



TECHNICAL SERVICE BULLETIN

2.0L GDI - Various Drivability Concerns And/Or Illuminated Malfunction Indicator Lamp (MIL)

18-2062

19 February
2018

This bulletin supersedes 15-0036. Reason for update: Incorrect or Missing Parts

Model:

Ford 2012-2014 Focus

Summary

This article supersedes TSB 15-0036 to update the Service Procedure.

Issue: Some 2012-2014 Focus vehicles equipped with a 2.0L gasoline direct injection (GDI) engine may exhibit concerns of engine runs rough, crank no-start, loss of power, loss of engine RPM, and/or illuminated MIL with diagnostic trouble codes (DTCs) P0122, P0222, P0320, P0322, P0327, P0332, P0344, P0369, P06A7, P060D, P061C, P1336, P1674, P2111, P2112, P2127 and/or P2135.

Action: Follow the Service Procedure steps to correct the condition.

Parts

Part Number	Description	Quantity
NAI837X	Coroplast Electrical Wire Harness Tape	1
Obtain Locally	22 mm (7/8 inch) Diameter Nylon Split Loom Convolute	1
Obtain Locally	2.0 mm (0.078 inch) 14 AWG Wire	1 per circuit

Warranty Status: Eligible Under Provisions Of New Vehicle Limited Warranty Coverage And Emissions Warranty Coverage Warranty/ESP coverage limits/policies/prior approvals are not altered by a TSB. Warranty/ESP coverage limits are determined by the identified causal part and verified using the OASIS part coverage tool.

Labor Times

Description	Operation No.	Time
2012-2014 Focus 2.0L GDI: Retrieve DTCs, Inspect Harness And Repair Any Damaged Circuits (Includes Time To Repair Up To 4 Wires) Following The Service Procedure	182062A	1.3

Repair/Claim Coding

Causal Part:	12C508
Condition Code:	30

Service Procedure

1. Check the vehicle build date. Was the vehicle built on or before 4-Feb-2014 with an automatic transmission or built on or before 19-Feb-2014 with a manual transmission?

(1). Yes – proceed to step 2.

(2). No – this article does not apply. Refer to Powertrain Control/Emissions Diagnosis (PC/ED) Manual for normal diagnostics.

2. Visually inspect the engine harness for chafing against the intake manifold, near the throttle body. It may be necessary to use a small mirror to inspect the back side of the harness where the harness may contact the intake manifold. Is a harness chafe condition present? (Figure 1)

(1). Yes – proceed to step 3.

(2). No – this article does not apply. Refer to the PC/ED Manual for normal diagnostics.

Figure 1



3. Remove the harness protection and repair any damaged circuits. Refer to Cell 5 in the Wiring Diagram.

(1). When repairing damaged circuits, it is necessary to first disconnect the following electrical connectors. Refer to the Wiring Diagram for component locations.

- High-pressure Fuel Pump/Fuel Injection Pump
- Mass Airflow/Intake Air Temperature (MAF/IAT) sensor
- Evaporative Purge Valve
- Engine Coolant Temperature (ECT) sensor
- Heated Oxygen Sensors (HO2S11 and HO2S12)
- Fuel Rail Pressure (FRP) sensor
- Camshaft Position (CMP11 and CMP12) sensors
- Variable Camshaft Timing (VCT11 and VCT12) solenoids
- Coil-on-plugs (COP), all 4

(2). Remove the air cleaner assembly. Refer to Workshop Manual (WSM), Section 303-12.

(3). Remove the bolt from ground G103.

(4). With the engine harness retainers disconnected from the top of the engine, the engine harness can be lifted and moved forward to gain access to the circuits in the chafing location.

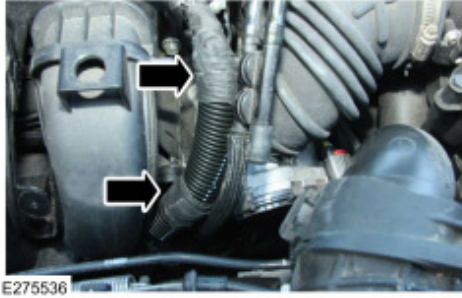
(5). Additional wire of approximately 2 mm (0.078 in.) must be added to the repaired circuits to maintain proper circuit length. Refer to the Wiring Diagram Cell 5 and use the solder method.

4. Install protective shielding on the wire harness to prevent future circuit damage.

(1). Obtain a 15 cm (6 in.) length piece of 22 mm (7/8 in.) diameter flexible nylon split loom convolute and Coroplast tape or equivalent. Secure the convolute to the engine wire harness. Coroplast tape or equivalent must be applied in the location where the harness crosses the intake manifold near the throttle body and also to secure the convolute to the wire harness. (Figure 2)

(2). Clean and install the ground G103 bolt and tighten to 10 Nm (89 lb-in).

Figure 2



5. To install, reverse the removal procedure. Refer to WSM, Section 303-12

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NOTE: The information in Technical Service Bulletins is intended for use by trained, professional technicians with the knowledge, tools, and equipment to do the job properly and safely. It informs these technicians of conditions that may occur on some vehicles, or provides information that could assist in proper vehicle service. The procedures should not be performed by "do-it-yourselfers". Do not assume that a condition described affects your car or truck. Contact a Ford or Lincoln dealership to determine whether the Bulletin applies to your vehicle. Warranty Policy and Extended Service Plan documentation determine Warranty and/or Extended Service Plan coverage unless stated otherwise in the TSB article. The information in this Technical Service Bulletin (TSB) was current at the time of printing. Ford Motor Company reserves the right to supersede this information with updates. The most recent information is available through Ford Motor Company's on-line technical resources.