



U.S. Department
of Transportation
**National
Highway
Traffic Safety
Administration**

ODI RESUME

Investigation: RQ23006
Prompted By: Recall Monitoring Scope and Remedy
Date Opened: 09/15/2023 **Date:** 12/20/2024
Closed:
Investigator: Erin Johnson **Reviewer:** Peter Kivett
Approver: Tanya Topka
Subject: Loss of Motive Power

MANUFACTURER & PRODUCT INFORMATION

Manufacturer: Ford Motor Company
Products: 2012-2018 Ford Focus
Population: 1,480,108

Problem Description: Cannister Purge Valve may malfunction resulting in loss of motive power.

FAILURE REPORT SUMMARY

	ODI	Manufacturer	EWR D&I	Other	Total	EWR Field Reports
All Incidents:	209	771	0	22,771	23,751	0
Crashes/Fires:	1	4	0	0	5	0
Injury Incidents:	1	1	0	0	2	0
Number of Injuries:	1	1	0	0	2	0
Fatality Incidents:	0	0	0	0	0	0
Number of Fatalities:	0	0	0	0	0	0

Description of Other:
Warranty Claims

ACTION/SUMMARY INFORMATION

Action: This (RQ) Recall Query is closed with a manufacturer action 24N07.

Summary:

On September 15, 2023, the Office of Defect Investigation (ODI) opened this Recall Query (RQ) after receiving 98 consumer complaints alleging loss of motive power in model year (MY) 2012-2018 Ford Focus vehicles. The RQ focused on the effectiveness of the remedies of Recall 18V-735 and 19V-515.

In October 2018, Ford issued Recall 18V-735, which updated Powertrain Control Module (PCM) software in MY 2012-2018 Ford Focus vehicles equipped with 2.0L GDI engines built prior to April 13, 2017, and those with 2.0L GTDI engines built prior to February 2, 2018. The recall addressed vehicles experiencing a malfunctioning Canister Purge Valve (CPV) that can stick open and PCM software that does not adequately detect a stuck-open CPV condition. A CPV that is stuck open can cause excessive vacuum in the fuel vapor management system, potentially deforming the fuel tank, collapsing on itself. This deformation of the fuel tank can cause a Malfunction Indicator Light (MIL) to illuminate, an inaccurate or erratic fuel gauge indication, drivability issues, and/or loss of motive power.

In July 2019, Ford issued Recall 19V-515, which addressed certain MY 2012 and MY 2017 Ford Focus vehicles equipped with 2.0L GDI and MY 2013-2014 Ford Focus vehicles equipped with 2.0L GTDI engines whose PCM software had been reprogrammed as a part of recall 18V-735. The updated software calibrations for these subject vehicles were not properly installed by Ford at the time of production.

Approximately one year after this RQ was opened, on September 25, 2024, Ford initiated a customer satisfaction program (24N07) for MY 2012-2018 Ford Focus vehicles equipped with the 2.0L GDI and GTDI engines to—as ODI learned during this investigation—address a different issue with the CPV from the primary focus of the safety recalls (18V-735 and 19V-515). Ford stated the CPV may not operate as intended in these vehicles. A failed CPV on its own merit, may cause drivability concerns such as engine hesitation, running rough, or stalling at low speed, which will be accompanied by an illuminated MIL. This program provides a one-time replacement of the CPV for vehicles with 15 years of service or less (with no mileage restriction). This coverage will automatically transfer to subsequent owners.

It is to be noted that the customer satisfaction program being taken by Ford to address this RQ investigation results in a much different and significantly less severe problem than the safety action taken to remedy 18V-735 and 19V-515. ODI found no further issues with the combined scope and severity related to 18V-735 and 19V-515 therefore, ODI is closing this Recall Query. The agency reserves the right to take additional action if warranted by future circumstances. To review the reports cited in the Closing Resume ODI Report Identification Number document, go to [NHTSA.gov](https://www.nhtsa.gov).