THIS ISSUE OTHER THAN TO SAY SLOW DOWN WHEN THE SEVERE VIBRATION OCCURS. FOR NEARLY 10 YEARS THIS HAS BEEN AN ACCIDENT WAITING TO HAPPEN FOR MANY F250 OWNERS AND FORD'S ANSWER IS WHEN IT HAPPENS , " SLOW DOWN"? THIS IS NOT AN ISOLATED OCCURRENCE UNIQUE TO MY VEHICLE; THERE ARE LITERALLY THOUSANDS WHO HAVE EXPERIENCED THE ABOVE ISSUE. NUMEROUS POST, BLOGS AND VIDEOS ARE AVAILABLE ON LINE, YET FORD CONTINUES TO BLAME THE OCCURRENCE ON LOW TIRE PRESSURE AND PASS THE RESPONSIBILITY FOR CONTROLLING A VERY

HAZARDOUS "DEATH WOBBLE" TO THE VEHICLE OWNERS. THIS IS AN ISSUE THEY HAVE KNOWN ABOUT FOR MANY YEARS, YET HAVE FAILED TO TAKE RESPONSIBILITY AND CORRECT THE HIGHLY DANGEROUS CONDITION FORD CREATED. ANY DATA ON HOW MANY ACCIDENTS CAN BE ATTRIBUTED TO THEIR POOR ENGINEERING/DESIGN ELEMENTS THAT OBVIOUSLY CONTRIBUTE TO THE UNSAFE HANDLING OF THEIR 7000 LB PLUS TRUCKS?

1 Affected Product

July 16, 2015 NHTSA ID NUMBER: 10734536
Components: STEERING, ENGINE AND ENGINE COOLING

NHTSA ID Number: 10734536
Incident Date May 29, 2015
Consumer Location CODEN, AL
Vehicle Identification Number 1FTSW21R88E****

Summary of Complaint

CRASHNo
FIRENo
INJURIES0
DEATHS0

TL* THE CONTACT OWNS A 2008 FORD F-250. WHILE DRIVING APPROXIMATELY 60 MPH, THE STEERING WHEEL SHOOK VIOLENTLY AND WOBBLLED OUT OF CONTROL. THE CONTACT HAD TO DEPRESS THE BRAKE PEDAL HARSHLY IN ORDER FOR THE FAILURE TO SEIZE. THE CONTACT STATED THAT THE WOBBLING OF THE FRONT END CAUSED THE RADIATOR TO EVENTUALLY BURST. THE FAILURE RECURRED MULTIPLE TIMES. **THE VEHICLE WAS TAKEN TO AN INDEPENDENT MECHANIC WHO REPLACED THE TIRES AND PERFORMED AN ALL WHEEL ALIGNMENT; HOWEVER, THE FAILURE PERSISTED. THE MANUFACTURER INFORMED THE CONTACT THAT THE VIN WAS NOT INCLUDED IN ANY RECALLS.** THE APPROXIMATE FAILURE MILEAGE WAS 123,000.

1 Affected Product

August 19, 2013 NHTSA ID NUMBER: 10536189
Components: STEERING

NHTSA ID Number: 10536189
Incident Date July 16, 2013
Consumer Location MORRISVILLE, MO
Vehicle Identification Number 1FTSX21R18E****

Summary of Complaint

CRASHNo
FIRENo
INJURIES0
DEATHS0

TL* THE CONTACT OWNS A 2008 FORD F-250. THE CONTACT STATED THAT WHILE TRAVELING 60 MPH, THE STEERING WHEEL SHOOK VIOLENTLY. **THE VEHICLE WAS TAKEN TO THE DEALER WHERE IT WAS FOUND THAT THE STEERING BOX HAD FAILED. THE VEHICLE WAS REPAIRED BUT THE FAILURE RECURRED.** THE

1 MANUFACTURER WAS NOT CONTACTED ABOUT THE FAILURE. THE FAILURE MILEAGE
2 WAS 55,000.

3 **1 Affected Product**

4 **January 8, 2016 NHTSA ID NUMBER: 10818907**
5 **Components: SERVICE BRAKES, SUSPENSION**

6 **NHTSA ID Number:** 10818907

7 **Incident Date** January 1, 2012

8 **Consumer Location** WOOD RIVER, IL

9 **Vehicle Identification Number** 1FTWW31P97E****

10 **Summary of Complaint**

11 **CRASHNo**

12 **FIRENo**

13 **INJURIES0**

14 **DEATHS0**

15 TL* THE CONTACT OWNS A 2007 FORD F-350 SD. WHILE DRIVING APPROXIMATELY 55
16 MPH OVER A BUMP, THE FRONT END OF THE VEHICLE AND STEERING WHEEL BEGAN
17 TO VIBRATE VIOLENTLY. THE FAILURE OCCURRED WHEN DRIVING 55 MPH OR
18 GREATER OVER AN UNEVEN ROAD SURFACE OR BUMP. THE CONTACT REPAIRED THE
19 VEHICLE HIMSELF. THE FRONT SHOCKS, ROTORS, AND BRAKES WERE REPLACED.
20 IN ADDITION, THE FRONT WHEEL BEARINGS WERE REPLACED WITH FOUR NEW
21 TIRES INSTALLED ON THE VEHICLE. THE FAILURE PERSISTED AFTER THE
22 REPAIRS. THE MANUFACTURER WAS NOTIFIED OF THE FAILURE. THE
23 APPROXIMATE FAILURE MILEAGE WAS 100,000.

24 **1 Affected Product**

25 **March 14, 2013 NHTSA ID NUMBER: 10503036**

26 **Components: SUSPENSION**

27 **NHTSA ID Number:** 10503036

28 **Incident Date** February 1, 2012

Consumer Location ALPINE, CA

Vehicle Identification Number 1FTWW31P17E****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

TL* THE CONTACT OWNS A 2007 FORD F-350 SD. THE CONTACT STATED THAT WHILE
DRIVING AT AN UNKNOWN SPEED, THE VEHICLE SHOOK VIOLENTLY. THE VEHICLE
WAS TAKEN TO A PRIVATE MECHANIC WHERE THE TRACK BAR WAS REPLACED.
THE FAILURE RECURRED. THE MANUFACTURER WAS NOT CONTACTED. THE FAILURE
MILEAGE WAS UNKNOWN.

1 Affected Product

1 **January 17, 2011 NHTSA ID NUMBER: 10376922**

2 **Components: STEERING**

3 **NHTSA ID Number:** 10376922

4 **Incident Date** December 17, 2010

5 **Consumer Location** NORTH LAS VEGAS, NV

6 **Vehicle Identification Number** 1FTNF21507E****

7 **Summary of Complaint**

8 **CRASHNo**

9 **FIRENo**

10 **INJURIES0**

11 **DEATHS0**

12 FORD SUPER DUTY DEATHWOBBLE. PROBLEM HAS PERSISTED SINCE NEW. FAILURE
13 OCCURS AT SPEEDS BETWEEN 30 AND 75MPH. FAILURE MANIFESTS AS
14 UNCONTROLLABLE STEERING AND WHOLE VEHICLE OSCILLATION. HAS LED TO LOSS
15 OF CONTROL OF VEHICLE MORE TIMES THAN I CAN REMEMBER. UNEVEN ROAD
16 SURFACE INSTIGATES SAID LOSS OF CONTROL. HAVE CHANGED SHOCKS AND
17 SPRINGS,ADDED DUAL STEERING STABILIZER IN ADDITION TO CHANGING
18 STABILIZER IN STOCK LOCATION, BALL JOINT CASTER CAMS ADDED, NEW TIRES
19 ADDED (TWICE) MULTIPLE ALIGNMENTS. MOST CORRECTIVE ACTION TAKEN IS
20 NOT TO DRIVE IT AND JEOPARDIZE MY LIFE OR THE LIVES OF OTHERS. HOW MANY
21 NEED TO BE KILLED OR INJURED BEFORE SOMEONE CAN BE HELD ACCOUTABLE? *TR
22 **1 Affected Product**

16 **August 18, 2010 NHTSA ID NUMBER: 10350306**

17 **Components: STEERING**

18 **NHTSA ID Number:** 10350306

19 **Incident Date** November 8, 2008

20 **Consumer Location** SHAMROCK, TX

21 **Vehicle Identification Number** 1FTSX21527E****

22 **Summary of Complaint**

23 **CRASHNo**

24 **FIRENo**

25 **INJURIES0**

26 **DEATHS0**

27 TL* THE CONTACT OWNS A 2007 FORD F-250 SD. WHILE DRIVING APPROXIMATELY 55-60
28 MPH, THE CONTACT DROVE OVER A ROAD BUMP AND VEHICLE BEGAN TO SHAKE
VIOLENTLY CAUSING DIFFICULTY IN STEERING. THE BRAKES WERE APPLIED AND THE
FAILURE BECAME WORSE. THE FAILURE OCCURRED WHEN ENCOUNTERING ROUGH
ROAD CONDITIONS. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER ON
THREE OCCASIONS AND ONE TIME TO AN INDEPENDENT MECHANIC REGARDING
THE FAILURE. THE STEERING STABILIZER AND MOUNTING BRACKET WERE
REPLACED FOUR TIMES YET THE FAILURE PERSISTED. THE CONTACT WAS IN THE
PROCESS OF TAKING THE VEHICLE BACK TO THE AUTHORIZED DEALER FOR

FURTHER DIAGNOSIS AND REPAIRS. THE FAILURE MILEAGE WAS APPROXIMATELY 40,000.

1 Affected Product

October 23, 2008 NHTSA ID NUMBER: 10246512

Components: STEERING

NHTSA ID Number: 10246512

Incident Date March 2, 2008

Consumer Location ANACOCO, LA

Vehicle Identification Number 1FTSW21537E****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

TL*THE CONTACT OWNS A 2007 FORD F-250. WHILE DRIVING APPROXIMATELY 60-65 MPH OR WHILE DRIVING OVER A BUMP, THE FRONT END OF THE VEHICLE SHAKES DRAMATICALLY. THE SHAKING IS SO SEVERE THAT THE CONTACT MUST APPLY THE BRAKES TO DECREASE THE SPEED AND STOP THE SHAKING. **A FEW MONTHS AFTER THE FAILURE OCCURRED, THE DEALER REPLACED THE STEERING DAMPENER. SIX MONTHS AFTER THE REPAIR, THE FAILURES RECURRED. THE DEALER TEST DROVE THE VEHICLE, BUT WERE UNABLE TO DUPLICATE THE FAILURE. THEY STATED THAT NOTHING COULD BE DONE.** THE CONTACT BELIEVES THAT THE VEHICLE SHOULD BE RECALLED. **THE FAILURE MILEAGE WAS 17,000 AND CURRENT MILEAGE WAS 21,995.** UPDATED 11-25-08 *BF UPDATED 11/26/08. *JB

1 Affected Product

1 Associated Document

November 2, 2010 NHTSA ID NUMBER: 10363770

Components: SUSPENSION

NHTSA ID Number: 10363770

Incident Date August 15, 2010

Consumer Location LOOMIS, CA

Vehicle Identification Number 1FTWW33P36E****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

TL* THE CONTACT OWNS A 2006 FORD F-350 SUPER DUTY. THE CONTACT WAS DRIVING APPROXIMATELY 60 MPH OVER A ROAD BUMP WHEN THE CONTACT LOST ALL STEERING CONTROL. HE HAD TO DECREASE THE VEHICLES' SPEED TO 30 MPH TO REGAIN STEERING CONTROL. **THE VEHICLE WAS TAKEN TO A LOCAL MECHANIC WHERE THE STEERING BUSHING, SHOCKS, LOWER CONTROL, AND IDLER ARMS**

1 **WERE REPLACED. THE FAILURE RECURRED WITHIN THREE WEEKS OF THE**
2 **REPAIRS.** THE CONTACT LOCATED AN INVESTIGATION (NHTSA ITEM NUMBER:
3 PE07057- SUSPENSION:FRONT) WHICH DESCRIBED FAILURE AND INQUIRED WITH THE
4 DEALER. THE DEALER SET THE TIRE PRESSURE TO THE CORRECT MANUFACTURER'S
5 SPECIFICATIONS TO CORRECT THE FAILURE. THE FAILURE MILEAGE WAS 86,800 AND
6 THE CURRENT MILEAGE WAS 86,444.

7 **1 Affected Product**

8 **January 25, 2016 NHTSA ID NUMBER: 10822088**

9 **Components: STEERING, SUSPENSION**

10 **NHTSA ID Number: 10822088**

11 **Incident Date February 28, 2005**

12 **Consumer Location ALBUQUERQUE, NM**

13 **Vehicle Identification Number 1FTWW33P26E******

14 **Summary of Complaint**

15 **CRASHNo**

16 **FIRENo**

17 **INJURIES0**

18 **DEATHS0**

19 TL* THE CONTACT OWNS A 2006 FORD F-350. WHILE DRIVING OVER A BUMP AT 35 MPH,
20 THE VEHICLE VIBRATED VIOLENTLY. IN ADDITION, THE STEERING WHEEL ALSO
21 VIBRATED. **THE FAILURE RECURRED ON NUMEROUS OCCASIONS. THE VEHICLE**
22 **WAS TAKEN TO A DEALER, BUT THE CONTACT WAS UNSURE AS TO WHAT REPAIR**
23 **WAS PERFORMED ON THE FRONT SUSPENSION OF THE VEHICLE. THE FAILURE**
24 **PERSISTED.** THE MANUFACTURER WAS NOT NOTIFIED OF THE FAILURE. THE FAILURE
25 MILEAGE WAS 120.

26 **1 Affected Product**

27 **April 2, 2014 NHTSA ID NUMBER: 10576849**

28 **Components: STEERING, SUSPENSION**

NHTSA ID Number: 10576849

Incident Date April 2, 2008

Consumer Location HERMOSA BEACH, CA

Vehicle Identification Number 1FTWX31P66E****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

TL* THE CONTACT OWNS A 2006 FORD F-350. THE CONTACT STATED THAT THE
SUSPENSION WAS UNSTABLE AND WOULD SHAKE WHILE THE VEHICLE WAS BEING
DRIVEN AROUND A CURVE OR AT VARIOUS SPEEDS SPORADICALLY. **THE CONTACT**
TOOK THE VEHICLE TO THE DEALER FOR DIAGNOSTIC TESTING WHERE THE
DEALER REPLACED THE POWER STEERING HOSES AND THE STEERING STABILIZER

1 **HOWEVER, THE FAILURE PERSISTED.** THE VEHICLE WAS THEN TAKEN TO AN
2 INDEPENDENT MECHANIC, WHO STATED THAT A CASTER ADJUSTMENT WOULD NEED
3 TO BE PERFORMED. THE VEHICLE WAS NOT REPAIRED. THE MANUFACTURER WAS
4 MADE AWARE OF THE FAILURE BUT DECLINED TO PROVIDE THE CONTACT A REMEDY
5 TO REPAIR THE VEHICLE. THE FAILURE MILEAGE WAS 20,000.

6 **1 Affected Product**

7 July 14, 2011 NHTSA ID NUMBER: 10412372

8 **Components: STEERING, SUSPENSION**

9 NHTSA ID Number: 10412372

10 **Incident Date July 14, 2011**

11 **Consumer Location** PORT ORANGE, FL

12 **Vehicle Identification Number** N/A

13 **Summary of Complaint**

14 **CRASH**No

15 **FIRE**No

16 **INJURIES**0

17 **DEATHS**0

18 2006 FORD F350 EXPERIENCE EXTREMELY VIOLENT SHAKING WHEN DRIVING 45 PLUS
19 MPH AND HIT ANY TYPE BUMP. SHAKING IS SO VIOLENT STEERING IS NOT CAPABLE
20 AND BRAKING ONLY MAKES SHAKING WORSE. I'VE CONTACTED DEALER AND THEY
21 SAID THEY REPLACED A BUSHING BUT PROBLEM PERSISTED. THEY HAVE NOT
22 CORRECTED THE PROBLEM. VEHICLE IS BASICALLY OUT OF CONTROL WHEN THIS
23 HAPPENS. LAST DATE OF OCCURRENCE IS JULY 14,2011 AND THIS PROBLEM HAS
24 PERSISTED SINCE TRUCK WAS PURCHASED NEW FROM DEALER. TRUCK HAS NO LIFT
25 AND IS STOCK MODEL. PLEASE HELP! *TR

26 **1 Affected Product**

27 January 26, 2012 NHTSA ID NUMBER: 10445440

28 **Components: STEERING**

NHTSA ID Number: 10445440

Incident Date May 2, 2011

Consumer Location Unknown

Vehicle Identification Number 1FTSX21516E****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

TL* THE CONTACT OWNS A 2006 FORD F-250 SD. THE CONTACT STATED THAT THE
VEHICLE WOULD VIOLENTLY WOBBLE WHILE DRIVING AT HIGHWAYS SPEEDS. THE
DEALER ATTEMPTED TO REPAIR THE VEHICLE, BUT THE FAILURE RECURRED. THE
MANUFACTURER WAS NOTIFIED, BUT DENIED ANY ASSISTANCE WITH REPAIRS.
THE FAILURE MILEAGE WAS 37,000 AND THE CURRENT MILEAGE WAS 47,600.

1 **1 Affected Product**

2
3 **September 21, 2011 NHTSA ID NUMBER: 10426658**

4 **Components: STEERING**

5 **NHTSA ID Number:** 10426658

6 **Incident Date** September 18, 2011

7 **Consumer Location** EL CENTRO, CA

8 **Vehicle Identification Number** 1FTSW21P96E****

9 **Summary of Complaint**

10 **CRASHNo**

11 **FIRENo**

12 **INJURIES0**

13 **DEATHS0**

14 TL* THE CONTACT OWNS A 2006 FORD F-250 SD. THE CONTACT STATED THAT WHILE
15 DRIVING 70 MPH OVER SMALL ROAD BUMPS, HE LOST CONTROL OF THE STEERING.
16 THE VEHICLE BEGAN TO VIOLENTLY SHAKE UNTIL THE CONTACT STOPPED THE
17 VEHICLE. THE FAILURE RECURRED WHENEVER THE CONTACT DROVE OVER ROAD
18 BUMPS AT HIGHWAY SPEEDS. **THE VEHICLE WAS TAKEN TO AN AUTHORIZED
19 DEALER WHERE THE CONTACT WAS INFORMED THAT THE FAILURE WAS A
20 COMMON OCCURRENCE. THE STEERING LINKAGES AND STEERING DAMPENER
21 WERE REPAIRED. THE FAILURE RECURRED ONCE FOLLOWING REPAIRS.** THE
22 FAILURE MILEAGE WAS 43,200. UPDATED 10/13/11 *BF UPDATED 01/12/12

23 **1 Affected Product**

24 **1 Associated Document**

25
26 **December 20, 2011 NHTSA ID NUMBER: 10440552**

27 **Components: STEERING**

28 **NHTSA ID Number:** 10440552

Incident Date December 20, 2010

Consumer Location MILLER PLACE, NY

Vehicle Identification Number 1FTWX31515E****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

TL* THE CONTACT OWNS A 2005 FORD F-350 SD. THE CONTACT STATED THAT THE
VEHICLE WOULD SHAKE VIOLENTLY WHILE DRIVING OVER 50 MPH. **THE
MANUFACTURER WAS NOTIFIED OF THE FAILURE, BUT DENIED ANY ASSISTANCE
WITH REPAIRS TO THE VEHICLE. THE CONTACT MADE ATTEMPTS TO REPAIR THE
FAILURE, BUT THE DEFECT CONTINUOUSLY RECURRED.** THE FAILURE MILEAGE
WAS 45,000 AND THE CURRENT MILEAGE WAS 60,000.

1 Affected Product

1 **October 1, 2008 NHTSA ID NUMBER: 10244101**

2 **Components: STEERING, SUSPENSION**

3 **NHTSA ID Number:** 10244101

4 **Incident Date** January 20, 2006

5 **Consumer Location** DESOTO, MO

6 **Vehicle Identification Number** 1FDWW37P25E****

7 **Summary of Complaint**

8 **CRASH**No

9 **FIRE**No

10 **INJURIES**0

11 **DEATHS**0

12 TL*THE CONTACT OWNS A 2005 FORD F-350 SUPER DUTY. IN JANUARY OF 2006, WHILE
13 DRIVING APPROXIMATELY 35 MPH OR MORE, THE VEHICLE BEGAN TO SHIMMY AND
14 JUMP ON THE OPPOSITE SIDE OF THE ROAD WHEN MAKING LEFT TURNS. THE DEALER
15 STATED THAT BOLTS WERE MISSING AND THE SHOCK MOUNTS FAILED. THE
16 VEHICLE WAS REPAIRED, BUT THE FAILURE RECURRED. HE RETURNED THE
17 VEHICLE TO THE DEALER AND WAS INFORMED THAT THE TIRES NEEDED TO BE
18 REPLACED. AFTER REPLACING THE TIRES, A FRONT STABILIZER WAS INSTALLED
19 ON THE FRONT END OF THE VEHICLE; HOWEVER, THE FAILURE PERSISTED. THE
20 VEHICLE HAS NOT BEEN REPAIRED SINCE THE LAST INCIDENT. THE MANUFACTURER
21 STATED THAT THERE WERE NO RECALLS AND THEY WERE NOT LIABLE FOR THE
22 REPAIRS. THE CURRENT MILEAGE WAS 61,635 AND FAILURE MILEAGE WAS 4,000.

23 UPDATED 10/21/08. *JB

24 **1 Affected Product**

25 **1 Associated Document**

26 **February 9, 2010 NHTSA ID NUMBER: 10307928**

27 **Components: SUSPENSION**

28 **NHTSA ID Number:** 10307928

Incident Date August 10, 2009

Consumer Location BOCA RATON, FL

Vehicle Identification Number 1FTSW21P15E****

Summary of Complaint

CRASHNo

FIRENo

INJURIES0

DEATHS0

TL*THE CONTACT OWNS A 2005 FORD F250. WHILE DRIVING THE VEHICLE BEGAN TO
SHAKE VIOLENTLY. HE ALSO BEGAN TO EXPERIENCE A VIOLENT FRONT END SHAKING
AT HIGHWAY SPEEDS OF OVER 10 MPH WHEN DRIVING OVER MINIMAL BUMPS IN THE
ROAD AND UNEVEN SURFACES. THE FORD DEALER WAS CONTACTED AND THEY
ADVISED THE CONTACT TO HAVE AN ALIGNMENT PERFORMED AND TO ROTATE
HIS TIRES WHICH DID NOT CORRECT THE FAILURE. HE ALSO HAD SHOCKS
INSTALLED IN AN ATTEMPT TO CORRECT THE FAILURE; HOWEVER, THE FAILURE

PERSISTED. THERE WERE NO ADDITIONAL REPAIRS MADE TO THE VEHICLE IN AN ATTEMPT TO CORRECT THE FAILURE. THE FAILURE AND CURRENT MILEAGES WERE UNDER 85,000. UPDATED 3/10/10 *CN UPDATED 06/04/10*JB

[1 Affected Product](#)
[1 Associated Document](#)

69. Furthermore, as set forth in the above, a number of Class Members who presented their Class Vehicles to Ford dealerships because of issues related to the Defect were denied warranty repairs and, instead, were informed that nothing was wrong with their vehicles. As a result, after expiration of the warranty period, Class Members are forced to pay costly repairs to correct the defect.

E. Plaintiff William Lessin’s 2011 Ford F-250

70. On April 24, 2018, Plaintiff William Lessin brought his 2011 F-250 (“the Vehicle”) to Mossy Ford of San Diego to have the service department address the Death Wobble. Attempting to eradicate the problem, Mossy Ford replaced the Vehicle’s front suspension tie, dampers, and ball joints, and Plaintiff paid \$1,231 for the repairs. However, despite the replacement of these parts, the Vehicle continued experience the Death Wobble. On June 15, 2018, Plaintiff returned to Mossy Ford and informed the service department of the continuation of the problem. On recommendation of the service technician, Plaintiff replaced the front shock absorbers at an additional cost of \$375.75. But again, this repair did not eliminate the Death Wobble. Being out of repair options, Plaintiff was left with no explanation or method of recourse to address the Vehicle’s hazardous Defect.

VI TOLLING OF STATUTES OF LIMITATIONS

71. Any applicable statute(s) of limitations have been tolled by Defendant’s knowing and active concealment and denial of the facts alleged herein. Plaintiff and the Members of the Class could not have reasonably discovered the true, latent nature of the Defect until shortly before this class action litigation was commenced.

72. In addition, even after Plaintiff and Class Members contacted Ford and/or its authorized dealers for vehicle repairs concerning the Defect, they were routinely told by Defendant and/or through its dealers that the Class Vehicles were not defective, as set forth above, when the true cause of the

1 premature and catastrophic failure in the Class Vehicles are defectively designed or manufactured
2 suspension and steering linkage components that results in the Death Wobble.

3 73. Defendant Ford was and remains under a continuing duty to disclose to Plaintiff and the
4 Members of the Class the true character, quality, and nature of the Class Vehicles, that they will require
5 costly repairs, pose safety concerns, and diminish the resale value of the Class Vehicles. As a result of
6 the active concealment by Defendant Ford, any and all applicable statutes of limitations otherwise
7 applicable to the allegations herein have been tolled.

8 **VII CLASS ALLEGATIONS**

9 74. Plaintiff bring this action on their own behalf, and on behalf of a nationwide class
10 pursuant to Federal Rules of Civil Procedure, Rules 23(a), 23(b)(2), and/or 23(b)(3).

11 **Nationwide Class:**

12 75. All persons or entities in the United States who are current or former owners and/or
13 lessees of a Class Vehicle.

14 76. In the alternative to the Nationwide Class, and pursuant to Federal Rules of Civil
15 Procedure, Rule 23(c)(5), Plaintiff seek to represent the California Class only in the event that the Court
16 declines to certify the Nationwide Class above.

17 **California Class:**

18 77. All persons or entities in California who are current or former owners and/or lessees of a
19 Class Vehicle for primarily personal, family or household purposes, as defined by California Civil Code
20 § 1791(a).

21 78. Together, the California Class and the Nationwide Class shall be collectively referred to
22 herein as the “Class.” Excluded from the Class are Ford, their affiliates, employees, officers and
23 directors, persons or entities that purchased the Class Vehicles for resale, and the Judge(s) assigned to
24 this case. Plaintiff reserves the right to modify, change, or expand the Class definitions based on
25 discovery and further investigation.

26 79. **Numerosity:** Upon information and belief, the Class is so numerous that joinder of all
27 Members is impracticable. While the exact number and identities of individual Members of the Class are
28 unknown at this time, such information being in the sole possession of Defendant and obtainable by

1 Plaintiff only through the discovery process, Plaintiff believes, and on that basis allege, that hundreds of
2 thousands of Class Vehicles have been sold and leased in each of the states that are the subject of the
3 Class.

4 80. **Existence and Predominance of Common Questions of Fact and Law:** Common
5 questions of law and fact exist as to all Members of the Class. These questions predominate over the
6 questions affecting individual Class Members. These common legal and factual questions include, but
7 are not limited to, whether:

- 8 a. The Class Vehicles were sold with defects;
- 9 b. Defendant knew of the defects but failed to disclose the problems and its
10 consequences to their customers;
- 11 c. A reasonable consumer would consider the defect or its consequences to
12 be material;
- 13 d. Defendant should be required to disclose the existence of the defect; and
- 14 e. Defendant’s conduct violates the California Legal Remedies Act,
California Unfair Competition Law, and the other statutes asserted herein.

15 81. **Typicality:** All of Plaintiff’s claims are typical of the claims of the Class because
16 Plaintiff purchased Class Vehicles with the same steering linkage/suspension defects and defective
17 vehicle design, as did each member of the Class. Furthermore, Plaintiff and all Members of the Class
18 sustained monetary and economic injuries including, but not limited to, ascertainable losses arising out
19 of Defendant’s wrongful conduct. Plaintiff is advancing the same claims and legal theories on behalf of
20 himself and all absent Class Members.

21 82. **Adequacy:** Plaintiff is an adequate representative because his interests do not conflict
22 with the interests of the Class that he seeks to represent, he has retained counsel who are competent and
23 highly experienced in complex class action litigation, and they intend to prosecute this action
24 vigorously. The interests of the Class will be fairly and adequately protected by Plaintiff and his counsel.

25 83. **Superiority:** A class action is superior to all other available means of fair and efficient
26 adjudication of the claims of Plaintiff and Members of the Class. The injury suffered by each individual
27 Class member is relatively small in comparison to the burden and expense of individual prosecution of
28 the complex and extensive litigation necessitated by Defendant’s conduct. It would be virtually
impossible for Members of the Class individually to redress effectively the wrongs done to them. Even

1 if the Members of the Class could afford such individual litigation, the court system could not.
2 Individualized litigation presents a potential for inconsistent or contradictory judgments. Individualized
3 litigation increases the delay and expense to all parties, and to the court system, presented by the
4 complex legal and factual issues of the case. By contrast, the class action device presents far fewer
5 management difficulties, and provides the benefits of single adjudication, an economy of scale, and
6 comprehensive supervision by a single court. Upon information and belief, Members of the Class can be
7 readily identified and notified based on, inter alia, Defendant’s vehicle identification numbers, warranty
8 claims, registration records, and database of complaints.

9 84. Defendant has acted, and refused to act, on grounds generally applicable to the Class,
10 thereby making appropriate final equitable relief with respect to the Class as a whole.

11 **VIII CLASS ALLEGATIONS**

12 **FIRST CAUSE OF ACTION**

13 **VIOLATIONS OF CALIFORNIA’S CONSUMER LEGAL REMEDIES ACT (“CLRA”) (Cal.**

14 **Civ. Code § 1750, et seq.)**

15 **(On Behalf of the Nationwide Class or, Alternatively, the California Class)**

16 85. Plaintiff and the Class incorporate by reference each preceding and succeeding paragraph
17 as though fully set forth at length herein.

18 86. Plaintiff brings this claim on behalf of himself and on behalf of the Nationwide Class.
19 Alternatively, Plaintiff Shaw brings this claim on behalf of himself and on behalf of the California Class
20 against Defendant.

21 87. Defendant is a “person” as that term is defined in California Civil Code § 1761(c).

22 88. Plaintiff and the Class Members are “consumers” as that term is defined in California
23 Civil Code §1761(d).

24 89. Defendant engaged in unfair and deceptive acts in violation of the CLRA by the practices
25 described above, and by knowingly and intentionally concealing from Plaintiff and Class Members that
26 the Class Vehicles suffer from a defect(s) (and the costs, risks, and diminished value of the vehicles as a
27 result of this problem). These acts and practices violate, at a minimum, the following sections of the
28 CLRA:

1 (a)(5) Representing that goods or services have sponsorships,
2 characteristics, uses, benefits or quantities which they do not have, or that
3 a person has a sponsorship, approval, status, affiliation or connection
4 which he or she does not have;

5 (a)(7) Representing that goods or services are of a particular standard,
6 quality, or grade, or that goods are of a particular style or model, if they
7 are of another; and

8 (a)(9) Advertising goods and services with the intent not to sell them as
9 advertised.

10 90. Defendant’s unfair or deceptive acts or practices occurred repeatedly in Defendant’s trade
11 or business, were capable of deceiving a substantial portion of the purchasing public, and imposed a
12 serious safety risk on the public.

13 91. Defendant knew that the Class Vehicles and steering-linkage and suspensions were
14 defectively designed or manufactured, would fail prematurely, and were not suitable for their intended
15 use.

16 92. Defendant was under a duty to Plaintiff and the Class Members to disclose the defective
17 nature of the Class Vehicles and the Defect because:

- 18 a. Defendant was in a superior position to know the true state of facts about the
19 safety defect and associated repair costs in the Class Vehicles and their
20 suspensions/steering linkage;
- 21 b. Plaintiff and the Class Members could not reasonably have been expected to learn
22 or discover that the Class Vehicles had dangerous safety defect until
23 manifestation of the defect;
- 24 c. Defendant knew that Plaintiff and the Class Members could not reasonably have
25 been expected to learn or discover the safety and security defect and the
26 associated repair costs that it causes until the manifestation of the defect; and
- 27 d. Defendant actively concealed the safety and the associated repair costs by
28 asserting to Plaintiff and Class Members that the cause of the Death Wobble was
the result of under over inflated tires despite knowing the repairs needed to
correct the Defect.

93. In failing to disclose the Defect and the associated safety risks and repair costs that result
from it, Defendant has knowingly and intentionally concealed material facts and breached their duty to
disclose.

94. The facts concealed or not disclosed by Defendant to Plaintiff and the Class Members are
material in that a reasonable consumer would have considered them to be important in deciding whether
to purchase Defendant’s Class Vehicles or pay a lesser price. Had Plaintiff and the Class known about

1 the defective nature of the Class Vehicles they would not have purchased the Class Vehicles or would
2 have paid less for them.

3 95. Plaintiff provided Defendant with notice of its violations of the CLRA pursuant to
4 California Civil Code § 1782(a) on May 14, 2019, and seeks injunctive relief. After the 30-day notice
5 period expires, Plaintiff will amend this complaint to seek monetary damages under the CLRA.

6 96. Plaintiff and the other Class Members’ injuries were proximately caused by Defendant’s
7 fraudulent and deceptive business practices.

8 97. Plaintiff has attached hereto the declaration of venue required by Civil Code § 1780(d).

9
10 98. Therefore, Plaintiff and the other Class Members seek injunctive relief under the CLRA.

11 **SECOND CAUSE OF ACTION**

12 **VIOLATIONS OF THE CALIFORNIA UNFAIR COMPETITION LAW**

13 **(Cal. Bus. & Prof. Code § 17200)**

14 **(On Behalf of the Nationwide Class or, Alternatively, the California Class)**

15 99. Plaintiff and the Class incorporate by reference each preceding and succeeding paragraph
16 as though fully set forth at length herein.

17 100. Plaintiff brings this claim on behalf of himself and on behalf of the Nationwide Class.
18 Alternatively, Plaintiff brings this claim on behalf of himself and on behalf of the California Class
19 against Defendant.

20 101. The California Unfair Competition Law (“UCL”) prohibits acts of “unfair competition,”
21 including any “unlawful, unfair or fraudulent business act or practice” and “unfair, deceptive, untrue or
22 misleading advertising.” Cal. Bus. & Prof. Code § 17200.

23 102. Defendant have engaged in unfair competition and unfair, unlawful, or fraudulent
24 business practices by the conduct, statements, and omissions described above, and by knowingly and
25 intentionally concealing from Plaintiff and the Class Members that the Class Vehicles suffer from a
26 defect (and the costs, safety risks, and diminished value of the vehicles as a result of these problems).
27 Defendant should have disclosed this information because they were in a superior position to know the
28

1 true facts related to the defect, and Plaintiff and Class Members could not reasonably be expected to
2 learn or discover the true facts related to the Defect.

3 103. The defective suspension and steering linkage system constitute a safety issue that
4 triggered Defendant’s duty to disclose the safety issue to consumers.

5 104. These acts and practices have deceived Plaintiff and are likely to deceive the public. In
6 failing to disclose the defect and suppressing other material facts from Plaintiff and the Class Members,
7 Defendant breached its duty to disclose these facts, violated the UCL, and caused injuries to Plaintiff
8 and the Class Members. The omissions and acts of concealment by Defendant pertained to information
9 that was material to Plaintiff and the Class Members, as it would have been to all reasonable consumers.

10 105. The injuries suffered by Plaintiff and the Class Members are greatly outweighed by any
11 potential countervailing benefit to consumers or to competition, nor are they injuries that Plaintiff and
12 the Class Members should have reasonably avoided.

13 106. Defendant’s acts and practices are unlawful because they violate California Civil Code
14 §§ 1668, 1709, 1710, and 1750 et seq., and California Commercial Code § 2313.

15 107. Plaintiff seeks to enjoin further unlawful, unfair, and/or fraudulent acts or practices by
16 Defendant, to obtain restitutionary disgorgement of all monies and revenues generated as a result of such
17 practices, and all other relief allowed under California Business & Professions Code § 17200.

18 **THIRD CAUSE OF ACTION**

19 **VIOLATION OF CALIFORNIA FALSE ADVERTISING LAW**

20 **(Cal. Bus. & Prof. Code § 17500, et seq.)**

21 **(On Behalf of the Nationwide Class or, Alternatively, the California Class)**

22 108. Plaintiff and the Class incorporate by reference each preceding and succeeding paragraph
23 as though fully set forth at length herein.

24 109. Plaintiff brings this claim on behalf of himself and on behalf of the Nationwide Class.
25 Alternatively, Plaintiff brings this claim on behalf of himself and on behalf of the California Class
26 against Defendant.

27 110. California Business & Professions Code § 17500 states: “It is unlawful for any . . .
28 corporation . . . with intent directly or indirectly to dispose of real or personal property . . . to induce the

1 public to enter into any obligation relating thereto, to make or disseminate or cause to be made or
2 disseminated . . . from this state before the public in any state, in any newspaper or other publication, or
3 any advertising device, . . . or in any other manner or means whatever, including over the Internet, any
4 statement . . . which is untrue or misleading, and which is known, or which by the exercise of reasonable
5 care should be known, to be untrue or misleading.”

6 111. Defendant caused to be made or disseminated through California and the United States,
7 through advertising, marketing and other publications, statements that were untrue or misleading, and
8 which were known, or which by the exercise of reasonable care should have been known to Defendant,
9 to be untrue and misleading to consumers, including Plaintiff and the other Class Members.

10 112. Defendant has violated section 17500 because the misrepresentations and omissions
11 regarding the safety, reliability, and functionality of their Class Vehicles as set forth in this Complaint
12 were material and likely to deceive a reasonable consumer.

13 113. Plaintiff and the other Class Members have suffered an injury in fact, including the loss
14 of money or property, as a result of Defendant’s unfair, unlawful, and/or deceptive practices. In
15 purchasing or leasing their Class Vehicles, Plaintiff and the other Class Members relied on the
16 misrepresentations and/or omissions of Defendant with respect to the safety and reliability of the Class
17 Vehicles. Defendant’s representations were untrue because the Class Vehicles are distributed with
18 defective suspensions and steering linkage. Had Plaintiff and the other Class Members known this, they
19 would not have purchased or leased their Class Vehicles or would not have paid as much for them.
20 Accordingly, Plaintiff and the other Class Members overpaid for their Class Vehicles and did not receive
21 the benefit of their bargain.

22 114. All of the wrongful conduct alleged herein occurred, and continues to occur, in the
23 conduct of Defendant’s businesses. Defendant’s wrongful conduct is part of a pattern or generalized
24 course of conduct that is still perpetuated and repeated, both in the state of California and nationwide.

25 115. Plaintiff, individually and on behalf of the other Class Members, request that this Court
26 enter such orders or judgments as may be necessary to enjoin Defendant from continuing their unfair,
27 unlawful, and/or deceptive practices and to restore to Plaintiff and the other Class Members any money
28

1 Defendant acquired by unfair competition, including restitution and/or restitutionary disgorgement, and
2 for such other relief set forth below.

3 **FOURTH CAUSE OF ACTION**

4 **BREACH OF EXPRESS WARRANTY**

5 **(On Behalf of the Nationwide Class or, Alternatively, the California Class)**

6 116. Plaintiff and the Class incorporate by reference each preceding and succeeding paragraph
7 as though fully set forth at length herein.

8 117. Plaintiff brings this claim on behalf of himself and on behalf of the Nationwide Class or,
9 alternatively, on behalf of the California Class.

10 118. Defendant provided all purchasers and lessees of the Class Vehicles with the express
11 warranties described herein, which became part of the basis of the bargain. Accordingly, Defendant’s
12 warranties are express warranties under state law.

13 119. The parts affected by the defect were distributed by Defendant in the Class Vehicles and
14 are covered by the warranties Defendant provided to all purchasers and lessors of Class Vehicles.

15 120. Defendant breached these warranties by selling and leasing Class Vehicles with the
16 Defect, requiring repair or replacement within the applicable warranty periods, and refusing to honor the
17 warranties by providing free repairs or replacements during the applicable warranty periods.

18 121. Plaintiff notified Defendant of the breach within a reasonable time, and/or were not
19 required to do so because affording Defendant a reasonable opportunity to cure their breaches of written
20 warranty would have been futile. Defendant also knew of the Defect and yet have chosen to conceal it
21 and to fail to comply with their warranty obligations.

22 122. As a direct and proximate cause of Defendant’s breach, Plaintiff and the other Class
23 Members bought or leased Class Vehicles they otherwise would not have, overpaid for their vehicles,
24 did not receive the benefit of their bargain, and their Class Vehicles suffered a diminution in value.
25 Plaintiff and Class Members have also incurred and will continue to incur costs related to the diagnosis
26 and repair of the Defect.

27 123. Any attempt to disclaim or limit these express warranties vis-à-vis consumers is
28 unconscionable and unenforceable under the circumstances here. Specifically, Defendant’s warranty

1 limitation is unenforceable because they knowingly sold a defective product without informing
2 consumers about the defect.

3 124. The time limits contained in Defendant's warranty period were also unconscionable and
4 inadequate to protect Plaintiff and Members of the Class. Among other things, Plaintiff and Class
5 Members had no meaningful choice in determining these time limitations, the terms of which
6 unreasonably favored Defendant. A gross disparity in bargaining power existed between Defendant and
7 the Class Members, and Defendant knew or should have known that the Class Vehicles were defective
8 at the time of sale and would fail well before their useful lives.

9 125. Plaintiff and the Class Members have complied with all obligations under the warranty,
10 or otherwise have been excused from performance of said obligations as a result of Defendant's conduct
11 described herein.

12 **FIFTH CAUSE OF ACTION**

13 **BREACH OF IMPLIED WARRANTY**

14 **(On Behalf of the Nationwide Class or, Alternatively, the California Class)**

15 126. Plaintiff and the Class incorporate by reference each preceding and succeeding paragraph
16 as though fully set forth at length herein.

17 127. Plaintiff bring this claim on behalf of himself and on behalf of the Nationwide Class or,
18 alternatively, on behalf of the California Class.

19 128. Defendant was at all relevant times the manufacturer, distributor, warrantor, and/or seller
20 of the Class Vehicles. Defendant knew or had reason to know of the specific use for which the Class
21 Vehicles were purchased.

22 129. Defendant provided Plaintiff and the other Class Members with an implied warranty that
23 the Class Vehicles and any parts thereof are merchantable and fit for the ordinary purposes for which
24 they were sold. However, the Class Vehicles are not fit for their ordinary purpose of providing
25 reasonably reliable and safe transportation at the time of sale or thereafter because, inter alia, the Class
26 Vehicles suffered from defective suspension and steering linkage system at the time of sale that causes
27 the vehicles to experience severe shaking of the front-end and steering wheel. Therefore, the Class
28 Vehicles are not fit for their particular purpose of providing safe and reliable transportation.

1 130. Defendant impliedly warranted that the Class Vehicles were of merchantable quality and
2 fit for such use. This implied warranty included, among other things: (i) a warranty that the Class
3 Vehicles and their suspensions and steering linkage systems were manufactured, supplied, distributed,
4 and/or sold by Defendant were safe and reliable for providing transportation and would not experience
5 premature suspension and steering failure; and (ii) a warranty that the Class Vehicles would be fit for
6 their intended use while the Class Vehicles were being operated.

7 131. Contrary to the applicable implied warranties, the Class Vehicles at the time of sale and
8 thereafter were not fit for their ordinary and intended purpose of providing Plaintiff and the other Class
9 Members with reliable, durable, and safe transportation. Instead, the Class Vehicles suffer from a
10 defective design(s) and/or manufacturing defect(s).

11 132. Defendants’ actions, as complained of herein, breached the implied warranty that the
12 Class Vehicles were of merchantable quality and fit for such use.

13 **SIXTH CAUSE OF ACTION**

14 **BREACH OF WRITTEN WARRANTY UNDER THE MAGNUSON-MOSS WARRANTY**

15 **ACT**

16 **(15 U.S.C. § 2301, et seq.)**

17 **(On behalf of the Nationwide Class or, Alternatively, the California Class)**

18 133. Plaintiff and the Class incorporate by reference each preceding and succeeding paragraph
19 as though fully set forth at length herein.

20 134. Plaintiff bring this claim on behalf of himself and on behalf of the Nationwide Class or,
21 alternatively, on behalf of the state subclasses.

22 135. Plaintiff and the Class are “consumers” within the meaning of the Magnuson-Moss
23 Warranty Act, 15 U.S.C. § 2301(3).

24 136. Defendant are suppliers and warrantors within the meaning of 15 U.S.C. §§ 2301(4)-(5).

25 137. The Class Vehicles are “consumer products” within the meaning of 15 U.S.C. § 2301(1).

26 138. Defendant’s 5 year/60,000 miles Basic Warranty and 10 year/100,000 miles Powertrain
27 Warranty are “written warranties” within the meaning of 15 U.S.C. § 2301(6).

28 139. Defendant breached the express warranties by:

- 1 a. Selling and leasing Class Vehicles with suspensions/steering linkage
- 2 system that were defective in materials and/or workmanship, requiring
- 3 repair or replacement within the warranty period; and
- 4 b. Refusing and/or failing to honor the express warranties by repairing or
- 5 replacing, free of charge, the suspension or any of its component parts in
- 6 order to remedy the Death Wobble.

7 140. Plaintiff and the other Class Members relied on the existence and length of the express

8 warranties in deciding whether to purchase or lease the Class Vehicles.

9 141. Defendant’s breach of the express warranties has deprived Plaintiff and the other Class

10 Members of the benefit of their bargain.

11 142. The amount in controversy of Plaintiff’s individual claims meets or exceeds the sum or

12 value of \$25.00. In addition, the amount in controversy meets or exceeds the sum or value of \$50,000

13 (exclusive of interests and costs) computed on the basis of all claims to be determined in this suit.

14 143. Defendant has been afforded a reasonable opportunity to cure their breach of the written

15 warranties and/or Plaintiff and the other Class Members were not required to do so because affording

16 Defendant a reasonable opportunity to cure their breach of written warranties would have been futile.

17 Defendant was also on notice of the alleged defect from the complaints and service requests it received

18 from Class Members, as well as from their own warranty claims, customer complaint data, and/or parts

19 sales data.

20 144. As a direct and proximate cause of Defendant’s breach of the written warranties, Plaintiff

21 and the other Class Members sustained damages and other losses in an amount to be determined at trial.

22 Defendant’s conduct damaged Plaintiff and the other Class Members, who are entitled to recover actual

23 damages, consequential damages, specific performance, diminution in value, costs, including statutory

24 attorney fees and/or other relief as deemed appropriate.

25 **SEVENTH CAUSE OF ACTION**

26 **COMMON LAW FRAUDULENT CONCEALMENT**

27 **(On Behalf of the Nationwide Class or, Alternatively, the California Class Class)**

28 145. Plaintiff and the Class incorporate by reference each preceding and succeeding paragraph

as though fully set forth at length herein.

1 146. Plaintiff brings this claim on behalf of himself and on behalf of the Nationwide Class or,
2 alternatively, on behalf of the state subclasses.

3 147. Defendant made material omissions concerning a presently existing or past fact. For
4 example, Defendant did not fully and truthfully disclose to their customers the true nature of the inherent
5 defect of the Class Vehicles, which was not readily discoverable until years later. As a result, Plaintiff
6 and the other Class Members were fraudulently induced to lease and/or purchase the Class Vehicles with
7 the said defect and all of the resultant problems.

8 148. These omissions were made by Defendant with knowledge of their falsity, and with the
9 intent that Plaintiff and the Class Members rely on them.

10 149. Plaintiff and the Class Members reasonably relied on these omissions and suffered
11 damages as a result.

12 **EIGHT CAUSE OF ACTION**

13 **BREACH OF THE DUTY OF GOOD FAITH AND FAIR DEALING**

14 **(On Behalf of the Nationwide Class or, Alternatively, the California Class Class)**

15 150. Plaintiff and the Class incorporate by reference each preceding and succeeding paragraph
16 as though fully set forth at length herein.

17 151. Plaintiff brings this claim on behalf of himself and on behalf of the Nationwide Class or,
18 alternatively, on behalf of the California Class.

19 152. All contracts in California, and throughout the United States, have an implied covenant of
20 good faith and fair dealing. The implied covenant of good faith and fair dealing is an independent duty
21 and may be breached even if there is no breach of a contract's express terms.

22 153. Defendant breached the covenant of good faith and fair dealing by, inter alia, failing to
23 notify Plaintiff and Class Members of the defective suspension system and steering linkage in the Class
24 Vehicles, and failing to fully and properly repair this defect.

25 154. Defendant acted in bad faith and/or with a malicious motive to deny Plaintiff and the
26 Class Members some benefit of the bargain originally intended by the parties, thereby causing them
27 injuries in an amount to be determined at trial.
28

NINTH CAUSE OF ACTION

VIOLATION OF THE SONG-BEVERLY ACT – BREACH OF IMPLIED WARRANTY

(Cal. Civ. Code §§ 1792, 1791.1, *et seq.*)

(On Behalf of the Nationwide Class or, Alternatively, the California Class)

155. Plaintiff and the Class incorporate by reference each preceding and succeeding paragraph as though fully set forth at length herein.

156. Plaintiff brings this claim on behalf of himself and on behalf of the Nationwide Class or, alternatively, on behalf of the California Class.

157. At all relevant times hereto, Defendant was the manufacturer, distributor, warrantor, and/or seller of the Class Vehicles. Defendant knew or should have known of the specific use for which the Class Vehicles were purchased.

158. Defendant provided Plaintiff and the Class Members with an implied warranty that the Class Vehicles, and any parts thereof, are merchantable and fit for the ordinary purposes for which they were sold. The Class Vehicles, however, are not fit for their ordinary purpose because, inter alia, the Class Vehicles suffered from an inherent defect at the time of sale that causes the Class Vehicles to experience the Death Wobble.

159. The Class Vehicles are not fit for the purpose of providing safe and reliable transportation because of the defect.

160. Defendant impliedly warranted that the Class Vehicles were of merchantable quality and fit for such use. This implied warranty included, inter alia, the following: (i) a warranty that the Class Vehicles were manufactured, supplied, distributed, and/or sold by Defendant were safe and reliable for providing transportation and would not prematurely and catastrophically fail; and (ii) a warranty that the Class Vehicles would be fit for their intended use – providing safe and reliable transportation – while the Class Vehicles were being operated.

161. Contrary to the applicable implied warranties, the Class Vehicles were not fit for their ordinary and intended purpose. Instead, the Class Vehicles are defective, including, but not limited to, the suspension and steering linkage defect.

1 162. Defendant’s actions, as complained of herein, breached the implied warranty that the
2 Class Vehicles were of merchantable quality and fit for such use in violation of California Civil Code
3 §§ 1792 and 1791.1.

4 **IX PRAYER FOR RELIEF**

5 WHEREFORE, Plaintiff, on behalf of himself and Members of the Class, respectfully request
6 that this Court:

- 7 a. determine that the claims alleged herein may be maintained as a class action under Rule
- 8 23 of the Federal Rules of Civil Procedure, and issue an order certifying one or more
- 9 Classes as defined above;
- 10 b. appoint Plaintiff as the representatives of the Classes and their counsel as Class counsel;
- 11 c. award all actual, general, special, incidental, statutory, punitive, and consequential
- 12 damages and restitution to which Plaintiff and the Class Members are entitled under
- 13 Causes of Action 2 through 10, but award only restitution and injunctive relieve, pursuant
- 14 to California Civil Code § 1780, at this time;
- 15 d. award pre-judgment and post-judgment interest on such monetary relief;
- 16 e. grant appropriate injunctive and/or declaratory relief, including, without limitation, an
- 17 order that requires Defendant to repair, recall, and/or replace the Class vehicles and to
- 18 extend the applicable warranties to a reasonable period of time, or, at a minimum, to
- 19 provide Plaintiff and Class Members with appropriate curative notice regarding the
- 20 existence and cause of the Defect.
- 21 f. award reasonable attorneys’ fees and costs; and
- 22 g. grant such further relief that this Court deems appropriate.

23
24 Dated: June 10, 2019

Respectfully submitted,

25 MCCUNE WRIGHT AREVALO LLP

26 By: /s/ David C. Wright
27 David C. Wright
28 Richard D. McCune
Mark I. Richards

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SOHN & ASSOCIATES
Douglas C. Sohn

Attorneys for Plaintiff and Putative Class

JURY DEMAND

Plaintiff, on behalf of himself and the putative Class, demand a trial by jury on all issues so triable.

MCCUNE WRIGHT AREVALO LLP

By: /s/ David C. Wright
David C. Wright
Richard D. McCune
Mark I. Richards

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Attorneys for Plaintiff and Putative Class