

 <p>U.S. Department of Transportation National Highway Traffic Safety Administration</p>	<p><b>DOT Auto Safety Hotline</b> <b>Vehicle Owner's Questionnaire</b> To Report Vehicle Safety Defects 1-888-DASH-2-PAK (1-888-327-4236) INTERNET: www.nhtsa.dot.gov/hotline</p>	<p>FOR AGENCY USE ONLY 100148</p>
	<p>30 MAY 2008 JUN 16 PM 2:12</p>	<p>Date Received: 30-MAY-2008 Repository: <input type="checkbox"/> Reference No.: 10229368</p>

**OWNER INFORMATION (Type or Print)**

Name: [REDACTED]	Daytime Telephone Number: [REDACTED]	E-mail Address: [REDACTED]
Address: [REDACTED]	Evening Telephone Number: [REDACTED]	
City: WILLIAMSPORT SUNDERLAND	State: PA	Zip Code: [REDACTED]

Do you authorize NHTSA to provide a copy of this report to the manufacturer of your vehicle?  YES  NO  
 In the absence of an owner's signature, provide the name or address to the vehicle manufacturer.  
 Signature of Owner: [REDACTED] Date: 06/10/08

**VEHICLE INFORMATION**

17 digit Vehicle Identification Number Located at bottom of windshield on driver's side: 1FAHP31N07W [REDACTED]	Make: FORD	Model: FOCUS	Model Year: 2007
Date Purchased: 08-13-07	Dealer's Name and Telephone Number: WENTHOUSES FORD (OUT OF BUSINESS) (508-548-1900)	Engine: 2.0L No. of Cylinders: 4	Fuel Type: GAS
Original Owner: <input checked="" type="checkbox"/>	Dealer's City: FALMOUTH	State: MA	Zip Code: 02540
Transmission Type: 5 SP. MANUAL	<input checked="" type="checkbox"/> Antilock Brakes <input checked="" type="checkbox"/> Cruise Control	Powertrain:	Vehicle Component Code: 060000 ENGINE AND ENGINE COOLING
Multiple Failure:			

**FAILED COMPONENT(S)/PART(S) INFORMATION**

Incident Date(s): 04-AUG-2007	Failure Mileage: 100	Failure Speed: ANY SPEED	PROBLEM WAS NOTICED UPON INITIAL OPERATION OF CAR WHEN PURCHASED NEW. SUBSEQUENT VISITS TO LOCAL DEALERS DID NOT RESOLVE THE PROBLEM
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**ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A TIRE FAILURE**

Tire Make:	Tire Model (Name or Number):	Tire Size (Example P215/65R15):
DOT No. (Example: DOTM19ABC036):	<input type="checkbox"/> Original Equipment <input type="checkbox"/> Prior Repair	Failure Location:
Tire Component Code:	Tire Failure Type:	

**ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A CHILD SEAT FAILURE**

Make:	Date Manufactured:	Model No./Name:
Seat Type:	Installation System:	
Child Seat Component Code:	Failed Part:	

**APPLICABLE INCIDENT INFORMATION**  
 (Please describe in detail the incident(s), Failure(s), Crash(es), and injury (ies).)

Crash: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Fire: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Number of Persons Injured: 0	Number of Deaths: 0	Reported to Police: N
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Narrative Description of Incident(S), Crash(es), and Injury (ies).  
 Please describe (1) events leading up to the failure, (2) failure and its consequences, and (3) what was done to correct the failure; i.e., parts repaired or replaced (and if old part is available).

TL\*THE CONTACT OWNS A 2007 FORD FOCUS. WHEN THE CONTACT RELEASES THE THROTTLE, THE VEHICLE CONTINUOUSLY TAKES A LONG TIME TO RETURN TO IDLE. WHILE DRIVING AT VARIOUS SPEEDS, HE DOES NOT HAVE FULL CONTROL OF THE THROTTLE. WHEN THE ACCELERATOR PEDAL IS RELEASED, THE VEHICLE PULLS BEFORE IT DECELERATES. THE CONTACT STATED THAT THE THROTTLE RESPONSE IS HORRIBLE. THE CONSEQUENCE OF THE FAILURE COULD CAUSE A CRASH DUE TO THE SLOW RESPONSE TIME WHEN BRAKING. THE VEHICLE HAS BEEN TAKEN TO THE DEALER FIVE TIMES FOR THIS FAILURE, BUT WAS ONLY SERVICED ONCE. THE INTAKE AIR CONTROL FILE WAS DOWNLOADED; HOWEVER, AFTER 25 MINUTES, THE THROTTLE FAILURE RECURRED. THE CURRENT MILEAGE WAS 10,000 AND FAILURE MILEAGE WAS LESS THAN 100.

CAR WAS BROUGHT IN SEVERAL TIMES TO HAVE ECU EITHER UPDATED OR RE-PROGRAMMED. WE WERE TOLD THERE WAS NOTHING THEY COULD CHANGE. HOWEVER, IF YOU GO ONLINE YOU WILL FIND A NUMBER OF FOCUS OWNERS ARE EXPERIENCING THIS SAME PROBLEM, AND ONE FORD TECHNICIAN STATED THAT IT IS CORRECTABLE WITH A DEFAULT SETTING CHANGED FOR

(IDLE AIR CONTROL VALVE WAS REPLACED AND RE-PROGRAMMED)

Include, if available: Police/Fire Department Report, Photos, and Repair Invoice. ATTACH ADDITIONAL SHEETS IF NECESSARY.

The Privacy Act of 1974-Public Law 93-579 This information is requested pursuant to authority vested in the National Highway Traffic Safety Act and subsequent amendments. You are under no obligation to respond to this questionnaire. Your response may be used to assist the NHTSA in determining whether a Manufacturer should take appropriate action to correct a safety defect. If the NHTSA proceeds with administrative enforcement or litigation against a manufacturer, your response, or a statistical summary thereof, may be used in support of the agency's action.

THE IAC INSTRUCTION (FROM THE ECU) TO RETURN TO IDLE. THE DEFAULT SETTING IS 3 MPH. IF THIS IS BUMPED UP TO 45 OR MORE MPH, THE THROTTLE WILL RESPOND QUICKLY TO THE OPERATOR'S PEDAL MOVEMENT. (70 MPH WOULD BE PREFERABLE, AS YOU WANT THE THROTTLE TO RESPOND TO OPERATOR INPUT AT ANY SPEED - SKIDS CAN OCCUR AT ANY SPEED)