

 U.S. Department of Transportation National Highway Traffic Safety Administration		DOT Auto Safety Hotline Vehicle Owner's Questionnaire To Report Vehicle Safety Defects 1-888-DASH-2-DOT (1-888-327-4236) INTERNET: www.nhtsa.dot.gov/hotline		FOR AGENCY USE ONLY 100148	
OWNER INFORMATION (Type or Print)		Date Received 30-SEP-2013		Repository ☐ Reference No. 10546244	
Name [REDACTED]		Daytime Telephone Number [REDACTED]		E-mail Address	
Address [REDACTED]		Evening Telephone Number [REDACTED]			
City REDFORD	State MI	Zip Code [REDACTED]			
<i>The information you provide will be used to identify potential safety-related defects. We may share your information with the applicable vehicle manufacturer during an investigation or recall in accordance with the routine uses described in the agency's Privacy Act notice. See 49 FR 53971 (Sep. 3, 2004).</i>					
VEHICLE INFORMATION					
17 digit Vehicle Identification Number Located at bottom of windshield on driver's side 1FAFP33P41W [REDACTED]		Make FORD		Model FOCUS	
		Model Year 2001			
Date Purchased	Dealer's Name and Telephone Number			Engine: No: Cylinders 4	
Original Owner ☐	Dealer's City			State	Zip Code
Transmission Type Auto.	☐ Antilock Brakes ☐ Cruise Control	Powertrain Front 2 Wheel Drive 2 Wheel Drive		Multiple Failures Yes	
				Incident Date(s) 23-SEP-2013	
FAILED COMPONENT(S)/PART(S) INFORMATION					
Vehicle Component Codes: ENGINE (PWS), 112000 ELECTRICAL SYSTEM: ALTERNATOR/GENERATOR/REGULATOR				Failure Mileage 143000	
Failure Speed					
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: DOTM49ABC036)		☐ Original Equipment ☐ 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 ☐ Yes ☒ No	Fire ☐ Yes ☒ No	Number of Persons Injured 0	Number of Deaths 0	Reported to Police N	
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 2001 FORD FOCUS. THE CONTACT STATED THAT THE ALTERNATOR FAILED DUE TO CORROSION. THE CONTACT REPLACED THE ALTERNATOR HIMSELF. THE MANUFACTURER WAS NOT MADE AWARE OF THE FAILURE. THE FAILURE AND CURRENT MILEAGE WAS 143,000.					
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 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.					

Narrative Description of Incident(s), Failure(s), Crash(es), and Injury(ies)

①. 2.0 Liter "Split Port" Single Over Head Cam (S.O.H.C.) ENGINE IT APPEARS HAS A WELL KNOWN PROBLEM OF "DROPPING VALVE SEATS". THIS PROBLEM OF THE VALVE SEATS FALLING/ ~~OUT~~ COMING OUT CAUSES SEVERE INTERNAL ENGINE DAMAGE ^{possibly} INCLUDING BUT NOT LIMITED TO: DAMAGE TO THAT AN OTHER CYLINDERS PISTON(S) CONNECTING (RODS) CYLINDER ~~WALLS~~ AND THE CYLINDER HEAD ITSELF. PARTS/PIECES OF ONE CYLINDERS VALVE SEAT ARE KNOWN TO TRAVEL ^{ATTACH ADDITIONAL SHEETS IF NECESSARY} up THROUGH THE INTAKE MANIFOLD INTO OTHER CYLINDERS WHICH ARE THE

US Department
of Transportation

National Highway
Traffic Safety
Administration

1200 New Jersey Avenue SE.
Washington, D.C. 20077-9382

Official Business
Penalty for Private Use \$300



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UNITED STATES

BUSINESS REPLY MAIL

FIRST-CLASS MAIL

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POSTAGE WILL BE PAID BY ADDRESSEE

US Department of Transportation
National Highway Traffic Safety Administration
Office of Defects Investigation, NVS-210
1200 New Jersey Avenue SE.
Washington, D.C. 20077-9382



Think your vehicle
has a safety defect?



If so:

Use the enclosed
form to file a report.

or visit:

www.safercar.gov

or call:

Vehicle Safety Hotline
888-327-4236



Vehicle Owner's Questionnaire (VOQ)
U.S. Department of Transportation
National Highway Traffic Safety Administration

safercar.gov

ALSO DAMAGED. THIS IS THE MAIN CONCERN AND THE PRIMARY REASON THAT I AM FILING THIS REQUEST FOR INVESTIGATION AND ACTION BY N.H.T.S.A. IF/WHEN MY CONCERNS ARE PROVEN VALID.

THE 1.8, 1.9 AND 2.0 LITER VARIANTS OF ~~THIS~~ ^{THESE} ENGINE MAY ALL HAVE THIS PROBLEM. OVER-HEATING THE ENGINE IS WHAT I WAS TOLD CAUSE THE PROBLEM TO OCCUR. HOWEVER AT LEAST ONE PERSON THAT I TALKED TO AND ONE YOUTUBE VIDEO / FORUM CLAIMED THAT THE VALVE SEAT(S) FELL OUT WITH THE ENGINE IDLING IN / ~~AT~~ A GAS STATION(S).

IT SEEMS THAT FROM WHAT I HAVE HEARD
THE VALVE SEATS ARE UNDERSIZED ~~THEY~~ ^{BECAUSE}
OF THIS THEY FALL OUT AT AN EXTRAORDINARY
HIGH ~~RATE. IF SO?~~ ^{RATE.} ~~IF SO?~~ THESE FAILURES ARE
DUE TO A DESIGN / FACTORY DEFECT AND
~~SHALL~~ REPAIRS PARTS AND LABOR SHOULD
BE COMPLETELY COVERED / REIMBURSED
BY FORD.

THE FOLLOWING ARE WHAT APPEARS TO ALSO BE DESIGN / FACTORY DEFECTS THAT REFLECT TO MUCH HIGHER THAN AVERAGE

Failure Rates / Repairs of these Components:

- ② THE ALTERNATOR. ~~AP~~ APPROX. 5 out of 7 VEHICLES ~~EQUIPPED~~ ^{EQUIPPED} WITH THE SPLIT PORT ENGINES THAT I CHECKED IN A SALVAGE YARD (WHERE I ALSO ^{SAW} PARTIALLY DISASSEMBLED SPLIT PORT ENGS APPROX. 3 ~~out~~ out of 4 ENGS. ~~HAD~~ HAD VALVE SEAT DAMAGE) HAD SEIZED ALTERNATORS. NOT JUST ALTERNATOR THAT ~~NO~~ NO LONGER WORKED, BUT SEIZED TO THE POINT THAT THEIR CASES CRACKED AND IN ONE CASE BROKE. APPROX. $\frac{1}{3}$ OF THE ALTERNATORS CASE WAS LEFT IN THE CAR THAT I SAW.

THE ALTERNATOR THAT I REMOVED FROM MY CAR CASE IS CRACKED IN MULTIPLE PLACES. ALSO THE ALTERNATOR HAS A BLACK APPEARANCE. I STILL HAVE IT. IT IS SEIZED TIGHT. ^{ALSO IT MAY BE NOT CORROSION. BUT EXCESSIVE SERPENTINE BELT TENSION.} THE ALTERNATOR HAS A DISTORTED BURNT APPEARANCE.

- ③ THE A/C COMPRESSORS TEND TO SEIZE ON THE SPLIT PORT ENGINES EQUIPPED VEHICLES SOMETIME TO THE POINT THAT EVEN THE FREE SPINNING HUB THAT THE SERPENTINE BELT TURNS WHEN THE A/C COMPRESSOR IS

NOT TO USE SEIZES. IF THIS OCCURS EITHER A SHORTER BELT MUST BE USED THAT DOES NOT ROUTE AROUND THE A/C COMPRESSOR SO THAT THE CAR CAN BE DRIVEN WITHOUT A/C. OR THE A/C ~~COMP~~ COMPRESSOR MUST BE REPLACED / REPAIRED.

④ IT APPEARS (ALSO) THAT THESE VEHICLES ~~ARE~~ APPROX 2000 + YEAR ^{FORD} Focus / Focuses? HAVE MUCH HIGHER THEN NORMAL REPLACEMENT OF ~~IGNITION~~ IGNITION SWITCHES

⑤ HIGH REPLACEMENT ~~OF~~ ^{MOST LIKELY} OF FRONT WHEEL BEARINGS. THIS BECAUSE THE BEARINGS ARE NOT ~~SE~~ SEALED. THIS ALLOWS FOR DIRT TO GET IN THE BEARINGS WHICH THEN CAUSES THE BEARINGS TO FAIL AFTER "A PERIOD OF TIME". IT SEEMS THAT THE FRONT WHEEL BEARINGS ON MY VEHICLE ARE WHAT IS "ROARING" WHEN THE VEHICLE IS IN MOTION. THAT MEANS ~~IT~~ THAT THEY MUST BE REPLACED.

AGAIN MOST IF NOT ALL OF THESE CONCERNS ARE EASILY RESEARCHED ON "THE WEB". THE ENGINE DAMAGE / DAMAGED ENGINE CAN BE VIEWED ON YOUTUBE. VARIOUS FORUMS FOR ALL CONCERN YOUTUBE TITLE "FORD (S.O.W.C.) SPLIT PORT SUCKS" ^{IS ONE OF} MANY VIDEOS