

784746

From: siracusa@publinteractive.com
To: Young, Beverly <NHTSA>, Jimenez, Alberto <NHTSA>, Chiang, George <NHTSA>
Date: 7/17/00 1:28AM
Subject: Car Talk VOQ submission

- * This data was submitted via a fill-in form at the Cartalk web site
- * (<http://www.cartalk.cars.com/Tools/nhtsa.pl>) If you have any problems
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SUBMISSION DATE: Monday, July 17th 2000 at 1:27:56 AM

VEHICLE OWNER'S QUESTIONNAIRE
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OWNER INFORMATION

NAME
ADDRESS
TELEPHONE

NHTSA authorized to send a copy of this report to the manufacturer: No

VEHICLE INFORMATION

VIN: 1FALP52u4TG308182
MAKE: Ford
MODEL: Taurus
YEAR: 1996

ODOMETER: 78000
PURCHASE DATE: NEW OR USED: Used

DEALER NAME: Retired Dealer - works one on one
ADDRESS: Bountiful, UT

ENGINE SIZE: 3.0L
CYLINDERS: 6

FUEL INJECTION: No
TURBO: No
FUEL TYPE:
ANTILOCK BRAKES: Yes
CRUISE CONTROL: Yes
DRIVETRAIN:

DRIVER AIRBAG: Yes
PASSENGER AIRBAG: Yes
3-POINT BELT: No
MOTOR BELT: No
2-POINT BELT: No
BODY STYLE: 4-Door

FAILED COMPONENT(S)/PART(S) INFORMATION

COMPONENT: A/C
PART NAME(S): Clutch
LOCATION:
NUMBER OF FAILURES: 3
DATE(S) OF FAILURES: ?
MILEAGE AT FAILURE(S): 77000
SPEED AT FAILURE(S): varies
MANUFACTURER CONTACTED: No
NHTSA CONTACTED: No

APPLICABLE ACCIDENT INFORMATION

ACCIDENT: No
FIRE: No
NUMBER OF PERSONS INJURED: 0
NUMBER OF FATALITIES: 0
ESTIMATED PROPERTY DAMAGE: \$
DRIVER AIRBAG DEPLOYED:
PASSENGER AIRBAG DEPLOYED:
REPORTED TO POLICE:

INFORMATION ON TIRE FAILURE(S) (IF APPLICABLE)

DOT NUMBER: DOT
TIRE MANUFACTURER:
TIRE NAME:
TIRE SIZE:

ADDITIONAL COMMENTS

The A/C clutch stopped cycling on and off. It was constantly in the "on" cycle even when I turned off the A/C on the dash. I had the clutch replaced because the bearings burnt out and the clutch seized up and then burnt the serpentine belt. It worked for a week and went out again. I had the clutch replaced plus the AC cycling switch replaced. It worked for less than a week and went out again. It is in the shop a third time (a different shop) and if they can't figure out why this keeps happening.

END OF FORM
