SAC **Springfield Auto Care** EXAMPLE SHOP
service@springfield-auto-care.example

TECHNICIAN WORKSHEET · 1.6L TI-VCT I4
RA-FD16-234567-20261028

2014 Ford Fiesta · Fiesta SE sedan 1.6 Ti-VCT PowerShift automatic · FWD

3FADP4BJ8EM234567

ODOMETER IN: 126,000 | DOOR-JAMB BUILD (MM/YY) | RO # | TECHNICIAN / DATE

A · RECALLS AND CAMPAIGNS TO VERIFY (DEALER PRINTOUT OR NHTSA.GOV)

20V-331 · Latches/locks/linkages · doors · latch	☐ Open	☐ Done	☐ N/A
20V-177 · Latches/locks/linkages · doors · latch	☐ Open	☐ Done	☐ N/A
17V-210 · Latches/locks/linkages · doors · latch	☐ Open	☐ Done	☐ N/A
15V-246 · Latches/locks/linkages · doors · latch	☐ Open	☐ Done	☐ N/A
15V-005 · Fuel system, gasoline · delivery · fuel pump	☐ Open	☐ Done	☐ N/A
14V-402 · Fuel system, gasoline · storage	☐ Open	☐ Done	☐ N/A

B · INSPECTION POINTS, IN PLAN ORDER

1. DPS6 PowerShift: clutch shudder and input shaft seal leaks (automatic only)

Check now · Past the range (12,000–66,000 mi, the middle half of 218 owner reports)

Road test from a stop on light throttle for shudder	☐ OK	☐ Watch	☐ Fix
Check the clutch housing for fluid	☐ OK	☐ Watch	☐ Fix
Scan TCM for stored codes; confirm latest calibration	☐ OK	☐ Watch	☐ Fix

Shudder: none / slight / severe

Parts (B299): Ask your parts supplier for the OE part number for this VIN.

2. DPS6 transmission control module failure (no drive, no start; automatic only)

Check now · Past the range (17,000–100,000 mi, the middle half of 37 owner reports)

Scan PCM and TCM for U0100, U0101, U1013, U3003, P0606	☐ OK	☐ Watch	☐ Fix
Check TCM software level	☐ OK	☐ Watch	☐ Fix

Scan for: U0100, U0101, U1013, U3003, P0606

Parts (B299): Ask your parts supplier for the OE part number for this VIN.

3. Timing belt and tensioner (interference engine)

Plan · Below the range (150,000 mi scheduled replacement (blog citing the owner manual; confirm for this VIN))

Listen at the belt cover after a cold start	☐ OK	☐ Watch	☐ Fix
Check service records for belt replacement	☐ OK	☐ Watch	☐ Fix

Belt: replaced / original

Parts (B299): Ask your parts supplier for the OE part number for this VIN.

4. Variable cam timing (VCT) solenoid sticking from debris (P0011–P0025)

Watch · Any mileage (Ford bulletins: 2011 Fiesta and later Ford engines)

Scan for P0011–P0025	☐ OK	☐ Watch	☐ Fix
Check oil level and condition	☐ OK	☐ Watch	☐ Fix

Scan for: P0011, P0012, P0014

Parts (B299): Ask your parts supplier for the OE part number for this VIN.

FACTORY MAINTENANCE

Not on this report for this car. Check the service records and the maker's schedule (brake fluid, spark plugs, coolant, transmission fluid). ☐ Records checked ☐ Due ☐ Quoted

C · ALSO REPORTED FOR THE 1.6L TI-VCT I4, QUICK CHECKS

- **Door latch** (562 complaints): Door latches that fail to latch; Ford recalled 2011–2016 Fiestas for this. A body fault, not an engine one.
- **Stalling / loss of power** (500 complaints): Most stalling and loss-of-power reports on this car describe the PowerShift losing engagement or a failing transmission module (see those items); diagnose case by case.
- **Brakes** (223 complaints): Brake complaints; not engine faults.
- **Rolling back on hills** (169 complaints): Dual-clutch cars can roll back on hills when hill-start assist is off or the clutch slips; part of the PowerShift complaints.
- **Air bags** (123 complaints): Air bag complaints, mostly about recalled Takata-type inflators and warning lights; not engine faults.
- **Steering** (116 complaints): Electric power steering complaints; not engine faults.
- **Headlights** (59 complaints): Headlight failures; an electrical body fault.

WHAT TO SAY AT THE COUNTER (ADVISOR)

1. DPS6 PowerShift: clutch shudder and input shaft seal leaks (automatic only)
The PowerShift is a dry dual-clutch automatic. At 126,000 mi your car is past the usual range, so if the original part is still fitted it is worth checking.
Ask: have you noticed shudder or judder pulling away from a stop, or hesitation, then a lurch, at low speed?

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2. DPS6 transmission control module failure (no drive, no start; automatic only)
The PowerShift's transmission control module (TCM) can fail electrically. At 126,000 mi your car is past the usual range, so if the original part is still fitted it is worth checking.
Ask: have you noticed sudden loss of drive while moving, or no start, or the car will not shift out of park?

Adjust after the inspection. The report is not a diagnosis or a guarantee, so say what the technician found, not what the report predicts.

NOTES FOR THE ADVISOR

Record findings here (OK / Watch / Fix and measurements); the advisor adjusts the quote before the handout is printed or sent.