

Part 573 Safety Recall Report

18V-735

Manufacturer Name : Ford Motor Company**Submission Date :** OCT 30, 2018**NHTSA Recall No. :** 18V-735**Manufacturer Recall No. :** 18S32**Manufacturer Information :**

Manufacturer Name : Ford Motor Company

Address : 330 Town Center Drive

Suite 500 Dearborn MI 48126-2738

Company phone : 1-866-436-7332

Population :

Number of potentially involved : 1,282,596

Estimated percentage with defect : 100 %

Vehicle Information :

Vehicle 1 : 2012-2018 Ford Focus

Vehicle Type : LIGHT VEHICLES

Body Style :

Power Train : NR

Descriptive Information : Affected vehicles include 2.0L GDI vehicles built prior to 13-Apr-2017 and 2.0L GTDI vehicles built prior to 02-Feb-2018.

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) 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.

Production Dates : AUG 01, 2010 - FEB 02, 2018

VIN Range 1 : Begin :

NR

End : NR

 Not sequential**Description of Defect :**

Description of the Defect : Affected vehicles equipped with 2.0L GDI and 2.0L GTDI engines may experience a malfunctioning Canister Purge Valve (CPV) that can stick open and a Powertrain Control Module (PCM) software that does not adequately detect a stuck-open CPV. A CPV that is stuck open in these vehicles can cause excessive vacuum in the fuel vapor management system, potentially deforming the fuel tank. If this occurs, the customer may observe a Malfunction Indicator Light (MIL), inaccurate or erratic fuel gauge indication, drivability concerns or loss of motive power.

FMVSS 1 : NR

FMVSS 2 : NR

Description of the Safety Risk : An engine stall while driving without warning or without the ability to restart, can increase the risk of a crash.

Description of the Cause : Affected vehicles are equipped with a CPV that may stick open. A CPV that is stuck open during the evaporative leak monitor check can cause excessive vacuum in the fuel system of these vehicles. Excessive vacuum can result in deformation of the plastic fuel tank.

Identification of Any Warning that can Occur : Affected vehicles may illuminate a Malfunction Indicator Light (MIL) or customers may observe inaccurate fuel gauge indication, inaccurate distance to empty indication and/or have drivability concerns.

Supplier Identification :

Component Manufacturer

Name : Robert Bosch LLC
Address : EJE Central SAHOP 245
San Luis Potosi, SL FOREIGN STATES 78090
Country : Mexico

Chronology :

NHTSA contacted Ford on May 29, 2018 regarding its receipt of consumer complaints (VOQs) alleging loss of motive power on 2012-2014 model year Ford Focus vehicles. Ford shared its analysis from 2017 on the issue with NHTSA.

June – July 2018: NHTSA shared its data for Ford's analysis. Ford reviewed the VOQs and associated internal data and found the reports principally pertained to canister purge valve malfunction that could cause excessive vacuum within the fuel system during OBD evaporative emissions monitoring. Customer concerns included MIL illumination, fuel gauge inaccuracy, drivability issues, loss of motive power, or financial expense complaints associated with the repair.

August – September 2018: Ford continued its analysis of VOQ and internal data pertaining to this subject on 2012-2014 MY vehicles as well as 2015-2018 MY vehicles with a similar design. Ongoing discussions with the Agency occurred on August 28 and September 19, including an overview of the Focus fuel system operation and reviews of Ford's data.

On October 1, 2018, Ford discussed the results of its analysis with the Agency, and on October 15, 2018, Ford's Field Review Committee reviewed the concern and approved a field action.

Ford is not aware of any reports of accident or injury related to this condition.

Description of Remedy :

Description of Remedy Program : Owners will be notified by mail and instructed to take their vehicle to a Ford or Lincoln dealer to have the Powertrain Control Module (PCM) reprogrammed with new software that will detect a malfunctioning CPV and prevent a potential excessive fuel vapor system vacuum condition from occurring. Dealers will check for Diagnostic Trouble Codes (DTC) and replace the CPV as necessary. If the CPV is replaced, dealers will inspect and replace the carbon canister, fuel tank and fuel delivery module as necessary. There will be no charge for this service.

Until the vehicle is serviced for this concern customers are advised to maintain at least 1/2 tank of fuel.

Ford provided the general reimbursement plan for the cost of remedies paid for by vehicle owners prior to notification of a safety recall in February 2017. The ending date for reimbursement eligibility is December 31, 2019.

Ford will forward a copy of the notification letters to dealers to the Agency when available.

How Remedy Component Differs from Recalled Component : Updated PCM software will identify a malfunctioning stuck-open CPV, prevent associated damage to the fuel tank and illuminate the Malfunction Indicator Light (MIL) if the CPV is malfunctioning.

Identify How/When Recall Condition was Corrected in Production : Updated PCM software, implemented into production for the 2.0L GDI vehicles on 13-Apr-2017 and 2.0L GTDI vehicles on 02-Feb-2018.

Recall Schedule :

Description of Recall Schedule : Notification to dealers is expected to occur on October 25, 2018. Mailing of owner notification letters is expected to begin December 10, 2018 and is expected to be completed by December 20, 2018.

Planned Dealer Notification Date : OCT 25, 2018 - OCT 25, 2018

Planned Owner Notification Date : DEC 10, 2018 - DEC 20, 2018

* NR - Not Reported