

Ford Focus ST Mk3

2012-2018 · 2.0 EcoBoost (250 hp) 4-cylinder turbocharged petrol

carchecker.pro

Est. annual maintenance cost: €750-1,500

Date _____ Mileage _____ Price _____ Seller _____

What matters most: The 2.0 EcoBoost is robust when stock, but many STs are tuned. A stock, unmodified car with full service history is the safest buy.

BEFORE THE VIEWING

- Recall status (VIN check)**
Contact a Ford dealer with the VIN to check all recalls. For 2013-2014 cars, recall 14S17 (wiring loom) is critical. Also check 18S32 (purge valve, all years) and 16S30 (door latch).
- Service records and oil changes**
Ask for full service history. Oil should have been changed every 12 months or 20,000 km with 5W-30 spec. Gaps or generic oil on a turbocharged engine can point to future problems.
- Modification history**
Ask whether the car has been remapped, had an aftermarket intake, exhaust, or blow-off valve. Modified STs have higher failure rates on pistons and head gaskets. A stock car is preferable.

AT THE CAR

- Tyres and exterior condition**
Factory size is 235/40 R18. The ST is sensitive to tyre quality, so budget brands noticeably hurt handling. Check tread depth, age, and whether all four match. Look for kerb damage on the 18-inch alloys.
- Rear wheel arches for rust**
Look where the rear bumper meets each wheel arch. Paint bubbling or stone chips here lead to rust quickly. Check both sides carefully. This is one of the most common cosmetic issues on the Mk3 Focus.
- Boot and spare wheel well for water**
Lift all boot carpets and feel for dampness, water stains, or mould. Pull back the spare wheel well cover and check for standing water. Also check the rear footwells under the floor mats.
- Cold start and idle check**
Start the engine cold. It should settle into a smooth idle within a few seconds. Watch for warning lights, especially 'power steering assist fault'. Rough idle or stalling can point to the wiring loom issue on pre-2015 cars.

DURING THE DRIVE

- Steering feel and assistance**
Drive for at least 20 minutes and feel for any heaviness or intermittent loss of power steering. Turn to full lock at low speed in both directions. EPAS failures often show up as brief moments without assistance.
- Boost delivery and turbo response**
Under hard acceleration, listen for hissing or whooshing sounds that can point to an intercooler pipe split or diverter valve leak. Any hesitation or sudden power drop mid-boost suggests a pressure leak.
- Suspension noises on rough roads**
Listen for clonking or pinging sounds, especially over bumps or on full steering lock. Broken front coil springs are a known issue. Check for uneven ride height when parked on flat ground after the drive.

NOTES

THIS CAR AT A GLANCE

Hot hatch, built 2012-2018. The 2.0 EcoBoost is one of the more reliable performance engines. Main concerns are the steering rack and cosmetic corrosion, not the powertrain.

KNOWN WEAK POINTS

EPAS steering rack

Sudden loss of power steering assist

€800-2,000

Rear wheel arch corrosion

Paint bubbling where bumper meets arch

€300-800

Boot water ingress

Leaks through tailgate seals or vents

€50-300

Turbo diverter valve

Rubber diaphragm collapses over time

€150-300

Intercooler pipe split

Rubber charge pipe cracks from heat

€100-400

