SAC

Springfield Auto Care EXAMPLE SHOP

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TECHNICIAN WORKSHEET · 2.0L / 2.5L DURATEC IVCT
RA-FDI4-123456-20261028

2014 Ford Focus · Focus SE sedan 2.0 GDI PowerShift · FWD

1FADP3F25EL123456

ODOMETER IN: 95,000 | DOOR-JAMB BUILD (MM/YY) | RO # | TECHNICIAN / DATE

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

18V-735 · Canister purge valve can cause a stall (2012–2018 Focus 2.0L)	☐ Open ☐ Done ☐ N/A
26V-369 · Purge valve recall repaired incorrectly (2012–2018 Focus)	☐ Open ☐ Done ☐ N/A
26V-011 · Engine block heater (2.0L)	☐ Open ☐ Done ☐ N/A
20V-331 · Door latches · repeat repair	☐ Open ☐ Done ☐ N/A
16V-643 · Door latches	☐ Open ☐ Done ☐ N/A
14V-525 · Fuel pump module · cracked filter housing (May 2014 builds)	☐ Open ☐ Done ☐ N/A
14V-514 · Steering · gear assembly (Aug. 2014 builds)	☐ Open ☐ Done ☐ N/A

19V-515 (Purge valve recall software not applied (2012 and 2017 Focus 2.0L, 2013–2014 Focus ST)): not listed by NHTSA for MY2014. Confirm on the dealer printout.

B · INSPECTION POINTS, IN PLAN ORDER

1. DPS6 PowerShift automatic: clutch shudder and module faults

Check now · Past the range (20,000–79,000 mi, the middle half of 419 owner reports)

Road test from a stop for shudder ☐ OK ☐ Watch ☐ Fix

Scan the TCM for codes ☐ OK ☐ Watch ☐ Fix

Shudder: none / light / heavy

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

Parts (C346): Ask your parts supplier for the OE part number for this VIN.

2. Canister purge valve (stall, collapsed fuel tank)

Check now · Past the range (48,000–79,000 mi, the middle half of 32 owner reports)

Scan for evaporative and fuel trim codes ☐ OK ☐ Watch ☐ Fix

Inspect the fuel tank for deformation ☐ OK ☐ Watch ☐ Fix

Scan for: P0455, P0456, P0457

Parts (C346): Ask your parts supplier for the OE part number for this VIN.

3. Engine wiring harness chafe (2.0L GDI)

Watch · Any mileage (2012–2014 Focus 2.0L GDI)

Inspect the engine harness for chafing ☐ OK ☐ Watch ☐ Fix

Scan for: P0122, P0222, P0320, P0344, P2135

Parts (C346): Ask your parts supplier for the OE part number for this VIN.

FACTORY MAINTENANCE DUE BY 125,000 MI (ASK FOR RECORDS)

Spark plugs · every 100,000 mi · at 100,000 mi · $249	☐ Done (records) ☐ Due ☐ Quoted
Engine coolant · first at 100,000 mi, then every 50,000 mi or 3 years · due by age: every 3 years (check records) · From $179	☐ Done (records) ☐ Due ☐ Quoted

C · ALSO REPORTED FOR THE 2.0L / 2.5L DURATEC IVCT, QUICK CHECKS

- **Other transmission** (5688 complaints): Counts every transmission complaint, mostly the Focus DPS6.
- **Steering** (2568 complaints): Electric power steering complaints and recalls; not engine faults.

WHAT TO SAY AT THE COUNTER (ADVISOR)

1. DPS6 PowerShift automatic: clutch shudder and module faults

The DPS6 dual-clutch automatic can shudder on light acceleration and leak fluid from the input shaft seals onto the clutches. At 95,000 mi your car is past the usual range, so if the original part is still fitted it is worth checking. Our price is $1,420, before tax and shop supplies.

Ask: have you noticed shudder or judder pulling away, or slipping or delayed engagement?

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2. Canister purge valve (stall, collapsed fuel tank)

The canister purge valve can stick and pull too much vacuum in the fuel vapor system. At 95,000 mi your car is past the usual range, so if the original part is still fitted it is worth checking. A recall or warranty extension may pay for it: we check the VIN.

Ask: have you noticed stall while driving, or hard start after refueling?

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.