

FORD MOTOR COMPANY (FORD) RESPONSE TO RQ24-008 Request 16Request 16

Furnish Ford's assessment of the alleged defect in the subject vehicles, including:

- a) The causal or contributory factor(s);
- b) The failure mechanism(s);
- c) The failure mode(s);
- d) The risk to motor vehicle safety that it poses; and
- e) What warnings, if any, the operator and the other persons both inside and outside the vehicle would have that the alleged defect was occurring, or subject component was malfunctioning;

Answer

A fuel injector may crack, resulting in fuel or vapor migrating to and accumulating near ignition sources, resulting in potential underhood fire. The crack is attributed to excessive stress in the valve body/pole piece interference of the injector.

A cracked fuel injector in the engine allows for fuel to leak at a high rate (19L/hour) into the cylinder head. Because the drain hole location in the cylinder head is directly above the exhaust/turbo system, this leaked fuel can travel out via a drain hole and down onto hot surfaces on the exhaust/turbo system.

Liquid fuel and/or fuel vapor that accumulates near a sufficiently hot surface, below the combustion initiation flame speed, may ignite resulting in an underhood fire, and increasing the risk of injury.

There are warnings to the operator that the alleged defect is occurring. Customers who receive the remedy repair will receive instrument cluster messaging to seek service and experience derated engine power output. Customers who have not received the remedy repair may notice fuel odor both outside and inside the vehicle; if there is a fire, the customer may notice smoke or flames emanating from the engine compartment or underbody, or instrument cluster warnings.

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