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(4 pages)



Steve M. Kenner, Global Director
Automotive Safety Office
Sustainability, Environment & Safety Engineering

Fairlane Plaza South, Suite 400
330 Town Center Drive
Dearborn, MI 48126-2738

August 7, 2014

Ms. Nancy Lewis
Associate Administrator for Enforcement
National Highway Traffic Safety Administration
1200 New Jersey Avenue SE, Room W45-306
Washington, DC 20590

Dear Ms. Lewis:

Subject: Ford Motor Company (Ford) 2013-2014 Model Year Escape and Focus ST Safety Recall #14S17 – 2.0 Liter Engine Wiring Splices

In accordance with the requirements of 49 CFR Part 573 Defect and Non-compliance Information Reports, please find the applicable information regarding Ford Motor Company's voluntary safety recall #14S17.

Sincerely,

A handwritten signature in blue ink that reads "S. M. Kenner".

for Steven M. Kenner

Attachment

49 CFR PART 573 – DEFECT INFORMATION REPORT
2013-2014 MODEL YEAR FORD ESCAPE AND FOCUS ST SAFETY RECALL #14S17
2.0 LITER ENGINE WIRING SPLICES

Pursuant to Part 573 of Title 49 of the Code of Federal Regulations, Defect and Non-Compliance Reports, Ford Motor Company submits the following information concerning a safety recall action that it is voluntarily initiating.

573.6 (c) (2) – Potentially Affected Vehicles

Vehicles potentially affected are certain 2013-2014 model year Ford Escape vehicles equipped with 2.0 liter engines built at Ford's Louisville Assembly Plant (LAP) from October 5, 2011, through April 1, 2013, and Ford Focus ST vehicles equipped with 2.0L engines built at the Michigan Assembly Plant (MAP) from February 14, 2012, through October 14, 2013.

These vehicles are not produced in VIN order. Information as to the applicability of this action to specific vehicles can best be obtained by either calling Ford's toll-free line (1-866-436-7332), clicking on the "Safety Recalls" link at <http://www.ford.com>, or by contacting a local Ford or Lincoln dealer who can obtain specific information regarding the vehicles from the Ford On-line Automotive Service Information System (OASIS) database.

The information for the original supplier of the engine wiring harness, which is the subject of this defect report, is provided below:

Engine Wiring Harness Assembly – Supplier Information

NAME: Lear Automotive E.E.D.S. Tunisia SA
ADDRESS: Z.I. Borj Cedira - Bp - 63, Bir El Bey, 2055, TN
CONTACT: Habib Sinaoui - (hsinaoui@lear.com)
PHONE: +216 71 410 351
COUNTRY OF ORIGIN: Tunisian Republic

573.6 (c) (3) – Estimated Population of Vehicles Potentially Affected

Approximately 133,227 vehicles in the United States and federalized territories are potentially affected.

573.6 (c) (4) – Estimated Percentage of Affected Vehicles with the Defect Condition

Unknown.

573.6 (c) (5) – Description of the Defect

In some of the affected vehicles, there may be engine wiring harnesses with splices that were insufficiently compressed during the supplier manufacturing process. Insufficient compression in the engine wiring harness splices to the Manifold Absolute Pressure (MAP) sensor may cause erroneous signals to the PCM that may affect engine performance. This may result in MIL lamps, reduced engine power, hesitation, or other engine driveability symptoms, or engine stall. Engine stalls while driving with no warning may increase the risk of a crash.

No accidents or injuries have been reported to date as a result of the subject condition.

573.6 (c) (6) – Chronology of Events

September 2013: Ford's Early Concern Identification group identified warranty claims related to service for engine driveability issues, including rough engine performance, reduced engine power, and stalls at stops or low vehicle speeds. Engineering was requested to investigate the warranty claims and to provide additional information on the symptoms.

October 2013: This issue was opened in Ford's Critical Concern Review Group (CCRG). Ford engineering reported that they had earlier noticed an increase in engine driveability warranty claims and issued Technical Service Bulletins for both the Escape (TSB #13-7-5 on July 10, 2013); and for the Focus ST (TSB# 13-9-7 on September 5, 2013) to measure resistance in the in two mechanically crimped splices and, if required, to replace and solder them.

November 2013: Ford engineering began collecting and inspecting returned warranty parts as well as inspecting Ford evaluation fleet vehicles.

December 2013: An updated analysis of warranty data indicated a declining trend in claims. The CCRG continued to monitor the issue and initiated an analysis of possible seasonal effects.

February 2014: A 60 day update of warranty data confirmed a further declining trend in claims. Engineering was requested to review past component testing to determine if there was evidence of insufficiently compressed splices.

March - May 2014: Ford's Supplier Technical Assistance (STA) sent a representative to the supplier's manufacturing site in Tunisia to review supplier mechanical crimp data and supplier process records for any special causes. A review of March and April of 2014 warranty data, combined with the addition of repairs attributed to the TSBs, indicated a slight increase in the rate of repairs.

June – July 2014: STA reported that no relevant manufacturing process records from the supplier facility were available to further identify the cause, or the suspect population. Engineering developed a vehicle to simulate insufficiently mechanically crimped splices. Evaluation of this vehicle resulted in illuminated MIL lamps, reduced engine power, hesitations, and engine stalls while driving. An analysis of warranty data in this timeframe also indicated a significant increase in the rate of repairs.

On July 31, 2014, Ford's Field Review Committee reviewed the concern and approved a field action.

573.6 (c) (8) – Service Program

Owners will be notified by mail and instructed to take their vehicle(s) to a Ford or Lincoln dealer. Dealers will replace affected crimped splices with new splices.

Advanced notification to dealers will occur August 8, 2014. Mailing of owner notification letters will occur the week of September 29, 2014.

In accordance with Part 573.13(d)(1), Ford is excluding reimbursement for costs incurred by owners for repair of this concern because Ford's original warranty program would provide for a free repair for this concern for customers.

573.6 (c) (10) – Press Statement and Dealer/Owner Letters

National media attention is likely as with most Ford recalls when posted to NHTSA's safecar.gov website. Ford will provide public comments when requested. A news release will not be issued.

A copy of the notification letters to dealers and owners from Ford will be forwarded to the agency when available.

573.6 (c) (11) – Recall Number

Ford has assigned recall number 14S17 to this action.

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