



U.S. Department of Transportation  
**National Highway Traffic Safety Administration**

# ODI RESUME

**Investigation:** RQ24003  
**Prompted By:** Recall 24V097  
**Date Opened:** 02/27/2024      **Date:** 05/11/2026  
**Closed:**  
**Investigator:** Michael Rimstad      **Reviewer:** Joshua Neff  
**Approver:** Tanya Topka  
**Subject:** Loss of Power Brake/Steering Assist Post Recall 22V089 Inspection.

## MANUFACTURER & PRODUCT INFORMATION

**Manufacturer:** Ford Motor Company  
**Products:** 2021-2022 Ford E-350/E-450  
**Population:** 24,623  
**Problem Description:** Specific hydraulic lines could disconnect and leak after recall 22V089 inspection, resulting in loss of both power brake and steering assist

## FAILURE REPORT SUMMARY

	ODI	Manufacturer	EWR D&I	Other	Total	EWR Field Reports
<b>All Incidents:</b>	14	40	0	0	49*	0
<b>Crashes/Fires:</b>	0	0	0	0	0	0
<b>Injury Incidents:</b>	0	0	0	0	0	0
<b>Number of Injuries:</b>	0	0	0	0	0	0
<b>Fatality Incidents:</b>	0	0	0	0	0	0
<b>Number of Fatalities:</b>	0	0	0	0	0	0

\*Total eliminates duplicates received by the manufacturer

## ACTION/SUMMARY INFORMATION

**Action:** This Recall Query (RQ) is closed without a manufacturer action.

**Summary:**

The Office of Defects Investigation (ODI) opened Recall Query (RQ) 24003 on February 27, 2024, to evaluate the scope and remedy effectiveness of NHTSA recall 24V097.

On February 16, 2022, Ford Motor Company (Ford) issued a safety recall, NHTSA recall 22V089, for certain 2021-2022 Ford E-350 and E-450 vehicles equipped with dual rear wheels. According to the filing, specific

hydraulic lines could leak resulting in a sudden loss of power steering and power brake assist, increasing the risk of a crash. The remedy involved a dealer inspection of the lines and their replacement as necessary. Only vehicles that failed the inspection received updated parts.

On February 9, 2024, Ford issued a new recall, NHTSA recall 24V097, to replace the specific hydraulic lines on any vehicle that had not yet been inspected and on any vehicle which had passed inspection within the previous twelve months. However, vehicles which had passed the inspection more than twelve months ago would not be included within the scope of the new recall, as Ford deemed them to have a low likelihood of failure. ODI opened this RQ to better understand Ford's scoping of recall 24V097, specifically concerning the inspected-only vehicles not included in the new recall filing.

ODI sent Ford an information request letter on April 18, 2024. Ford responded, in full, on May 31, 2024. ODI reviewed Ford's data which showed that the vehicles not included in the new recall had a predicted failure rate of less than 0.25% within 10 years from the date of inspection. By comparison, the vehicles included in the new filing have had a failure rate of approximately 2% prior to being recalled again. ODI analysis of complaint and warranty data further supports Ford's assessment that vehicles that passed inspection more than twelve months prior to recall 24V097 are unlikely to experience the defect condition.

ODI is closing this RQ without a manufacturer action. The closing of this investigation does not constitute a finding by NHTSA that a safety-related defect does not exist. The Agency reserves the right to take additional action if warranted by future circumstances. To review the ODI reports cited in the Opening Resume ODI Report Identification Number document, go to [NHTSA.gov](https://www.nhtsa.gov).