

**HIGH RISK**

# 2014 Ford Focus SE

89,200 MILES / TX / REPORT DATE: MARCH 26, 2026

## SAMPLE REPORT

**Proceed with extreme caution.** The 2014 Ford Focus is one of the most complained-about vehicles in the NHTSA database, with 2,624 owner complaints — the vast majority targeting the PowerShift dual-clutch transmission. At 89,200 miles, you are deep into the failure zone for the DPS6 transmission. Unless this specific car has a documented TCM replacement and updated clutch assembly, budget \$2,000-4,000 for inevitable transmission work.

## Overview

The 2014 Ford Focus SE is a compact sedan that offered good fuel economy and a comfortable ride, but has been plagued by one of the worst transmission designs in modern automotive history. Ford's PowerShift DPS6 dual-clutch automatic transmission was the subject of a class-action lawsuit, multiple investigations, and thousands of owner complaints. At 89,200 miles in Texas, heat exposure adds additional stress to an already fragile transmission. The 2.0L Duratec engine itself is generally reliable, but the transmission issues are severe enough to overshadow every other aspect of this vehicle. This car also carries 11 NHTSA safety recalls — verify every one has been completed before considering purchase.

## Important Alerts

**Maintenance Due:** At 89,200 miles, the 2014 Focus is overdue for spark plug replacement (recommended at 80-100k miles), transmission fluid service, and coolant flush. Request documentation of recent services. If no records exist, budget \$400-600 for catch-up maintenance immediately after purchase.

**Recalls:** This vehicle has 11 open NHTSA recalls covering door latches, fuel system, steering, wiring, and engine block heater. Check your specific VIN at [nhtsa.gov/recalls](http://nhtsa.gov/recalls) before purchase. All recalls

must be repaired by a Ford dealer at no cost.

## NHTSA Safety Data

### Official Safety Recalls 11

#### **CAMPAIGN 26V011000**

##### **Engine Block Heater**

The engine block heater may crack and develop a coolant leak, causing it to short circuit when plugged in. Owners advised not to plug in block heater until remedied. Dealers will replace free of charge.

#### **CAMPAIGN 20V331000**

##### **Door Latches (Re-Recall)**

Vehicles previously repaired under earlier door latch recalls may not have been completed properly. A component within the door latches may break, making doors difficult to latch or leading occupants to believe a door is secure when it is not.

#### **CAMPAIGN 18V735000**

##### **Fuel System — Canister Purge Valve**

The Canister Purge Valve may malfunction, causing excessive vacuum in the fuel vapor management system. May result in engine stall while driving without warning.

#### **CAMPAIGN 16V643000**

##### **Door Latches**

A component within the door latches may break, preventing doors from latching and/or leading occupants to believe a door is securely closed when it is not. A door not securely latched could open while driving.

#### **CAMPAIGN 14V514000**

##### **Steering Gear Assembly**

Steering gears may have been incorrectly assembled, causing impaired steering including possible loss of steering control.

#### **CAMPAIGN 14V525000**

##### **Fuel Delivery Module**

The Fuel Delivery Module may crack between the filter body and filter cap, possibly resulting in low fuel pressure and vehicle stall.

[Check recall status on NHTSA.gov →](#)

**Owner Complaints** 2,624 total

Power Train		1,117
Steering		160
Unknown / Other		125
Engine		121
Fuel / Propulsion		111
Electrical System		73

## Known Issues

**CRITICAL**

**DPS6 PowerShift Transmission Failure**

\$1,800-4,500 TCM/clutch replacement

[NHTSA Complaints](#)

The 2014 Focus uses Ford's PowerShift DPS6 dual-clutch automated manual transmission, which is the single worst transmission design of the 2010s. Owners report shuddering, hesitation, loss of power, harsh engagement, and sudden lurching — especially in stop-and-go traffic. The Transmission Control Module (TCM) and clutch pack are the primary failure points. Ford extended warranty coverage but never issued a formal recall. With 1,117 powertrain complaints in the NHTSA database, this is a near-certainty to need work. Test drive extensively in stop-and-go traffic. Any shudder, hesitation, or delayed engagement is a deal-breaker.

**Typical onset:** 20,000-80,000 miles; recurs after repair

**SERIOUS**

**Door Latch Failure**

[NHTSA Recall #16V643000](#)

Free under recall

A component within the door latches may break, preventing doors from latching properly or causing them to open while driving. This was recalled multiple times (16V643000, 20V331000) because the initial repair was often not completed correctly. Verify ALL door latch recalls have been completed by checking the VIN on nhtsa.gov. Test every door — slam each one and tug the handle firmly.

**Typical onset:** Any mileage; components degrade over time

**SERIOUS**

**Canister Purge Valve Malfunction**

[NHTSA Recall #18V735000](#)

Free under recall

The Canister Purge Valve may malfunction, creating excessive vacuum in the fuel vapor management system. This can cause the engine to stall without warning while driving and prevent restarting. Verify this recall has been completed. Symptoms include rough idle, difficulty starting, and poor fuel economy.

**Typical onset:** Any mileage; more common after 50,000 miles

**MODERATE**

### Electric Power Steering Failure

NHTSA Complaints

\$500-1,200 for steering motor/rack

The electric power steering system on the 2012-2014 Focus has 160 NHTSA complaints. Owners report sudden loss of power steering assist, "steering fault" warnings on the dashboard, and heavy or unresponsive steering. In some cases, the steering locks momentarily. During the test drive, turn the wheel lock-to-lock at low speed and listen for any clicking, grinding, or whining.

**Typical onset:** 40,000-100,000 miles

**MINOR**

### SYNC Infotainment Freezing / Bluetooth Drops

Free software update

The MyFord Touch / SYNC system on this generation is known for freezing, slow response, and dropped Bluetooth connections. A master reset or dealer software update usually resolves the issue. Test phone pairing and touchscreen responsiveness during the test drive.

**Typical onset:** Any mileage

## Inspection Checklist

### Transmission (Critical)

- > Drive 15+ minutes in stop-and-go traffic — feel for shudder or hesitation
- > Accelerate from a dead stop 10+ times — should engage smoothly every time
- > Check for delayed engagement when shifting from Park to Drive
- > Listen for grinding, whining, or clunking sounds
- > Ask if TCM or clutch has been replaced — request documentation

### Doors & Latches

- > Open and close every door firmly — should latch on first try
- > Tug each door handle hard after closing — should not pop open
- > Check VIN on [nhtsa.gov](http://nhtsa.gov) for recall completion on 16V643000 and 20V331000
- > Inspect latch mechanisms visually for rust or damage

### Engine & Fuel System

- > Cold start — listen for any abnormal ticking or rattling

### Steering & Suspension

- > Turn wheel lock-to-lock at low speed — no clicking or binding

- > Check for fuel smell around engine bay (purge valve issue)
- > Look under the car for any leaks or drips
- > Check coolant level and condition — milky color means head gasket
- > Rev engine in Park — should idle smoothly with no hesitation

- > Check for "Steering Fault" message on dashboard
- > Drive over bumps — listen for clunking (strut mounts, sway bar links)
- > Highway driving — car should track straight with no pull

**Tires & Brakes**

- > Check tread depth on all four tires — 4/32" is replacement time
- > Look for uneven wear (alignment issues common on this model)
- > Test brakes from 30mph — should stop straight with no pulsation
- > Listen for brake squeal or grinding

**Electronics**

- > Test SYNC system — pair phone, play music, test touchscreen
- > Check all power windows, locks, and mirrors
- > Test backup camera (if equipped) for clarity
- > Verify AC blows cold after 5 minutes
- > Check for any dashboard warning lights

## Questions To Ask The Seller

Has the transmission ever been repaired, or has the TCM (Transmission Control Module) been replaced?

Do you have documentation that all 11 NHTSA recalls have been completed?

Have you experienced any shuddering, hesitation, or jerking when accelerating from a stop?

Has the car ever stalled while driving — particularly related to the fuel purge valve recall?

Have any door latches been replaced, and do all doors latch securely?

Do you have maintenance records, especially transmission fluid changes?

Has the car ever been in an accident, even minor ones not on CarFax?

Why are you selling it?

## Market Value Estimate

FAIR LOW  
**\$3,500**

FAIR HIGH  
**\$7,000**

Price range based on 42 active dealer listings for 2014 Ford Focus within 100 miles of your area. The average asking price is \$5,782 with an average of 113,339 miles. At 89,200 miles, this vehicle has lower mileage than average listings — which supports pricing toward the higher end. However, the DPS6 transmission issues significantly depress real-world values. Without a documented TCM replacement, offer at or below \$5,000.

Based on **42 similar listings** within 100 miles of your area

Avg. asking price: **\$5,782** Avg. mileage: **113,339 mi** Avg. days on market: **149**

### SUBTRACT FROM ASKING PRICE FOR:

Transmission shudder present	<b>subtract \$1,500-2,500</b>
No TCM replacement documentation	<b>subtract \$800-1,200</b>
Open recalls not completed	<b>subtract \$500-1,000</b>
No service records	<b>subtract \$500-800</b>
Tires need replacement	<b>subtract \$400-600</b>
Any accident history on CarFax	<b>subtract \$1,000-2,000</b>

## Deal Summary

### Walk Away If...

- X** Any transmission shudder, hesitation, or delayed engagement during test drive
- X** Open door latch recalls have not been completed
- X** Seller cannot provide any service records
- X** TCM has already been replaced once and symptoms are returning

### Going For It

- OK** 2.0L Duratec engine is reliable if transmission issues are addressed
- OK** Very affordable purchase price due to depreciation
- OK** Good fuel economy — 28 city / 38 highway EPA rated
- OK** Parts are cheap and widely available at any auto parts store

- X** Asking price is above \$7,000 with no documentation
- X** Dashboard warning lights are on or recently cleared

- OK** Documented TCM replacement with updated clutch pack reduces risk significantly
- OK** Compact size is easy to park and maneuver in the city

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