2014 Ford Focus at 95,000 mi

1FADP3F25EL123456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
Focus · Focus SE sedan 2.0 GDI PowerShift	Ford 2.0L and 2.5L Duratec / iVCT four-cylinder (non-turbo)	95,000 mi	FWD
BUILD MONTH	**REPORT DATE**	**MODE**	**PREPARED FOR**
Not entered (door jamb)	October 28, 2026	Owner	Sample Owner

VIN check: check digit valid; model-year code 'E' = 2014, matches the year entered. The VIN doesn't record the build month. Sample report: synthetic VIN.

1 · SUMMARY

What this car needs, in order

Each item compares this car's mileage with when owners and shops report the part failing. It is not an inspection: a qualified technician decides what the car actually needs.

2
jobs recommended now

0
to plan in the next 30,000 miles · plus 2 factory maintenance items

1
to watch or check at each service

Safety recalls NHTSA lists for this model year (7)

- **26V-369** · Fuel vapor system · purge valve recall redo: Cars repaired incorrectly under 18V-735 can still stall while driving.
- **18V-735** · Fuel vapor system · canister purge valve: The purge valve can stick and pull too much vacuum in the fuel vapor system. The engine can stall while driving and may not restart.
- **26V-011** · Engine block heater (2.0L): The block heater can crack and leak coolant, then short circuit when plugged in, a fire risk.
- **20V-331** · Door latches · repeat repair: Door latch repairs from earlier recalls may not have been done right; a door can seem shut but open while driving.
- **16V-643** · Door latches: A part inside the door latch can break, so a door may not latch or may seem closed when it is not.
- **14V-525** · Fuel pump module · cracked filter housing (May 2014 builds): The fuel delivery module can crack and lower fuel pressure, which can stall the engine.
- **14V-514** · Steering · gear assembly (Aug. 2014 builds): Some steering gears were assembled incorrectly, which can impair steering.

A model-year list, not a VIN check. Repairs are free at a Ford dealer if open. Check this VIN at nhtsa.gov/recalls.

Step 0 · Free: run the VIN at nhtsa.gov/recalls and ask a Ford dealer for a campaign printout, including 18V-735, 26V-369. Read the build month (MM/YY) on the driver's door-jamb label.

Recommended now at the next service — $100–$160

Inspection: check now, while it's cheaper to fix — $100–$160

about 1 h of shop labor, our estimate

DPS6 PowerShift automatic: clutch shudder and module faults: Past the range (20,000–79,000 mi, the middle half of 419 owner reports) · if it fails: $1,500–$3,000
Known weak point for this engine, not a finding on your car. The inspection shows whether yours has early signs.

Canister purge valve (stall, collapsed fuel tank) — Free if open

Recalls 18V-735, 26V-369 are listed for this model year. Check the VIN; the repair is free at a Ford dealer if it is open.

Next 12 months up to about 107,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 125,000 mi

Nothing else enters its reported range in this window.

Watch inspect at each service, fix on condition, or optional

Engine wiring harness chafe (2.0L GDI) — $130–$210

labor only, parts extra

Any mileage (2012–2014 Focus 2.0L GDI) · Inspect at each service; fix at the first sign

Recommended now

$100–$160

Independent shop, installed. Dealers often charge more.

Planned through 125,000 mi

$100–$160

No other repairs on the list before 125,000 mi. Now + next 12 months + next 30,000 miles. Excludes factory maintenance (listed separately), “watch” and optional items.

Costs are published independent-shop ranges (low end + low end, high end + high end). Bundled jobs are priced together because the labor overlaps. Routine service (oil, brakes, tires) isn't included; factory fluid and spark plug intervals are listed below.

FACTORY MAINTENANCE

Scheduled maintenance from 95,000 mi to 125,000 mi

The maker's normal schedule for this car. Service history isn't known here, so an item is shown at its next interval mark; skip it if the records show it was done.

ITEM	INTERVAL	THIS CAR
Spark plugs Replace spark plugs every 100,000 mi.	every 100,000 mi	**Due at 100,000 mi** [M8]
Engine coolant First change at 6 years or 100,000 mi, then every 3 years or 50,000 mi.	first at 100,000 mi, then every 50,000 mi or 3 years	**Due by age: every 3 years (check records)** [M8][M9]
Dual-clutch transmission fluid Focus automatic is the DPS6 PowerShift dual-clutch; the manual's table lists automatic transmission fluid every 150,000 mi.	every 150,000 mi	Next at 150,000 mi [M8]

M1. 2010 Ford/Lincoln/Mercury Scheduled Maintenance Guide OFFICIAL
https://www.fordservicecontent.com/Ford_Content/catalog/owner_guides/10frdmg2e.pdf

M2. 2009 Ford/Lincoln/Mercury Scheduled Maintenance Guide OFFICIAL
https://www.fordservicecontent.com/Ford_Content/catalog/owner_guides/09frdmg2e.pdf

M3. 2011 Ford Taurus Owner's Guide (Scheduled Maintenance) OFFICIAL
https://www.fordservicecontent.com/Ford_Content/catalog/owner_guides/11tauog3e.pdf

M4. 2019 Ford Fusion Owner's Manual (Scheduled Maintenance) OFFICIAL
https://www.fordservicecontent.com/Ford_Content/Catalog/owner_information/2019-Ford-Fusion-Owners-Manual-version-1_om_EN-US_06_2018.pdf

M5. 2020 Ford Fusion Owner's Manual (Scheduled Maintenance) OFFICIAL
https://www.fordservicecontent.com/Ford_Content/Catalog/owner_information/2020-Ford-Fusion-Owners-Manual-version-1_om-EN-US_05_2019.pdf

M6. 2011 Ford Transit Connect Owner's Guide (Scheduled Maintenance) OFFICIAL
https://www.fordservicecontent.com/Ford_Content/catalog/owner_guides/11trcog2e.pdf

M7. 2018 Ford Escape Owner's Manual (Scheduled Maintenance) OFFICIAL
https://www.fordservicecontent.com/Ford_Content/Catalog/owner_information/2018-Ford-Escape-Owners-Manual-version-4a_OM_EN-US_07_2018.pdf

M8. 2016 Ford Focus Owner's Manual (Scheduled Maintenance) OFFICIAL
https://www.fordservicecontent.com/Ford_Content/Catalog/owner_information/2016-Focus-Owners-Manual-version-1_om_EN-US_08_2015.pdf

M9. 2012 Ford Focus Owner's Guide (Scheduled Maintenance) OFFICIAL
https://www.fordservicecontent.com/Ford_Content/catalog/owner_guides/12focog5e.pdf

M10. 2016 Ford Transit Connect Owner's Manual (Scheduled Maintenance) OFFICIAL
https://www.fordservicecontent.com/Ford_Content/Catalog/owner_information/2016-Transit-Connect-Owners-Manual-version-1_om_EN-US_06_2015.pdf

M11. 2020 Ford Transit Connect Owner's Manual (Scheduled Maintenance) OFFICIAL
https://www.fordservicecontent.com/Ford_Content/Catalog/owner_information/2020-Ford-Transit-Connect-Owners-Manual-version-1_om_EN-US_07_2019.pdf

WHERE 95K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	Canister purge valve (stall, collapsed fuel tank)	48,000–79,000 mi (middle half of 32 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Past the range
2	DPS6 PowerShift automatic: clutch shudder and module faults	20,000–79,000 mi (middle half of 419 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Past the range
3	Engine wiring harness chafe (2.0L GDI)	2012–2014 Focus 2.0L GDI OFFICIAL	Any mileage

Colors compare mileage with reported failures, not the car's condition. Red: past the range. Amber: inside or approaching. Green: below, or not listed for a recall.

2 · RECALLS AND BULLETINS

Recalls to check for this 2014 Ford Focus

Safety recall repairs are free at Ford dealers. Nothing here can tell whether a recall is open or already done on this VIN; only the official VIN lookup or a dealer can.

Official VIN check (2 minutes)

1. Go to nhtsa.gov/recalls and enter 1FADP3F25EL123456.
2. Note every recall shown as “Recall incomplete” and keep a screenshot.
3. Ask a Ford dealer for a campaign printout; it also lists completed campaigns.

2.0L / 2.5L DURATEC IVCT RECALLS WE TRACK

18V-735 · Canister purge valve can cause a stall (2012–2018 Focus 2.0L)

NHTSA lists this model and year: check by VIN

The purge valve may malfunction and cause too much vacuum in the fuel vapor system; the engine can stall and not restart. PCM update; valve, canister, tank and pump module replaced as needed. OFFICIAL [4]

☐ VIN checked ☐ Open: booked with dealer ☐ Completed (printout kept)

19V-515 · Purge valve recall software not applied (2012 and 2017 Focus 2.0L, 2013–2014 Focus ST)

Not listed for MY2014

Cars from 18V-735 that did not get the PCM update. Free update. OFFICIAL [4]

26V-369 · Purge valve recall repaired incorrectly (2012–2018 Focus)

NHTSA lists this model and year: check by VIN

Cars repaired incorrectly under 18V-735. Free repair. OFFICIAL [4]

☐ VIN checked ☐ Open: booked with dealer ☐ Completed (printout kept)

Other 2.0L / 2.5L Duratec iVCT recalls we track, not listed by NHTSA for this model and year: 15V-793 (purge valve can crack the fuel tank (2010–2011 Fusion/Milan)).

EVERY RECALL NHTSA LISTS FOR THE 2014 FORD FOCUS (7)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
26V-369 2.0L / 2.5L Duratec iVCT tracked	Fuel vapor system · purge valve recall redo	Cars repaired incorrectly under 18V-735 can still stall while driving. Details
18V-735 2.0L / 2.5L Duratec iVCT tracked	Fuel vapor system · canister purge valve	The purge valve can stick and pull too much vacuum in the fuel vapor system. The engine can stall while driving and may not restart. Details

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
26V-011	Engine block heater (2.0L)	The block heater can crack and leak coolant, then short circuit when plugged in, a fire risk. Details
20V-331	Door latches · repeat repair	Door latch repairs from earlier recalls may not have been done right; a door can seem shut but open while driving. Details
16V-643	Door latches	A part inside the door latch can break, so a door may not latch or may seem closed when it is not. Details
14V-525	Fuel pump module · cracked filter housing (May 2014 builds)	The fuel delivery module can crack and lower fuel pressure, which can stall the engine. Details
14V-514	Steering · gear assembly (Aug. 2014 builds)	Some steering gears were assembled incorrectly, which can impair steering. Details

Source: NHTSA recalls API, fetched 2026-10-27 and combined across NHTSA model names: FOCUS. Safety categories (air bags, fire, brakes, stalling, roll-away and loss of control) are listed first; listings whose NHTSA text names another engine, or an aftermarket part, go last. OFFICIAL

Left out of this list (FOCUS): Five listings are left out of this 2.0L sedan sample: 19V-515 (2012 and 2017 Focus 2.0L and 2013–2014 Focus ST 2.0L EcoBoost; not this 2.0L GDI sedan), 15V-813 and 14V-495 (Focus ST and Escape only), 15V-005 (Escape, Transit Connect, Fiesta, Edge and MKC fuel pumps; no Focus) and 16V-698 (hatchback liftgate). A VIN check would show them if they applied.

SERVICE ACTIONS, BULLETINS AND WARRANTY PROGRAMS

Manufacturer bulletins and warranty programs for this engine are cited on each weak point in section 4, where they apply.

4 · THE 3 WEAK POINTS

Each weak point, one card each

Every figure carries its source. Retailer part numbers are shown only when the retailer lists them for this chassis (C346). Left out because they apply to other models, years, engine sizes or body codes: Electronic throttle body (limp mode, stall); 6F35 automatic: shifter cable bushing and halfshaft seal leak.

---

1 Canister purge valve (stall, collapsed fuel tank)

Past the range

Severity: High: overheating, stalls, limp mode or a big bill · 590 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 95,000 mi this car is past the reported range (48,000–79,000 mi (middle half of 32 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 48,000–79,000 mi (middle half of 32 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: 2012–2018 Focus 2.0L (recalls 18V-735, 19V-515, 26V-369)

WHAT FAILS OFFICIAL [4]

The canister purge valve can stick and pull too much vacuum in the fuel vapor system. The engine can then stall while driving and may not restart. Ford reprograms the PCM, replaces the valve when needed, and inspects and replaces the carbon canister, fuel tank and fuel pump module as needed.

SYMPTOMS

- Stall while driving
- Hard start after refueling
- Check-engine light with evaporative codes
- Fuel gauge reads wrong

IF IT'S LEFT TOO LONG

A stall in traffic is a crash risk; a crushed tank needs replacing.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Check the VIN for recalls 18V-735 and 26V-369 (repair redone) before anything else.

ESTIMATED REPAIR COST

Free under the recalls	**Free if covered** OFFICIAL [4] independent shop, installed
Owner-reported repair bills in NHTSA complaints (n=15)	**$590–$1,430** COMPUTED FROM NHTSA DATA [1] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

Where the numbers come from: Computed from 15 NHTSA owner complaints that quote a repair bill for this problem (middle half of the bills; median $900). Examples: ODI 11010413, 10519352, 11753544, 11299369. Owner-reported, often dealer prices; not shop quotes.

PARTS FOR C346

- Ask your parts supplier for the OE part number for this VIN.

WHAT TO ASK YOUR SHOP

- Purge valve recalls done (including 26V-369)?
- Any stalls?

2 DPS6 PowerShift automatic: clutch shudder and module faults

Past the range

Severity: Critical: rare, but can badly damage the engine · 3531 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 95,000 mi this car is past the reported range (20,000–79,000 mi (middle half of 419 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 20,000–79,000 mi (middle half of 419 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: 2012–2016 Focus with the DPS6 automatic; clutch and seal coverage 7 years/100,000 miles and TCM coverage 10 years/150,000 miles

WHAT FAILS OFFICIAL [6][7][8]

The DPS6 dual-clutch automatic can shudder on light acceleration and leak fluid from the input shaft seals onto the clutches. Ford replaces the clutch and seals and extended coverage. The transmission control module can also fail and cause loss of engagement, no start or lack of power; Ford extended its coverage to 10 years or 150,000 miles.

SYMPTOMS

- Shudder or judder pulling away
- Slipping or delayed engagement
- Transmission warning, no start or loss of drive

IF IT'S LEFT TOO LONG

Clutch shudder gets worse; a failed module can leave the car without drive.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Check the VIN for open DPS6 coverage first; an independent clutch job costs thousands.

ESTIMATED REPAIR COST

Labor only, 5.2–5.7 h Ford warranty time plus the clutch and seal kits	**$520–$910** OUR ESTIMATE [8][9] labor only, parts extra
Owner-reported repair bills in NHTSA complaints (n=102)	**$1,500–$3,000** COMPUTED FROM NHTSA DATA [1] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

Where the numbers come from: Estimate: Ford warranty labor time of 5.2–5.7 h (bulletin [8]) × $100–$160/h independent-shop labor rate [9]. Parts are extra unless stated; check the VIN for open warranty coverage first. Computed from 102 NHTSA owner complaints that quote a repair bill for this problem (middle half of the bills; median $2,080). Examples: ODI 11234505, 11601600, 11484750, 11437963. Owner-reported, often dealer prices; not shop quotes.

PARTS FOR C346

- Ask your parts supplier for the OE part number for this VIN.

WHAT TO ASK YOUR SHOP

- Clutch or TCM replaced? When?
- Any shudder?

3 Engine wiring harness chafe (2.0L GDI)

Any mileage

Severity: Medium: leaks and wear · 73 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (2012–2014 Focus 2.0L GDI), so mileage doesn't say much here. Range: 2012–2014 Focus 2.0L GDI OFFICIAL [10]

WHAT FAILS OFFICIAL [10]

Some 2012–2014 Focus 2.0L engines run rough, crank but do not start, lose power or set many sensor codes. Ford says to inspect the engine wiring harness and repair damaged circuits.

SYMPTOMS

- Rough running
- Crank but no start
- Loss of power
- Check-engine light with many sensor codes

IF IT'S LEFT TOO LONG

Intermittent faults can stall the car.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Inspect the harness when several unrelated sensor codes appear.

ESTIMATED REPAIR COST

Labor only, 1.3 h Ford warranty time plus wire and loom	**$130–$210** OUR ESTIMATE [10][9] labor only, parts extra
Labor only, 1.3 h Ford warranty time plus wire and loom	**$130–$210** OUR ESTIMATE [10][9] labor only, parts extra
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

1.0× The failure-bill midpoint ($170) is about 1.0× the early-fix midpoint ($170). A cost ratio, not a probability.

Where the numbers come from: Estimate: Ford warranty labor time of 1.3 h (bulletin [10]) × $100–$160/h independent-shop labor rate [9]. Parts are extra unless stated; check the VIN for open warranty coverage first.

PARTS FOR C346

- Ask your parts supplier for the OE part number for this VIN.

WHAT TO ASK YOUR SHOP

- Any repeat no-start or stall?

5 · ALSO REPORTED, NOT RANKED

Other themes in 2.0L / 2.5L Duratec iVCT owner complaints

Every NHTSA complaint theme with 10 or more counted reports is either a weak point above or explained here.

THEME	COMPLAINTS	WHY IT ISN'T A WEAK POINT
Other transmission	5,688	Counts every transmission complaint, mostly the Focus DPS6.
Steering	2,568	Electric power steering complaints and recalls; not engine faults.

6 · BUYING OR SELLING

Used-car checklist and resale helper

For owners this is a resale checklist: it's what a careful buyer will ask.

Ask the inspecting shop to check

- Throttle body codes and limp history (2.5L)
- Shifter bushing recall status
- DPS6 shudder on a road test (Focus)
- Purge valve recall status (Focus)

Ask the seller

- Throttle body replaced?
- DPS6 clutch or TCM replaced?
- Purge valve and shifter recalls done?

Documents to request

- Dealer service-history printout for the VIN
- nhtsa.gov/recalls screenshot

WHAT A BUYER MAY DEDUCT

FINDING	ESTIMATED ADJUSTMENT
Canister purge valve (stall, collapsed fuel tank): fault found on inspection	$590–$1,430
DPS6 PowerShift automatic: clutch shudder and module faults: symptoms or fault codes present	$520–$910 + parts
Engine wiring harness chafe (2.0L GDI): symptoms or fault codes present	$130–$210 + parts
Pre-ticked rows (●), if no records clear them	**None at this mileage**

● = expected at this mileage. Estimated repair costs, not an appraisal. Recalls cost the seller nothing: ask for open recalls to be completed rather than discounted. OUR ESTIMATE

7 · METHOD AND SOURCES

How this report is built

Inputs. VIN, model year, model, mileage and build month (if entered). Model and engine are checked with NHTSA's vPIC decoder.

Mileage positions. Below: more than 10,000 miles before the reported range. Approaching: within 10,000. Inside: in the range, or past the start of an open-ended range. Past: beyond the top of the range. These bands are our rules, not an industry standard.

The plan. Critical items inside or past their range go first; high-severity items follow, and jobs that share labor are bundled. At most three jobs land in “Recommended now”. Leaks that are cheap to watch are fixed on condition; inspections are asked for at each service.

Costs. Published independent-shop ranges from shop quotes, retailer prices and owner reports. The worst-case cost of every item failing is not shown: it isn't an expected cost.

Labels. OFFICIAL NHTSA/Ford documents · SHOP/RETAILER parts prices and shop articles · FORUM/BLOG owner forums and blogs · COMPUTED FROM NHTSA DATA our analysis of NHTSA data · OUR ESTIMATE ours.

NHTSA complaint data. Pulled Oct 27, 2026 from NHTSA's complaints API for Fusion, Milan, Escape, Mariner and Tribute complaints that name the 2.5L or four-cylinder (not hybrid, V6 or EcoBoost); all Focus complaints except ST, Electric and EcoBoost; Transit Connect complaints except the 1.6L EcoBoost and 1.5L diesel (2010–2023); EcoSport complaints that name the 2.0L, 4WD/AWD or four-cylinder. On shared nameplates the counts under-count: 15,182 complaints. Some of these nameplates were sold with other engines too; for those we left out complaints whose text names another engine or a hybrid, so a few complaints about other engines can remain. Themes are keyword matches on the complaint text.
COMPUTED FROM NHTSA DATA

THEME	COMPLAINTS	IN THIS REPORT
Other transmission	5,688	Also reported
DPS6 clutch / shudder	3,531	Item 2
Steering	2,568	Also reported
Purge valve / fuel tank	590	Item 1
Throttle body / limp mode	530	Other years or engine sizes
Shifter cable / rollaway	159	Other years or engine sizes
Wiring harness	73	Item 3

Limits: complaints are self-reported and not adjusted for cars sold; keyword matching over- and under-counts; owners rarely file safety complaints about oil seeps, so leaks look rarer than they are.

SOURCES

1. NHTSA owner complaints for 2010–2020 Fusion, 2010–2011 Milan, 2009–2019 Escape, 2009–2011 Mariner and Tribute complaints that name the 2.5L or four-cylinder; 2009–2018 Focus (not ST, Electric or EcoBoost), 2010–2023 Transit Connect (not 1.6L EcoBoost or diesel) and 2018–2022 EcoSport 2.0L complaints, pulled Oct 27–28, 2026 (ODI numbers in the cost notes) OFFICIAL
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. Ford Customer Satisfaction Program 13N03: 2009–2013 Fusion, Milan, Escape and Mariner: throttle body extended coverage (10 years or 150,000 miles; contamination on the throttle body motor contacts) (2015-03-16), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10057873

3. RepairPal: Ford Fusion throttle body replacement cost estimate ($476–$571), via search extract Oct 27, 2026 SHOP/RETAILER
https://repairpal.com/estimator/ford/fusion/throttle-body-replacement-cost

4. NHTSA recall records: 18V-735, 19V-515 and 26V-369 (2012–2018 Focus 2.0L canister purge valve; stall) and 15V-793 (2010–2011 Fusion/Milan purge valve; fuel tank can crack), checked Oct 27, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=18V735000

5. RepairPal: Ford Fusion purge valve replacement cost estimate ($163–$194), via search extract Oct 27, 2026 SHOP/RETAILER
https://repairpal.com/estimator/ford/fusion/purge-valve-replacement-cost

6. Ford Program 14M01 (Supplement 7): 2011–2014 Fiesta and Focus DPS6: clutch shudder and transmission input shaft seal warranty extension to 7 years or 100,000 miles (2019-08-26), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2019/MC-10164604-0001.pdf

7. Ford Program 14M02 (Supplement 5): 2011–2015 Fiesta and 2012–2016 Focus DPS6: transmission control module coverage extended to 10 years or 150,000 miles (2021-07-30), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2021/MC-10199780-0001.pdf

8. Ford TSB 16-0109: 2011–2015 Fiesta and 2012–2016 Focus DPS6: excessive clutch shudder on light acceleration; new clutch and seals (2016-08-16), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2016/SB-10092372-5448.pdf

9. Tekmetric: average auto repair labor rates by state, 2026 (national average $132/h; state averages $85–$197/h). We use $100–$160/h for labor-time estimates. SHOP/RETAILER
https://tours.tekmetric.com/answers/average-auto-repair-labor-rates-by-state-2026

10. Ford TSB 18-2062: 2012–2014 Focus 2.0L GDI: runs rough, crank no-start, loss of power or MIL with many DTCs; inspect and repair the engine wiring harness (2018-02-20), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2018/MC-10136582-9999.pdf

11. NHTSA recall records: 19V-362, 18V-471, 21V-376 and 22V-413 (shifter cable bushing on 2013–2016 Fusion 2.5L, 2013–2019 Escape and 2013–2021 Transit Connect), checked Oct 27, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=22V413000

12. Ford TSB 16-0043: 6F35 transmission: fluid leak at the left-side halfshaft seal, built on or before Oct. 14, 2013 (2009–2014 Escape, 2010–2014 Fusion, 2009–2011 Mariner/Milan and others) (2016-03-15), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2016/SB-10075273-5448.pdf

This report contains no affiliate links; retailer prices are quoted as price sources only. Found an error? Email hello@repairahead.com.

PLEASE READ

Important

Based on public records and published repair costs. Not a diagnosis or a guarantee. Your technician's inspection decides what your car needs. Confirm recalls with a dealer using your VIN.

Informational only. This report is not a mechanical inspection, a diagnosis, or professional, legal or financial advice. Nobody from RepairAhead has seen, driven or inspected this vehicle.

Reported ranges and estimates, not predictions

Failure mileages are reported ranges compiled from public owner complaints, manufacturer bulletins, recalls and repair-shop reports. Costs are estimates. Parts can fail earlier, later or not at all, and other problems can occur. Statistics from owner complaints describe past reports to NHTSA; NHTSA has not reviewed or endorsed this analysis.

Safety issues go to a dealer

If you notice overheating, a burning or fuel smell, smoke, a brake-assist problem, stalling or loss of power, pull over when it's safe and contact a Ford dealer or qualified shop. Safety recall repairs are free at Ford dealers. Confirm recalls for this VIN at nhtsa.gov/recalls.

No warranty

Provided “as is”, without warranties of any kind, under the Terms of Use at repairahead.com/terms.

Trademarks and independence

Not affiliated with Ford Motor Company. Ford and model names are trademarks of Ford Motor Company, used only to identify vehicles.

Wrong input (VIN, mileage, build date)? Email hello@repairahead.com with report ID RA-FDI4-123456-20261028 and we'll correct and reissue it.

Based on public records and published repair costs. Not a diagnosis or a guarantee. Your technician's inspection decides what your car needs. Confirm recalls with a dealer using your VIN.