

# EV-CIS (Engines and Vehicles - Compliance

## Information System)

CDX Inbox  
JOHANNAP

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## Defects and Recalls Review & Confirm

### - Report Setup

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Manufacturer Code:

**FMX**

Manufacturer Name:

**Ford Motor Company**

Industry:

**Light-Duty Vehicles and Trucks**

Report Type:

**Defect Report**

Defect Category:

**Fuel Delivery System (Fuel Tank, Pumps, Roll-over Valves, etc.)**

Manufacturer Report Name:

**24-092**

Manufacturer Report Identifier:

**24-092**

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### - Report Description

Hide

Applicable Regulation:

**Part 85**

Contacts:

- Paul, Johanna (jpaul49@ford.com)

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## - Report Details

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Defect Description:

**Some 2022-2023MY 1.5L Bronco Sport and Escape vehicles may have fuel injectors which are susceptible to cracking. When operating with a cracked fuel injector, the vehicles within the affected population have a production calibration that does not contain the required Failure Mode Effects Management (FMEM) to disable the high pressure fuel pump, derate the engine power output and reduce the temperatures of possible ignition sources in the engine compartment.**

An evaluation of the emissions impact of the defect:

**Based on engineering judgment, there may be an impact to evaporative emissions compliance with this concern.**

Describe your plan for addressing the defect or provide an explanation of your reasons for believing the defect does not need to be addressed:

**Under safety recall 24S16, dealers will update the engine control software to detect a cracked fuel injector, provide instrument cluster messaging to the customer to seek service, and to invoke the FMEM strategy to disable the high pressure fuel pump, derate engine power output and reduce temperatures of possible ignition sources in the engine compartment. The disablement of the high pressure fuel pump will lower total fuel system pressures and reduce potential leak rate from a cracked fuel injector from 19 liters/hours anticipated maximum to approximately 1 liter/hour. Dealers will install a tube to allow fuel to drain from the cylinder head drain hole, away from surfaces which may initiate combustion, to the ground below the vehicle. Additionally, dealers will check for an existing cracked fuel injector by checking for excessive fuel odor near the top of the engine.**

Describe any drivability problems which a defective vehicle/engine might exhibit:

**Customers may experience fuel odor if a leak is present. This concern will likely cause the vehicle operator to seek corrective action.**

Is there emissions data available which relate to the defect?

**N = No**

Does the defect cause or result in On-Board Diagnostic Malfunction Indicator Light (MIL) illumination?

**Y = Yes**

Defect Identification Source/Method:

- **Investigation based on warranty claims**

Address of the plant(s) at which the potentially defective vehicles or engines were produced:

- **Hermosillo Stamping and Assembly Plant ( Carretera rumbo a La Colorada km. 4.5 Col. Parque Industrial C.P. )**
- **Louisville Assembly Plant ( 2000 Fern Valley Road )**

## - Family & Model Details

**Hide**

Show/Hide	Test Group	Model Year	Defect Production Start Date	Defect Production End Date	Total Production Volume	Estimated/Potential Number Affected	Actual Number Identified
	<b>NFMXT01.52X1</b>	<b>2022</b>				<b>34479</b>	<b>34479</b>

Evaporative/Refueling Family Name(s):

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Sales Areas

**All 50 States**

### Models Affected by Defect

Carline MFR Code	Division Code	Carline Code	Specific Displacement(s) Impacted Description	Specific Transmission(s) Impacted Description

	<b>PFMXT01.52X2</b>	<b>2023</b>				<b>9040</b>	<b>9040</b>
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Show/Hide	Test Group	Model Year	Defect Production Start Date	Defect Production End Date	Total Production Volume	Estimated/Potential Number Affected	Actual Number Identified
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Evaporative/Refueling Family Name(s):

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Comments:

**-Estimated values for Production Volumes and Vehicles Identified are based on Ford production and aggregate service data. -This Emissions Defect Information Report is not a determination that a defect causes an affected vehicle to fail to conform with applicable regulations for its useful life pursuant to Section 207 of the Clean Air Act or Section 43204 of the California Health and Safety Code, nor is it a determination of a safety defect pursuant to 49 U.S.C. § 30118.**

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