U.S. Department of Transportation

National Highway Traffic Safety Administration

OFFICE OF DEFECTS INVESTIGATION

ODI RESUME

Investigation: EA26004
Prompted By: PE25020
Date Opened: 07/31/2026
Investigator: Jayson Winick **Reviewer:** Peter Kivett
Approver: Tanya Topka
Subject: Timing Belt Failure

MANUFACTURER & PRODUCT INFORMATION

Manufacturer: Ford Motor Company

Products: MY 2014-2017 Ford Fiesta and MY 2015-2018 Ford Focus equipped with 1.0L Engine and Manual Transmission, and MY 2018-2021 Ford EcoSport and MY 2016-2018 Focus vehicles with a 1.0L Engine and Automatic Transmission

Population: 135,551

Problem Description: The timing belt may fail resulting in loss of motive power.

FAILURE REPORT SUMMARY

	ODI	Manufacturer	EWR D&I	Other	Total	EWR Field Reports
All Incidents:	57	298	0	589	355*	0
Crashes/Fires:	0	0	0	0	0	0
Injury Incidents:	0	0	0	0	0	0
Number of Injuries:	0	0	0	0	0	0
Fatality Incidents:	0	0	0	0	0	0
Number of Fatalities:	0	0	0	0	0	0

Description of Other:

*Total eliminates duplicates received by the manufacturer

ACTION/SUMMARY INFORMATION

Action: Open an Engineering Analysis

Summary:

On December 18, 2025, the Office of Defects Investigation (ODI) opened PE25020 to investigate instances of timing belt failure in model year (MY) 2015-2017 Ford Fiesta and MY 2015-2018 Ford Focus vehicles manufactured by Ford Motor Company (Ford), equipped with a 1.0L engine and manual transmission (subject

vehicles). Additionally, MY 2018-2021 Ford EcoSport and MY 2016-2018 Focus vehicles with a 1.0L engine and automatic transmission were analyzed as peer vehicles because they utilize a wet timing belt comprised of similar material as the timing belt in the subject vehicles.

Through the PE, ODI investigated a potential failure/degradation of the timing belt that may affect oil pump function resulting in a lack of engine lubrication and potential loss of motive power. The complaints commonly allege a low engine oil pressure warning lamp immediately preceding a complete loss or reduction of motive power while the vehicle is in motion. Some complaints allege that a sudden loss of motive power or engine seizure occurred without warning or prior detectable symptoms. ODI's analysis supports that this failure can occur without sufficient and advanced warning to the driver that a loss of motive power/engine seizure is imminent.

ODI found that the timing belt material may degrade and create debris that clogs the mesh oil pump pick-up screen, resulting in reduced oil pressure in the engine. As additional debris accumulates on the screen, this can progress to a loss of motive power while driving due to a lack of engine lubrication. The failure data provided in response to this investigation revealed an average failure mileage of approximately 70,000 miles, and that 98% of the failures occurred prior to the 150,000 mile timing belt replacement interval per the vehicles' maintenance schedule. Based on evidence collected via consumer surveys and an engine teardown, failures have occurred despite evidence of proper and routine oil maintenance. The oil pump pick-up screen is not serviceable, so debris accumulation cannot be inspected or manually removed without removing the engine from the vehicle.

On June 2, 2026, Ford informed ODI of a non-safety customer satisfaction program for global vehicles with the 1.0L Fox Classic Timing Belt. This program will notify customers globally of a revised maintenance interval for the timing belt, reducing the original 150,000 mile interval down to 100,000 miles/6 years. This customer satisfaction program will also offer reimbursement to eligible customers who previously paid to have their engine repaired or replaced due to a timing belt related issue.

Based on NHTSA's analysis of the data, failure rates, information provided by Ford, preliminary engine teardown analysis, and precedent recalls regarding loss of engine oil pressure with the presence of driver facing warnings, ODI believes there is an unreasonable risk to motor vehicle safety. ODI is opening this Engineering Analysis to perform component-level and vehicle testing. To review the reports cited in the Closing Resume ODI Report Identification Number document, go to NHTSA.gov.