Michael A. Berardi
Director
Service Engineering Operations
Ford Customer Service Division

Ford Motor Company
P. O. Box 1904
Dearborn, Michigan 48121

December 4, 2015

TO: All U.S. Ford and Lincoln Dealers

SUBJECT: **DEMONSTRATION / DELIVERY HOLD - Safety Recall 14S17 – *Supplement #2***
Certain 2013 and 2014 Model Year Focus ST and Escape Vehicles Equipped with a 2.0L Engine
Engine Wiring Splice Repair

REF : **DEMONSTRATION / DELIVERY HOLD - Safety Recall 14S17 – Supplement #1**
Dated April 10, 2015

New! ***REASON FOR THIS SUPPLEMENT***

Affected Vehicles: *The population has been expanded to include additional vehicles.*

AFFECTED VEHICLES

Vehicle	Model Year	Assembly Plant	Build Dates
Focus ST	2013-2014	Michigan	February 14, 2012 through October 14, 2013
Escape	2013-2014	Louisville	October 5, 2011 through April 1, 2013

Affected vehicles are identified in OASIS and FSA VIN Lists.

REASON FOR THIS SAFETY RECALL

In some of the affected vehicles, certain splices in the engine wiring harness may not be sufficiently crimped, resulting in the potential for high resistance in engine sensor circuits. High resistance in these circuits may result in engine performance issues that can include illumination of the Malfunction Indicator Lamp (MIL), reduced engine power, hesitation, running rough, or stall without warning. Engine stalls while driving with no warning may increase the risk of a crash.

SERVICE ACTION

Before demonstrating or delivering any of the vehicles involved in this recall, dealers are to repair the engine wiring harness splices. This service must be performed on all affected vehicles at no charge to the vehicle owner.

New! OWNER NOTIFICATION MAILING SCHEDULE

Owner Letters were mailed the week of October 6, 2014. *Owner letters for the additional vehicles are expected to be mailed the week of January 4, 2016.* Dealers should repair any affected vehicles that arrive at their dealerships, whether or not the customer has received a letter.

PLEASE NOTE:

Federal law requires dealers to complete this recall service before a new vehicle is delivered to the buyer or lessee. Violation of this requirement by a dealer could result in a civil penalty of up to $7,000 per vehicle. Correct all vehicles in your new vehicle inventory before delivery.

New! ATTACHMENTS

Attachment I:	*Administrative Information*
Attachment II:	Labor Allowances and Parts Ordering Information
Attachment III:	Escape 2.0L Technical Information
Attachment IV:	Focus ST Technical Information
Video:	Repair Overview

Owner Notification Letter

Recall Reimbursement Plan

QUESTIONS & ASSISTANCE

For questions and assistance, contact the Special Service Support Center (SSSC) via the SSSC Web Contact Site. The SSSC Web Contact Site can be accessed through the Professional Technician Society (PTS) website using the SSSC link listed at the bottom of the OASIS VIN report screen or listed under the SSSC tab.

Sincerely,

Michael A. Berardi

DEMONSTRATION / DELIVERY HOLD Safety Recall 14S17 *– Supplement #2*
Certain 2013 and 2014 Model Year Focus ST and Escape Vehicles Equipped with a 2.0L Engine
Engine Wiring Splice Repair

New! OASIS ACTIVATION

Yes, OASIS was activated on August 8, 2014. *OASIS will be activated for the additional vehicles on December 4, 2015.*

New! FSA VIN LISTS ACTIVATION

Yes, FSA VIN list was available through https://web.fsavinlists.dealerconnection.com on August 8, 2014. *FSA VIN list for the additional vehicles will be available on December 4, 2015. Owner names and addresses will be available by January 15, 2016.*

NOTE: Your FSA VIN list may contain owner names and addresses obtained from motor vehicle registration records. The use of such motor vehicle registration data for any purpose other than in connection with this recall is a violation of law in several states, provinces, and countries. Accordingly, you must limit the use of this listing to the follow-up necessary to complete this recall.

STOCK VEHICLES

- Correct all affected units in your new vehicle inventory before delivery.
- Use OASIS to identify any affected vehicles in your used vehicle inventory.

SOLD VEHICLES

- Owners of affected vehicles will be directed to dealers for repairs.
- Immediately contact any of your affected customers whose vehicles are not on your VIN list but are identified in OASIS. Give the customer a copy of the Owner Notification Letter (when available) and schedule a service date.
- Correct other affected vehicles identified in OASIS that are brought to your dealership.

TITLE BRANDED / SALVAGED VEHICLES

Affected title branded and salvaged vehicles are eligible for this recall.

ADDITIONAL LABOR TIME AND/OR PARTS

Contact the Special Service Support Center (SSSC) if you have any of the following:

- Damage that you believe was caused by the covered condition.
- A condition that requires additional labor and/or parts to complete the repair.
- Aftermarket equipment or non-Ford modifications to the vehicle which might prevent the repair of the covered condition.

Contact the SSSC **prior** to the repair. Please be prepared to provide your requested additional warranty part cost, estimated additional labor time, and dealer specific labor rate. Requests for approval after completion of the repair may not be granted. Ford Motor Company reserves the right to deny coverage for related damage in cases where the vehicle owner has not had this recall performed on a timely basis. Additional related damage parts are subject to random selection for return to the Ford Warranty Parts Analysis Center (WPAC).

DEMONSTRATION / DELIVERY HOLD– Safety Recall 14S17 *– Supplement #2*
Certain 2013 and 2014 Model Year Focus ST and Escape Vehicles Equipped with a 2.0L Engine
Engine Wiring Splice Repair

OWNER REFUNDS

- **This safety recall must still be performed, even if the owner has paid for a previous repair. Claiming a refund will not close the recall on the vehicle.**
- Ford Motor Company is offering a refund for owner-paid repairs covered by this recall if the repair was performed prior to the date indicated in the reimbursement plan, which is posted with this bulletin. Owners are directed to seek reimbursement through authorized dealers or, at their option, directly through Ford Motor Company at P.O. Box 6251, Dearborn, MI 48121-6251.
- Dealers are also pre-approved to refund owner-paid emergency repairs that were performed away from an authorized servicing dealer after the end date specified in the reimbursement plan. Non-covered repairs, or those judged by Ford to be excessive, will not be reimbursed.
- Refunds will only be provided for the cost associated with engine wiring splice repairs.

RENTAL VEHICLES

The use of rental vehicles is not approved for this program.

CLAIMS PREPARATION AND SUBMISSION

- Enter claims using Direct Warranty Entry (DWE) or One Warranty Solution (OWS).
  - DWE: refer to ACESII manual for claims preparation and submission information.
  - OWS: when entering claims in DMS software, select claim type 31: Field Service Action. The FSA number (14S17) is the sub code.
- Additional labor and/or parts must be claimed as related damage on a repair line that is separate from the repair line on which the FSA is claimed. Additional labor and/or parts require prior approval from the SSSC via the SSSC Web Contact Site.
- Submit refunds on a separate repair line.
  - Program Code: 14S17
  - Misc. Expense: REFUND
  - Misc. Expense: ADMIN
  - Misc. Expense: 0.2 Hrs.
- **Provision for Locally Procured Supplies:** Includes electrical tape, and up to one zip tie required for Escape models only. Submit on the same repair line as the repair.
  - Program Code: 14S17
  - Misc. Expense: OTHER
  - Misc. Expense: Claim Actual Cost up to $12.00

DEMONSTRATION / DELIVERY HOLD– Safety Recall 14S17 *– Supplement #2*
Certain 2013 and 2014 Model Year Focus ST and Escape Vehicles Equipped with a 2.0L Engine
Engine Wiring Splice Repair

LABOR ALLOWANCES

Description	Labor Operation	Labor Time
Escape 2.0L Models - Repair Splices S108 and S182.	14S17B	1.2 Hours
Focus ST Models - Repair Splices S132 and S133.		

PARTS REQUIREMENTS / ORDERING INFORMATION

Part Number	Description	Order Quantity
CU5Z-14A411-A	Wire Repair Kit: • Lead-free solder (SAC305 or equivalent) • 2 ea. 3TAD Wire, 077mm (Pre-stripped) • 4 ea. Dual Wall Heat Shrink Tubing (ES#1) • Instruction Sheet	1
Obtain locally [1]	Electrical Harness Tape	Approximately 1/10 Roll
WA-14-SBA (or equivalent [1])	15.24 cm (6” or longer) zip tie (50/package, 1/repair)	1 (Escape Models only)

[1] Claim as MISC OTHER. See Attachment I (CLAIMS PREPARATION AND SUBMISSION).

The DOR/COR number for this recall is 50559.

Order your parts requirements through normal order processing channels.

For questions regarding parts, contact SSSC via the SSSC Web Contact Site.

DEALER PRICE

For latest prices, refer to DOES II.

PARTS RETENTION AND RETURN

Follow the provisions of the Warranty and Policy Manual, Section 1 “WARRANTY PARTS RETENTION AND RETURN POLICIES.”

EXCESS STOCK RETURN

Excess stock returned for credit must have been purchased from Ford Customer Service Division in accordance with Policy Procedure Bulletin 4000.

CERTAIN 2013 AND 2014 MODEL YEAR ESCAPE VEHICLES EQUIPPED WITH A 2.0L ENGINE — ENGINE WIRING SPLICE REPAIR

OVERVIEW

In some of the affected vehicles, certain splices in the engine wiring harness may not be sufficiently crimped, resulting in the potential for high resistance in engine sensor circuits. High resistance in these circuits may result in engine performance issues that can include illumination of the Malfunction Indicator Lamp (MIL), reduced engine power, hesitation, running rough, or stall without warning.

Before demonstrating or delivering any of the vehicles involved in this recall, dealers are to repair the engine wiring harness splices.

SERVICE PROCEDURE

1. Disconnect the battery ground cable. For additional information, refer to Workshop Manual (WSM) Section 414-01.

2. Remove the engine appearance cover.

3. Remove the air cleaner and air cleaner outlet pipe. For additional information, refer to WSM Section 303-12B.

4. Remove the lower radiator hose retaining clip and detach the push pin retainer from the transmission. See Figure 1.

    - Position the lower radiator hose aside.

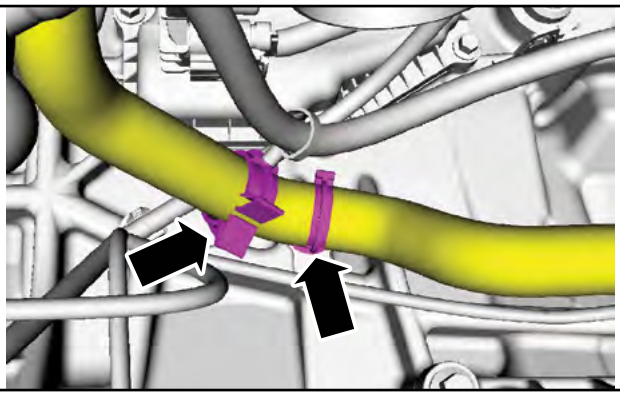

FIGURE 1

5. Disconnect the two wire harness retainers and disconnect the Turbine Shaft Speed (TSS) Sensor. See Figure 2.

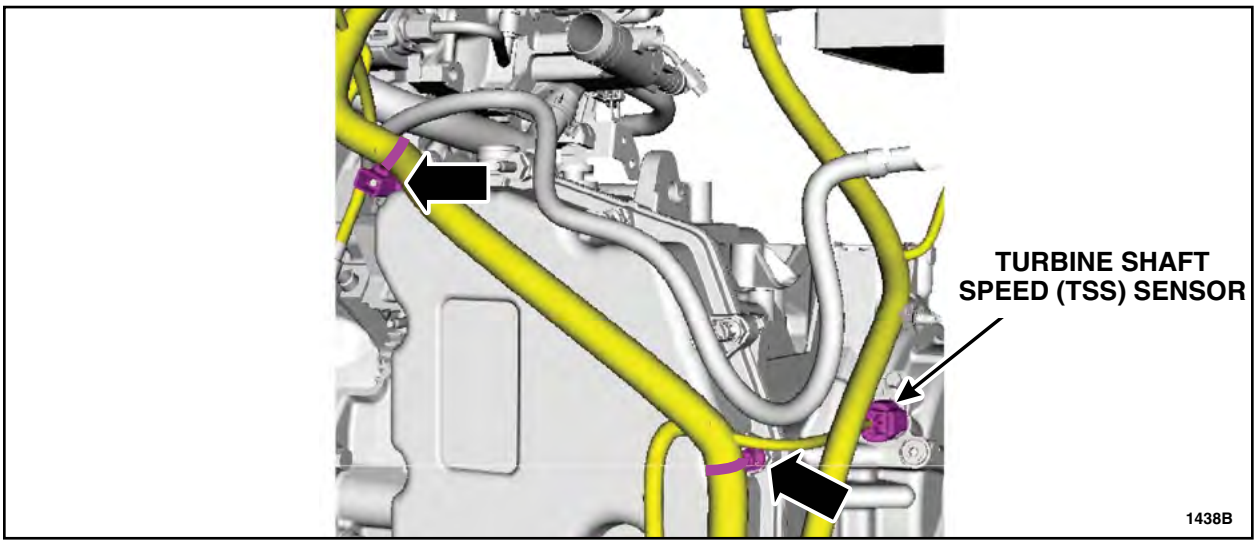

FIGURE 2

6. Disconnect the starter motor wire harness electrical connector. See Figure 3.

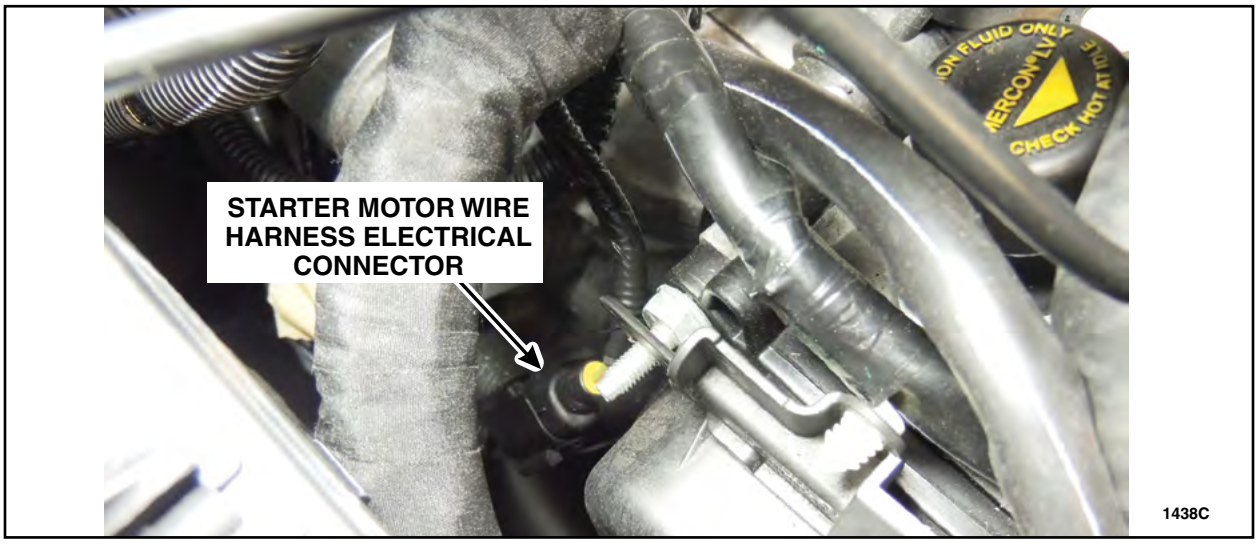

FIGURE 3

7. Cut the upper wire harness retainer tie strap and remove it from the engine wire harness. See Figure 4.

   - Remove the tie strap from the upper wire harness retainer. Save the retainer as it will be used during reassembly.

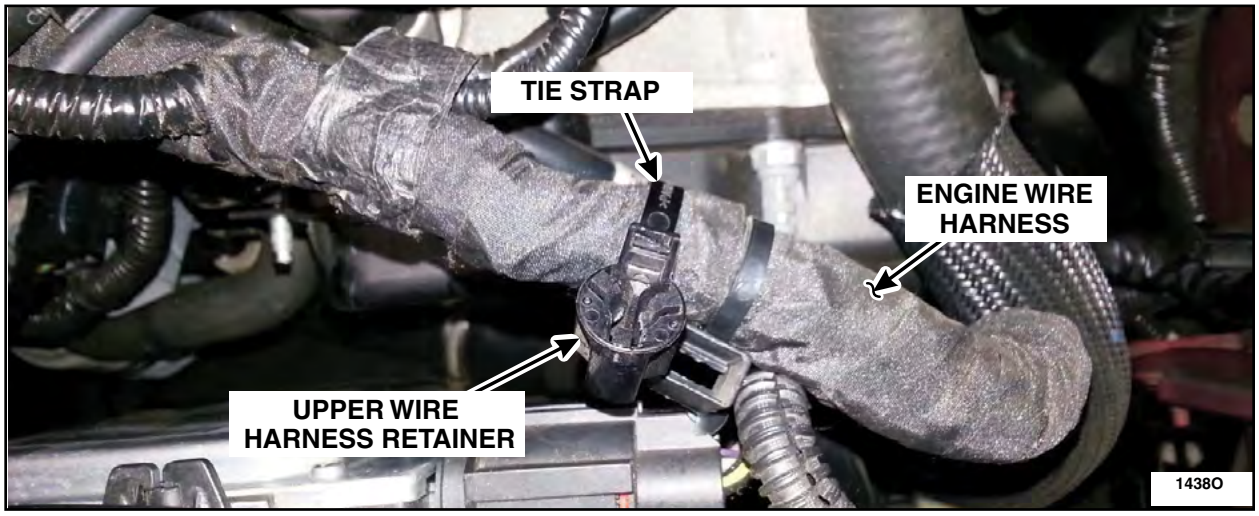

FIGURE 4

8. Pull the engine wire harness upward to provide better access for the repair. Locate the section of engine wire harness that contains splice S182 and S108. See Figure 5.

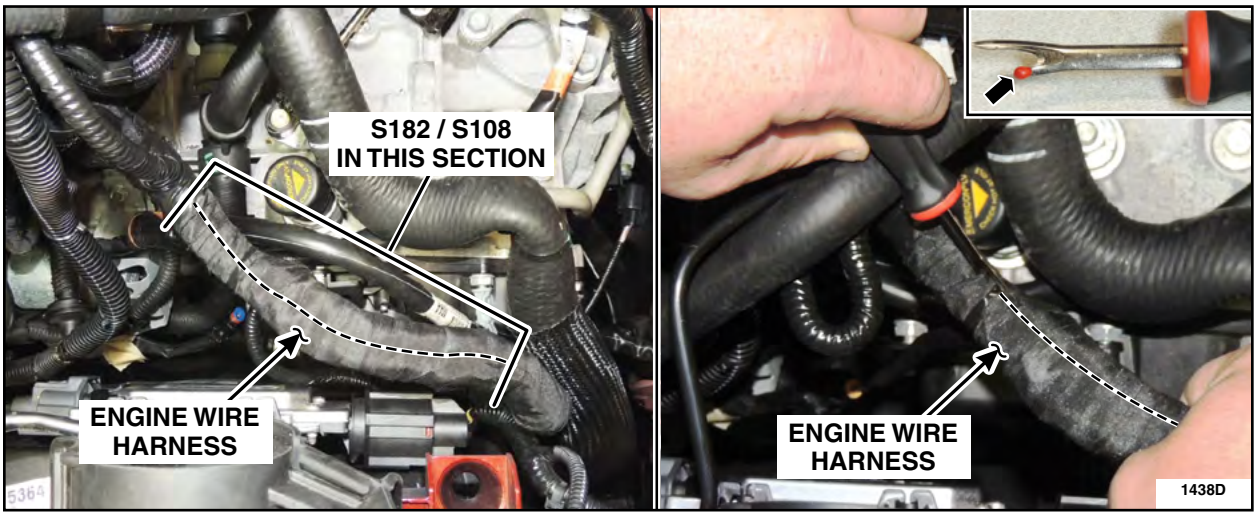

FIGURE 5

NOTICE: Do not use a knife or razor blade or other sharp cutting tools to strip the wire harness tape. Using a sheathing ripper will help to prevent damage to wire insulation.

9. Using a commercially available sheathing ripper such as Snap-on® SGTT4A or equivalent, carefully strip the wire harness tape from the section of wire harness that contain splice S182 and S108. See Figure 5.

   - Insert the **ball end** of the sheathing ripper into the wire harness.
   - Use caution not to damage the wires or wire insulation when stripping the wire harness tape to access splice S182 and S108.

NOTE: There are several splices in the area of S182 and S108. Be sure you have located the correct splices to repair as identified below.

10. Locate splice S182 and S108. See Figure 6.

- S182 is a one (1) wire into two (2) wire splice with Gray/Brown wires.
- S108 is a two (2) wire into four (4) wire splice with Yellow/Green wires.

NOTE: There is another splice with Yellow/Green wires in this area. Be sure the splice you repair with Yellow/Green wires is splice S108 having four (4) wires on one side and two (2) wires on the other.

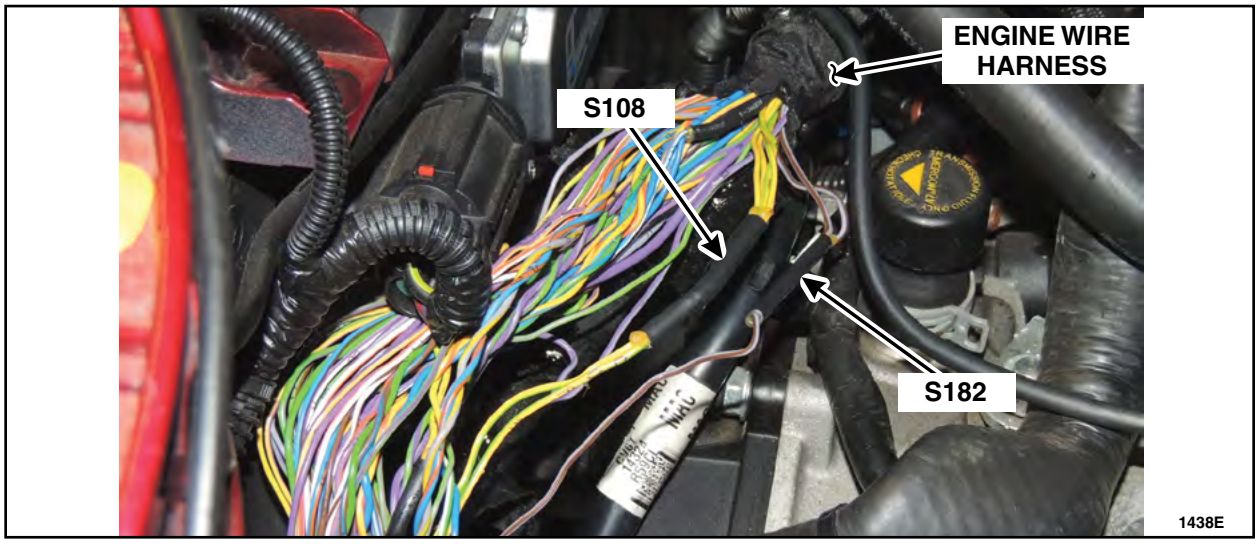

FIGURE 6

11. Cut the wires on each side of the splice S182 and strip off 19 mm (0.75 in) of insulation from each of the Gray/Brown wires. See Figure 7.

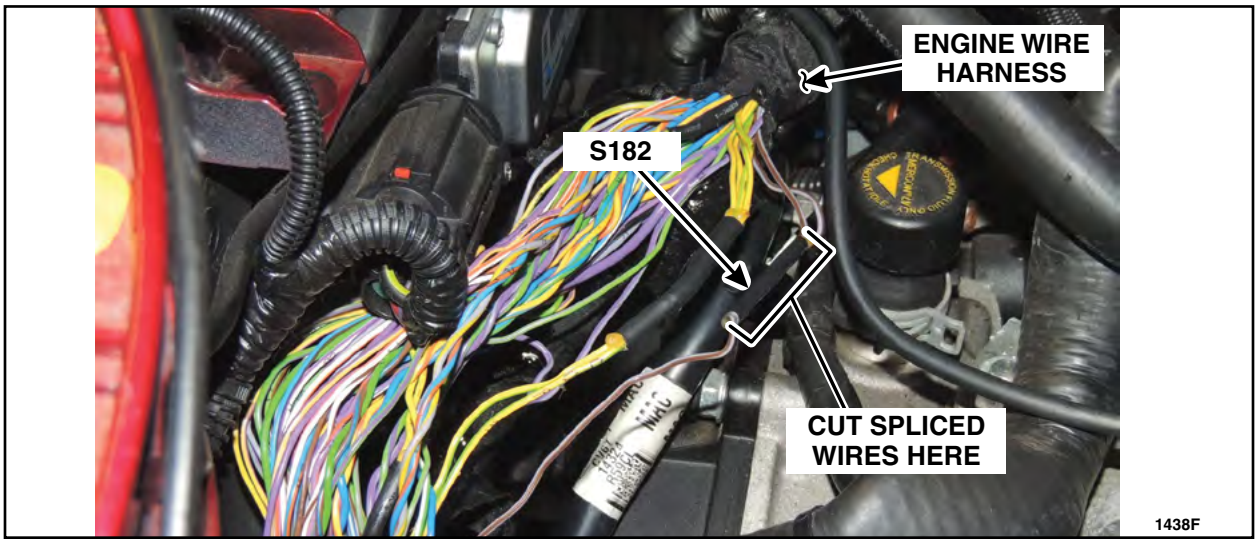

FIGURE 7

12. Prepare the two lengths of wire provided in wire kit CU5Z-14A411-A for splicing as follows. See Figure 8.

    a. Position two (2) lengths of ES-1 dual wall heat shrink tubing onto each wire.
    b. Remove the insulation that has been pre-stripped from each end of the wire.

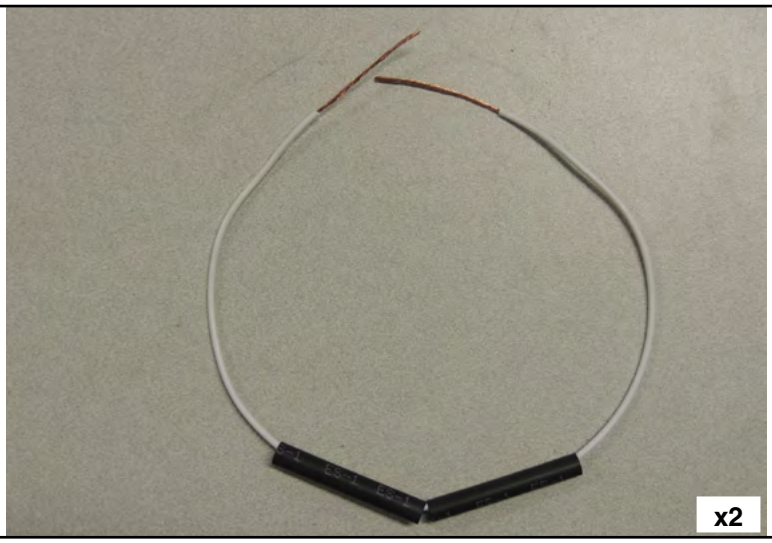

FIGURE 8

13. Join the two Gray/Brown wires on the engine side of the harness with one end of the previously prepared 40.6 cm (16 in) length of wire. Twist 13 mm (0.5 in.) of the ends of the wires together and bend the splice wire 90 degrees to the harness wire at the end of the twisted area. Solder the wires together using lead free electrical solder, with the heat being applied opposite of the applied solder. See Figures 9 and 10.

    - Repeat this step to join the single wire end of the splice S182 Gray/Brown Wire to the opposite end of the prepared wire.

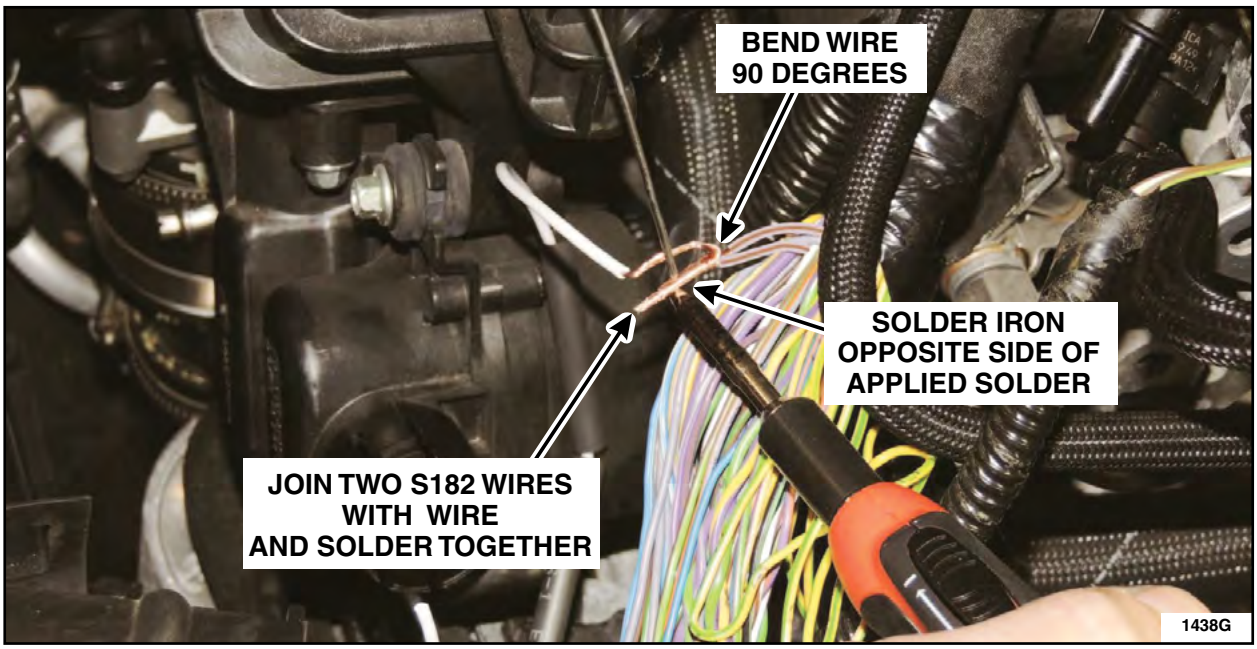

FIGURE 9

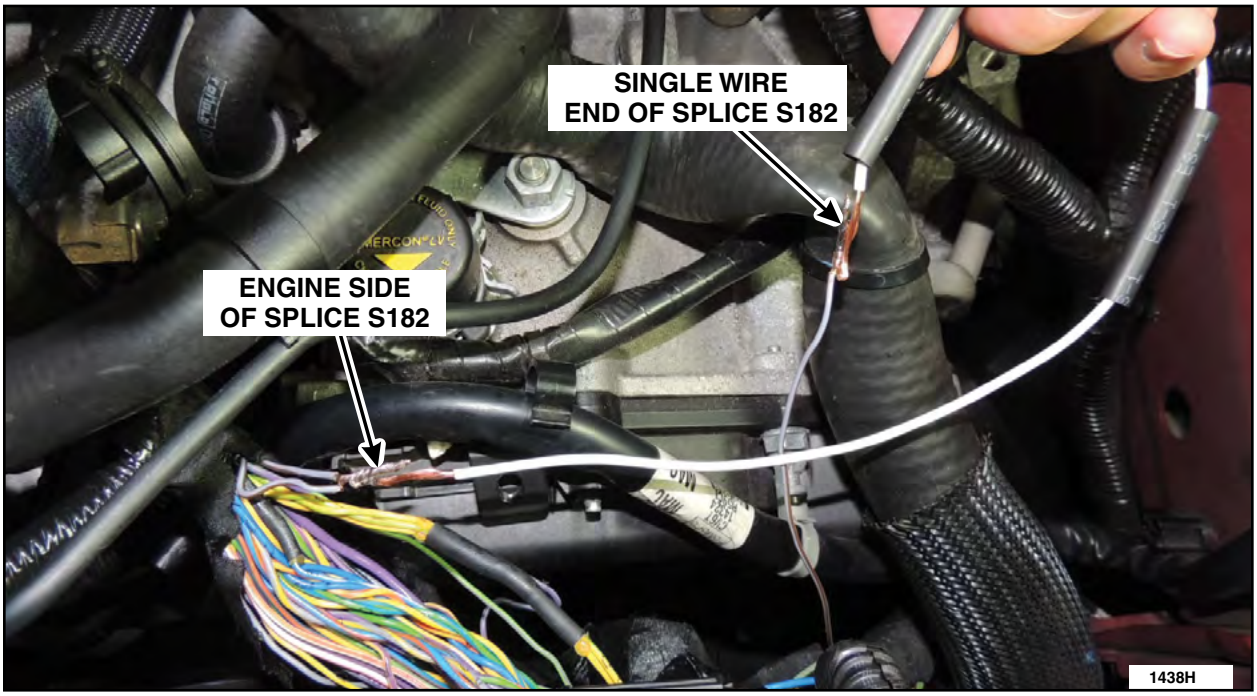

FIGURE 10

14. Position the heat shrink tubing over both ends of the splice wire. Use a suitable heat gun such as Rotunda Shielded Flameless Heat Gun with Heat Deflector, number NAIAT-R5902, that is equipped with a shrink tubing attachment, to heat the heat shrink tubing until the sealant comes out of both ends. See Figures 11 and 12.

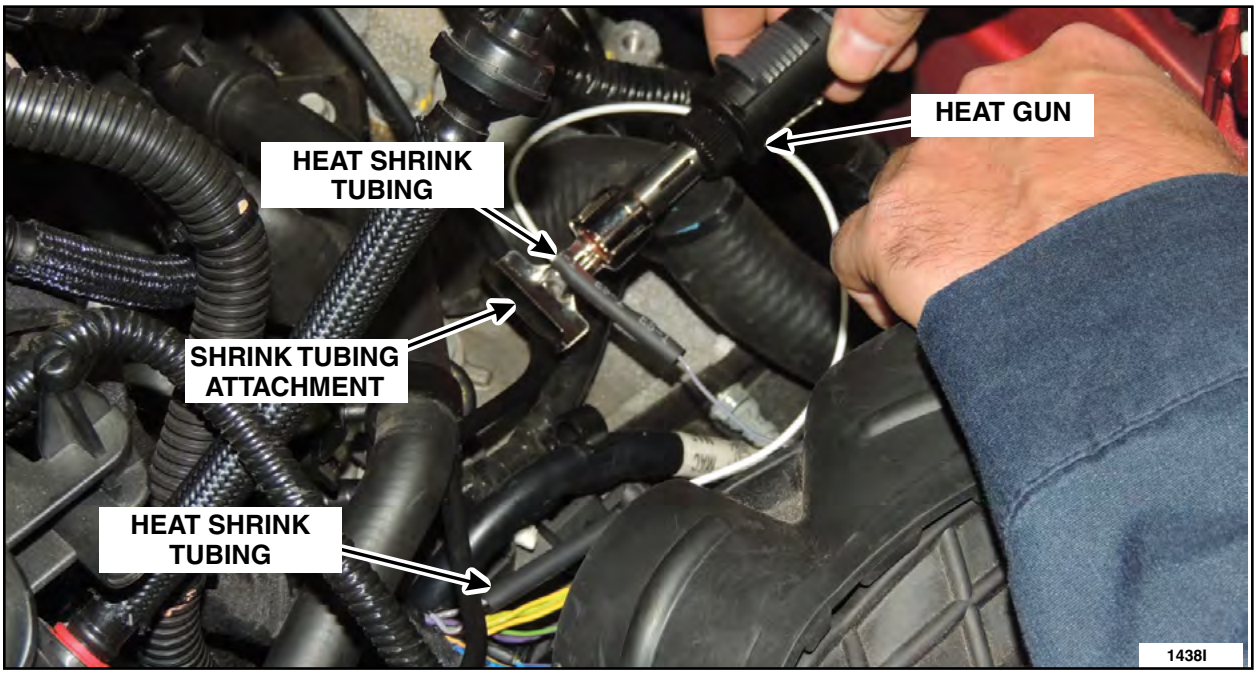

FIGURE 11

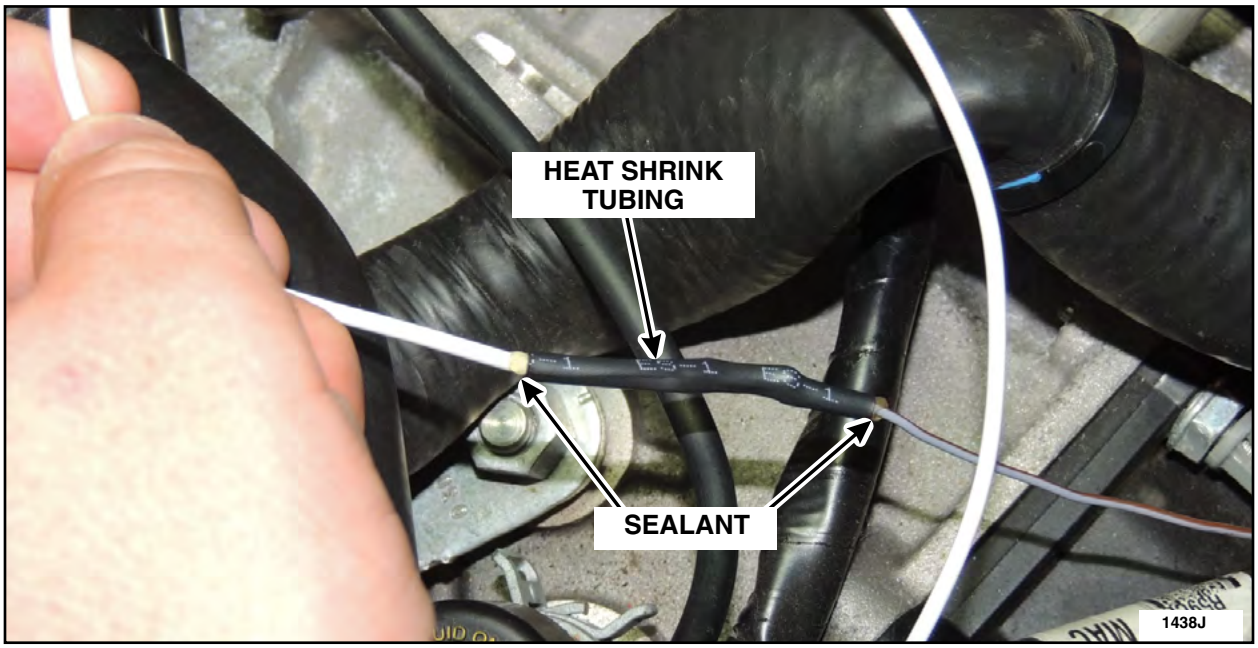

FIGURE 12

15. Cut the wires on each side of the splice S108 and strip off 19 mm (0.75 in) of insulation from each of the Yellow/Green wires. See Figure 13.

NOTE: There is another splice with Yellow/Green wires in this area. Be sure the splice you repair with Yellow/Green wires is splice S108 having four (4) wires on one side and two (2) wires on the other.

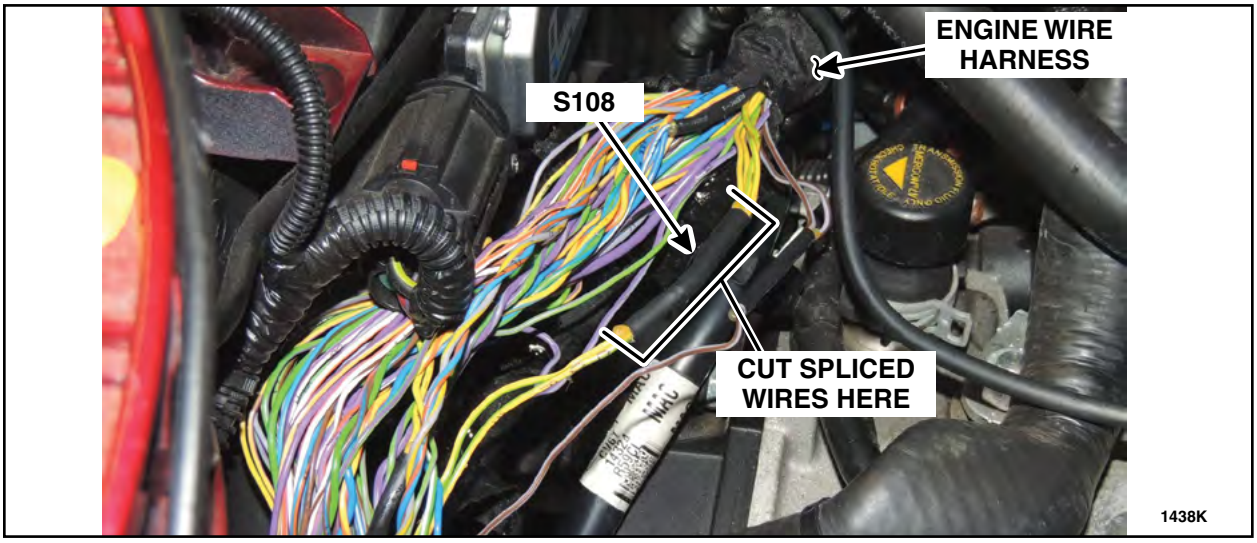

FIGURE 13

16. Repeat Steps 13 and 14 for both ends of the splice S108 Yellow/Green wires.

17. Bundle the wires as shown and apply wire harness tape to the harness, starting from the bottom of the previously cut harness tape and working upward until all exposed wires are covered. See Figure 14.

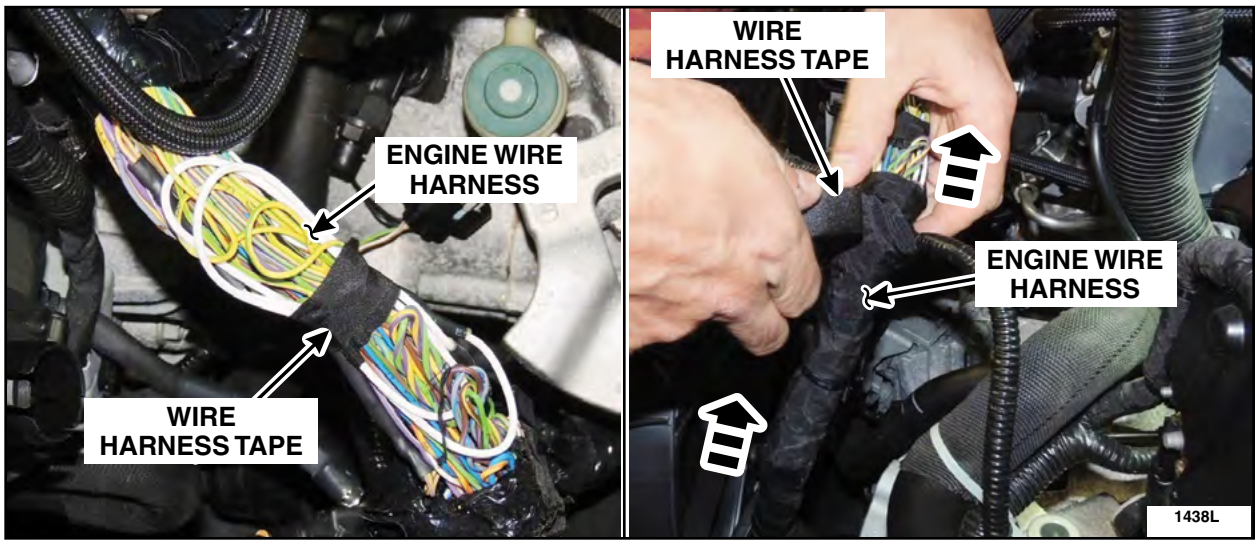

FIGURE 14

18. Position the engine wire harness back to its original position.

19. Connect the starter motor wire harness electrical connector. See Figure 3.

20. Install the upper wire harness retainer that was removed during Step 7 onto the engine wire harness using a *new* tie strap. See Figure 4.

21. Connect the two wire harness retainers and connect the TSS sensor. See Figure 2.

22. Position the lower radiator hose back in place. Install the radiator hose retaining clip and attach the push pin retainer onto the transmission. See Figure 1.

23. Install the air cleaner and air cleaner outlet pipe. For additional information, refer to WSM Section 303-12B.

24. Install the engine appearance cover.

25. Connect the battery ground cable. For additional information, refer to WSM Section 414-01.

CERTAIN 2013 AND 2014 MODEL YEAR FOCUS ST VEHICLES — ENGINE WIRING SPLICE REPAIR

OVERVIEW

In some of the affected vehicles, certain splices in the engine wiring harness may not be sufficiently crimped, resulting in the potential for high resistance in engine sensor circuits. High resistance in these circuits may result in engine performance issues that can include illumination of the Malfunction Indicator Lamp (MIL), reduced engine power, hesitation, running rough, or stall without warning.

Before demonstrating or delivering any of the vehicles involved in this recall, dealers are to repair the engine wiring harness splices.

SERVICE PROCEDURE

1. Disconnect the battery ground cable. For additional information, refer to Workshop Manual (WSM) Section 414-01.

2. Remove the engine appearance cover.

3. Remove the air cleaner and air cleaner outlet pipe. For additional information, refer to WSM Section 303-12B.

4. Disconnect and position aside the engine air cleaner intake tube. See Figure 1.

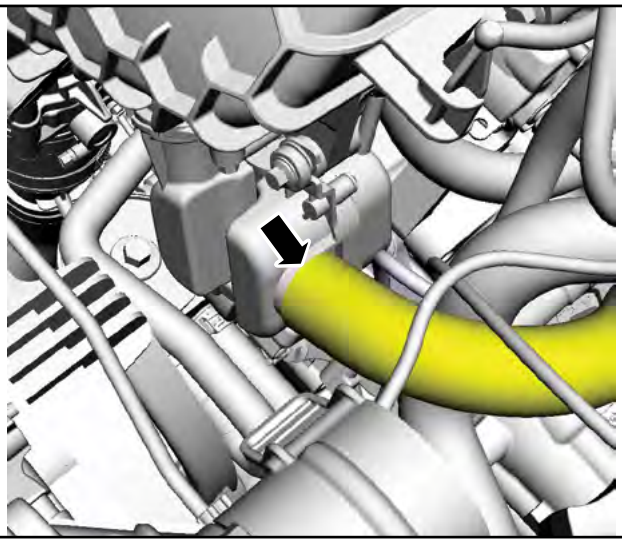

FIGURE 1

5. Detach the tube retaining clip from the lower radiator hose and position the hose aside. See Figure 2.

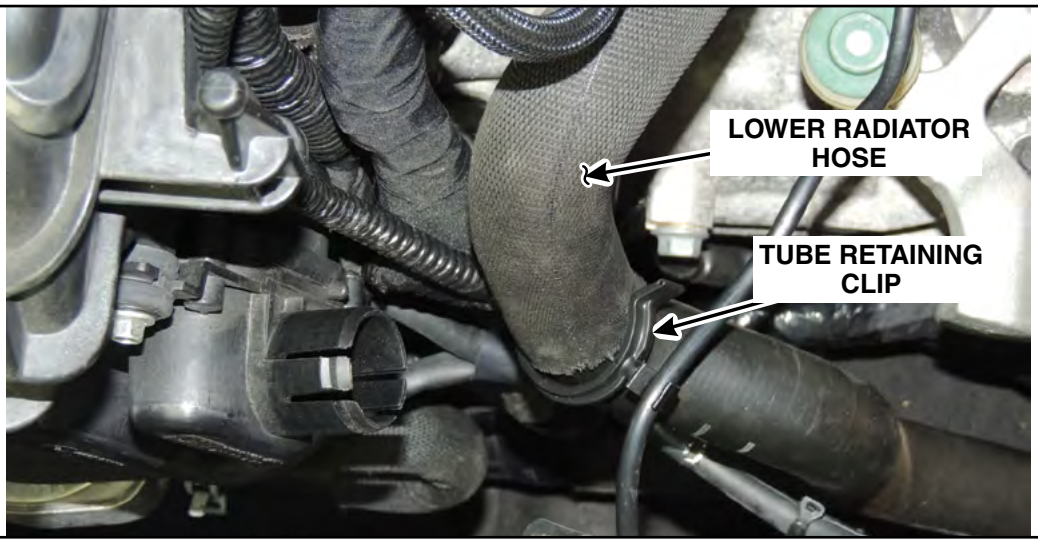

FIGURE 2

6. Detach the retaining clips from the lower radiator hose and engine wire harness. See Figure 3.

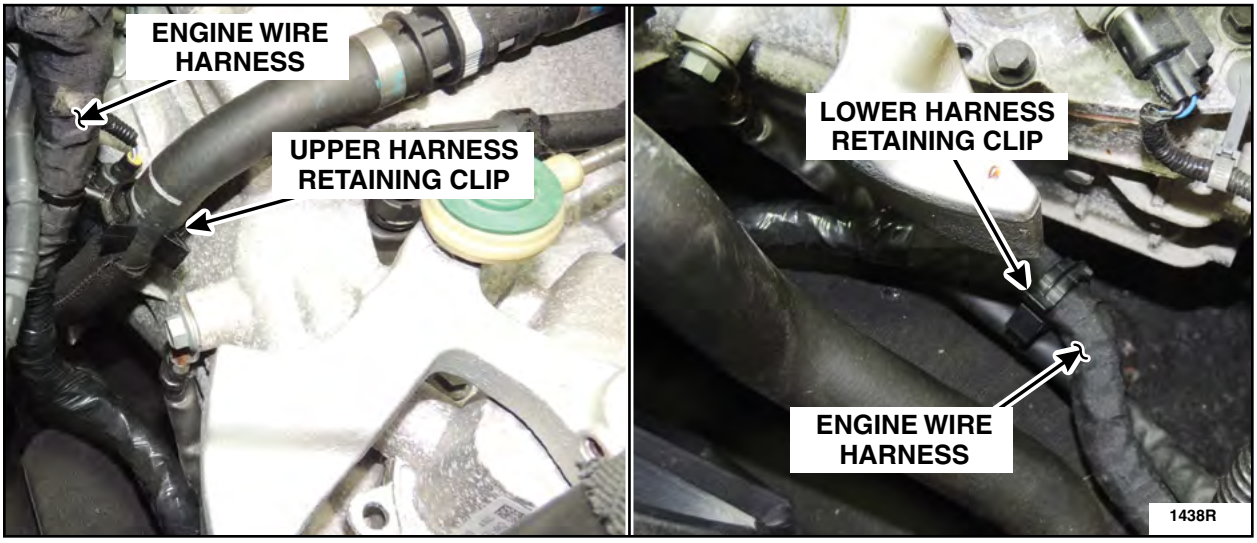

FIGURE 3

7. Detach the engine wire harness push pin retainer from transmission. See Figure 4.

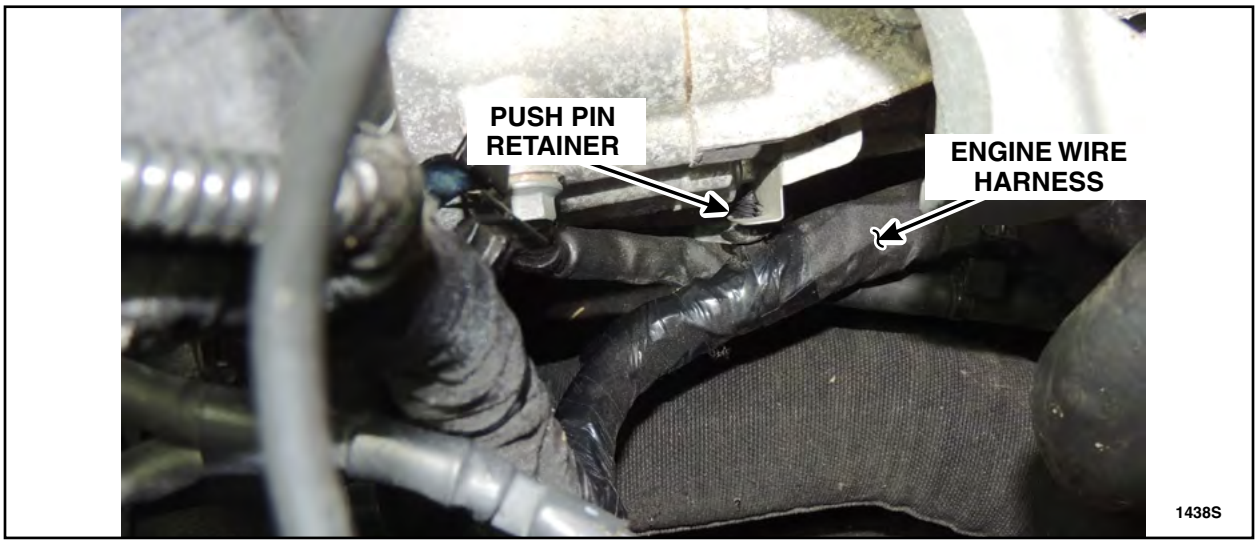

FIGURE 4

8. Pull the engine wire harness upward to provide better access for the repair. Locate the section of engine wire harness that contains splice S132 and S133. See Figure 5.

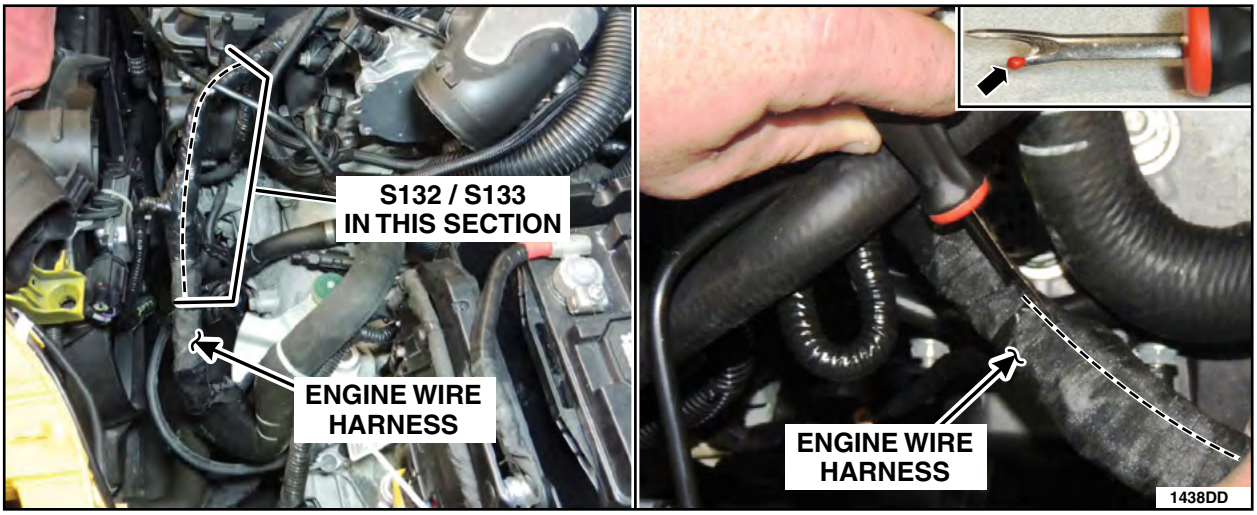

FIGURE 5

NOTICE: Do not use a knife or razor blade or other sharp cutting tools to strip the wire harness tape. Using a sheathing ripper will help to prevent damage to wire insulation.

9. Using a commercially available sheathing ripper such as Snap-on® SGTT4A or equivalent, carefully strip the wire harness tape from the section of wire harness that contain splice S132 and S133. See Figure 5.

   - Insert the **ball end** of the sheathing ripper into the wire harness.
   - Use caution not to damage the wires or wire insulation when stripping the wire harness tape to access splice S132 and S133.

NOTE: There are several splices in the area of S132 and S133. Be sure you have located the correct splices to repair as identified below.

10. Locate splice S132 and S133. See Figure 6.

    - S132 is a one (1) wire into four (4) wire splice with Yellow/Green wires.
    - S133 is a two (2) wire into three (3) wire splice with Yellow/Violet wires.

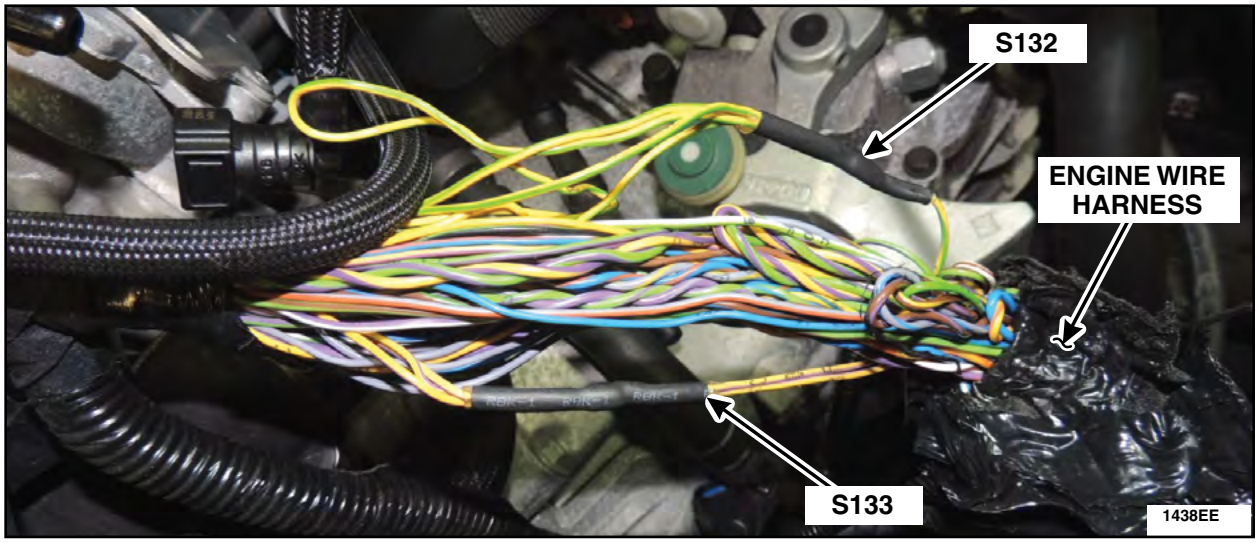

FIGURE 6

11. Cut the wires on each side of the splice S133 and strip off 19 mm (0.75 in) of insulation from each of the Yellow/Violet wires. See Figure 7.

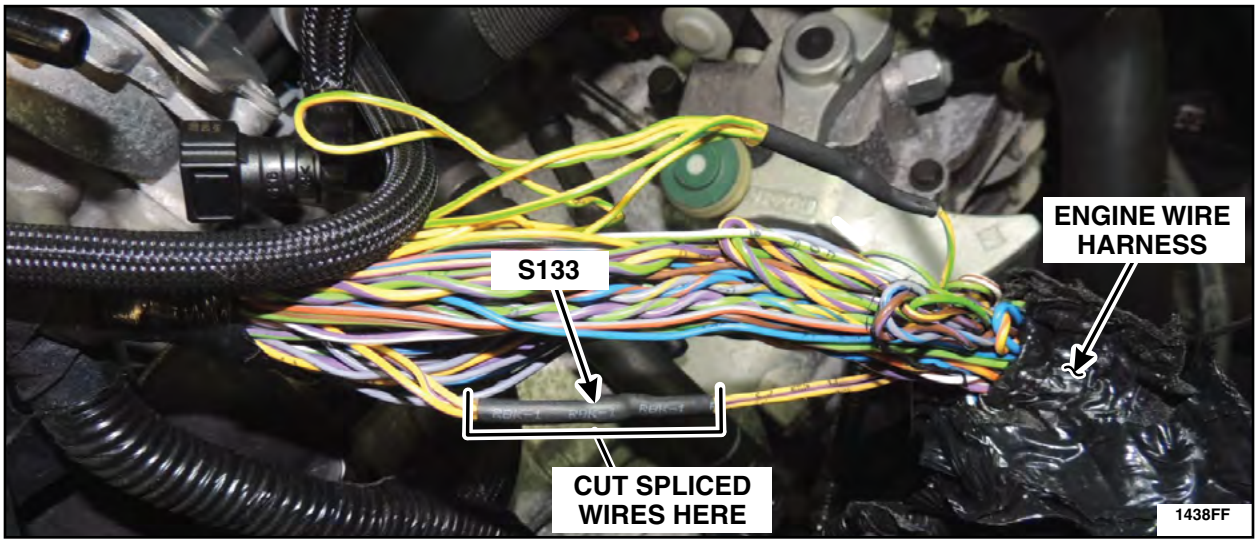

FIGURE 7

12. Prepare the two lengths of wire provided in wire kit CU5Z-14A411-A for splicing as follows. See Figure 8.

    a. Position two (2) lengths of ES-1 dual wall heat shrink tubing onto each wire.
    b. Remove the insulation that has been pre-stripped from each end of the wire.

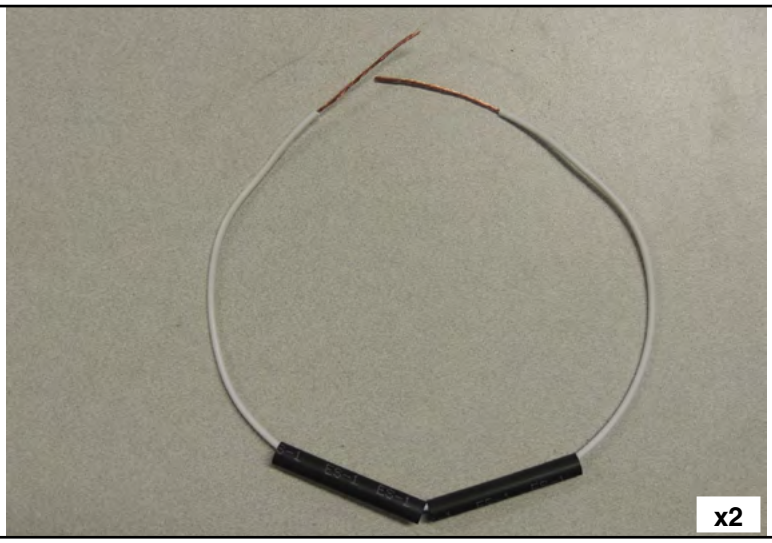

FIGURE 8

13. Join the three Yellow/Violet wires on the engine side of the harness with one end of the previously prepared 40.6 cm (16 in) length of wire. Twist 13 mm (0.5 in.) of the ends of the wires together and bend the splice wire 90 degrees to the harness wire at the end of the twisted area. Solder the wires together using lead free electrical solder, with the heat being applied opposite of the applied solder. See Figures 9 and 10.

    - Repeat this step to join the two wire end of the splice S133 Yellow/Violet Wire to the opposite end of the prepared wire.

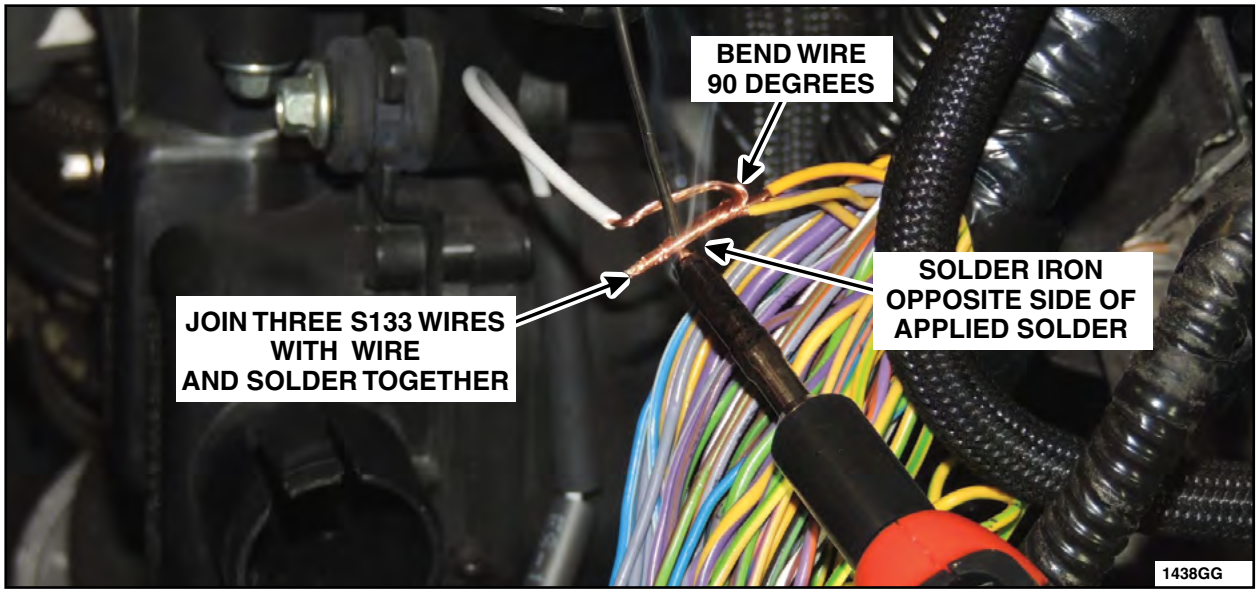

FIGURE 9

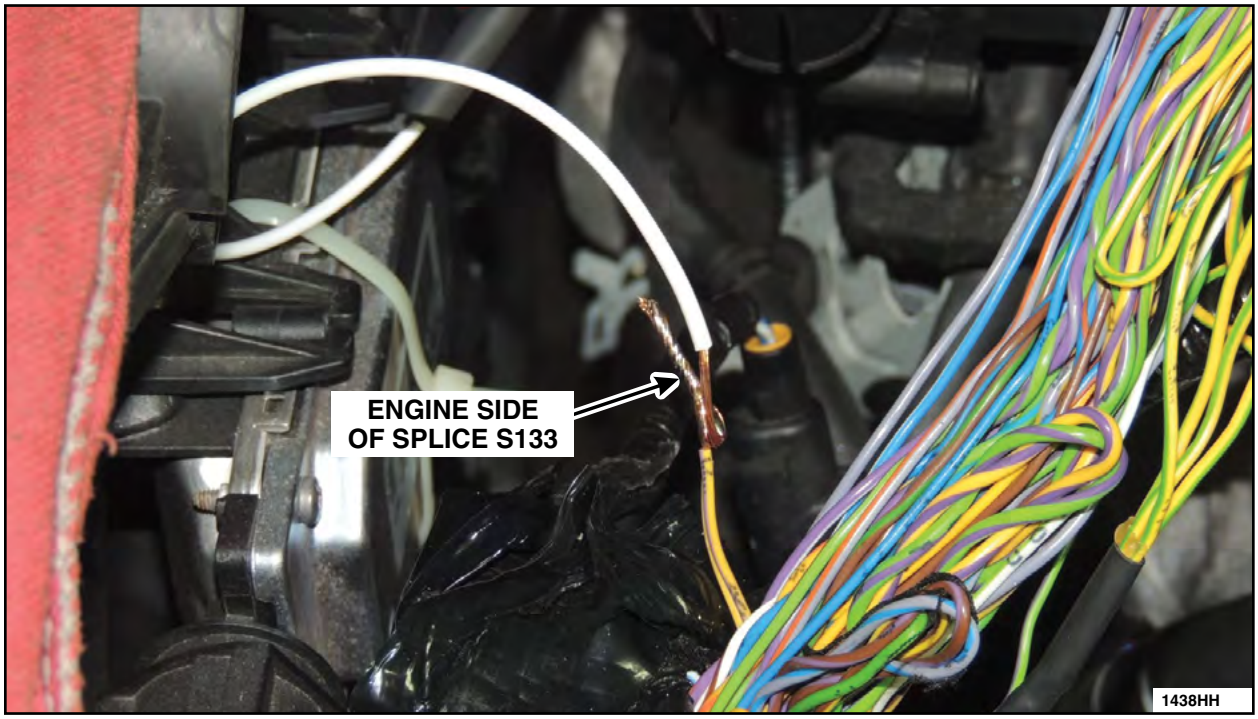

FIGURE 10

14. Position the heat shrink tubing over both ends of the splice wire. Use a suitable heat gun such as Rotunda Shielded Flameless Heat Gun with Heat Deflector, number NAIAT-R5902, that is equipped with a shrink tubing attachment, to heat the heat shrink tubing until the sealant comes out of both ends. See Figures 11 and 12.

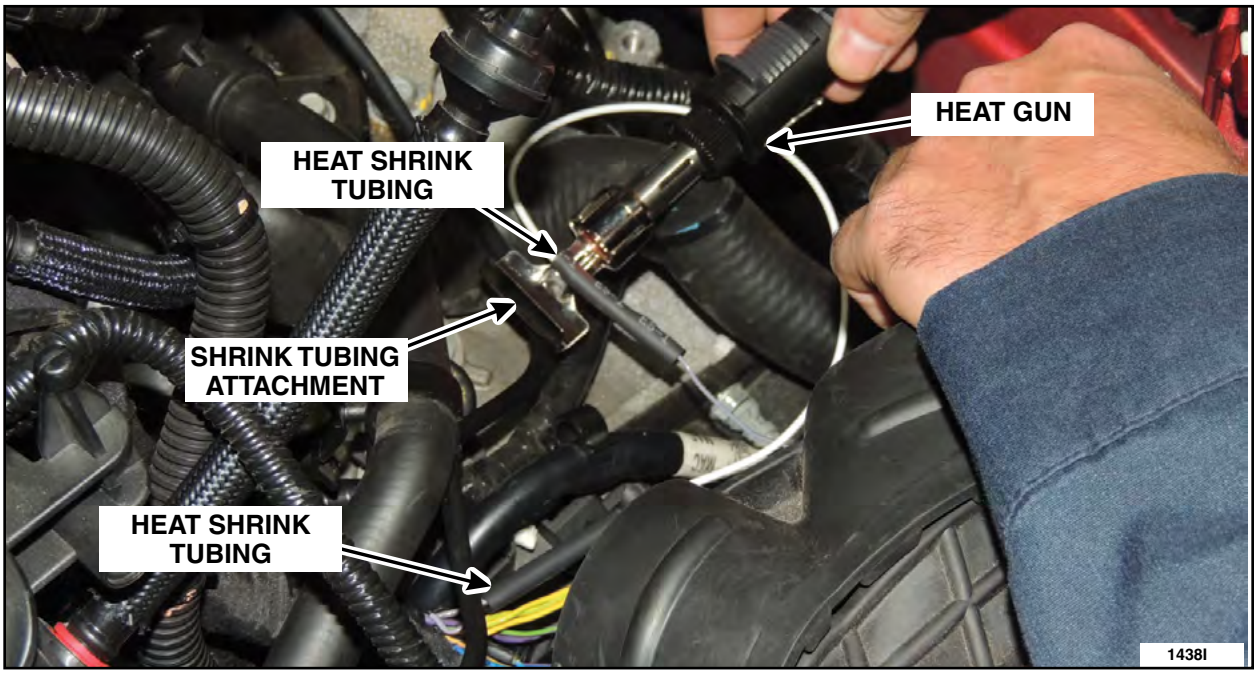

FIGURE 11

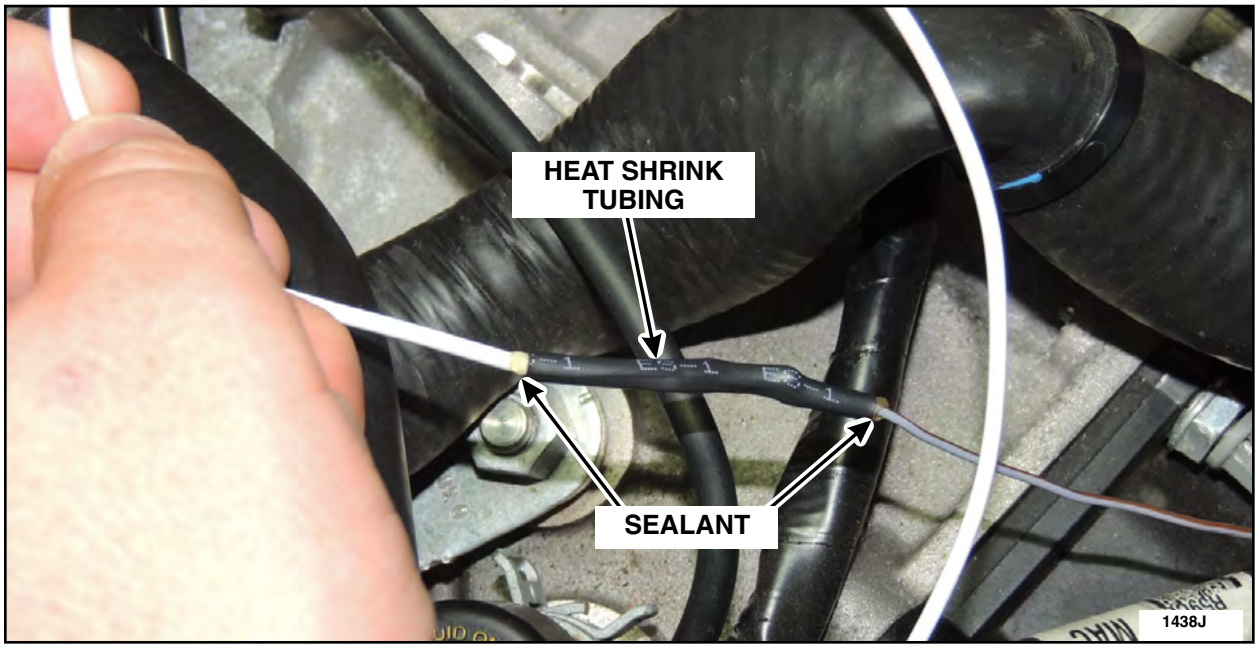

FIGURE 12

15. Cut the wires on each side of the splice S132 and strip off 19 mm (0.75 in) of insulation from each of the Yellow/Green wires. See Figure 13.

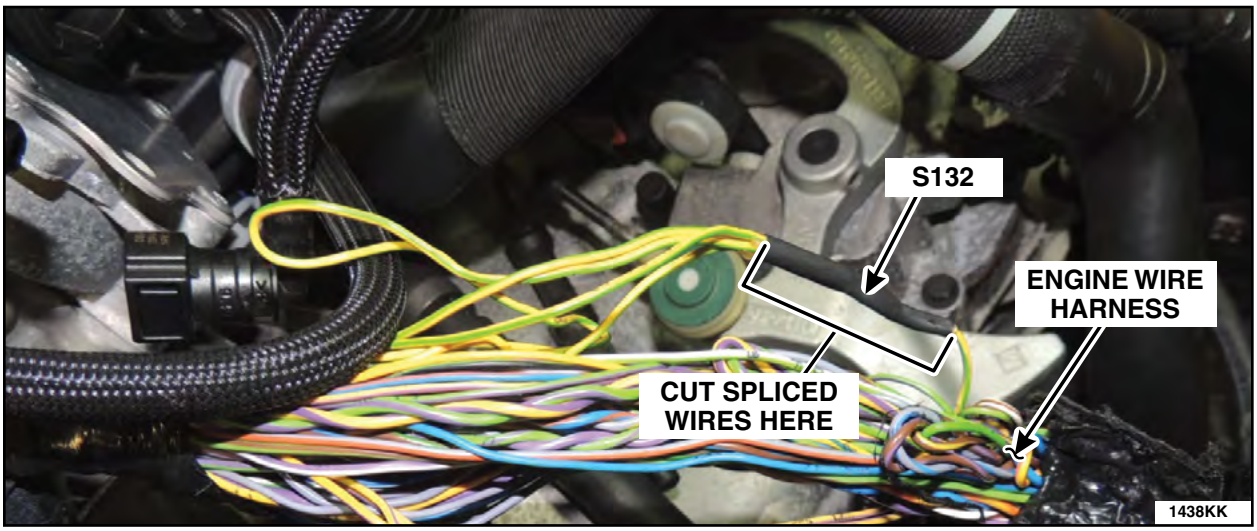

FIGURE 13

16. Repeat Steps 13 and 14 for both ends of the splice S132 Yellow/Green wires.

17. Bundle the wires as shown and apply wire harness tape to the harness, starting from the bottom of the previously cut harness tape and working upward until all exposed wires are covered. See Figure 14.

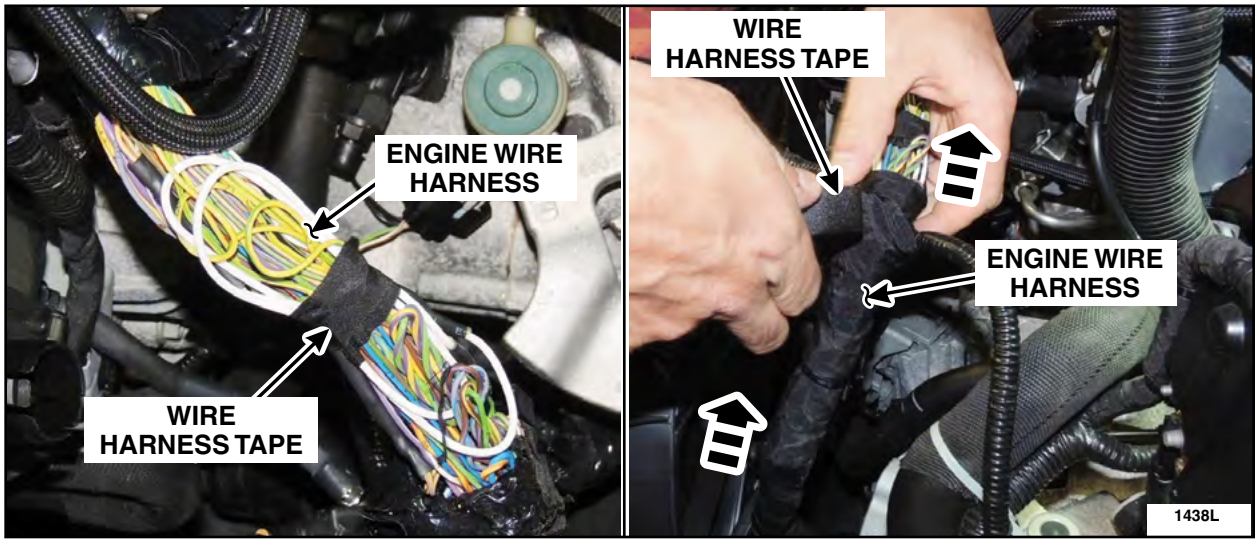

FIGURE 14

18. Position the engine wire harness back to its original position.
19. Attach the engine wire harness push pin retainer onto the transmission. See Figure 4.
20. Attach the retaining clips onto the lower radiator hose and engine wire harness. See Figure 3.
21. Position the lower radiator hose back and attach the tube retaining clip. See Figure 2.
22. Position back and connect the engine air cleaner intake tube. See Figure 1.
23. Install the air cleaner and air cleaner outlet pipe. For additional information, refer to WSM Section 303-12B.
24. Install the engine appearance cover.
25. Connect the battery ground cable. For additional information, refer to WSM Section 414-01.