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| 2.0L GDI - VARIOUS DRIVEABILITY CONCERNS OR ENGINE MALFUNCTION INDICATOR LAMP ILLUMINATED | TSB 14-0215 |
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FORD:

2012-2014 Focus

ISSUE

Some 2012-2014 Focus vehicles equipped with a 2.0L Gas Direct Injection (GDI) engine may exhibit a concern of a malfunction indicator lamp (MIL) illuminated, engine runs rough, crank no-start, loss of power, or loss of engine RPM, 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.

SERVICE PROCEDURE

1. Check the vehicle build date. Was the vehicle built on or before 2/4/2014 with an automatic transmission or built on or before 2/19/2014 with a manual transmission?
 - a. Yes - inspect the engine harness for chafing against the intake manifold, near the throttle body. (Figure 1)



Figure 1 - Article 14-0215

- (1) 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. Proceed to Step 2.
 - b. No - proceed to Step 5.
2. Does the wiring harness protection show damage, abrasion or chafing against the intake manifold?

NOTE: The information contained 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, Lincoln, or Mercury 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.

- a. Yes - remove the harness protection to inspect for damaged circuits. Repair any damaged circuits.
 - (1) When repairing damaged circuits, it is necessary to first disconnect the electrical connectors for the HPP, MAF/IAT, EVAP purge valve, ECT, HO2S11, HO2S12, FRP, CMP11, CMP12, VCT11, VCT12 and all 4 coil on plugs (COPs). Refer to the Wiring Diagram for component locations.
 - (2) Remove the air cleaner assembly. Refer to Workshop (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 enough to gain access to circuits in the chafing location.
 - (5) Additional wire must be added to the repaired circuits to maintain proper circuit length. Refer to the Wiring Diagram Section 5 and use the solder method. Proceed to Step 3.

b. No - proceed to Step 3.

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

- a. Obtain a 15 cm (6 in) length piece of 22 mm (7/8 in) diameter flexible nylon split loom convolute and 3M™ cloth friction tape or equivalent. Secure the convolute to the engine wire harness. Cloth friction tape 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)

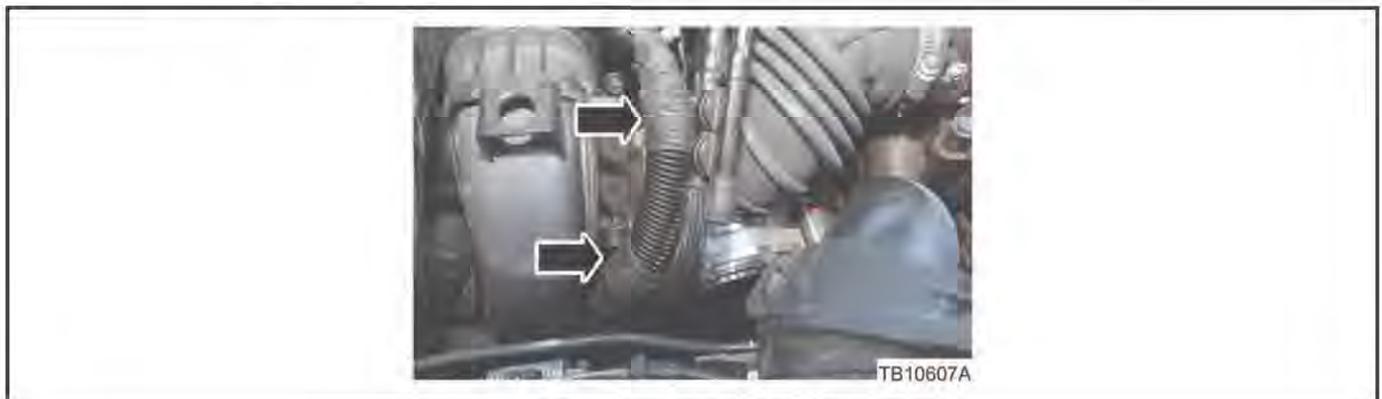


Figure 2 - Article 14-0215

- b. Install the ground G103 bolt and tighten to 10 Nm (89 lb-in).
 - c. Install the air cleaner assembly. Refer to Workshop (WSM), Section 303-12. Proceed to Step 4.
4. Are DTCs P0320, P0322, P061C, and/or P1674 present?
- a. Yes - replace the crankshaft position (CKP) sensor. Refer to Workshop (WSM), Section 303-14. Repair is complete.
 - b. No - clear DTCs and test the vehicle for normal operation. If any DTCs or symptoms return refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual for normal diagnosis.
5. For vehicles built on or before 2/4/2014 with an automatic transmission or built on or before 2/19/2014 with a manual transmission. Are DTCs P0320, P0322, P061C, and/or P1674 present?
- a. Yes - replace the CKP sensor. Refer to WSM, Section 303-14.
 - b. No - this article does not apply. Refer to PC/ED manual for normal diagnosis.

| Obtain Parts Locally | |
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| Part Number | Part Description |
| 3407NA-BA-6 | 3M™ Friction Tape 19 mm x 6.09 m (0.75 in x 240 in) |

TSB 14-0215 (Continued)

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| | 22 mm (7/8 in) diameter nylon split loom convolute |
| | 2.0 mm ² (14 AWG) Wire |

| PART NUMBER | PART NAME |
|--------------------|------------------|
| 6M8Z-6C315-AA | CKP Sensor |

| OPERATION | DESCRIPTION | TIME |
|------------------|--|-------------|
| 140215A | 2012-2014 Focus 2.0L GDI: Retrieve DTCs, Inspect Harness If Necessary And Replace The CKP | 0.7 Hr. |
| 140215B | 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 | 1.3 Hrs. |
| 140215C | 2012-2014 Focus 2.0L GDI: Retrieve DTCs, Inspect Harness Repair Any Damaged Circuits (Includes Time To Repair Up To 4 Wires) Following The Service Procedure And Replace The CKP | 1.7 Hrs. |

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.

DEALER CODING

| BASIC PART NO. | CONDITION CODE |
|-----------------------|-----------------------|
| 6C315 | 42 |