



U.S. Department  
of Transportation

**National Highway  
Traffic Safety  
Administration**

# ODI RESUME

**Investigation:** PE 18-010  
**Date Opened:** 08/21/2018  
**Investigator:** Ryan Rahimpour  
**Approver:** Stephen Ridella  
**Subject:** Internal transmission failure  
**Date Closed:** 07/16/2019  
**Reviewer:** Bruce York-B

## MANUFACTURER & PRODUCT INFORMATION

**Manufacturer:** Ford Motor Company  
**Products:** 2009-2016 Ford Econoline  
**Population:** 3,868

**Problem Description:** Internal transmission failure leads to the loss of motive power and can fail without warning, increasing the risk of a crash or injury.

## FAILURE REPORT SUMMARY

|                            | ODI | Manufacturer | Total |
|----------------------------|-----|--------------|-------|
| <b>Complaints:</b>         | 4   | 0            | 0     |
| <b>Crashes/Fires:</b>      | 0   | 0            | 0     |
| <b>Injury Incidents:</b>   | 0   | 0            | 0     |
| <b>Fatality Incidents:</b> | 0   | 0            | 0     |
| <b>Other*:</b>             | 2   | 0            | 0     |

\*Description of Other: 2 TSBs provided by the manufacture.

## ACTION / SUMMARY INFORMATION

**Action:** This PE is closed. See safety recall 19V-432.

### Summary:

By letter dated June 10, 2019, Ford Motor Company notified the Office of Defects Investigation (ODI) of a safety defect that may exist in certain model year (MY) 2009 through 2016 Ford Econoline vehicles equipped with a 5R110W transmission.

Following the receipt of consumer complaints alleging transmission failures in vehicles built with a 5R110W transmission, NHTSA opened this investigation to assess the manufacturer's data including warranty claims, field reports, design changes, etc.

Vehicles equipped with a 5R110W transmission contain a capacitive discharge weld within a coast clutch component in the transmission. A substandard weld may fatigue and fail, causing an elevated rate of loss of motive power in subject vehicle applications. Reports indicate that most of the weld failures occur when the torque is highest, which is when the driver attempts to accelerate from a stop.

Analysis of the data provided by Ford Motor Company found that the risk of a transmission failure is very high in vehicles equipped with the combination of a W-MOD 5.4L SOHC EFI NA V8 G-NP engine and a 5R110W transmission. This vehicle population mainly consists of school buses and ambulances. A loss of mobility in school bus applications may result in the transfer of children when the vehicle is immobilized in a roadway, and a loss of vehicle mobility in ambulance applications may result in the delay of patient treatment.

In response to this investigation, Ford Motor Company agreed to conduct recall 19V-432. Owners will be notified by mail and instructed to take their vehicle to a Ford or Lincoln dealer to have the coast clutch cylinder replaced and to replace the single-engaging coast one-way clutch with a dual-engaging one-way clutch.

With recall action 19V-432 taken by Ford Motor Company this investigation is closed. Further use of agency resources does not appear to be warranted. The closing of this investigation does not constitute a finding by NHTSA that a safety-related defect does not exist on other model or MY vehicles outside of the recall scope. The agency reserves the right to take further action if warranted by the circumstances.