



U.S. Department
of Transportation

National Highway
Traffic Safety
Administration

Part 573 Safety Recall Report

26V369

Manufacturer Name: Ford Motor Company

Submission Date: Jun 09, 2026

NHTSA Recall No.: 26V369

Manufacturer Recall No.: 26S40

Manufacturer Information

Population

Manufacturer Name: Ford Motor Company

Address: 20000 Rotunda Drive
Mezzanine
Dearborn MI, 48124

Total number of potentially involved: 255,404

Estimated percentage with defect: 100%

Vehicle Information

Vehicle 1: 2012-2018 FORD FOCUS

Product Category: Light Vehicles

Product Type: Multipurpose Passenger Vehicle

Fuel / Propulsion:

Production Dates: Oct 04, 2010 - Dec 20, 2017

Number of potentially involved: 255,404

Descriptive Information:

The Ford process is capable of determining which software part numbers have been installed in production and service. Affected vehicles may not have received the Powertrain Control Module (PCM) software remedy for Ford Recall 18S32 / 18V375.

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.

255,404 Focus vehicles are affected.

Defect / Noncompliance Description

Description of the defect or noncompliance:

According to Ford's records, certain 2012-2018 MY Focus vehicles did not have the remedy for Safety Recall 18S32 / 18V735 installed correctly, but were recorded as having the repair successfully completed. Because the correct software update remedy may not be installed on the vehicle, the underlying condition specified in Safety Recall 18S32 / 18V735 may still exist, and the Canister Purge Valve (CPV) may stick open and a Powertrain Control Module (PCM) software that may not adequately detect a stuck open CPV.

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FMVSS1:

FMVSS2:

Description of the safety risk, including crash, fire, death, injury:

The underlying safety risk specified in Safety Recall 18S32 / 18V735 still exists on this specified vehicle. Ford described that safety risk as, "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.

Component Manufacturer

Tier of Supplier:

Supplier Type: OEM

Name: Ford Motor Company

Address: 1 American Road
Dearborn MI, 48126

Country: United States

Involved Components

Component Name 1: Powertrain Control Module

Component Description: Powertrain Control Module software

Component Part Number: *-12A650*-

Chronology

On November 26, 2024, an issue pertaining to incomplete software recall remedies was brought to Ford's Critical Concern Group (CCRG) for review. This issue was initially identified in a Quality Office forum, where an audit was requested for software part numbers applied to vehicles remedied under a sample of field service actions (FSAs). Initial review of three FSAs revealed insufficient data to confirm

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correct software application across all FSAs using the current field service tool, known as FDRS. CCRG decided to conduct further investigation.

In December 2024, a cross-functional team was formed to audit all software FSAs that used the FDRS service tool, with its first focus being on safety and compliance FSAs. Templates were created to track software lineage part numbers.

On December 19, 2024, Ford informed NHTSA of this concern -- the service tool data confirmed that the software state on the service tool at the time of installation matches the FSA software release for most vehicles. However, there are vehicles that do not have a match between the software state on the service tool and the FSA software release. Ford discussed with NHTSA its plan to address the mismatched vehicles.

In January 2025, the cross-functional team created database records to store all software lineage part numbers for previously launched FSAs. The team then began auditing the current software level for every VIN repaired under several previously launched FSAs.

In March 2025, during a comprehensive audit of software-related FSAs dating back to 2017, discrepancies were identified during the transition between the legacy field service tool, known as IDS, and the new FDRS service tool. The audit revealed that implementation inconsistencies found in FDRS could also be present within the IDS software as well as a significant lack of historical data. Further investigation was deemed necessary.

In November 2025, a harvest program was approved to assess the success of remedies applied using the IDS tool for programs administered during this transition period. Results of this harvest program showed that in some FSAs, the intended remedy software may not have been successfully applied to all vehicles.

On April 16, 2026, the matter was presented to the Critical Concern Review Group (CCRG). The CCRG determined that several FSAs that had a recall remedy implemented using the IDS tool may have been closed without that remedy being installed. As a result, an activity was initiated to verify the software levels of vehicles that previously received these FSA repairs. The VINs included in this program are both (1) VINs confirmed to Docusign Envelope ID: 145AE4F6-3424-83B1-82C7-B899A0DC17E0 contain the incorrect software, and (2) VINs with a closed FSA, but the software version cannot be confirmed due to gaps in the records.

On May 27, 2026, Ford's audit team confirmed that the software state matched the FSA software release in a subset of vehicles out of the total population of completed FSA 18S32 remedy repairs.

On June 2, 2026, 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.

Related NHTSA Recall Number: 18V735

Description of Remedy

Remedy Type: Software

Consumer Advisories: Do Not Drive Park Outside

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 PCM software updated. Then, the software part numbers will be validated using the Software

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Validation Form in the Professional Technician System before the FSA is closed. There will be no charge for this service.

Ford provided the general reimbursement plan for the cost of remedies paid for by vehicle owners prior to notification of a safety recall in May 2023. Owners who have paid to have these repairs completed at their own expense may be eligible for reimbursement, in accordance with the recall reimbursement plan on file with NHTSA.

How remedy component differs from recalled component:

The software service package will have the intended remedy for 18S32 / 18V735

Identify how/when recall condition was corrected in production:

Not required per 49 Part 573.

Reimbursement Plan

Manufacturer used general reimbursement plan on file.

Recall Schedule

Description of recall schedule:

Notification to dealers is expected to occur on July 6th, 2026. Mailing of remedy owner notification letters is expected to begin July 6th, 2026 and is expected to be completed by July 10th, 2026. The date VINs are planned to be searchable is July 6th, 2026.

Planned Dealer Notification Date: Jul 06, 2026 - Jul 08, 2026

No Dealers

Planned Interim Owner Notification Date:

No Owners

Planned Remedy Owner Notification Date: Jul 06, 2026 - Jul 10, 2026

Phased Recall

Date when VIN will be searchable: Jul 06, 2026