INFORMATION REDACTED PURSUANT TO THE FREEDOM OF INFORMATION ACT (FOIA), 5 U.S.C. 552(B)(6)

6R80 – Park System
Park Rod & Abutment Plate

4/3/2024























From: Henney, Travis (J.)
Sent: Tuesday, February 6, 2024 6:01 AM
To: Menapace, Colin (C.); Rivera, Vicente (.); Feldkamp, Andrew (A.D.); Williams, Christopher (C.M.); Blackful, Jasper (J.); Amos, Jeffrey (J.R.); Ahmed, Mohammed (M.)
Cc: Beyer, Laura (L.D.); Fallu, John (W.); Bhavsar, Daven (D.); Jimenez, Zyanya (Z.); Wilson, Vernon (V.R.); Stanley, Daniel (D.J.)
Subject: 2014 and 2015-2017 Expedition and F-150 6R80 Claims
Attachments: 2014_Expedition and F150_6R80 Trans VOQs_16-Jan-2024.xlsx; 2015-2017_Expedition and F150 6R80 Trans VOQs_Jan 2024.xlsm; 6R80 VOQ Update_5-Feb-2024.pptx

Hello Team,

Here are some promised follow-ups from our last discussion on the 6R80 VOQs.

Please find attached:

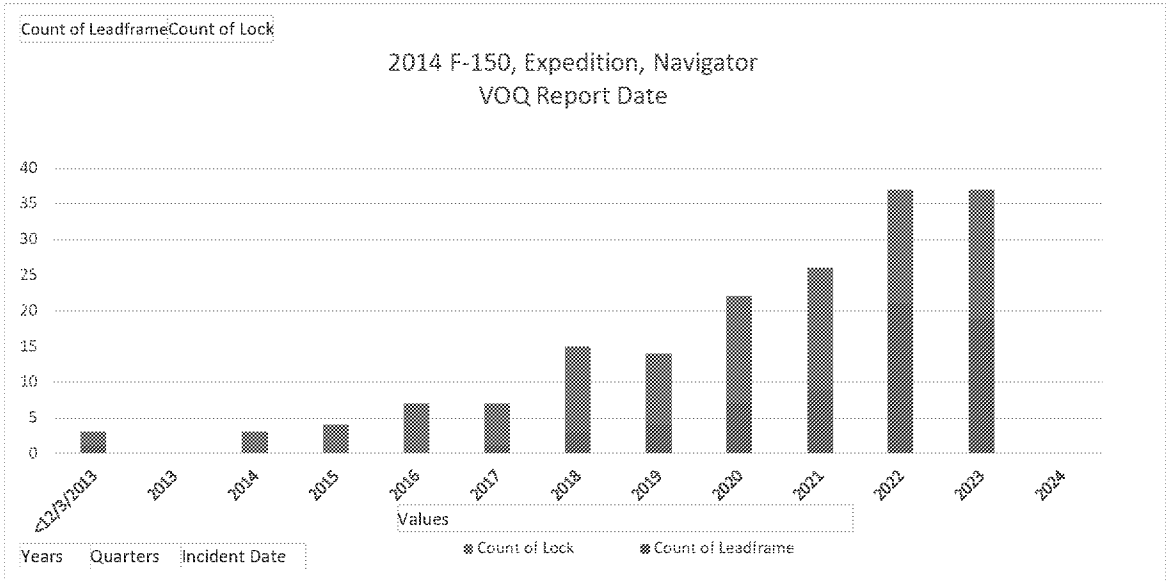
- **2014MY** Expedition and F-150 transmission related VOQs filtered for allegations of lock-up and/or mentions of the leadframe. Where provided, these records may have full VIN. All have customer comments. Please see the "VOQs" tab for record details.
- **2015-2017MY** Expedition and F-150 transmission related VOQs filtered for allegations of lock-up and/or mentions of the leadframe. Where provided, these records may have full VIN. All have customer comments. Please see the "VOQs" tab for record details.
- Updated summary presentation detailing previous investigations and actions for earlier populations, previously determined rates for the 2014 and 2015-2016 populations, as well as the most recent rate update.

Please consider and let us know if you have any questions. When everyone has had a bit of time to consider we can get back together to discuss and review.

Thanks for your support.

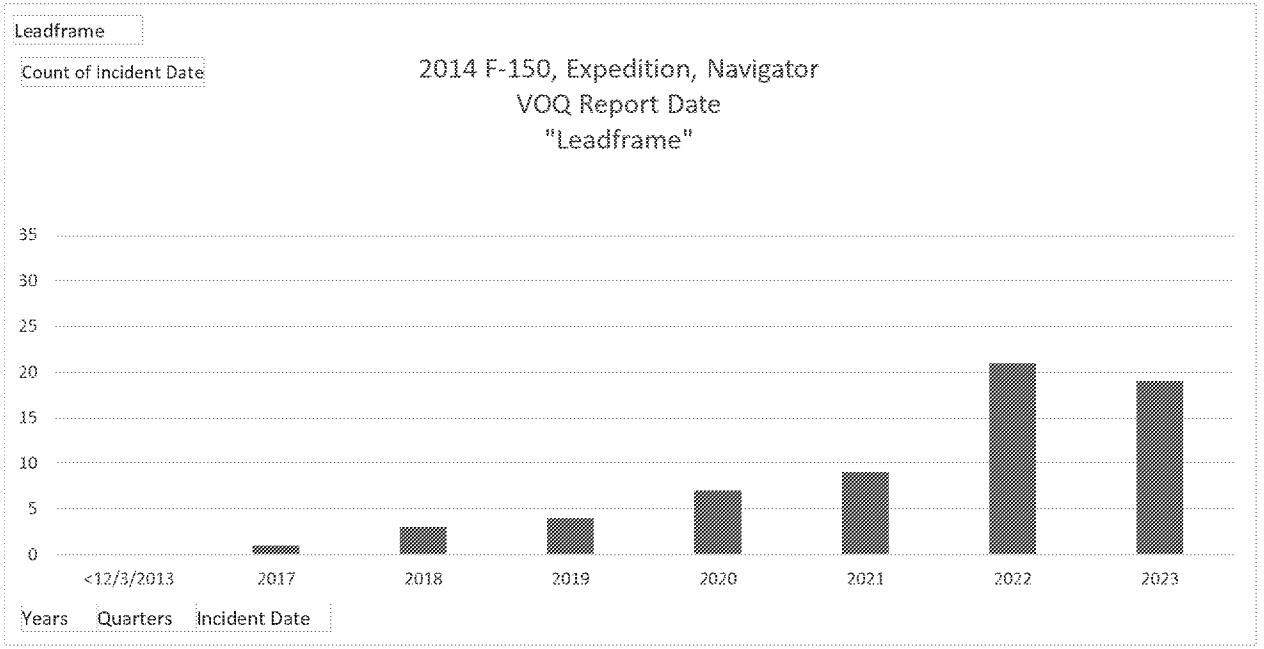
Best Regards,
Travis Henney
Automotive Safety Office-Senior Safety Engineer
thenney@ford.com
[redacted]

Row Labels	Count of Leadframe	Count of Lock
<12/3/2013	1	2
2013		
2014		3
2015		4
2016		7
2017	1	6
2018	3	12
2019	4	10
2020	7	15
2021	9	17
2022	21	16
2023	19	18
2024		
Grand Total	65	110



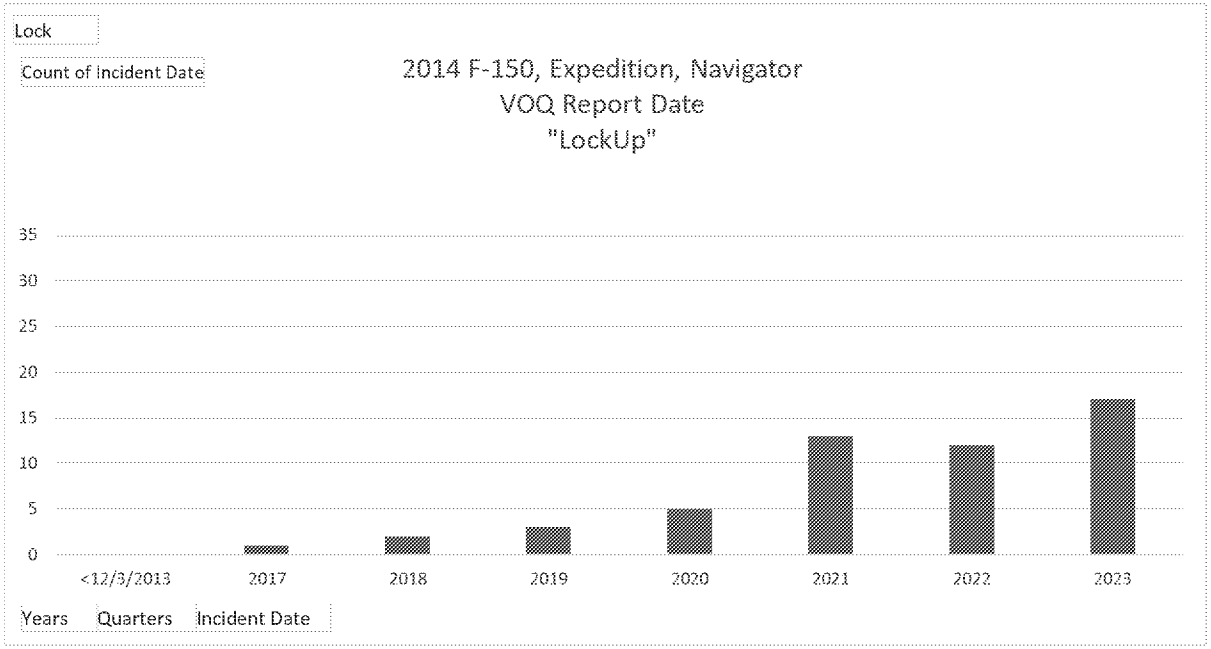
Leadframe y

Row Labels	Count of Incident Date
<12/3/2013	
2017	1
2018	3
2019	4
2020	7
2021	9
2022	21
2023	19
Grand Total	64



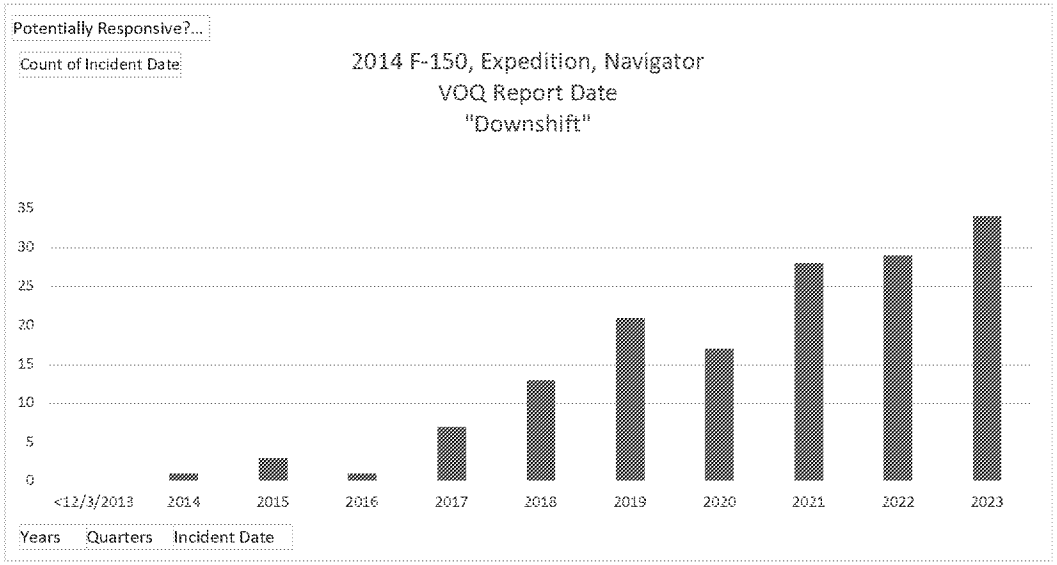
Lock	y

Row Labels	Count of Incident Date
<12/3/2013	
2017	1
2018	2
2019	3
2020	5
2021	13
2022	12
2023	17
Grand Total	53



Potentially Responsive?"Down" and "Shift"	y

Row Labels	Count of Incident Date
<12/3/2013	
2014	1
2015	3
2016	1
2017	7
2018	13
2019	21
2020	17
2021	28
2022	29
2023	34
Grand Total	154

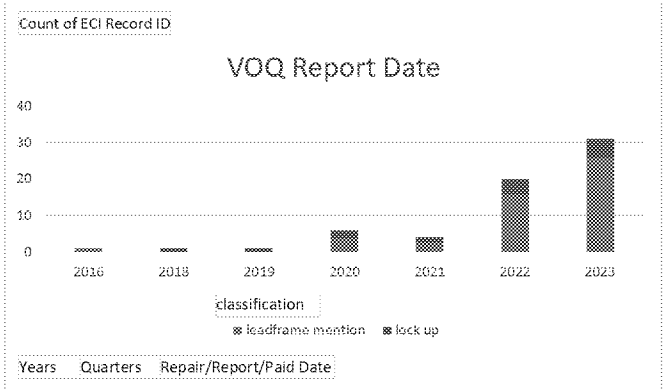


S.No	Source	ODI Sour	CMPL ID	Incident Date	Load/Rec	Date Add	VIN	Manufact	Make	Model	Model Ye	Significa	Fatality #	Injury #	Country	State/Pro	City	Odometer	Occurenc	Compone	Consumer Comments	Vehicle S	Vehicle s	Incident	Medical A	Fuel Type	Defective
9	NHTSA	11548321		10/4/2023	10-09-2023	10-04-2023		ORD MOT	FORD	F-150	2014		0	0	UNITED ST	PA	Elizabeth	0	0	POWER TR	Traveling on highway at 60 mph in 6th gear. Car downshifted to 1st ge	60		0	0		
25	NHTSA	11563900		9/2/2023	01-15-2024	01-06-2024		ORD MOT	FORD	F-150	2014		0	0	UNITED ST	GA	Dalles	0	0	POWER TR	When driving on the interstate the truck suddenly downshifted causin	75		0	0		
31	NHTSA	11547961		8/31/2023	10-09-2023	10-01-2023		ORD MOT	FORD	F-150	2014		0	0	UNITED ST	SC	Charleston	0	0	ELECTRICA	While driving 50mph the transmission downshifted to 2 gear and the	50		0	0		
41	NHTSA	11547364		8/31/2023	09-02-2023	09-28-2023		ORD MOT	FORD	F-150	2014		0	0	UNITED ST	TN	Coolmore	105000	0	POWER TR	The contact owns a 2014 Ford F-150. The contact stated while driving	60		0	0		
54	NHTSA	11533839		7/22/2023	07-31-2023	07-22-2023		ORD MOT	FORD	F-150	2014		0	0	UNITED ST	TX	Lumberton	0	0	VEHICLE SP	About 3 weeks ago, I started having issues with the truck where the t	65		0	0		
55	NHTSA	11537227		7/19/2023	09-14-2023	08-08-2023		ORD MOT	FORD	F-150	2014		0	0	UNITED ST	AZ	Phoenix	0	0	ELECTRICA	Driving on the freeway, speedometer starts randomly sensing differe	65		0	0		
61	NHTSA	11531655		7/4/2023	07-17-2023	07-11-2023		ORD MOT	FORD	F-150	2014		0	0	UNITED ST	CO	Aurora	0	0	POWER TR	I was driving down the highway at about 75 miles an hour and the veh	75		0	0		
78	NHTSA	11520210		6/14/2023	07-03-2023	06-27-2023		ORD MOT	FORD	F-150	2014		0	0	UNITED ST	TX	Onalaska	0	0	POWER TR	Driving at freeway speed the transmission jumped into 1st gear and th	60		0	0		
79	NHTSA	11526735		6/13/2023	06-19-2023	06-13-2023		ORD MOT	FORD	F-150	2014	CRASH/ACC	0	1	UNITED ST	TX	Irving	0	0	ELECTRICA	Truck downshifted today while doing 57 mph, speedometer went to 0 57			1	0		
80	NHTSA	11527701		6/13/2023	06-26-2023	06-19-2023		ORD MOT	FORD	F-150	2014	CRASH/ACC	0	1	UNITED ST	TX	Irving	0	0	POWER TR	2014 Ford f150 raptor, built on 11/13 in dearborn michigan plant. Driv	65		1	0		
86	NHTSA	11525734		6/9/2023	06-12-2023	06-06-2023		ORD MOT	FORD	EXPEDITIO	2014		0	0	UNITED ST	NC	Pilot mount	0	0	POWER TR	My mother in law contacted me and stated her 2014 ford expedition	60		0	0		
95	NHTSA	11524018		5/31/2023	06-05-2023	05-26-2023		ORD MOT	FORD	F-150	2014		0	0	UNITED ST	TX	Dickinson	127000	0	POWER TR	The contact owns a 2014 Ford F-150. The contact stated that while dr	50		0	0		
105	NHTSA	11516529		4/8/2023	04-17-2023	04-11-2023		ORD MOT	FORD	F-150	2014		0	0	UNITED ST	NJ	mt holly	0	0	POWER TR	While driving at approximately 53mph a second incident at 40mph sh	53		0	0		
115	NHTSA	11511335		3/12/2023	03-20-2023	03-12-2023		ORD MOT	FORD	F-150	2014		0	0	UNITED ST	KY	Ruttleys	0	0	POWER TR	Same as 2013 recall, my transmission locked & had to replace the lead	58		0	0	GS	
126	NHTSA	11510288		2/16/2023	03-13-2023	03-06-2023		ORD MOT	FORD	F-150	2014		0	0	UNITED ST	VA	Haymarket	0	0	POWER TR	Transmission (Lead Frame - AL3Z9G276D) malfunctions causes vehicle	65		0	0		
127	NHTSA	11506509		2/9/2023	02-20-2023	02-09-2023		ORD MOT	FORD	F-150	2014		0	0	UNITED ST	AZ	PEORIA	0	0	ELECTRICA	This began in November of 2022 as an intermittent concern. At first,	40		0	0		
160	NHTSA	11500101		1/3/2023	01-09-2023	01-04-2023		ORD MOT	FORD	F-150	2014		0	0	UNITED ST	LA	Madisonvill	0	0	POWER TR	There is a recall for this same vehicle, but only 2011-2013 year model	65		0	0		
169	NHTSA	11500012		12/30/2022	01-09-2023	01-03-2023		ORD MOT	FORD	EXPEDITIO	2014		0	0	UNITED ST	TX	Burleson	0	0	POWER TR	Wednesday December 28th, 2022. Vehicle gave a short ding while stati	65		0	0		
195	NHTSA	11518290		11/15/2022	05-01-2023	04-21-2023		ORD MOT	FORD	F-150	2014		0	0	UNITED ST	OH	North Olmst	0	0	POWER TR	While traveling at varying rates of speed, the transmission will shift pr	70		0	0		
203	NHTSA	11491380		10/28/2022	11-07-2022	10-28-2022				F-150	2014		0	0	UNITED ST	CA	Santa Marii	0	0	ELECTRICA	Unable to unlock/lock driver side door with key fob and/or lock switch	0		0	0		
217	TRANSPOR	20222355		10/8/2022	10-10-2022			ORD MOT	FORD	F-150	2014		0	0	CANADA	Alberta	Beaumont	120111	0	TRANSMIS	While driving along the middle lane of a 3 lane road at approx 25km/h	25	KPH				
223	NHTSA	11494581		10/1/2022	11-28-2022	11-22-2022		ORD MOT	FORD	F-150	2014		0	0	UNITED ST	MO	Saint Josep	185000	0	ENGINE	The contact owns a 2014 Ford F-150. The contact stated while driving	0		0	0		
227	NHTSA	11485637		9/21/2022	09-26-2022	09-21-2022		ORD MOT	FORD	F-150	2014		0	0	UNITED ST	IN	Warsaw	0	0	VEHICLE SP	MY 2014 F 150 5.0 has the 6 speed auto trans. transmission will slowl	50		0	0		
252	NHTSA	11501579		8/1/2022	01-23-2023	01-13-2023		ORD MOT	FORD	F-150	2014		0	0	UNITED ST	VA	Locust Gro	290000	0	ENGINE	The contact owns a 2014 Ford F-150. The contact stated that while dri	0		0	0		
259	NHTSA	11474212		7/15/2022	07-25-2022	07-15-2022		ORD MOT	FORD	F-150	2014		0	0	UNITED ST	DE	Wilmington	0	0	POWER TR	I have a 2014 Ford F150 tremor ecoboost. The vehicle has 104,000 mi	50		0	0		
265	NHTSA	11500431		7/6/2022	01-16-2023	01-06-2023		ORD MOT	FORD	F-150	2014		0	0	UNITED ST	NE	Lincoln	90000	0	POWER TR	The contact owns a 2014 Ford F-150. The contact stated while driving	50		0	0		
326	NHTSA	11460561		2/3/2022	02-13-2022	02-05-2022		ORD MOT	FORD	F-150	2014		0	0	UNITED ST	TN	Nashville	0	0	STEERING	Advancetrac service warning came up. Got Codes run they showed the	35		0	0		
332	NHTSA	11449594		1/31/2022	02-11-2022	01-31-2022		ORD MOT	FORD	F-150	2014		0	0	UNITED ST	MS	Brooklyn	0	0	SERVICE BR	Vehicle down shifted from 6th gear to 1st gear, while going 70. Rear t	70		0	0		
345	NHTSA	11453595		1/21/2022	02-27-2022	02-23-2022		ORD MOT	FORD	F-150	2014		0	0	UNITED ST	KS	Wichita	147047	0	POWER TR	The contact owns a 2014 Ford F-150. The contact stated while driving	70		0	0		
378	NHTSA	11440488		11/14/2021	02-11-2022	11-33-2021		ORD MOT	FORD	EXPEDITIO	2014		0	0	UNITED ST	NC	Clemmons	0	0	POWER TR	Transmission will suddenly shift gear while driving. On one occasion it	70		0	0		
386	NHTSA	11445414		11/5/2021	02-11-2022	12-23-2021		ORD MOT	FORD	F-150	2014		0	0	UNITED ST	WI	Argyle	0	0	POWER TR	While traveling at 60MPH transmission downshifts to 1st gear causing	60		0	0		
388	NHTSA	11439665		11/3/2021	02-11-2022	11-08-2021		ORD MOT	FORD	F-150	2014		0	0	UNITED ST	OH	Columbiana	0	0	POWER TR	On several occasions while driving at 50+ mph my truck suddenly dow	50		0	0		
392	NHTSA	11438884		11/1/2021	02-11-2022	11-01-2021		ORD MOT	FORD	F-150	2014		0	0	UNITED ST	OH	Hamilton	0	0	POWER TR	Monday November 1, 2021. I was traveling at approximately 45 mph	45		0	0		
422	NHTSA	11426328		7/24/2021	02-11-2022	07-25-2021		ORD MOT	FORD	F-150	2014		0	0	UNITED ST	TX	Bedford	0	0	POWER TR	Last night while coming home from dinner I was cruising around 40 m	40		0	0		
425	TRANSPOR	20211136		7/19/2021	11-24-2021			ORD MOT	FORD	F-150	2014		0	0	CANADA	Ontario	Peterboroo	180000	0	TRANSMIS	Sudden downshifting gears changed without warning, feeling like you	100	KPH				
427	NHTSA	11427426		7/19/2021	02-11-2022	08-02-2021		ORD MOT	FORD	F-150	2014		0	0	UNITED ST	TX	San Antonio	150000	0	POWER TR	The contact owns a 2014 Ford F-150. The contact stated while driving	65		0	0		
447	NHTSA	11421240		6/16/2021	02-11-2022	06-17-2021		ORD MOT	FORD	F-150	2014	INJURY	0	1	UNITED ST	CA	palmdale	0	0	POWER TR	while driving on the freeway my 2014 ford f150 suddenly downshifted	0		0	1		
448	NHTSA	11419703		5/28/2021	02-11-2022	06-04-2021		ORD MOT	FORD	EXPEDITIO	2014		0	0	UNITED ST	NV	Las Vegas	0	0	VEHICLE SP	As I was driving on the freeway my transmission downshifted and my	65		0	0		
452	NHTSA	11419986		5/27/2021	02-11-2022	06-07-2021		ORD MOT	FORD	F-150	2014		0	0	UNITED ST	CA	palmdale	0	0	UNKNOWN	on several occasions while driving at 50+ mph my truck suddenly dow	55		0	0		
453	NHTSA	11424738		5/25/2021	02-11-2022	07-14-2021		ORD MOT	FORD	F-150	2014	INJURY	0	1	UNITED ST	CA	palmdale	0	0	POWER TR	while driving my vehicle it suddenly downshifts from 6th gear to 1st g	50		0	0		
454	NHTSA	11418594		5/24/2021	02-11-2022	05-26-2021		ORD MOT	FORD	F-150	2014		0	0	UNITED ST	CA	palmdale	0	0	POWER TR	while driving at highway speeds my truck suddenly down shifts from a	55		0	0		
501	NHTSA	11386517		1/4/2021	02-11-2022	01-04-2021		ORD MOT	FORD	F-150	2014		0	0	UNITED ST	KY	INDEPENDE	178000	0	POWER TR	VEHICLE STARTED TO DOWN SHIFT IN TO 1ST AND 2ND GEARS WHILE I	55		0	0		
509	NHTSA	11383804		12/12/2020	02-11-2022	12-16-2020		ORD MOT	FORD	F-150	2014		0	0	UNITED ST	IN	SCHERERVI	63000	0	VEHICLE SP	2014 F150 ECOBOOST: WHILE DRIVING ~50MPH, THE VEHICLE ABRUP	50		0	0		
515	NHTSA	11407234		11/30/2020	02-11-2022	04-09-2021		ORD MOT	FORD	F-150	2014		0	0	UNITED ST	LA	MAUREPAS	133477	0	VEHICLE SP	VEHICLE SHIFTED FROM 6TH GEAR TO FIRST WHILE DRIVING WHICH E	55		0	0		
588	NHTSA	11577252		6/30/2020	06-19-2023	06-15-2023		ORD MOT	FORD	F-150	2014		0	0	UNITED ST	CA	Tulare	0	0	POWER TR	Had to have lead frame changed in transmission because truck was sh	40		0	0		
630	NHTSA	11413838		4/12/2020	02-11-2022	04-25-2021		ORD MOT	FORD	F-150	2014		0	0	UNITED ST	WV	FAYETTEVIL	134960	0	POWER TR	WE WERE DRIVING AT 55 MPH DOWN HIGHWAY WHEN SUDDENLY TRUS	55		0	0		
666	NHTSA	11306291		1/23/2020	02-11-2022	01-31-2020		ORD MOT	FORD	F-150	2014		0	0	UNITED ST	TX	HOUSTON	114000	0	POWER TR	2014 F150 PICKUP WHILE AT SPEED (FIRST TIME AT 35 MPH AND SEC	65		0	0		
704	NHTSA	11286617		11/30/2019	02-11-2022	12-03-2019		ORD MOT	FORD	F-150	2014		0	0	UNITED ST	WV	JOHNSTOW	98000	0	POWER TR	11/30/19 I WAS DRIVING DOWN THE ROAD AT APPROXIMATELY 45 M	45		0	0		
774	NHTSA	11241677		8/3/2019	02-11-2022	08-05-2019		ORD MOT	FORD	F-150	2014		0	0	UNITED ST	TX	KATY	135000	0	POWER TR	WHILE DRIVING, AN UNEXPECTED DOWNSHIFT INTO FIRST GEAR CAU	25		0	0		
779	NHTSA	11234431		7/23/2019	02-11-2022	07-23-2019		ORD MOT	FORD	F-150	2014		0	0	UNITED ST	TX	AUSTIN	67000	0	POWER TR	I AM EXPERIENCING SYMPTOMS LIKE THOSE OUTLINED IN THE RECALL	55		0	0		
1026	NHTSA	11340567		10/10/2018	02-11-2022	07-21-2020		ORD MOT	FORD	F-150	2014		0	0	UNITED ST	ME	MINOT	70000	0	POWER TR	MY TRUCK WILL DOWNSHIFT FROM 5TH GEAR TO 1ST GEAR WHILE D	50		0	0		
1122	NHTSA	11092212		5/5/2018	02-11-2022	05-07-2019		ORD MOT	FORD	F-150	2014		0	0	UNITED ST	OK	BLANCHAR	80000	0	POWER TR	2014 FORD F-150 ECOBOOST - AT APPROXIMATELY 60 MPH VEHICLE	60		0	0		
1277	NHTSA	10983248		5/2/2017	02-11-2022	05-03-2017		ORD MOT	FORD	F-150	2014		0	0	UNITED ST	PA	BADEN	60000	0	VEHICLE SP	ALMOST HAD SEVERAL ACCIDENTS DUE TO A DOWNSHIFT INTO FIRST	55		0	0		
1654	TRANSPOR	20191708			11-24-2021	04-17-2020		ORD MOT	FORD	F-150	2014		0	0	CANADA	Ontario	Minesing	135500	0	TRANSMIS	Incident occurred a week prior to report. While travelling at 70km/hr	70	KPH				

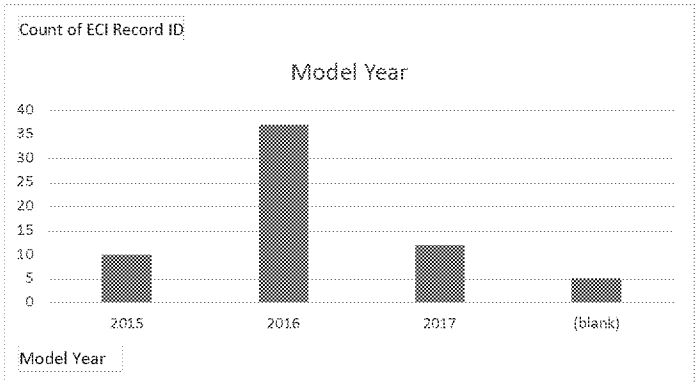
Vehicles	Potentially Responsive? "Down" and "Shift"
0	y
0	y
0	y
0	y
0	
0	y
0	
0	
1	y
1	y
0	y
0	
0	
0	
0	y
0	y
0	
0	y
0	y
0	
0	y
0	y
0	
0	
0	y
0	
0	y
0	y
0	y
0	y
0	y
0	y
0	y
0	y
0	y
0	y
0	y
0	y
0	y
0	y
0	
0	
0	
0	y
0	y
0	y
0	y
0	y
0	
0	y
	y

Search Criteria	
UserID	thenney
Report Date Time	2024-01-16 17:06:42
Total Result Count	1662
Source	NHTSA;TRANSPORT CANADA
Manufacturer	FORD MOTOR COMPANY
Make	FORD;LINCOLN
Model	EXPEDITION;F-150;NAVIGATOR
Model Year	2014

Count of ECI Record ID	Column Labels		
Row Labels	leadframe mention	lock up	Grand Total
2016	1		1
2018		1	1
2019		1	1
2020	4	2	6
2021	3	1	4
2022	16	4	20
2023	26	5	31
Grand Total	50	14	64



Row Labels	Count of ECI Record ID
2015	10
2016	37
2017	12
(blank)	5
Grand Total	**64**



ECI Record	Source Coc	Commodit	Symptoms	Significant	Alleged Fir	Alleged Fir	Alleged Fir	Verified	Source Cla	VOQ ODI N	Warranty (	Corporate	Time In Se	Customer I	V Function	Version Se	Source Sys	Repair/Repo	Load Date	Maintenan	Causal Part	Causal Part	Causal Par	Causal Part	Non Causa	Labor Oper	Dealer Cod	Dealer Nar
[redacted]	VOQ	Ford	powertrair	function-malfunction/	None of th	Unknown	Unknown	Y	0179101911	11022367		0						11/30/2016	09/12/172	09/12/1720:16				NOT PROV	-	-		
	VOQ	Ford	body;locks	damage;damage-chaf	None of th	Unknown	Unknown	Y	0223088251	11074341		0						2/22/2018	02/28/182	02/28/1820:11				NOT PROV	-	-		
	VOQ	Ford	powertrair	contaminated/foreign	None of th	Unknown	Unknown	N	0378217321	11288276		0						9/17/2019	12/18/192	05/17/2120:11				NOT PROV	-	-		
	VOQ	Ford	powertrair	engine power-stall;fur	None of th	Unknown	Unknown	Y	0399936771	11309003		0						1/30/2020	02/26/200	07/19/2120:11				NOT PROV	-	-		
	VOQ	Ford	powertrair	loss of control;mod-dr	None of th	Unknown	Unknown	Y	0338703051	11330659		0						6/23/2020	07/01/202	03/01/2102:09				NOT PROV	-	-		
	VOQ	Ford	powertrair	mod-shift third gear;s	None of th	Unknown	Unknown	Y	0315834221	11343799		0						7/30/2020	08/12/202	08/12/2020:11				NOT PROV	-	-		
	VOQ	Ford	powertrair	damage-ch property d	Smoke	Under Veh	Localized t	Y	0315850551	11350286		0						7/24/2020	08/26/202	08/26/2020:11				NOT PROV	-	-		
	VOQ	Ford	powertrair	function-malfunction/	None of th	Unknown	Unknown	Y	0315928051	11378671		0						11/30/2020	12/16/202	12/16/2020:11				NOT PROV	-	-		
	VOQ	Ford	powertrair	frozen/seized;mod-co	None of th	Unknown	Unknown	Y	[redacted]	11388858		0						1/18/2021	01/27/212	01/27/2121:23				NOT PROV	-	-		
	VOQ	Ford	powertrair	function-malfunction/	None of th	Unknown	Unknown	Y		11404318		0						12/1/2020	03/29/212	03/29/2120:11				NOT PROV	-	-		
	VOQ	Ford	powertrair	function-malfunction/	None of th	Unknown	Unknown	Y		11418890		0						5/25/2021	07/19/212	07/19/2120:11				NOT PROV	-	-		
	VOQ	Ford	powertrair	function-malfunction/	None of th	Unknown	Unknown	Y		11422142		0						5/13/2021	07/19/212	07/19/2120:11				NOT PROV	-	-		
	VOQ	Ford	powertrair	field service action;fu	None of th	Unknown	Unknown	Y		11449865		0						2/1/2022	02/11/220	05/04/2220:11				NOT PROV	-	-		
	VOQ	Ford	powertrair	function-malfunction/	None of th	Unknown	Unknown	Y		11456101		0						2/25/2022	03/17/220	03/17/2206:24				NOT PROV	-	-		
	VOQ	Ford	chassis;sus	function-malfunction/	None of th	Unknown	Unknown	Y		11448539		0						1/23/2022	03/24/220	03/24/2206:05				NOT PROV	-	-		
	VOQ	Ford	powertrair	damage-catastrophic	None of th	Unknown	Unknown	Y		11458826		0						3/9/2022	04/07/220	04/07/2205:26				NOT PROV	-	-		
	VOQ	Ford	powertrair	engine rpm surge/flar	None of th	Unknown	Unknown	Y		11459805		0						7/5/2021	04/12/222	04/12/2220:11				NOT PROV	-	-		
	VOQ	Ford	powertrair	engine power-stall;en	None of th	Unknown	Unknown	Y		11469127		0						6/2/2022	06/21/222	06/21/2221:18				NOT PROV	-	-		
	VOQ	Ford	powertrair	function-malfunction/	None of th	Unknown	Unknown	Y		11470664		0						6/20/2022	06/28/222	06/28/2220:11				NOT PROV	-	-		
	VOQ	Ford	powertrair	function-malfunction/	None of th	Unknown	Unknown	Y		11472914		0						7/8/2022	07/19/222	07/19/2220:14				NOT PROV	-	-		
	VOQ	Ford	powertrair	function-malfunction/	None of th	Unknown	Unknown	Y		11475327		0						7/6/2022	08/02/222	08/02/2220:11				NOT PROV	-	-		
	VOQ	Ford	powertrair	field service action;fu	None of th	Unknown	Unknown	Y		11476584		0						7/15/2022	08/09/222	08/09/2220:11				NOT PROV	-	-		
	VOQ	Ford	powertrair	battery-de property d	None of th	Unknown	Unknown	Y		11476811		0						7/11/2022	08/09/222	08/09/2220:11				NOT PROV	-	-		
	VOQ	Ford	powertrair	engine power-loss of ;	None of th	Unknown	Unknown	Y		11479437		0						8/4/2022	08/23/222	08/23/2220:12				NOT PROV	-	-		
	VOQ	Ford	powertrair	function-malfunction/	None of th	Unknown	Unknown	Y		11479509		0						8/15/2022	08/23/222	08/23/2220:12				NOT PROV	-	-		
	VOQ	Ford	powertrair	field service action;fu	None of th	Unknown	Unknown	Y		20221830		0						8/2/2022	08/23/222	08/23/2220:12				NOT PROV	-	-		
	VOQ	Ford	powertrair	field servic personal fr	None of th	Unknown	Unknown	Y		11482536		0						8/30/2022	09/07/222	09/13/2220:14				NOT PROV	-	-		
	VOQ	Ford	powertrair	engine power-stall;fur	None of th	Unknown	Unknown	Y		11485509		0						7/15/2022	09/27/222	09/27/2220:11				NOT PROV	-	-		
	VOQ	Ford	powertrair	function-malfunction/	None of th	Unknown	Unknown	Y		11488420		0						10/3/2022	10/18/222	10/18/2220:11				NOT PROV	-	-		
	VOQ	Ford	powertrair	field service action;fu	None of th	Unknown	Unknown	Y		11489946		0						10/8/2022	10/25/222	10/25/2220:11				NOT PROV	-	-		
	VOQ	Ford	powertrair	field service action;fu	None of th	Unknown	Unknown	Y		11499033		0						12/21/2022	01/03/232	01/03/2320:11				NOT PROV	-	-		
	VOQ	Ford	powertrair	burned out ;function-	None of th	Unknown	Unknown	Y		11499401		0						3/31/2022	01/03/232	01/03/2320:11				NOT PROV	-	-		
	VOQ	Ford	powertrair	circuit poor contact/p	None of th	Unknown	Unknown	Y		11504029		0						1/24/2023	02/07/232	02/07/2320:11				NOT PROV	-	-		
	VOQ	Ford	powertrair	dim;field service actio	None of th	Unknown	Unknown	Y		11510607		0						3/7/2023	03/14/232	03/14/2320:11				NOT PROV	-	-		
	VOQ	Ford	powertrair	dim;field service actio	None of th	Unknown	Unknown	Y		11510607		0						3/7/2023	03/14/232	03/14/2320:11				NOT PROV	-	-		
	VOQ	Ford	powertrair	field service action;fu	None of th	Unknown	Unknown	Y		11512743		0						3/19/2023	03/28/232	03/28/2320:11				NOT PROV	-	-		
	VOQ	Ford	powertrair	function-malfunction/	None of th	Unknown	Unknown	Y		11512837		0						9/1/2022	03/28/232	03/28/2320:11				NOT PROV	-	-		
	VOQ	Ford	powertrair	damage;engine powe	None of th	Unknown	Unknown	Y		11513008		0						3/11/2023	03/28/232	03/28/2320:11				NOT PROV	-	-		
	VOQ	Ford	powertrair	field service action;fu	None of th	Unknown	Unknown	Y		11513750		0						3/22/2023	04/04/232	04/04/2320:11				NOT PROV	-	-		
	VOQ	Ford	powertrair	function-malfunction/	None of th	Unknown	Unknown	Y		20230694		0						3/24/2023	04/04/232	04/04/2320:11				NOT PROV	-	-		
	VOQ	Ford	powertrair	field service action;fu	None of th	Unknown	Unknown	Y		11514866		0						3/26/2023	04/11/232	04/11/2320:11				NOT PROV	-	-		
	VOQ	Ford	powertrair	field service action;fu	None of th	Unknown	Unknown	Y		11514866		0						3/26/2023	04/11/232	04/11/2320:11				NOT PROV	-	-		
	VOQ	Ford	powertrair	comfort issue;engine ;	None of th	Unknown	Unknown	Y		11514934		0						3/21/2023	04/11/232	04/11/2320:11				NOT PROV	-	-		
	VOQ	Ford	powertrair	function-malfunction/	None of th	Unknown	Unknown	Y		11515180		0						3/23/2023	04/11/232	04/11/2320:11				NOT PROV	-	-		
	VOQ	Ford	powertrair	field service action;fro	None of th	Unknown	Unknown	Y		11515620		0						3/11/2023	04/11/232	04/11/2320:11				NOT PROV	-	-		
	VOQ	Ford	powertrair	function-malfunction/	None of th	Unknown	Unknown	Y		11519900		0						3/28/2023	05/09/232	05/09/2320:11				NOT PROV	-	-		
	VOQ	Ford	powertrair	function-malfunction/	None of th	Unknown	Unknown	Y		11520623		0						5/1/2023	05/16/232	05/16/2320:11				NOT PROV	-	-		
	VOQ	Ford	powertrair	frozen/seized;mod-dr	None of th	Unknown	Unknown	Y		11520933		0						5/1/2023	05/16/232	05/16/2320:11				NOT PROV	-	-		
	VOQ	Ford	powertrair	field service action;mo	None of th	Unknown	Unknown	Y		11521852		0						5/12/2023	05/23/232	05/23/2320:11				NOT PROV	-	-		
	VOQ	Ford	powertrair	engine power-poor pe	None of th	Unknown	Unknown	Y		11523390		0						3/29/2023	05/30/232	05/30/2320:14				NOT PROV	-	-		
	VOQ	Ford	powertrair	engine power-loss of ;	None of th	Unknown	Unknown	Y		11525796		0						5/29/2023	06/13/232	06/13/2320:11				NOT PROV	-	-		
	VOQ	Ford	powertrair	function-malfunction/	None of th	Unknown	Unknown	Y		11528171		0						6/17/2023	06/27/232	06/27/2322:39				NOT PROV	-	-		
	VOQ	Ford	powertrair	engine power-loss of ;	None of th	Unknown	Unknown	Y		11537727		0						7/18/2023	08/15/232	08/15/2322:54				NOT PROV	-	-		
	VOQ	Ford	powertrair	function-malfunction/	None of th	Unknown	Unknown	Y		11539100		0						7/20/2023	08/22/232	08/22/2320:11				NOT PROV	-	-		
	VOQ	Ford	powertrair	field service action;fu	None of th	Unknown	Unknown	Y		11543952		0						8/24/2023	09/19/232	09/19/2322:01				NOT PROV	-	-		

[redacted]	VOQ	Ford	powertrain frozen/seized;functior	None of th	Unknown	Unknown	Y	[redacted]	1544841	0	8/25/2023 09/26/232 09/26/2320:12 NOT PROV - -
	VOQ	Ford	powertrain function-malfunction/	None of th	Unknown	Unknown	Y		1549474	0	7/17/2023 10/17/232 10/17/2320:11 NOT PROV - -
	VOQ	Ford	powertrain field service action;fre	None of th	Unknown	Unknown	Y		1550190	0	9/27/2023 10/24/232 10/24/2320:11 NOT PROV - -
	VOQ	Ford	powertrain engine rpm surge/flar	None of th	Unknown	Unknown	Y		1550310	0	10/7/2023 10/24/232 10/24/2320:11 NOT PROV - -
	VOQ	Ford	powertrain engine power-hesitates;loss of control;mod-codes found;mod-ind						1551906		10/13/2023
	VOQ	Ford	powertrain fluid level-insufficient fluid;mod-driving condition-at cruise;mod-d						1554999		11/14/2023
	VOQ	Ford	powertrain field service action;function-malfunction/inoperative;mod-driving						1558395		11/9/2023
	VOQ	Ford	powertrain no keyword found						1562036		12/27/2023
	VOQ	Ford	powertrain field service action;function-malfunction/inoperative;mod-indicat						1562674		12/24/2023

Dealer City	Dealer Stat	Dealer Cou	Dealer Phc	Tread Cate	Tread Cate	Reported I	Attachmer	Communic	VOQ Comp	GCQ85 Safe	Tire Manut	Tire Size	Tire Brand	Wheel	VIN	Production	Model Yea	Vehicle De	Engine Ser	Engine Des	Transmissi	Body Cab S	Drive Line	Transmissi	Vehicle Axl	Vehicle Re	Retail Sale
	USA								POWER TRAIN		Unknown	Unknown			[redacted]		2015	F-150		Unknown	Unknown	Unknown	Unknown				
	USA								UNKNOWN OR OTHER		Unknown	Unknown					2015	F-150		Unknown	Unknown	Unknown	Unknown				
	USA								POWER TRAIN		Unknown	Unknown					2016	F-150		Unknown	Unknown	Unknown	Unknown				
	USA								POWER TRAIN		Unknown	Unknown					2017	EXPEDITION		Unknown	Unknown	Unknown	Unknown				
	USA								POWER TRAIN		Unknown	Unknown					2016	EXPEDITION		Unknown	Unknown	Unknown	Unknown				
	USA								POWER TRAIN		Unknown	Unknown					2017	F-150		Unknown	Unknown	Unknown	Unknown				
	USA								POWER TRAIN		Unknown	Unknown					2015	F-150		Unknown	Unknown	Unknown	Unknown				
	USA								POWER TRAIN		Unknown	Unknown					2016	F-150		Unknown	Unknown	Unknown	Unknown				
	USA								POWER TRAIN		Unknown	Unknown					2016	F-150		Unknown	Unknown	Unknown	Unknown				
	USA								POWER TRAIN		Unknown	Unknown					2016	EXPEDITION		Unknown	Unknown	Unknown	Unknown				
	USA								POWER TRAIN		Unknown	Unknown					2016	F-150		Unknown	Unknown	Unknown	Unknown				
	USA								POWER TRAIN		Unknown	Unknown					2016	F-150		Unknown	Unknown	Unknown	Unknown				
	USA								POWER TRAIN		Unknown	Unknown					2016	F-150		Unknown	Unknown	Unknown	Unknown				
	USA								POWER TRAIN		Unknown	Unknown					2017	F-150		Unknown	Unknown	Unknown	Unknown				
	USA								UNKNOWN OR OTHER		Unknown	Unknown					2016	F-150		Unknown	Unknown	Unknown	Unknown				
	USA								POWER TRAIN		Unknown	Unknown					2017	F-150		Unknown	Unknown	Unknown	Unknown				
	USA								POWER TRAIN		Unknown	Unknown					2015	F-150		Unknown	Unknown	Unknown	Unknown				
	USA								POWER TRAIN		Unknown	Unknown					2015	F-150		Unknown	Unknown	Unknown	Unknown				
	USA								POWER TRAIN		Unknown	Unknown					2015	F-150		Unknown	Unknown	Unknown	Unknown				
	USA								POWER TRAIN		Unknown	Unknown					2016	F-150		Unknown	Unknown	Unknown	Unknown				
	USA								POWER TRAIN		Unknown	Unknown					2016	F-150		Unknown	Unknown	Unknown	Unknown				
	USA								POWER TRAIN		Unknown	Unknown					2015	F-150		Unknown	Unknown	Unknown	Unknown				
	USA								POWER TRAIN		Unknown	Unknown					2015	F-150		Unknown	Unknown	Unknown	Unknown				
	USA								POWER TRAIN		Unknown	Unknown					2016	EXPEDITION		Unknown	Unknown	Unknown	Unknown				
	USA								POWER TRAIN		Unknown	Unknown					2017	F-150		Unknown	Unknown	Unknown	Unknown				
	USA								GENERAL		Unknown	Unknown					2017	EXPEDITION		Unknown	Unknown	Unknown	Unknown				
	USA								POWER TRAIN		Unknown	Unknown					2017	F-150		Unknown	Unknown	Unknown	Unknown				
	USA								POWER TRAIN		Unknown	Unknown					2016	F-150		Unknown	Unknown	Unknown	Unknown				
	USA								POWER TRAIN		Unknown	Unknown					2016	F-150		Unknown	Unknown	Unknown	Unknown				
	USA								POWER TRAIN		Unknown	Unknown					2016	F-150		Unknown	Unknown	Unknown	Unknown				
	USA								POWER TRAIN		Unknown	Unknown					2016	F-150		Unknown	Unknown	Unknown	Unknown				
	USA								POWER TRAIN		Unknown	Unknown					2017	F-150		Unknown	Unknown	Unknown	Unknown				
	USA								POWER TRAIN		Unknown	Unknown					2016	F-150		Unknown	Unknown	Unknown	Unknown				
	USA								POWER TRAIN		Unknown	Unknown					2016	F-150		Unknown	Unknown	Unknown	Unknown				
	USA								UNKNOWN OR OTHER		Unknown	Unknown					2016	F-150		Unknown	Unknown	Unknown	Unknown				
	USA								POWER TRAIN		Unknown	Unknown					2017	F-150		Unknown	Unknown	Unknown	Unknown				
	USA								POWER TRAIN		Unknown	Unknown					2016	F-150		Unknown	Unknown	Unknown	Unknown				
	USA								POWER TRAIN		Unknown	Unknown					2016	F-150		Unknown	Unknown	Unknown	Unknown				
	USA								POWER TRAIN		Unknown	Unknown					2017	F-150		Unknown	Unknown	Unknown	Unknown				
	USA								TRANSMISSION AUTO		Unknown	Unknown					2016	F-150		Unknown	Unknown	Unknown	Unknown				
	USA								POWER TRAIN		Unknown	Unknown					2016	F-150		Unknown	Unknown	Unknown	Unknown				
	USA								POWER TRAIN;AUTOM		Unknown	Unknown					2016	F-150		Unknown	Unknown	Unknown	Unknown				
	USA								POWER TRAIN		Unknown	Unknown					2016	F-150		Unknown	Unknown	Unknown	Unknown				
	USA								POWER TRAIN		Unknown	Unknown					2016	F-150		Unknown	Unknown	Unknown	Unknown				
	USA								POWER TRAIN		Unknown	Unknown					2016	F-150		Unknown	Unknown	Unknown	Unknown				
	USA								POWER TRAIN		Unknown	Unknown					2016	F-150		Unknown	Unknown	Unknown	Unknown				
	USA								POWER TRAIN		Unknown	Unknown					2016	F-150		Unknown	Unknown	Unknown	Unknown				
	USA								POWER TRAIN		Unknown	Unknown					2016	F-150		Unknown	Unknown	Unknown	Unknown				
	USA								POWER TRAIN		Unknown	Unknown					2017	F-150		Unknown	Unknown	Unknown	Unknown				
	USA								POWER TRAIN		Unknown	Unknown					2015	F-150		Unknown	Unknown	Unknown	Unknown				
	USA								POWER TRAIN		Unknown	Unknown					2016	EXPEDITION		Unknown	Unknown	Unknown	Unknown				
	USA								POWER TRAIN		Unknown	Unknown					2016	F-150		Unknown	Unknown	Unknown	Unknown				
	USA								POWER TRAIN		Unknown	Unknown					2017	F-150		Unknown	Unknown	Unknown	Unknown				
	USA								POWER TRAIN		Unknown	Unknown					2016	F-150		Unknown	Unknown	Unknown	Unknown				
	USA								POWER TRAIN		Unknown	Unknown					2016	F-150		Unknown	Unknown	Unknown	Unknown				

USA	POWER TRAIN	Unknown	Unknown	[redacted]	2016 F-150	Unknown	Unknown	Unknown	Unknown
USA	POWER TRAIN	Unknown	Unknown		2016 F-150	Unknown	Unknown	Unknown	Unknown
USA	POWER TRAIN	Unknown	Unknown		2016 F-150	Unknown	Unknown	Unknown	Unknown
USA	POWER TRAIN	Unknown	Unknown		2015 F-150	Unknown	Unknown	Unknown	Unknown

Reacquirec	Plant Desci	Build Regic	Build Coun	Warranty S	Mileage	Customer (	Customer (	Technician	CQIS Recor	Potential R	classification
	Unknown				8000	TL* THE CONTACT OWNS A 2015 FORD F-15(				yes	[redacted]
	Unknown				63000	SADLY, WE FEEL WE HAVE PURCHASED A LEI				yes	
	Unknown				32000	WHILE DRIVING STRAIGHT AHEAD AT A STEA				yes	
	Unknown				80000	TL* THE CONTACT OWNED A 2017 FORD EXF				yes	
	Unknown				75000	TRANSMISSION DOWNSHIFT FROM 6TH GEA				yes	
	Unknown				63000	FORD RECALLED 1.4 MILLION TRUCKS FOR TI				yes	
	Unknown				36501	ON JULY 24, 2020 WHILE DRIVING ON INTER				yes	
	Unknown				73000	TL* THE CONTACT OWNS A 2016 FORD F-15(				yes	
	Unknown				110000	MY TRUCK WILL SHOW A WRENCH LIGHT ON				yes	
	Unknown				95000	TL* THE CONTACT OWNS A 2016 FORD EXPE				yes	
	Unknown				85600	The contact owns a 2016 Ford F-150. The co				yes	
	Unknown				0	Truck speed went down when driving, try to				yes	
	Unknown				46000	The contact owns a 2016 Ford F-150. The co				yes	
	Unknown				0	There has been a recall on the Transmission				yes	
	Unknown				0	Revision of 11448462 filed on 1/23/22 My w				yes	
	Unknown				0	Bought vehicle used 9 months ago and had r				yes	
	Unknown				75000	The contact owns a 2015 Ford F-150. The co				yes	
	Unknown				0	While driving the truck, the engine RPM incr				yes	
	Unknown				0	Riding on expressway in high speed lane. Fe				yes	
	Unknown				80100	The contact owns a 2016 Ford F-150. The co				yes	
	Unknown				0	2016 Ford 150 6R80 auto transmission. I wa				yes	
	Unknown				0	2015 Ford F150 - 85,000 miles. While driv				yes	
	Unknown				0	Two weeks ago my 2015 Ford F150 died in a				yes	
	Unknown				0	3 times now, My 2016 ford expedition has ra				yes	
	Unknown				0	Over the last 6 months the vehicle randomly				yes	
	Unknown				114000	At slow speeds in the parking lot the vehicle				yes	
	Unknown				0	Transmission abruptly shifted down to 1st ge				yes	
	Unknown				99800	The contact owns a 2016 Ford F-150. The co				yes	
	Unknown				0	I was on my way to work the truck started ju				yes	
	Unknown				0	Transmission refused to down shift from 5th				yes	
	Unknown				0	The vehicle has the same Lead Frame assem				yes	
	Unknown				0	Truck downshifts periodically from 3rd to 2n				yes	
	Unknown				118000	The contact owns a 2016 Ford F-150. The co				yes	
	Unknown				0	While driving on the highway at highway spe				yes	
	Unknown				0	While driving on the highway at highway spe				yes	
	Unknown				0	F150 will not shift out of gears. Example, sta				yes	
	Unknown				119067	The contact owns a 2016 Ford F-150. The co				yes	
	Unknown				0	Lead Frame failure. Electrical component at				yes	
	Unknown				0	Wednesday, 22 March 2023: While driving c				yes	
	Unknown				86000	I was driving at highway speed, on cruise co				yes	
	Unknown				56736	The contact owns a 2016 Ford F-150. The co				yes	
	Unknown				56736	The contact owns a 2016 Ford F-150. The co				yes	
	Unknown				0	Vehicle loss of power due to bad lead frame				yes	
	Unknown				100800	The contact owns a 2016 Ford F-150. The co				yes	
	Unknown				0	I was driving down the road aporoximately 5				yes	
	Unknown				79000	The contact owns a 2016 Ford F-150. The co				yes	
	Unknown				118000	The contact owns a 2016 Ford F-150. The co				yes	
	Unknown				0	Vehicle downshifted into 2nd gear at 65 mph				yes	
	Unknown				0	Dtc p0707 transmssion would go into limp m				yes	
	Unknown				0	Vehicle shifts into 6 gear on takeoff causing				yes	
	Unknown				38484	The contact owns a 2016 Ford Expedition. Th				yes	
	Unknown				0	Very harsh down shifting, one incident happ				yes	
	Unknown				58000	The contact owns a 2017 Ford F-150. The co				yes	
	Unknown				89108	The contact owns a 2016 Ford F-150. The co				yes	
	Unknown				0	The vehicle experienced intermittent startin				yes	

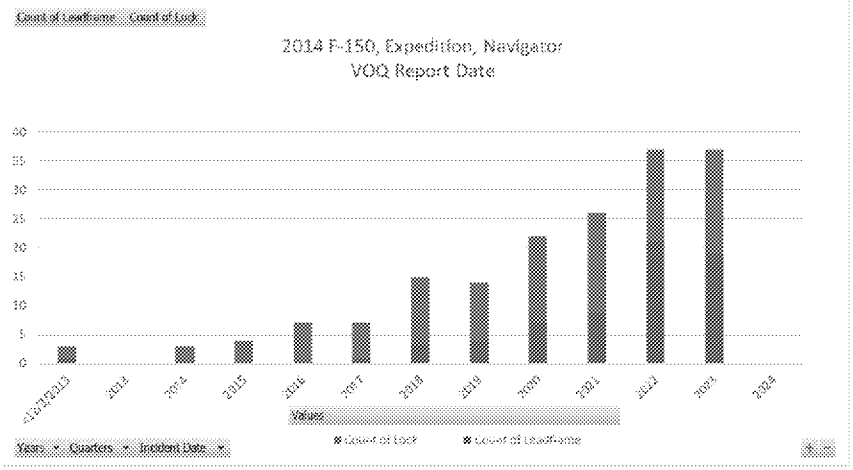
Unknown	0	I have replaced four turbos directly from boa	yes	
Unknown	136000	The contact owns a 2016 Ford F-150. The co	yes	
Unknown	0	The transmission Lead Frame has failed. Thi	yes	
Unknown	0	The transmission lead frame failed while trav	yes	
		Vehicle is experiencing delayed shifting and down-shifti		
		Driving 68mph with cruise control engaged, truck violen		
		Our 2015 Lincoln Navigator suddenly down shifts when		
		Had to replace lead frame on the transmission.		
		While Driving at about 25 MPH Powertrain light (orange		

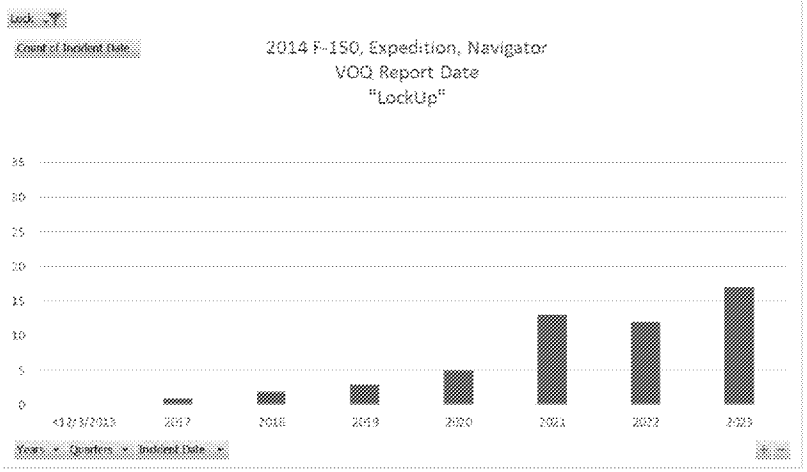
6R80 Downshift Update

5-Feb-2024

2014 F-150, Expedition, Navigator 6R80 Downshift, Lockup Allegations
Jan 2024 Update

[redacted]

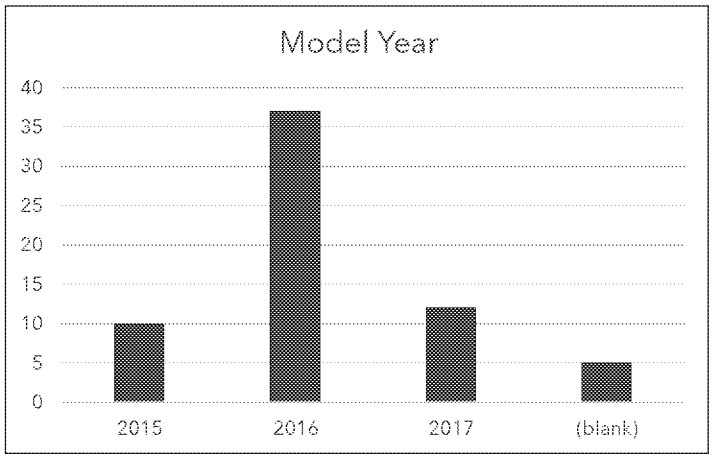


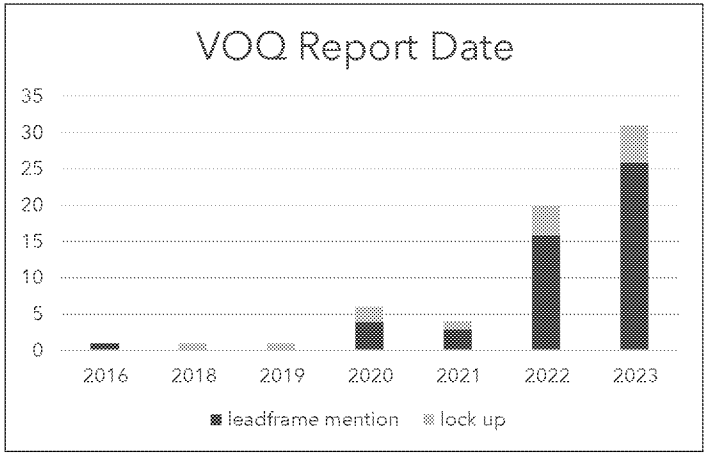


[redacted]

2015-17 F-150 & Expedition 6R80 Downshift, Lockup Allegations
Late 2023 Update

[redacted]





[redacted]

Example Verbatims:

- Vehicle is experiencing delayed shifting and down-shifting at inappropriate times. Rear wheels will occassionally lock-up causingthe truck to slide sideways. Orange wrench light is on and the check engine light as well. It shows the following codes--P0706-00, P0707-00, P1702-00, AND P1921-00.
- TRANSMISSION DOWNSHIFT FROM 6TH GEAR DOWN TO 2ND GEAR WHILE TRAVELING AT 50MPH WHICH CAUSED THE WHEELS TO LOCK AND SKID. SOMETIMES YOU WILL JUST FEEL A SUDDEN JOLT DURING THE DOWNSHIFT. HAS BEEN HAPPENING MORE OFTEN. MY TRUCK HAS ONLY 75K MILES ON IT. *TR
- ON JULY 24, 2020 WHILE DRIVING ON INTERSTATE 291 DRIVING 45-50MPH WITH HEAVY TRAFFIC, WITH ABSOLUTELY NO WARNING THERE WAS A LOUD EXPLOSION. I THOUGHT I WAS REAR ENDED. SIMULTANEOUSLY THE REAR TIRES LOCKED UP WHILE APPROACHING A WORK ZONE. I SKIDDED UNCONTROLLABLY FOR APPROXIMATELY 100 FEET. ULTIMATELY CAME TO REST ON THE SHOULDER. AS MY FAMILY AND I EXITED THE VEHICLE THERE WAS HEAVY SMOKE COMING FROM THE REAR AND UNDERSIDE OF THE VEHICLE. WE THOUGHT THE VEHICLE WAS ON FIRE.
- While driving the truck, the engine RPM increased suddenly, and the rear wheel locked while traveling at about 55 mph. The vehicle stopped quick enough that caused the seat belts to lock. Took the truck to the dealership and was informed that the leed frame for the transmission was not properly communicating with the truck computer. We were told that the vehicle was in risk of shifting into reverse at anytime and not to drive the truck until it is fixed. The are other F-Series trucks that have been recalled for this issue but my truck was not included in the recall.
- When driving on the interstate the truck suddenly downshifted causing the tires to lock up and the vehicle to swerve out of control There is already a recall for this issue for Lead Frame in 2011 2013 vehicles The recall needs to be extended to the 2014 model vehicles as well

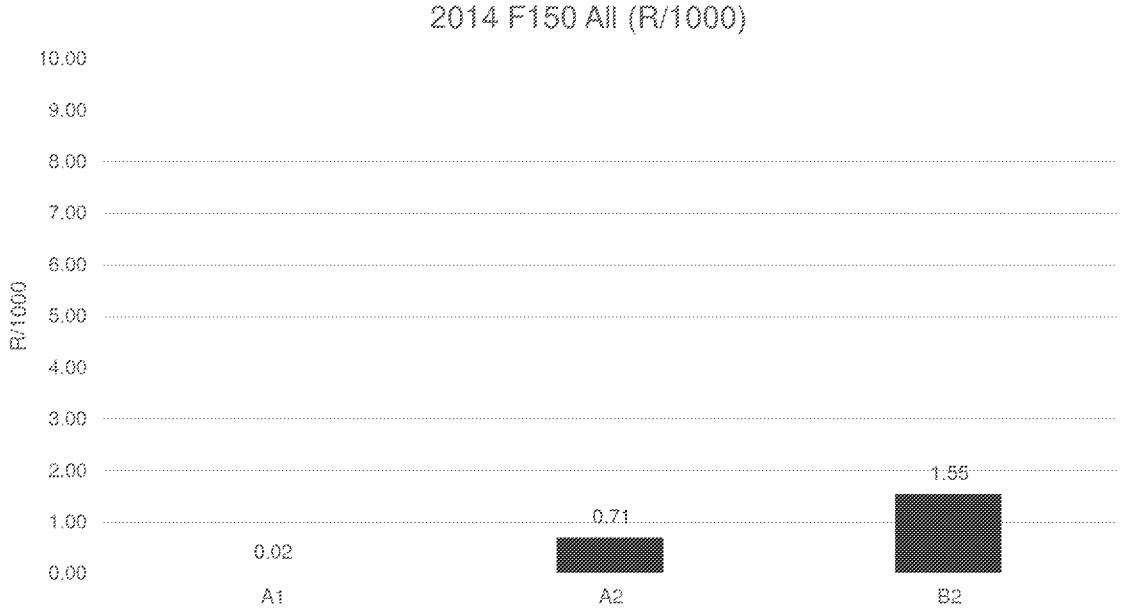




Data update (7/20/2020)

Population #2: 2014 F-150 6R80 Sudden Downshift





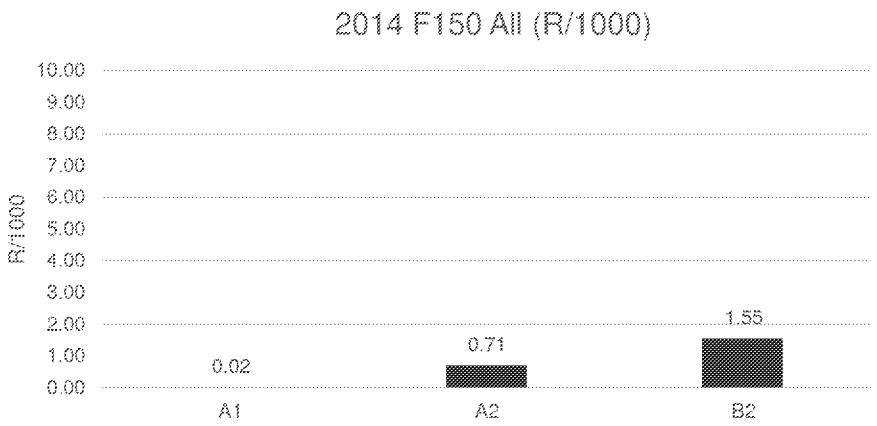
Category	Allegation
A1	Wheel Lock-Up due to Sudden (Unexpected) Downshift
A2	Sudden (Unexpected) Transmission Downshift
B1	Wheel Lock-Up Unknown Cause
B2	Harsh Downshift and Other Downshifting Issues

41 VOQs
(2 in last 6 months)

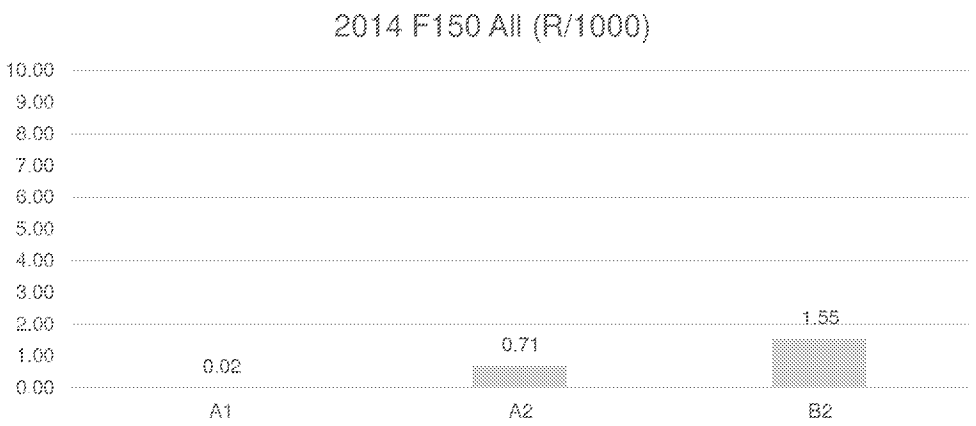
* Reports claiming ambiguous symptoms of 16S19, 19S07, or 19S19 were classified as A2

Population #2: 2014 F-150 6R80 Sudden Downshift Data Update

Data update (7/20/2020)

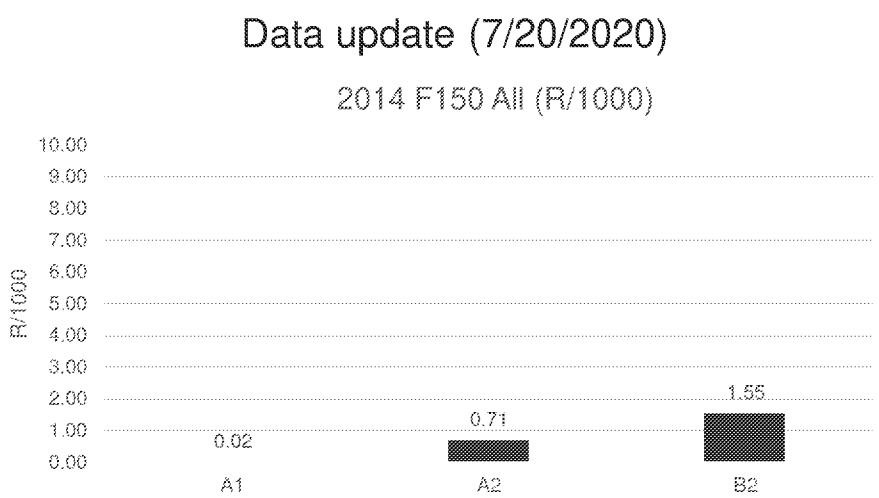


Data update (3/5/2021)

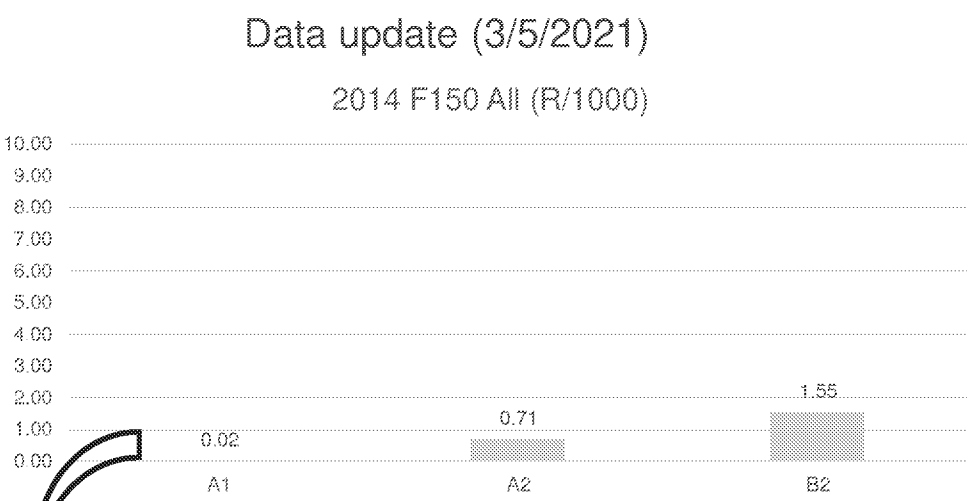


Population #2: 2014 F-150 6R80 Sudden Downshift Data Update

Data update (7/20/2020)



Data update (3/5/2021)



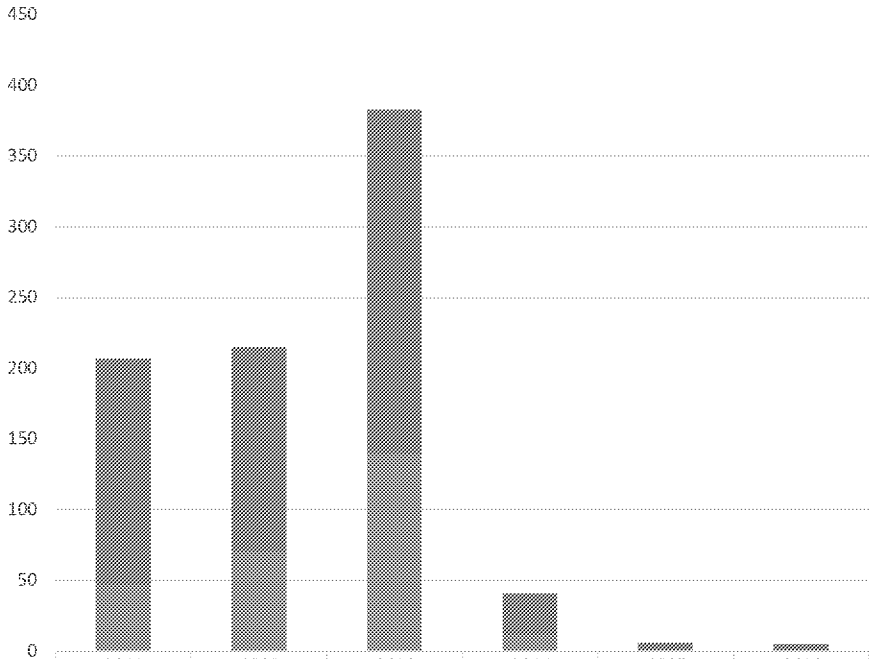
Jan 2024 Update – Lockup, Count / R/1000

	2014	
	F-150	Expedition
NHTSA # VOQ	47	4
Rate	0.09	0.10
Canada # VOQ	3	0
Rate	0.03	0.00



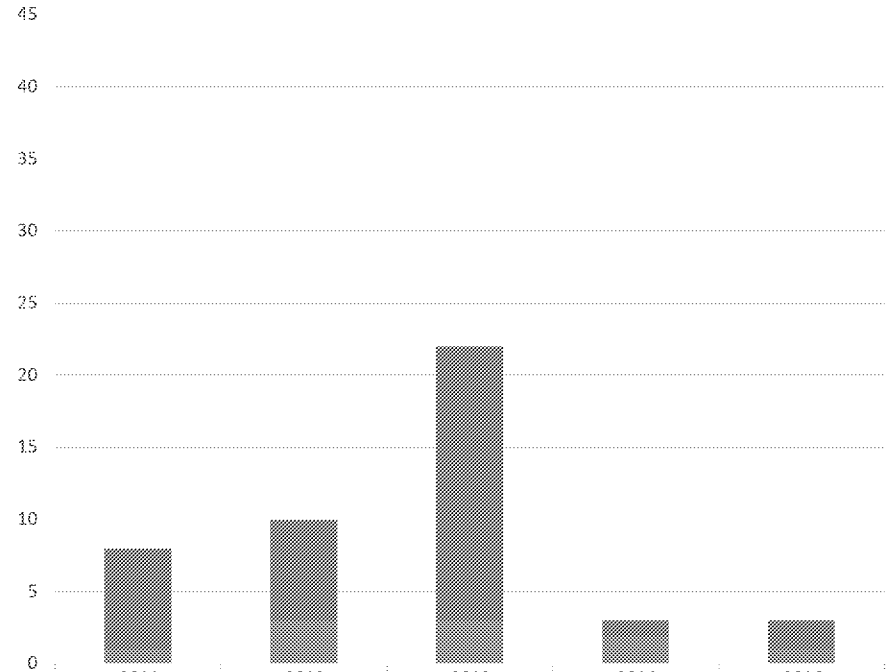
VOQ update with 2015-2016MY P552

F-150 6R80 Downshift VOQs Cumulative
May 2021 Update



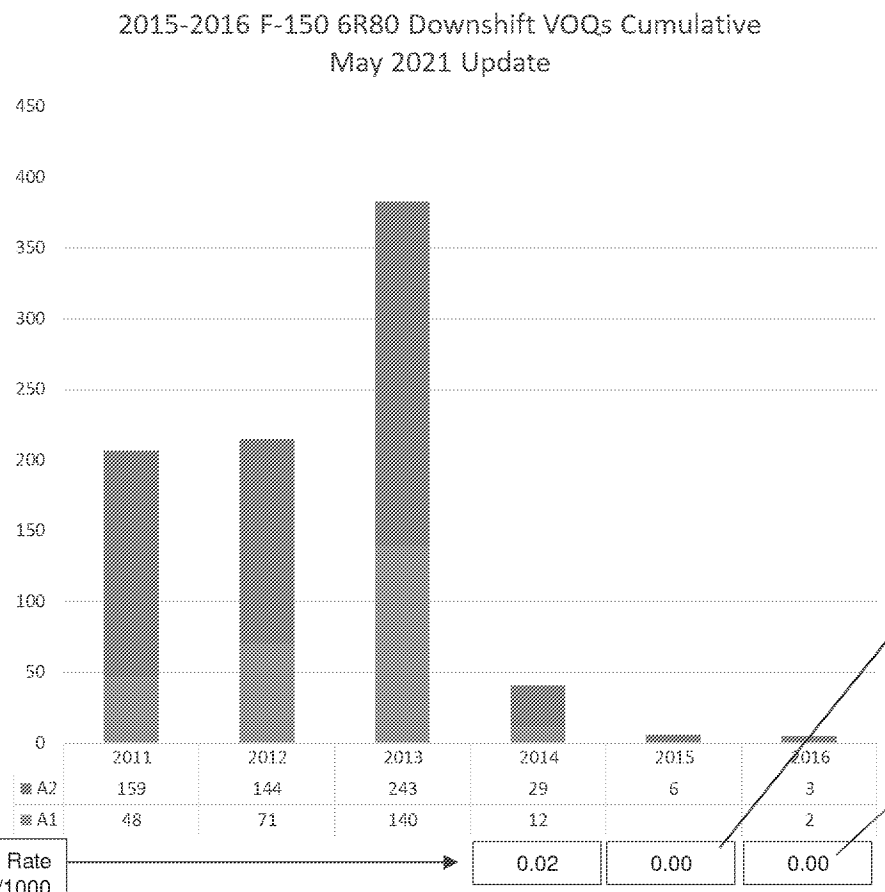
	2011	2012	2013	2014	2015	2016
A2	159	144	243	29	6	3
A1	48	71	140	12		2

F-150 6R80 Downshift VOQs Last 6 Months
May 2021 Update



	2011	2012	2013	2014	2016
A2	7	7	19	1	2
A1	1	3	3	2	1

VOQ update



Jan 2024 Update – Lockup, Count / R/1000

	2015		2016		2017	
	F-150	Expedition	F-150	Expedition	F-150	Expedition
NHTSA # VOQ	5	0	6	1	1	0
Rate	0.01	0.00	0.01	0.02	0.00	0.00

SECRET

From: Henney, Travis (J.)
Sent: Tuesday, February 6, 2024 6:35 AM
To: Menapace, Colin (C.); Rivera, Vicente (.); Feldkamp, Andrew (A.D.); Williams, Christopher (C.M.); Blackful, Jasper (J.); Amos, Jeffrey (J.R.); Ahmed, Mohammed (M.)
Cc: Beyer, Laura (L.D.); Fallu, John (W.); Bhavsar, Daven (D.); Jimenez, Zyanya (Z.); Wilson, Vernon (V.R.); Stanley, Daniel (D.J.)
Subject: CCRG 24-049 2014 and 2015-2017 Expedition and F-150 6R80 Claims
Attachments: 2014_Expedition and F150_6R80 Trans VOQs_16-Jan-2024.xlsx; 2015-2017_Expedition and F150 6R80 Trans VOQs_Jan 2024.xlsm; 6R80 VOQ Update_5-Feb-2024.pptx

My apologies for resending, but I should have included the CCRG number in the title originally. I did that now. Same content.

From: Henney, Travis (J.)
Sent: Tuesday, February 6, 2024 6:01 AM
To: Menapace, Colin (C.) <cmenapac@ford.com>; Rivera, Vicente (.) <vrivera2@ford.com>; Feldkamp, Andrew (A.D.) <afeldka1@ford.com>; Williams, Christopher (C.M.) <cwill127@ford.com>; Blackful, Jasper (J.) <jblackfu@ford.com>; Amos, Jeffrey (J.R.) <jamos13@ford.com>; Ahmed, Mohammed (M.) <MAHME119@ford.com>
Cc: Beyer, Laura (L.D.) <lbeyer4@ford.com>; Fallu, John (W.) <jfallu1@ford.com>; Bhavsar, Daven (D.) <dbhavsar@ford.com>; Jimenez, Zyanya (Z.) <ZJIMENE1@ford.com>; Wilson, Vernon (V.R.) <vwilson1@ford.com>; Stanley, Daniel (D.J.) <dstanle1@ford.com>
Subject: 2014 and 2015-2017 Expedition and F-150 6R80 Claims

Hello Team,

Here are some promised follow-ups from our last discussion on the 6R80 VOQs.

Please find attached:

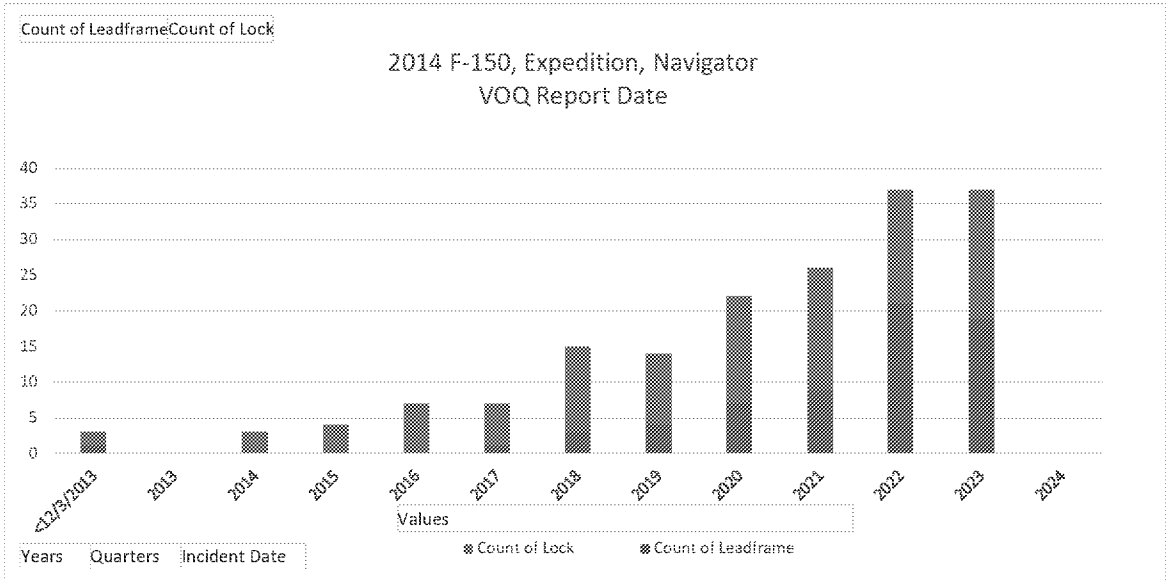
- **2014MY** Expedition and F-150 transmission related VOQs filtered for allegations of lock-up and/or mentions of the leadframe. Where provided, these records may have full VIN. All have customer comments. Please see the "VOQs" tab for record details.
- **2015-2017MY** Expedition and F-150 transmission related VOQs filtered for allegations of lock-up and/or mentions of the leadframe. Where provided, these records may have full VIN. All have customer comments. Please see the "VOQs" tab for record details.
- Updated summary presentation detailing previous investigations and actions for earlier populations, previously determined rates for the 2014 and 2015-2016 populations, as well as the most recent rate update.

Please consider and let us know if you have any questions. When everyone has had a bit of time to consider we can get back together to discuss and review.

Thanks for your support.

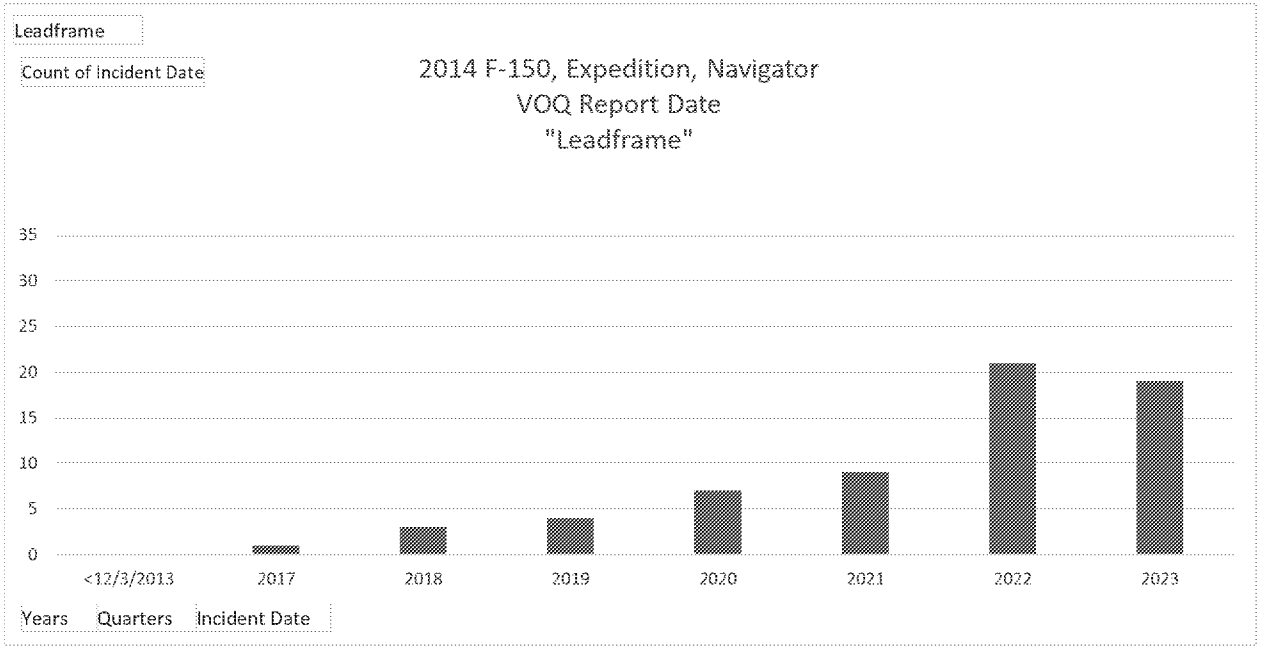
Best Regards,
Travis Henney
Automotive Safety Office-Senior Safety Engineer
thenney@ford.com
[redacted]

Row Labels	Count of Leadframe	Count of Lock
<12/3/2013	1	2
2013		
2014		3
2015		4
2016		7
2017	1	6
2018	3	12
2019	4	10
2020	7	15
2021	9	17
2022	21	16
2023	19	18
2024		
Grand Total	65	110



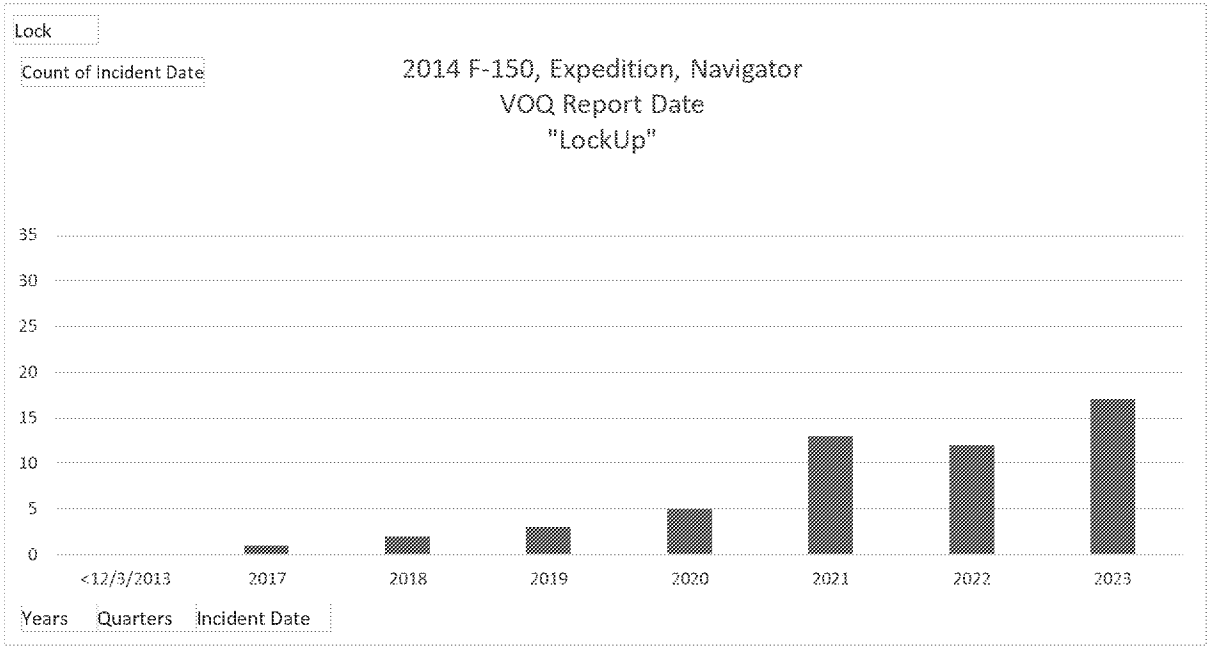
Leadframe	y

Row Labels	Count of Incident Date
<12/3/2013	
2017	1
2018	3
2019	4
2020	7
2021	9
2022	21
2023	19
Grand Total	64



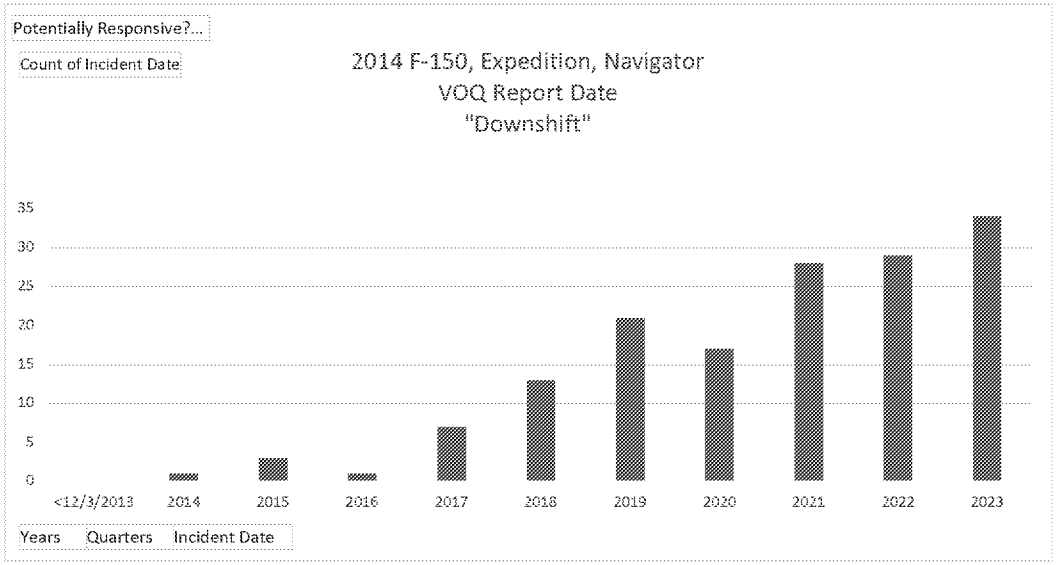
Lock	y

Row Labels	Count of Incident Date
<12/3/2013	
2017	1
2018	2
2019	3
2020	5
2021	13
2022	12
2023	17
Grand Total	53



Potentially Responsive?"Down" and "Shift"	y

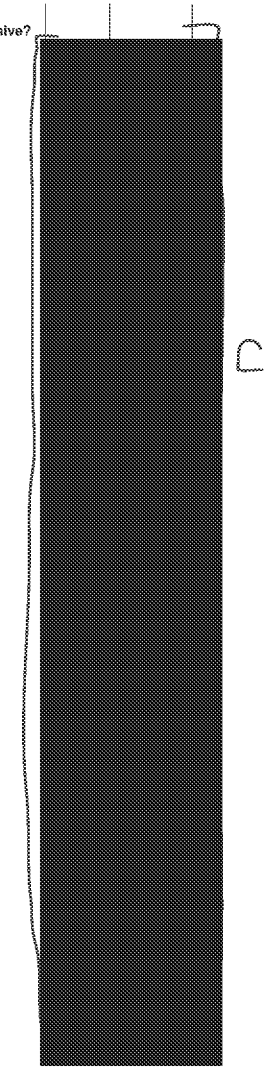
Row Labels	Count of Incident Date
<12/3/2013	
2014	1
2015	3
2016	1
2017	7
2018	13
2019	21
2020	17
2021	28
2022	29
2023	34
Grand Total	154



S.No	Source	ODI/Sour	CMPL ID	Incident Date	Lead/Rec	Date Add	[redacted]	Manufact	Make	Model	Model Ye	Significa	Fatality #	Injury #	Country	State/Pro	City	Odometer	Occurenc	Compone	Consumer Comments	Vehicle S
[redacted]	NHTSA	11548321	[redacted]	10/4/2023	10-09-202	10-04-202	[redacted]	FORD MOT	FORD	F-150	2014		0	0	UNITED ST	PA	Elizabeth	0	0	POWER TR	Traveling on highway at 60 mph in 6th gear. Car downshifted to 1s	60
	NHTSA	11563900		9/2/2023	01-15-202	01-06-202		FORD MOT	FORD	F-150	2014		0	0	UNITED ST	GA	Dallas	0	0	POWER TR	When driving on the Interstate the truck suddenly downshifted ca	75
	NHTSA	11547561		8/31/2023	10-09-202	10-01-202		FORD MOT	FORD	F-150	2014		0	0	UNITED ST	SC	Charleston	0	0	ELECTRICA	While driving 50mph the transmission downshifted to 2 gear and t	50
	NHTSA	11547164		8/9/2023	10-02-202	09-28-202		FORD MOT	FORD	F-150	2014		0	0	UNITED ST	TN	Coalmont	105000	0	POWER TR	The contact owns a 2014 Ford F-150. The contact stated while driv	60
	NHTSA	11533839		7/22/2023	07-31-202	07-22-202		FORD MOT	FORD	F-150	2014		0	0	UNITED ST	TX	Lumberton	0	0	VEHICLE SP	About 3 weeks ago, I started having issues with the truck where the	65
	NHTSA	11537227		7/19/2023	08-14-202	08-08-202		FORD MOT	FORD	F-150	2014		0	0	UNITED ST	AZ	Phoenix	0	0	ELECTRICA	Driving on the freeway, speedometer starts randomly sensing diffe	65
	NHTSA	11531655		7/4/2023	07-17-202	07-11-202		FORD MOT	FORD	F-150	2014		0	0	UNITED ST	CO	Aurora	0	0	POWER TR	I was driving down the highway at about 75 miles an hour and the	75
	NHTSA	11529210		6/14/2023	07-03-202	06-27-202		FORD MOT	FORD	F-150	2014		0	0	UNITED ST	TX	Onalaska	0	0	POWER TR	Driving at freeway speed the transmission jumped into 1st gear an	60
	NHTSA	11526785		6/13/2023	06-19-202	06-13-202		FORD MOT	FORD	F-150	2014	CRASH/AC	0	1	UNITED ST	TX	Irving	0	0	ELECTRICA	Truck downshifted today while doing 57 mph, speedometer went t	57
	NHTSA	11527701		6/13/2023	06-26-202	06-19-202		FORD MOT	FORD	F-150	2014	CRASH/AC	0	1	UNITED ST	TX	Irving	0	0	POWER TR	2014 ford f150 raptor, built in 11/13 in dearborn michigan plant. D	55
	NHTSA	11525734		6/5/2023	06-12-202	06-06-202		FORD MOT	FORD	EXPEDITIO	2014		0	0	UNITED ST	NC	Pilot moun	0	0	POWER TR	My mother in law contacted me and stated her 2014 ford expediti	60
	NHTSA	11524018		5/21/2023	06-05-202	05-26-202		FORD MOT	FORD	F-150	2014		0	0	UNITED ST	TX	Dickinson	127000	0	POWER TR	The contact owns a 2014 Ford F-150. The contact stated that while	50
	NHTSA	11516528		4/8/2023	04-17-202	04-11-202		FORD MOT	FORD	F-150	2014		0	0	UNITED ST	NJ	mt holly	0	0	POWER TR	While driving at approximately 53mph a second incident at 40mph	53
	NHTSA	11511395		3/12/2023	03-20-202	03-12-202		FORD MOT	FORD	F-150	2014		0	0	UNITED ST	KY	Kuttawa	0	0	POWER TR	Same as 2013 recall, my transmission locked & had to replace the	58
	NHTSA	11510288		2/10/2023	03-13-202	03-06-202		FORD MOT	FORD	F-150	2014		0	0	UNITED ST	VA	Haymarket	0	0	POWER TR	Transmission (Lead Frame - AL3Z9G276D) malfunctions causes veh	65
	NHTSA	11506508		2/9/2023	02-20-202	02-09-202		FORD MOT	FORD	F-150	2014		0	0	UNITED ST	AZ	PEORIA	0	0	ELECTRICA	This began in November of 2022 as an Intermittent concern. At fir	40
	NHTSA	11500101		1/3/2023	01-09-202	01-04-202		FORD MOT	FORD	F-150	2014		0	0	UNITED ST	LA	Madisonvi	0	0	POWER TR	There is a recall for this same vehicle, but only 2011-2013 year mo	65
	NHTSA	11500012		12/30/2022	01-09-202	01-03-202		FORD MOT	FORD	EXPEDITIO	2014		0	0	UNITED ST	TX	Burleson	0	0	POWER TR	Wednesday December 28th, 2022. Vehicle gave a short ding while	65
	NHTSA	11518290		11/15/2022	05-01-202	04-21-202		FORD MOT	FORD	F-150	2014		0	0	UNITED ST	OH	North Olm	0	0	POWER TR	While traveling at varying rates of speed, the transmission will shift	70
	NHTSA	11491380		10/28/2022	11-07-202	10-28-202		FORD MOT	FORD	F-150	2014		0	0	UNITED ST	CA	Santa Mari	0	0	ELECTRICA	Unable to unlock/lock driver side door with key fob and/or lock sw	0
	TRANSPOR	20222155		10/8/2022	10-10-2022			FORD MOT	FORD	F-150	2014		0	0	CANADA	Alberta	Beaumont	170111	0	TRANSMIS	While driving along the middle lane of a 3 lane road at approx 75k	75
	NHTSA	11494581		10/1/2022	11-28-202	11-22-202		FORD MOT	FORD	F-150	2014		0	0	UNITED ST	MO	Saint Josep	185000	0	ENGINE	The contact owns a 2014 Ford F-150. The contact stated while driv	0
	NHTSA	11485687		9/21/2022	09-26-202	09-21-202		FORD MOT	FORD	F-150	2014		0	0	UNITED ST	IN	Warsaw	0	0	VEHICLE SP	MY 2014 F 150 5.0 has the 6 speed auto trans. transmission will do	50
	NHTSA	11501579		8/1/2022	01-23-202	01-13-202		FORD MOT	FORD	F-150	2014		0	0	UNITED ST	VA	Locust Gro	290000	0	ENGINE	The contact owns a 2014 Ford F-150. The contact stated that while	0
	NHTSA	11474212		7/15/2022	07-25-202	07-15-202		FORD MOT	FORD	F-150	2014		0	0	UNITED ST	DE	Wilmingto	0	0	POWER TR	I have a 2014 Ford F150 tremor eco-boost. The vehicle has 104,00	50
	NHTSA	11500431		7/6/2022	01-16-202	01-06-202		FORD MOT	FORD	F-150	2014		0	0	UNITED ST	NE	Lincoln	90000	0	POWER TR	The contact owns a 2014 Ford F-150. The contact stated while driv	50
	NHTSA	11450561		2/3/2022	02-13-202	02-05-202		FORD MOT	FORD	F-150	2014		0	0	UNITED ST	TN	Nashville	0	0	STEERING	Advanctrac service warning came up. Got Codes run they showed t	35
	NHTSA	11449594		1/31/2022	02-11-202	01-31-202		FORD MOT	FORD	F-150	2014		0	0	UNITED ST	MS	Brooklyn	0	0	SERVICE BR	Vehicle down shifted from 6th gear to 1st gear, while going 70. Re	70
	NHTSA	11453595		1/21/2022	02-27-202	02-23-202		FORD MOT	FORD	F-150	2014		0	0	UNITED ST	KS	Wichita	147047	0	POWER TR	The contact owns a 2014 Ford F-150. The contact stated while driv	70
	NHTSA	11440488		11/14/2021	02-11-202	11-15-202		FORD MOT	FORD	EXPEDITIO	2014		0	0	UNITED ST	NC	Clenmons	0	0	POWER TR	Transmission will suddenly shift gear while driving. On one occasio	70
	NHTSA	11445414		11/5/2021	02-11-202	12-29-202		FORD MOT	FORD	F-150	2014		0	0	UNITED ST	WI	Argonne	0	0	POWER TR	While traveling at 60MPH transmission downshifts to 1st gear caus	60
	NHTSA	11439665		11/3/2021	02-11-202	11-08-202		FORD MOT	FORD	F-150	2014		0	0	UNITED ST	OH	Columbian	0	0	POWER TR	On several occasions while driving at 50+ mph my truck suddenly c	50
	NHTSA	11438884		11/1/2021	02-11-202	11-01-202		FORD MOT	FORD	F-150	2014		0	0	UNITED ST	OH	Hamilton	0	0	POWER TR	Monday November 1, 2021. I was traveling at approximately 45 mi	45
	NHTSA	11426328		7/24/2021	02-11-202	07-25-202		FORD MOT	FORD	F-150	2014		0	0	UNITED ST	TX	Bedford	0	0	POWER TR	Last night while coming home from dinner I was cruising around 40	40
	TRANSPOR	20211136		7/19/2021	11-24-2021			FORD MOT	FORD	F-150	2014		0	0	CANADA	Ontario	Peterboro	180000	0	TRANSMIS	Sudden downshifting gears changed without warning, feeling like y	100
	NHTSA	11427426		7/15/2021	02-11-202	08-02-202		FORD MOT	FORD	F-150	2014		0	0	UNITED ST	TX	San Antoni	150000	0	POWER TR	The contact owns a 2014 Ford F-150. The contact stated while driv	65
	NHTSA	11421240		6/16/2021	02-11-202	06-17-202		FORD MOT	FORD	F-150	2014	INJURY	0	1	UNITED ST	CA	palmdale	0	0	POWER TR	while driving on the freeway my 2014 ford f150 suddenly downshif	0
	NHTSA	11419703		5/28/2021	02-11-202	06-04-202		FORD MOT	FORD	EXPEDITIO	2014		0	0	UNITED ST	NV	Las Vegas	0	0	VEHICLE SP	As I was driving on the freeway my transmission downshifted and	65
	NHTSA	11419966		5/27/2021	02-11-202	06-07-202		FORD MOT	FORD	F-150	2014		0	0	UNITED ST	CA	palmdale	0	0	UNKNOWN	on several occasions while driving at 50+ mph my truck suddenly d	55
	NHTSA	11424739		5/25/2021	02-11-202	07-14-202		FORD MOT	FORD	F-150	2014	INJURY	0	1	UNITED ST	CA	palmdale	0	0	POWER TR	while driving my vehicle it suddenly downshifts from 6th gear to 1s	50
	NHTSA	11418594		5/24/2021	02-11-202	05-26-202		FORD MOT	FORD	F-150	2014		0	0	UNITED ST	CA	palmdale	0	0	POWER TR	while driving at highway speeds my truck suddenly down shifts fro	55
	NHTSA	11386517		1/4/2021	02-11-202	01-04-202		FORD MOT	FORD	F-150	2014		0	0	UNITED ST	KY	INDEPEND	178000	0	POWER TR	VEHICLE STARTED TO DOWN SHIFT INTO 1ST AND 2ND GEARS WHI	55
	NHTSA	11383804		12/12/2020	02-11-202	12-16-202		FORD MOT	FORD	F-150	2014		0	0	UNITED ST	IN	SCHERERV	63000	0	VEHICLE SP	2014 F150 ECOBOOST: WHILE DRIVING ~50MPH, THE VEHICLE ABR	50
	NHTSA	11407234		11/30/2020	02-11-202	04-09-202		FORD MOT	FORD	F-150	2014		0	0	UNITED ST	LA	MAUREPA	133477	0	VEHICLE SP	VEHICLE SHIFTED FROM 6TH GEAR TO FIRST WHILE DRIVING WHIC	55
	NHTSA	11527252		6/30/2020	06-19-202	06-15-202		FORD MOT	FORD	F-150	2014		0	0	UNITED ST	CA	Tulare	0	0	POWER TR	Had to have lead frame changed in transmission because truck was	40
	NHTSA	11413838		4/12/2020	02-11-202	04-25-202		FORD MOT	FORD	F-150	2014		0	0	UNITED ST	WV	FAYETTEVI	134360	0	POWER TR	WE WERE DRIVING AT 55 MPH DOWN HIGHWAY WHEN SUDDENLY	55
	NHTSA	11306291		1/23/2020	02-11-202	01-31-202		FORD MOT	FORD	F-150	2014		0	0	UNITED ST	TX	HOUSTON	114000	0	POWER TR	2014 F150 PICKUP WHILE AT SPEED (FIRST TIME AT 35MPH AND SE	65
	NHTSA	11286617		11/30/2019	02-11-202	12-03-201		FORD MOT	FORD	F-150	2014		0	0	UNITED ST	NY	JOHNSTOV	59000	0	POWER TR	11/30/19 I WAS DRIVING DOWN THE ROAD AT APPROXIMATELY 45	45
	NHTSA	11241677		8/3/2019	02-11-202	08-05-201		FORD MOT	FORD	F-150	2014		0	0	UNITED ST	TX	KATY	135000	0	POWER TR	WHILE DRIVING, AN UNEXPECTED DOWNSHIFT INTO FIRST GEAR C	25
	NHTSA	11234181		7/23/2019	02-11-202	07-23-201		FORD MOT	FORD	F-150	2014		0	0	UNITED ST	TX	AUSTIN	67000	0	POWER TR	I AM EXPERIENCING SYMPTOMS LIKE THOSE OUTLINED IN THE REC	55
	NHTSA	11340567		10/10/2018	02-11-202	07-21-202		FORD MOT	FORD	F-150	2014		0	0	UNITED ST	ME	MINOT	70000	0	POWER TR	MY TRUCK WILL DOWNSHIFT FROM 5TH GEAR TO 1ST GEAR WHILE	50
	NHTSA	11092222		5/5/2018	02-11-202	05-07-201		FORD MOT	FORD	F-150	2014		0	0	UNITED ST	OK	BLANCHAR	80000	0	POWER TR	2014 FORD F-150 ECOBOOST - AT APPROXIMATELY 60 MPH VEHIC	60
	NHTSA	10983248		5/2/2017	02-11-202	05-03-201		FORD MOT	FORD	F-150	2014		0	0	UNITED ST	PA	BADEN	60000	0	VEHICLE SP	ALMOST HAD SEVERAL ACCIDENTS DUE TO A DOWNSHIFT INTO FIR	55

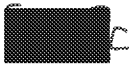
[redacted]	TRANSPOR	20191708	[redacted]		11-24-202	04-17-202	[redacted]	FORD MOT	FORD	F-150	2014		0	0	CANADA	Ontario	Minesing	119500	0	TRANSMIS	Incident occurred a week prior to report. While travelling at 70km/	70

Vehicle s	Incident I	Medical A	Fuel Typ	Defective	Vehicles	Potentially Responsive? "Down" and "Shift"
	0	0			0	y
	0	0			0	y
	0	0			0	y
	0	0			0	y
	0	0			0	
	0	0			0	y
	0	0			0	
	0	0			0	
	1	0			1	y
	1	0			1	y
	0	0			0	y
	0	0			0	
	0	0			0	
	0	0	GS		0	
	0	0			0	y
	0	0			0	y
	0	0			0	
	0	0			0	y
	0	0			0	y
	0	0			0	
KPH						
	0	0			0	y
	0	0			0	y
	0	0			0	
	0	0			0	
	0	0			0	y
	0	0			0	
	0	0			0	y
	0	0			0	y
	0	0			0	y
	0	0			0	y
	0	0			0	y
	0	0			0	y
	0	0			0	y
KPH						y
	0	0			0	y
	0	1			0	y
	0	0			0	y
	0	0			0	y
	0	0			0	y
	0	0			0	y
	0	0			0	y
	0	0			0	y
	0	0			0	
	0	0			0	
	0	0			0	
	0	0			0	y
	0	0			0	y
	0	0			0	y
	0	0			0	y
	0	0			0	y
	0	0			0	
	0	0			0	y



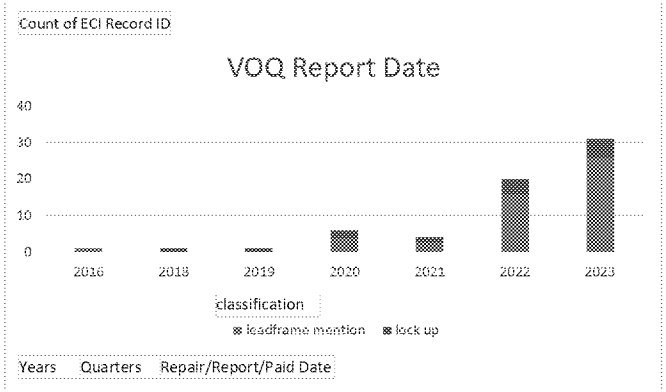
KPH					

y

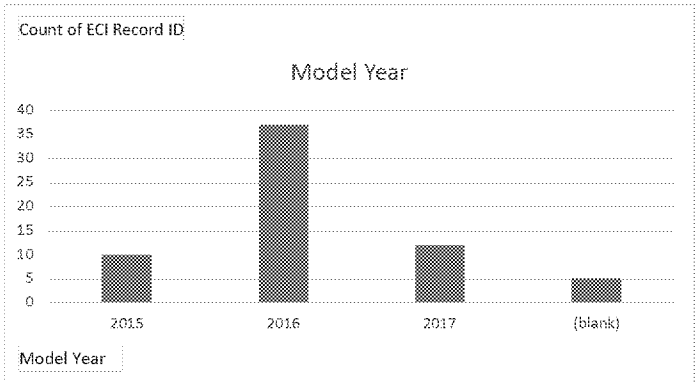


Search Criteria	
UserID	thenney
Report Date Time	2024-01-16 17:06:42
Total Result Count	1662
Source	NHTSA;TRANSPORT CANADA
Manufacturer	FORD MOTOR COMPANY
Make	FORD;LINCOLN
Model	EXPEDITION;F-150;NAVIGATOR
Model Year	2014

Count of ECI Record ID	Column Labels		
Row Labels	leadframe mention	lock up	Grand Total
2016	1		1
2018		1	1
2019		1	1
2020	4	2	6
2021	3	1	4
2022	16	4	20
2023	26	5	31
Grand Total	50	14	64



Row Labels	Count of ECI Record ID
2015	10
2016	37
2017	12
(blank)	5
Grand Total	**64**



ECI Record	Source Coc	Commodit	Symptoms	Significant	Alleged Fir	Alleged Fir	Alleged Fir	Verified	Source Cla	VOQ ODI N	Warranty (	Corporate	Time In Se	Customer I	V Function	Version Se	Source Sys	Repair/Repo	Load Date	Maintenan	Causal Part	Causal Part	Causal Par	Causal Part	Non Causa	Labor Oper	Dealer Cod	Dealer Nar
	VOQ	Ford	powertrair	function-malfunction/	None of th	Unknown	Unknown	Y		11022367			0					11/30/2016	09/12/172	09/12/1720:16				NOT PROV				
	VOQ	Ford	body;locks	damage;damage-chaf	None of th	Unknown	Unknown	Y		11074341			0					2/22/2018	02/28/182	02/28/1820:11				NOT PROV				
	VOQ	Ford	powertrair	contaminated/foreign	None of th	Unknown	Unknown	N		11288276			0					9/17/2019	12/18/192	05/17/2120:11				NOT PROV				
	VOQ	Ford	powertrair	engine power-stall;fur	None of th	Unknown	Unknown	Y		11309003			0					1/30/2020	02/26/200	07/19/2120:11				NOT PROV				
	VOQ	Ford	powertrair	loss of control;mod-dr	None of th	Unknown	Unknown	Y		11330659			0					6/23/2020	07/01/202	03/01/2102:09				NOT PROV				
	VOQ	Ford	powertrair	mod-shift third gear;s	None of th	Unknown	Unknown	Y		11343799			0					7/30/2020	08/12/202	08/12/2020:11				NOT PROV				
	VOQ	Ford	powertrair	damage-ch property d	Smoke	Under Veh	Localized t	Y		11350286			0					7/24/2020	08/26/202	08/26/2020:11				NOT PROV				
	VOQ	Ford	powertrair	function-malfunction/	None of th	Unknown	Unknown	Y		11378671			0					11/30/2020	12/16/202	12/16/2020:11				NOT PROV				
	VOQ	Ford	powertrair	frozen/seized;mod-co	None of th	Unknown	Unknown	Y		11388858			0					1/18/2021	01/27/212	01/27/2121:23				NOT PROV				
	VOQ	Ford	powertrair	function-malfunction/	None of th	Unknown	Unknown	Y		11404318			0					12/1/2020	03/29/212	03/29/2120:11				NOT PROV				
	VOQ	Ford	powertrair	function-malfunction/	None of th	Unknown	Unknown	Y		11418890			0					5/25/2021	07/19/212	07/19/2120:11				NOT PROV				
	VOQ	Ford	powertrair	function-malfunction/	None of th	Unknown	Unknown	Y		11422142			0					5/13/2021	07/19/212	07/19/2120:11				NOT PROV				
	VOQ	Ford	powertrair	field service action;fu	None of th	Unknown	Unknown	Y		11449865			0					2/1/2022	02/11/220	05/04/2220:11				NOT PROV				
	VOQ	Ford	powertrair	function-malfunction/	None of th	Unknown	Unknown	Y		11456101			0					2/25/2022	03/17/220	03/17/2206:24				NOT PROV				
	VOQ	Ford	chassis;sus	function-malfunction/	None of th	Unknown	Unknown	Y		11448539			0					1/23/2022	03/24/220	03/24/2206:05				NOT PROV				
	VOQ	Ford	powertrair	damage-catastrophic	None of th	Unknown	Unknown	Y		11458826			0					3/9/2022	04/07/220	04/07/2205:26				NOT PROV				
	VOQ	Ford	powertrair	engine rpm surge/flar	None of th	Unknown	Unknown	Y		11459805			0					7/6/2021	04/12/222	04/12/2220:11				NOT PROV				
	VOQ	Ford	powertrair	engine power-stall;en	None of th	Unknown	Unknown	Y		11469127			0					6/2/2022	06/21/222	06/21/2221:18				NOT PROV				
	VOQ	Ford	powertrair	function-malfunction/	None of th	Unknown	Unknown	Y		11470664			0					6/20/2022	06/28/222	06/28/2220:11				NOT PROV				
	VOQ	Ford	powertrair	function-malfunction/	None of th	Unknown	Unknown	Y		11472914			0					7/8/2022	07/19/222	07/19/2220:14				NOT PROV				
	VOQ	Ford	powertrair	function-malfunction/	None of th	Unknown	Unknown	Y		11475327			0					7/6/2022	08/02/222	08/02/2220:11				NOT PROV				
	VOQ	Ford	powertrair	field service action;fu	None of th	Unknown	Unknown	Y		11476584			0					7/15/2022	08/09/222	08/09/2220:11				NOT PROV				
	VOQ	Ford	powertrair	battery-de property d	None of th	Unknown	Unknown	Y		11476811			0					7/11/2022	08/09/222	08/09/2220:11				NOT PROV				
	VOQ	Ford	powertrair	engine power-loss of ;	None of th	Unknown	Unknown	Y		11479437			0					8/4/2022	08/23/222	08/23/2220:12				NOT PROV				
	VOQ	Ford	powertrair	function-malfunction/	None of th	Unknown	Unknown	Y		11479509			0					8/15/2022	08/23/222	08/23/2220:12				NOT PROV				
	VOQ	Ford	powertrair	field service action;fu	None of th	Unknown	Unknown	Y		20221830			0					8/2/2022	08/23/222	08/23/2220:12				NOT PROV				
	VOQ	Ford	powertrair	field servic personal fr	None of th	Unknown	Unknown	Y		11482536			0					8/30/2022	09/07/222	09/13/2220:14				NOT PROV				
	VOQ	Ford	powertrair	engine power-stall;fur	None of th	Unknown	Unknown	Y		11485509			0					7/15/2022	09/27/222	09/27/2220:11				NOT PROV				
	VOQ	Ford	powertrair	function-malfunction/	None of th	Unknown	Unknown	Y		11488420			0					10/3/2022	10/18/222	10/18/2220:11				NOT PROV				
	VOQ	Ford	powertrair	field service action;fu	None of th	Unknown	Unknown	Y		11489946			0					10/8/2022	10/25/222	10/25/2220:11				NOT PROV				
	VOQ	Ford	powertrair	field service action;fu	None of th	Unknown	Unknown	Y		11499033			0					12/21/2022	01/03/232	01/03/2320:11				NOT PROV				
	VOQ	Ford	powertrair	burned out ;function-	None of th	Unknown	Unknown	Y		11499401			0					3/31/2022	01/03/232	01/03/2320:11				NOT PROV				
	VOQ	Ford	powertrair	circuit-poor contact/p	None of th	Unknown	Unknown	Y		11504029			0					1/24/2023	02/07/232	02/07/2320:11				NOT PROV				
	VOQ	Ford	powertrair	dim;field service actio	None of th	Unknown	Unknown	Y		11510607			0					3/7/2023	03/14/232	03/14/2320:11				NOT PROV				
	VOQ	Ford	powertrair	dim;field service actio	None of th	Unknown	Unknown	Y		11510607			0					3/7/2023	03/14/232	03/14/2320:11				NOT PROV				
	VOQ	Ford	powertrair	field service action;fu	None of th	Unknown	Unknown	Y		11512743			0					3/19/2023	03/28/232	03/28/2320:11				NOT PROV				
	VOQ	Ford	powertrair	function-malfunction/	None of th	Unknown	Unknown	Y		11512837			0					9/1/2022	03/28/232	03/28/2320:11				NOT PROV				
	VOQ	Ford	powertrair	damage;engine powe	None of th	Unknown	Unknown	Y		11513008			0					3/11/2023	03/28/232	03/28/2320:11				NOT PROV				
	VOQ	Ford	powertrair	field service action;fu	None of th	Unknown	Unknown	Y		11513750			0					3/22/2023	04/04/232	04/04/2320:11				NOT PROV				
	VOQ	Ford	powertrair	function-malfunction/	None of th	Unknown	Unknown	Y		20230694			0					3/24/2023	04/04/232	04/04/2320:11				NOT PROV				
	VOQ	Ford	powertrair	field service action;fu	None of th	Unknown	Unknown	Y		11514866			0					3/26/2023	04/11/232	04/11/2320:11				NOT PROV				
	VOQ	Ford	powertrair	field service action;fu	None of th	Unknown	Unknown	Y		11514866			0					3/26/2023	04/11/232	04/11/2320:11				NOT PROV				
	VOQ	Ford	powertrair	comfort issue;engine ;	None of th	Unknown	Unknown	Y		11514934			0					3/21/2023	04/11/232	04/11/2320:11				NOT PROV				
	VOQ	Ford	powertrair	function-malfunction/	None of th	Unknown	Unknown	Y		11515180			0					3/23/2023	04/11/232	04/11/2320:11				NOT PROV				
	VOQ	Ford	powertrair	field service action;fro	None of th	Unknown	Unknown	Y		11515620			0					3/11/2023	04/11/232	04/11/2320:11				NOT PROV				
	VOQ	Ford	powertrair	function-malfunction/	None of th	Unknown	Unknown	Y		11519900			0					3/28/2023	05/09/232	05/09/2320:11				NOT PROV				
	VOQ	Ford	powertrair	function-malfunction/	None of th	Unknown	Unknown	Y		11520623			0					5/1/2023	05/16/232	05/16/2320:11				NOT PROV				
	VOQ	Ford	powertrair	frozen/seized;mod-dr	None of th	Unknown	Unknown	Y		11520933			0					5/1/2023	05/16/232	05/16/2320:11				NOT PROV				
	VOQ	Ford	powertrair	field service action;mo	None of th	Unknown	Unknown	Y		11521852			0					5/12/2023	05/23/232	05/23/2320:11				NOT PROV				
	VOQ	Ford	powertrair	engine power-poor pe	None of th	Unknown	Unknown	Y		11523390			0					3/29/2023	05/30/232	05/30/2320:14				NOT PROV				
	VOQ	Ford	powertrair	engine power-loss of ;	None of th	Unknown	Unknown	Y		11525796			0					5/29/2023	06/13/232	06/13/2320:11				NOT PROV				
	VOQ	Ford	powertrair	function-malfunction/	None of th	Unknown	Unknown	Y		11528171			0					6/17/2023	06/27/232	06/27/2322:39				NOT PROV				
	VOQ	Ford	powertrair	engine power-loss of ;	None of th	Unknown	Unknown	Y		11537727			0					7/18/2023	08/15/232	08/15/2322:54				NOT PROV				
	VOQ	Ford	powertrair	function-malfunction/	None of th	Unknown	Unknown	Y		11539100			0					7/20/2023	08/22/232	08/22/2320:11				NOT PROV				
	VOQ	Ford	powertrair	field service action;fu	None of th	Unknown	Unknown	Y		11543952			0					8/24/2023	09/19/232	09/19/2322:01				NOT PROV				

[redacted]	VOQ	Ford	powertrain frozen/seized;function None of th	Unknown	Unknown	Y	[redacted]	1544841	0	8/25/2023	09/26/232	09/26/2320:12	NOT PROV	-	-
	VOQ	Ford	powertrain function-malfunction/ None of th	Unknown	Unknown	Y		1549474	0	7/17/2023	10/17/232	10/17/2320:11	NOT PROV	-	-
	VOQ	Ford	powertrain field service action;fre None of th	Unknown	Unknown	Y		1550190	0	9/27/2023	10/24/232	10/24/2320:11	NOT PROV	-	-
	VOQ	Ford	powertrain engine rpm surge/flar None of th	Unknown	Unknown	Y		1550310	0	10/7/2023	10/24/232	10/24/2320:11	NOT PROV	-	-
	VOQ	Ford	powertrain engine power-hesitates;loss of control;mod-codes found;mod-ind					1551906		10/13/2023					
	VOQ	Ford	powertrain fluid level-insufficient fluid;mod-driving condition-at cruise;mod-d					1554999		11/14/2023					
	VOQ	Ford	powertrain field service action;function-malfunction/inoperative;mod-driving					1558395		11/9/2023					
	VOQ	Ford	powertrain no keyword found					1562036		12/27/2023					
	VOQ	Ford	powertrain field service action;function-malfunction/inoperative;mod-indicato					1562674		12/24/2023					

Dealer City	Dealer Stat	Dealer Cou	Dealer Pho	Tread Cate	Tread Cate	Reported I	Attachmer	Communic	VOQ Coms	GCQ85 Safe	Tire Manut	Tire Size	Tire Brand	Wheel	VIN	Production	Model Yea	Vehicle De	Engine Ser	Engine Des	Transmissi	Body Cab S	Drive Line	Transmissi	Vehicle Axl	Vehicle Re	Retail Sale
	USA							POWER TRAIN			Unknown	Unknown			[redacted]		2015	F-150		Unknown	Unknown	Unknown	Unknown				
	USA							UNKNOWN OR OTHER			Unknown	Unknown					2015	F-150		Unknown	Unknown	Unknown	Unknown				
	USA							POWER TRAIN			Unknown	Unknown					2016	F-150		Unknown	Unknown	Unknown	Unknown				
	USA							POWER TRAIN			Unknown	Unknown					2017	EXPEDITION		Unknown	Unknown	Unknown	Unknown				
	USA							POWER TRAIN			Unknown	Unknown					2016	EXPEDITION		Unknown	Unknown	Unknown	Unknown				
	USA							POWER TRAIN			Unknown	Unknown					2017	F-150		Unknown	Unknown	Unknown	Unknown				
	USA							POWER TRAIN			Unknown	Unknown					2015	F-150		Unknown	Unknown	Unknown	Unknown				
	USA							POWER TRAIN			Unknown	Unknown					2016	F-150		Unknown	Unknown	Unknown	Unknown				
	USA							POWER TRAIN			Unknown	Unknown					2016	F-150		Unknown	Unknown	Unknown	Unknown				
	USA							POWER TRAIN			Unknown	Unknown					2016	EXPEDITION		Unknown	Unknown	Unknown	Unknown				
	USA							POWER TRAIN			Unknown	Unknown					2016	F-150		Unknown	Unknown	Unknown	Unknown				
	USA							POWER TRAIN			Unknown	Unknown					2016	F-150		Unknown	Unknown	Unknown	Unknown				
	USA							POWER TRAIN			Unknown	Unknown					2016	F-150		Unknown	Unknown	Unknown	Unknown				
	USA							POWER TRAIN			Unknown	Unknown					2017	F-150		Unknown	Unknown	Unknown	Unknown				
	USA							UNKNOWN OR OTHER			Unknown	Unknown					2016	F-150		Unknown	Unknown	Unknown	Unknown				
	USA							POWER TRAIN			Unknown	Unknown					2017	F-150		Unknown	Unknown	Unknown	Unknown				
	USA							POWER TRAIN			Unknown	Unknown					2015	F-150		Unknown	Unknown	Unknown	Unknown				
	USA							POWER TRAIN			Unknown	Unknown					2015	F-150		Unknown	Unknown	Unknown	Unknown				
	USA							POWER TRAIN			Unknown	Unknown					2015	F-150		Unknown	Unknown	Unknown	Unknown				
	USA							POWER TRAIN			Unknown	Unknown					2016	F-150		Unknown	Unknown	Unknown	Unknown				
	USA							POWER TRAIN			Unknown	Unknown					2016	F-150		Unknown	Unknown	Unknown	Unknown				
	USA							POWER TRAIN			Unknown	Unknown					2015	F-150		Unknown	Unknown	Unknown	Unknown				
	USA							POWER TRAIN			Unknown	Unknown					2015	F-150		Unknown	Unknown	Unknown	Unknown				
	USA							POWER TRAIN			Unknown	Unknown					2016	EXPEDITION		Unknown	Unknown	Unknown	Unknown				
	USA							POWER TRAIN			Unknown	Unknown					2017	F-150		Unknown	Unknown	Unknown	Unknown				
	USA							GENERAL			Unknown	Unknown					2017	EXPEDITION		Unknown	Unknown	Unknown	Unknown				
	USA							POWER TRAIN			Unknown	Unknown					2017	F-150		Unknown	Unknown	Unknown	Unknown				
	USA							POWER TRAIN			Unknown	Unknown					2016	F-150		Unknown	Unknown	Unknown	Unknown				
	USA							POWER TRAIN			Unknown	Unknown					2016	F-150		Unknown	Unknown	Unknown	Unknown				
	USA							POWER TRAIN			Unknown	Unknown					2016	F-150		Unknown	Unknown	Unknown	Unknown				
	USA							POWER TRAIN			Unknown	Unknown					2016	F-150		Unknown	Unknown	Unknown	Unknown				
	USA							POWER TRAIN			Unknown	Unknown					2016	F-150		Unknown	Unknown	Unknown	Unknown				
	USA							POWER TRAIN			Unknown	Unknown					2017	F-150		Unknown	Unknown	Unknown	Unknown				
	USA							POWER TRAIN			Unknown	Unknown					2016	F-150		Unknown	Unknown	Unknown	Unknown				
	USA							POWER TRAIN			Unknown	Unknown					2016	F-150		Unknown	Unknown	Unknown	Unknown				
	USA							UNKNOWN OR OTHER			Unknown	Unknown					2016	F-150		Unknown	Unknown	Unknown	Unknown				
	USA							POWER TRAIN			Unknown	Unknown					2017	F-150		Unknown	Unknown	Unknown	Unknown				
	USA							POWER TRAIN			Unknown	Unknown					2016	F-150		Unknown	Unknown	Unknown	Unknown				
	USA							POWER TRAIN			Unknown	Unknown					2016	F-150		Unknown	Unknown	Unknown	Unknown				
	USA							POWER TRAIN			Unknown	Unknown					2017	F-150		Unknown	Unknown	Unknown	Unknown				
	USA							TRANSMISSION AUTO			Unknown	Unknown					2016	F-150		Unknown	Unknown	Unknown	Unknown				
	USA							POWER TRAIN			Unknown	Unknown					2016	F-150		Unknown	Unknown	Unknown	Unknown				
	USA							POWER TRAIN;AUTOM			Unknown	Unknown					2016	F-150		Unknown	Unknown	Unknown	Unknown				
	USA							POWER TRAIN			Unknown	Unknown					2016	F-150		Unknown	Unknown	Unknown	Unknown				
	USA							POWER TRAIN			Unknown	Unknown					2016	F-150		Unknown	Unknown	Unknown	Unknown				
	USA							POWER TRAIN			Unknown	Unknown					2016	F-150		Unknown	Unknown	Unknown	Unknown				
	USA							POWER TRAIN			Unknown	Unknown					2016	F-150		Unknown	Unknown	Unknown	Unknown				
	USA							POWER TRAIN			Unknown	Unknown					2016	F-150		Unknown	Unknown	Unknown	Unknown				
	USA							POWER TRAIN			Unknown	Unknown					2017	F-150		Unknown	Unknown	Unknown	Unknown				
	USA							POWER TRAIN			Unknown	Unknown					2015	F-150		Unknown	Unknown	Unknown	Unknown				
	USA							POWER TRAIN			Unknown	Unknown					2016	EXPEDITION		Unknown	Unknown	Unknown	Unknown				
	USA							POWER TRAIN			Unknown	Unknown					2016	F-150		Unknown	Unknown	Unknown	Unknown				
	USA							POWER TRAIN			Unknown	Unknown					2017	F-150		Unknown	Unknown	Unknown	Unknown				
	USA							POWER TRAIN			Unknown	Unknown					2016	F-150		Unknown	Unknown	Unknown	Unknown				
	USA							POWER TRAIN			Unknown	Unknown					2016	F-150		Unknown	Unknown	Unknown	Unknown				

USA	POWER TRAIN	Unknown	Unknown	[redacted]	2016 F-150	Unknown	Unknown	Unknown	Unknown
USA	POWER TRAIN	Unknown	Unknown		2016 F-150	Unknown	Unknown	Unknown	Unknown
USA	POWER TRAIN	Unknown	Unknown		2016 F-150	Unknown	Unknown	Unknown	Unknown
USA	POWER TRAIN	Unknown	Unknown		2015 F-150	Unknown	Unknown	Unknown	Unknown

Reacquirec	Plant Desci	Build Regic	Build Coun	Warranty S	Mileage	Customer (	Customer (	Technician	CQIS Recor	Potential R	classification
Unknown					8000	TL* THE CONTACT OWNS A 2015 FORD F-15(				yes	
Unknown					63000	SADLY, WE FEEL WE HAVE PURCHASED A LEI				yes	
Unknown					32000	WHILE DRIVING STRAIGHT AHEAD AT A STEA				yes	
Unknown					80000	TL* THE CONTACT OWNED A 2017 FORD EXF				yes	
Unknown					75000	TRANSMISSION DOWNSHIFT FROM 6TH GEA				yes	
Unknown					63000	FORD RECALLED 1.4 MILLION TRUCKS FOR TI				yes	
Unknown					36501	ON JULY 24, 2020 WHILE DRIVING ON INTER				yes	
Unknown					73000	TL* THE CONTACT OWNS A 2016 FORD F-15(				yes	
Unknown					110000	MY TRUCK WILL SHOW A WRENCH LIGHT ON				yes	
Unknown					95000	TL* THE CONTACT OWNS A 2016 FORD EXPE				yes	
Unknown					85600	The contact owns a 2016 Ford F-150. The co				yes	
Unknown					0	Truck speed went down when driving, try to				yes	
Unknown					46000	The contact owns a 2016 Ford F-150. The co				yes	
Unknown					0	There has been a recall on the Transmission				yes	
Unknown					0	Revision of 11448462 filed on 1/23/22 My w				yes	
Unknown					0	Bought vehicle used 9 months ago and had r				yes	
Unknown					75000	The contact owns a 2015 Ford F-150. The co				yes	
Unknown					0	While driving the truck, the engine RPM incr				yes	
Unknown					0	Riding on expressway in high speed lane. Fe				yes	
Unknown					80100	The contact owns a 2016 Ford F-150. The co				yes	
Unknown					0	2016 Ford 150 6R80 auto transmission. I wa				yes	
Unknown					0	2015 Ford F150 - 85,000 miles. While driv				yes	
Unknown					0	Two weeks ago my 2015 Ford F150 died in a				yes	
Unknown					0	3 times now, My 2016 ford expedition has ra				yes	
Unknown					0	Over the last 6 months the vehicle randomly				yes	
Unknown					114000	At slow speeds in the parking lot the vehicle				yes	
Unknown					0	Transmission abruptly shifted down to 1st ge				yes	
Unknown					99800	The contact owns a 2016 Ford F-150. The co				yes	
Unknown					0	I was on my way to work the truck started ju				yes	
Unknown					0	Transmission refused to down shift from 5th				yes	
Unknown					0	The vehicle has the same Lead Frame assem				yes	
Unknown					0	Truck downshifts periodically from 3rd to 2n				yes	
Unknown					118000	The contact owns a 2016 Ford F-150. The co				yes	
Unknown					0	While driving on the highway at highway spe				yes	
Unknown					0	While driving on the highway at highway spe				yes	
Unknown					0	F150 will not shift out of gears. Example, sta				yes	
Unknown					119067	The contact owns a 2016 Ford F-150. The co				yes	
Unknown					0	Lead Frame failure. Electrical component at				yes	
Unknown					0	Wednesday, 22 March 2023: While driving c				yes	
Unknown					86000	I was driving at highway speed, on cruise co				yes	
Unknown					56736	The contact owns a 2016 Ford F-150. The co				yes	
Unknown					56736	The contact owns a 2016 Ford F-150. The co				yes	
Unknown					0	Vehicle loss of power due to bad lead frame				yes	
Unknown					100800	The contact owns a 2016 Ford F-150. The co				yes	
Unknown					0	I was driving down the road aproximately 5				yes	
Unknown					79000	The contact owns a 2016 Ford F-150. The co				yes	
Unknown					118000	The contact owns a 2016 Ford F-150. The co				yes	
Unknown					0	Vehicle downshifted into 2nd gear at 65 mph				yes	
Unknown					0	Dtc p0707 transmssion would go into limp m				yes	
Unknown					0	Vehicle shifts into 6 gear on takeoff causing				yes	
Unknown					38484	The contact owns a 2016 Ford Expedition. Th				yes	
Unknown					0	Very harsh down shifting, one incident happ				yes	
Unknown					58000	The contact owns a 2017 Ford F-150. The co				yes	
Unknown					89108	The contact owns a 2016 Ford F-150. The co				yes	
Unknown					0	The vehicle experienced intermittent startin				yes	

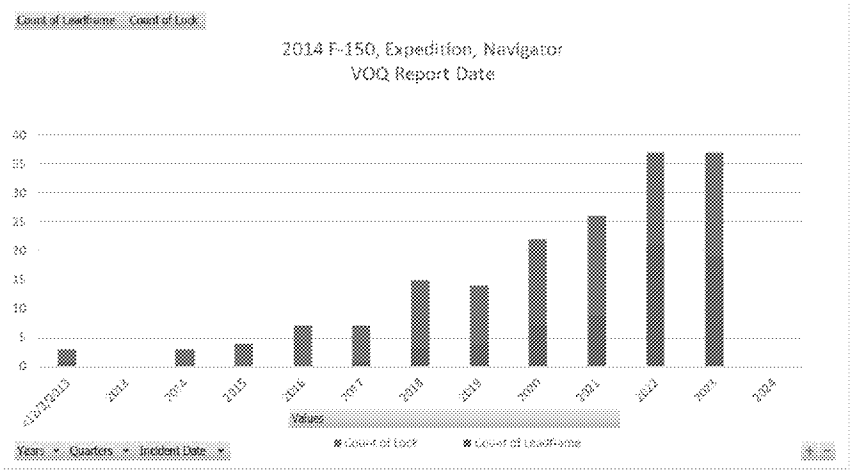
Unknown	0	I have replaced four turbos directly from bos	yes	[redacted]
Unknown	136000	The contact owns a 2016 Ford F-150. The co	yes	
Unknown	0	The transmission Lead Frame has failed. Thi	yes	
Unknown	0	The transmission lead frame failed while trav	yes	
		Vehicle is experiencing delayed shifting and down-shift		
		Driving 68mph with cruise control engaged, truck viole		
		Our 2015 Lincoln Navigator suddenly down shifts when		
		Had to replace lead frame on the transmission.		
		While Driving at about 25 MPH Powertrain light (orange		

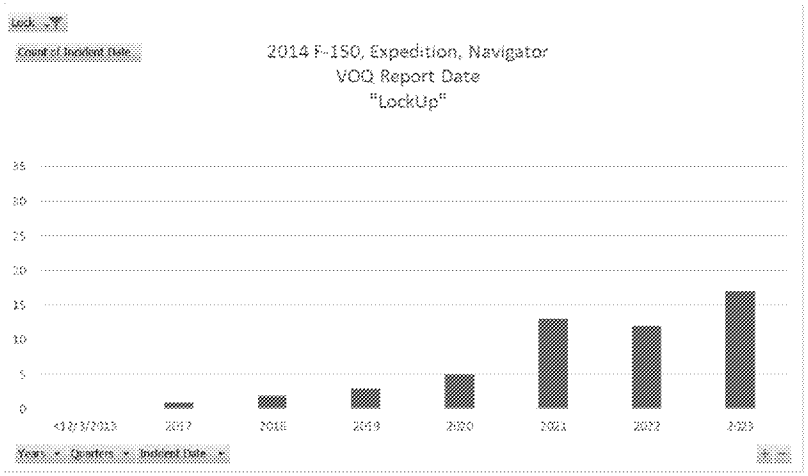
6R80 Downshift Update

5-Feb-2024

2014 F-150, Expedition, Navigator 6R80 Downshift, Lockup Allegations
Jan 2024 Update

[redacted]

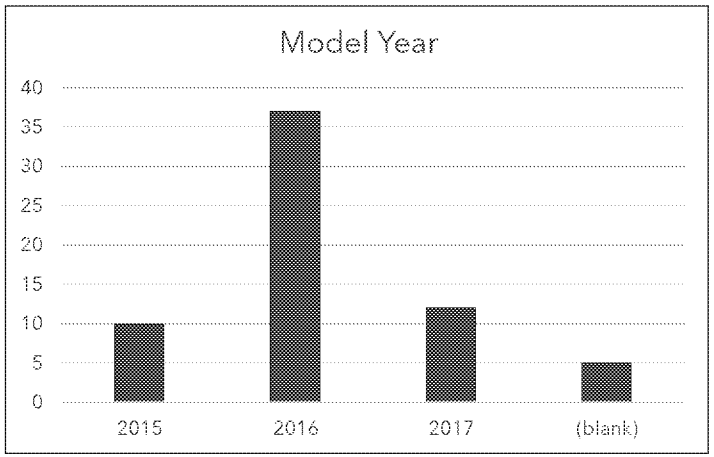


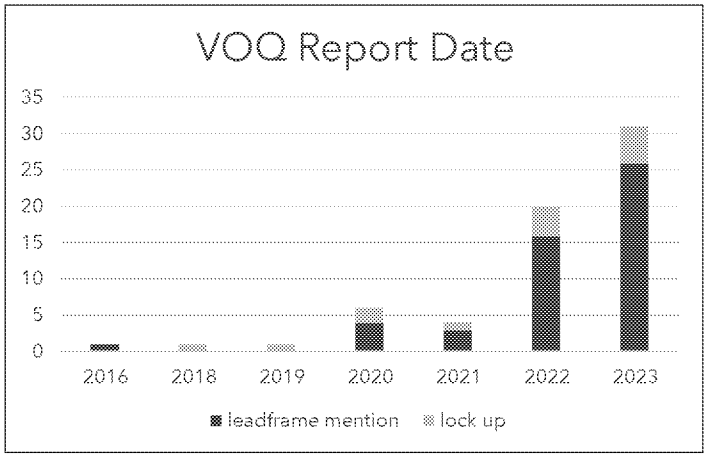


[redacted]

2015-17 F-150 & Expedition 6R80 Downshift, Lockup Allegations
Late 2023 Update

[redacted]





[redacted]

Example Verbatims:

- Vehicle is experiencing delayed shifting and down-shifting at inappropriate times. Rear wheels will occassionally lock-up causingthe truck to slide sideways. Orange wrench light is on and the check engine light as well. It shows the following codes--P0706-00, P0707-00, P1702-00, AND P1921-00.
- TRANSMISSION DOWNSHIFT FROM 6TH GEAR DOWN TO 2ND GEAR WHILE TRAVELING AT 50MPH WHICH CAUSED THE WHEELS TO LOCK AND SKID. SOMETIMES YOU WILL JUST FEEL A SUDDEN JOLT DURING THE DOWNSHIFT. HAS BEEN HAPPENING MORE OFTEN. MY TRUCK HAS ONLY 75K MILES ON IT. *TR
- ON JULY 24, 2020 WHILE DRIVING ON INTERSTATE 291 DRIVING 45-50MPH WITH HEAVY TRAFFIC, WITH ABSOLUTELY NO WARNING THERE WAS A LOUD EXPLOSION. I THOUGHT I WAS REAR ENDED. SIMULTANEOUSLY THE REAR TIRES LOCKED UP WHILE APPROACHING A WORK ZONE. I SKIDDED UNCONTROLLABLY FOR APPROXIMATELY 100 FEET. ULTIMATELY CAME TO REST ON THE SHOULDER. AS MY FAMILY AND I EXITED THE VEHICLE THERE WAS HEAVY SMOKE COMING FROM THE REAR AND UNDERSIDE OF THE VEHICLE. WE THOUGHT THE VEHICLE WAS ON FIRE.
- While driving the truck, the engine RPM increased suddenly, and the rear wheel locked while traveling at about 55 mph. The vehicle stopped quick enough that caused the seat belts to lock. Took the truck to the dealership and was informed that the leed frame for the transmission was not properly communicating with the truck computer. We were told that the vehicle was in risk of shifting into reverse at anytime and not to drive the truck until it is fixed. The are other F-Series trucks that have been recalled for this issue but my truck was not included in the recall.
- When driving on the interstate the truck suddenly downshifted causing the tires to lock up and the vehicle to swerve out of control There is already a recall for this issue for Lead Frame in 2011 2013 vehicles The recall needs to be extended to the 2014 model vehicles as well

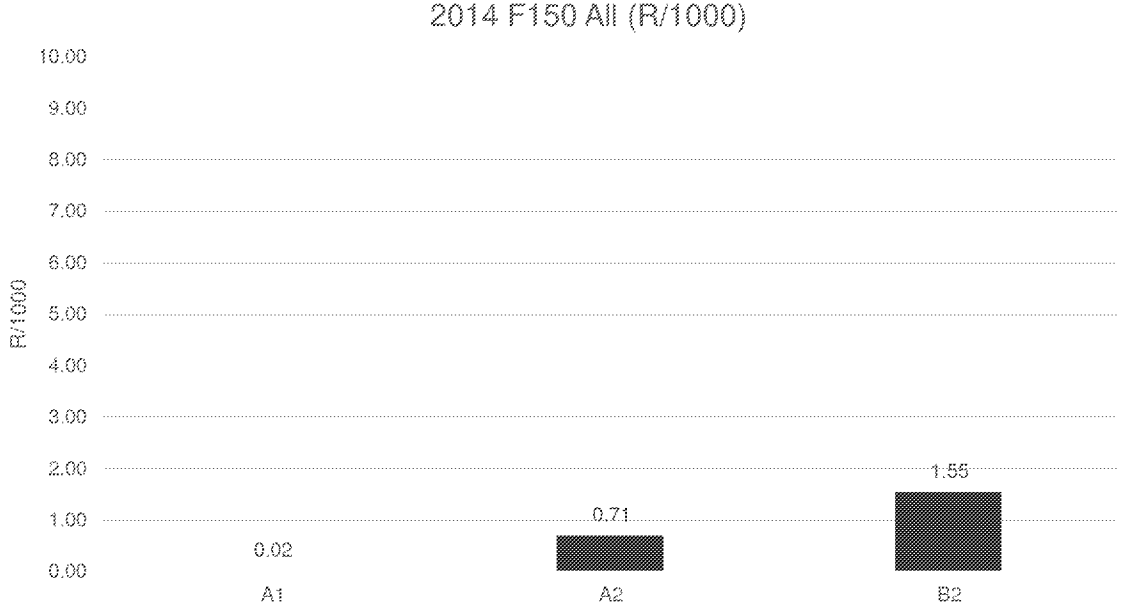




Data update (7/20/2020)

Population #2: 2014 F-150 6R80 Sudden Downshift





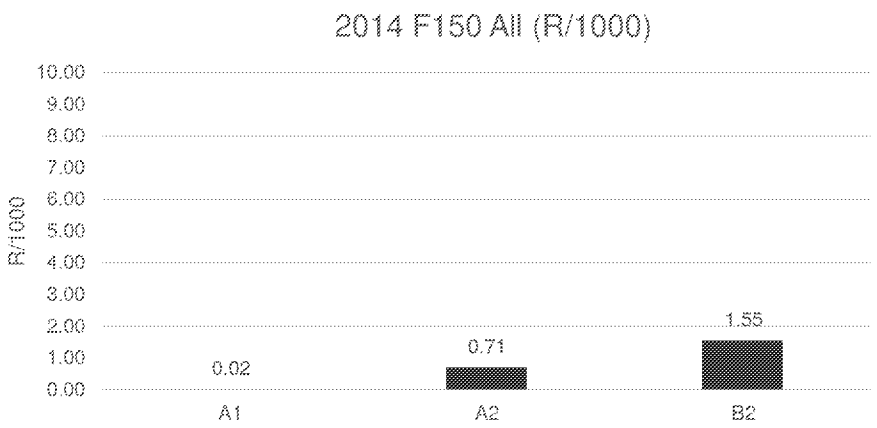
Category	Allegation
A1	Wheel Lock-Up due to Sudden (Unexpected) Downshift
A2	Sudden (Unexpected) Transmission Downshift
B1	Wheel Lock-Up Unknown Cause
B2	Harsh Downshift and Other Downshifting Issues

41 VOQs
(2 in last 6 months)

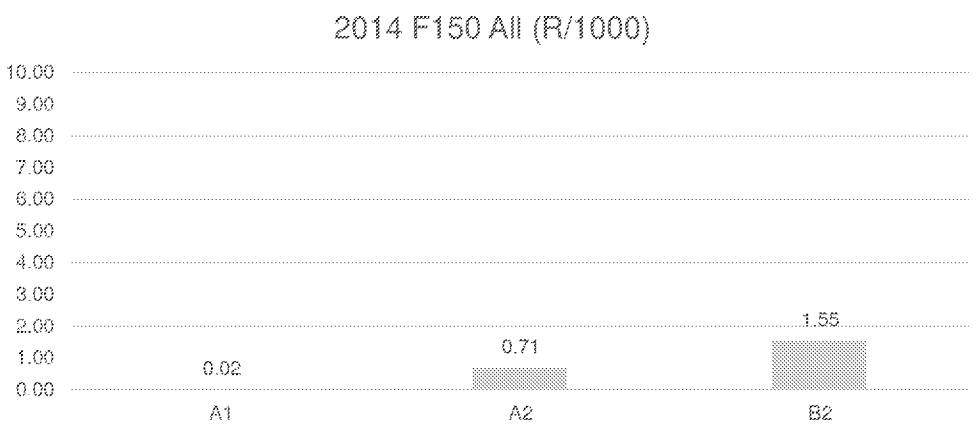
* Reports claiming ambiguous symptoms of 16S19, 19S07, or 19S19 were classified as A2

Population #2: 2014 F-150 6R80 Sudden Downshift Data Update

Data update (7/20/2020)

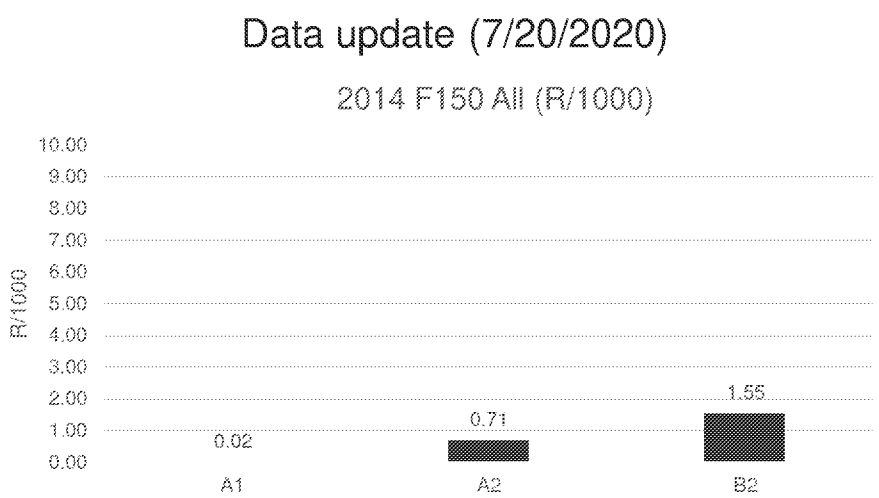


Data update (3/5/2021)

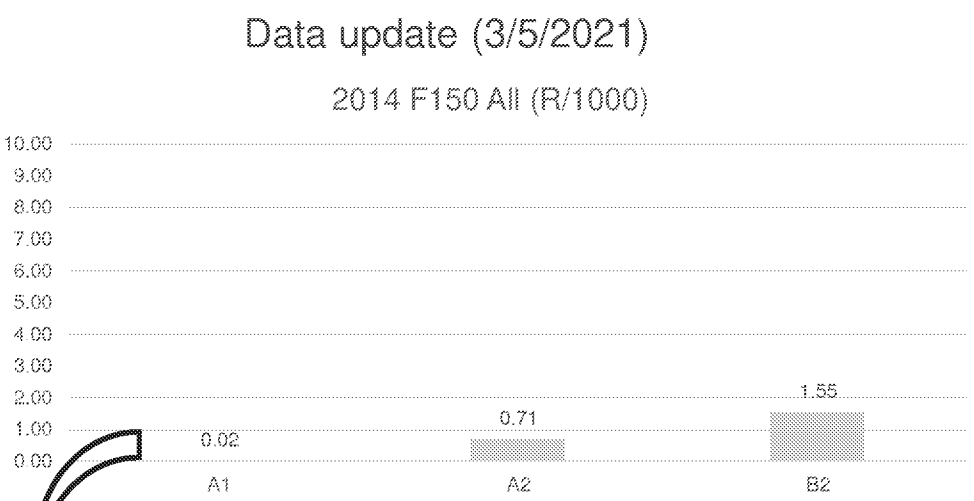


Population #2: 2014 F-150 6R80 Sudden Downshift Data Update

Data update (7/20/2020)



Data update (3/5/2021)



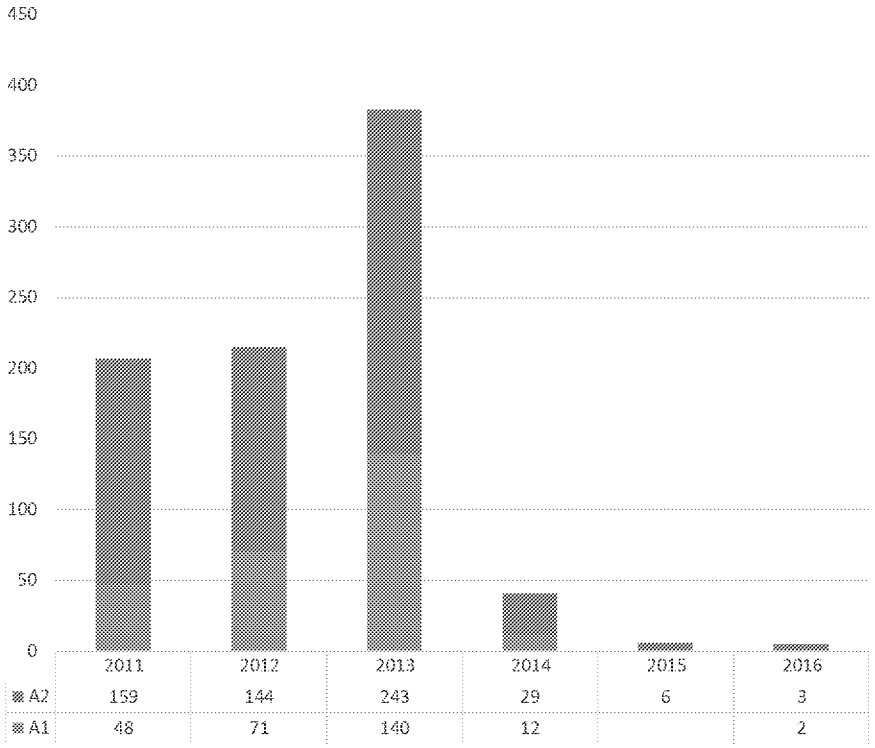
Jan 2024 Update – Lockup, Count / R/1000

	2014	
	F-150	Expedition
NHTSA # VOQ	47	4
Rate	0.09	0.10
Canada # VOQ	3	0
Rate	0.03	0.00



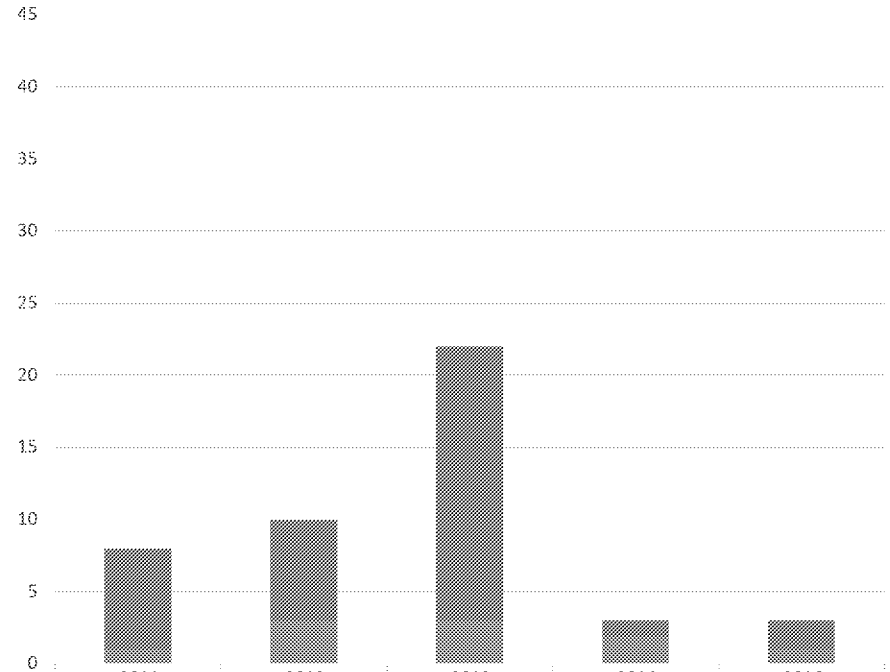
VOQ update with 2015-2016MY P552

F-150 6R80 Downshift VOQs Cumulative
May 2021 Update



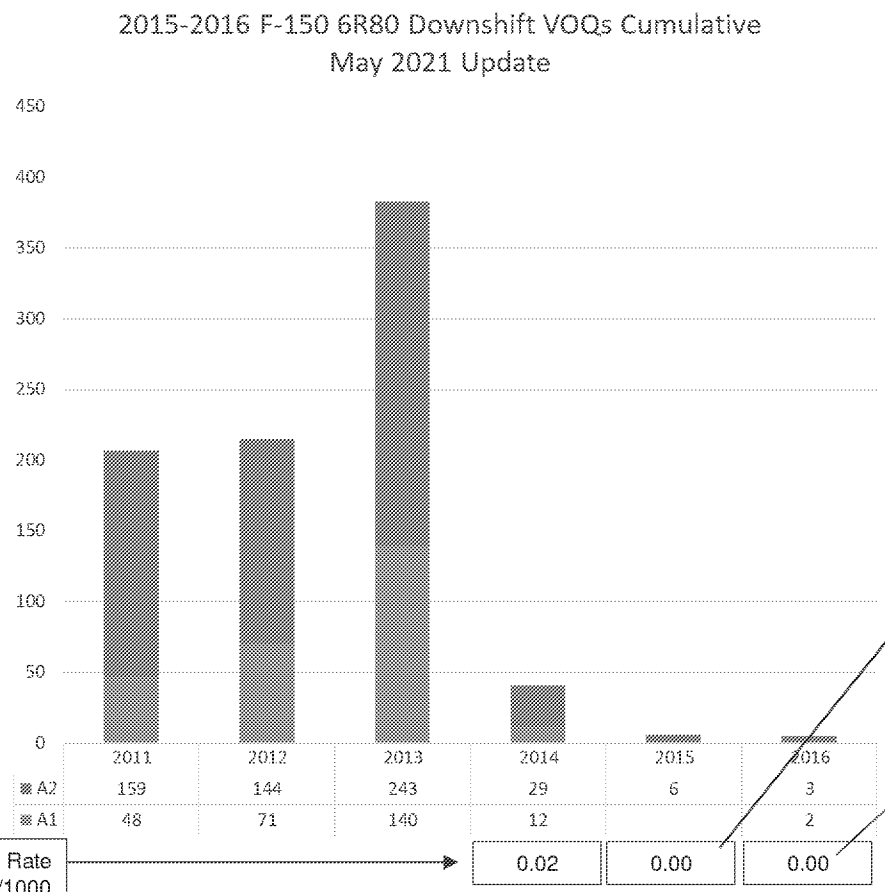
	2011	2012	2013	2014	2015	2016
A2	159	144	243	29	6	3
A1	48	71	140	12		2

F-150 6R80 Downshift VOQs Last 6 Months
May 2021 Update



	2011	2012	2013	2014	2016
A2	7	7	19	1	2
A1	1	3	3	2	1

VOQ update



Jan 2024 Update – Lockup, Count / R/1000

	2015		2016		2017	
	F-150	Expedition	F-150	Expedition	F-150	Expedition
NHTSA # VOQ	5	0	6	1	1	0
Rate	0.01	0.00	0.01	0.02	0.00	0.00

SECRET

From: Henney, Travis (J.)
Sent: Friday, February 2, 2024 8:05 AM
To: Ahmed, Mohammed (M.); Blackful, Jasper (J.)
Cc: Amos, Jeffrey (J.R.)
Subject: RE: 24-049 | 6R80 Transmission Files
Attachments: Tentative: Review 2015-2017 F-150 & Expedition 6R80 Claims; 6R Transmission Related Detections_Jan 2024.pptx

Hi Mohammed,

While we pull volumes and update rates, here is some background on the item.

Please find attached information from Mike Gaduski who last led on related investigations. Mike shared the attached e-mail which includes a 2021CY EMM presentation update on earlier investigations and information about a plausibility check that was implemented in production to address a possible sudden downshift condition resulting from an incorrect output speed sensor value. This change was made in production for the 2015MY.

Please also find attached a summary of more recent VOQ and warranty data that Jasper pulled after noting reports of downshifting and in some cases alleged wheel lock-up amongst VOQs.

Our significant next steps include:

- To update the rates of wheel lock-up reports based upon updated VOQ counts. We will share the analysis as soon as it is completed, which should be soon, just requires pulling volumes from GSAR.
- To share the details of the VOQs with the Transmission team to consider customer reports and the included vehicles' FSA and service histories (We will include you on those notes)

As you review the information, please let us know if you have any questions.

Best Regards,
Travis Henney
Automotive Safety Office-Senior Safety Engineer
thenney@ford.com
[redacted]

From: Henney, Travis (J.)
Sent: Wednesday, January 31, 2024 2:38 PM
To: Ahmed, Mohammed (M.) <MAHME119@ford.com>; Blackful, Jasper (J.) <jblackfu@ford.com>
Cc: Amos, Jeffrey (J.R.) <jamos13@ford.com>
Subject: RE: 24-049 | 6R80 Transmission Files

Hi Mohammed,

I/we do and this a good reminder for me to get them out. I will share ASAP. I have to turn my computer in this afternoon for an upgrade overnight, but I will share some information tomorrow for sure. After that part of what we took away as an assignment is to update rates from previous 6R80 reviews, which will require volume information pulled from GSAR (given the age of the programs). GSAR is going through a monthly data refresh and won't be back on-line until 2-Feb, so we'll plan on getting the rest of it out shortly after that.

Looking forward to working with you on this.

Best Regards,
Travis Henney
Automotive Safety Office-Senior Safety Engineer
thenney@ford.com
[redacted]

From: Ahmed, Mohammed (M.) <mahme119@ford.com>
Sent: Wednesday, January 31, 2024 2:06 PM
To: Henney, Travis (J.) <thenney@ford.com>; Blackful, Jasper (J.) <jblackfu@ford.com>
Cc: Amos, Jeffrey (J.R.) <jamos13@ford.com>
Subject: 24-049 | 6R80 Transmission Files

Hi Travis,

I was wondering if you had any supporting files related to GRID # 24-049 | 6R80 Transmission Functionality, specifically any early monitoring data as that's referenced in the GRID description.

If there's any clarification needed feel free to reach out.

Thanks,

Mohammed Ahmed (he/him/his)
Automotive Safety Office - FCG
mahme119@ford.com | [redacted]

ENVIRONMENTAL &
SAFETY
COMPLIANCE

From: Gaduski, Michael (M.)
Sent: Tuesday, January 16, 2024 2:58 PM
To: Henney, Travis (J.)
Subject: Tentative: Review 2015-2017 F-150 & Expedition 6R80 Claims
Attachments: 2011-2014 F150 6R80 Sudden Downshift TRG.pptx; Appendix C.pdf

Travis, I have a dentist appointment tomorrow at 3:00 so I won't be able to attend. Here's my last TRG presentation of the 2011-2014 6R80 downshift concern and the DVP test results for the plausibility check PCA implemented for 2015MY

2011-2014 F150 6R80 Sudden Downshift

5/6/2021 EMM













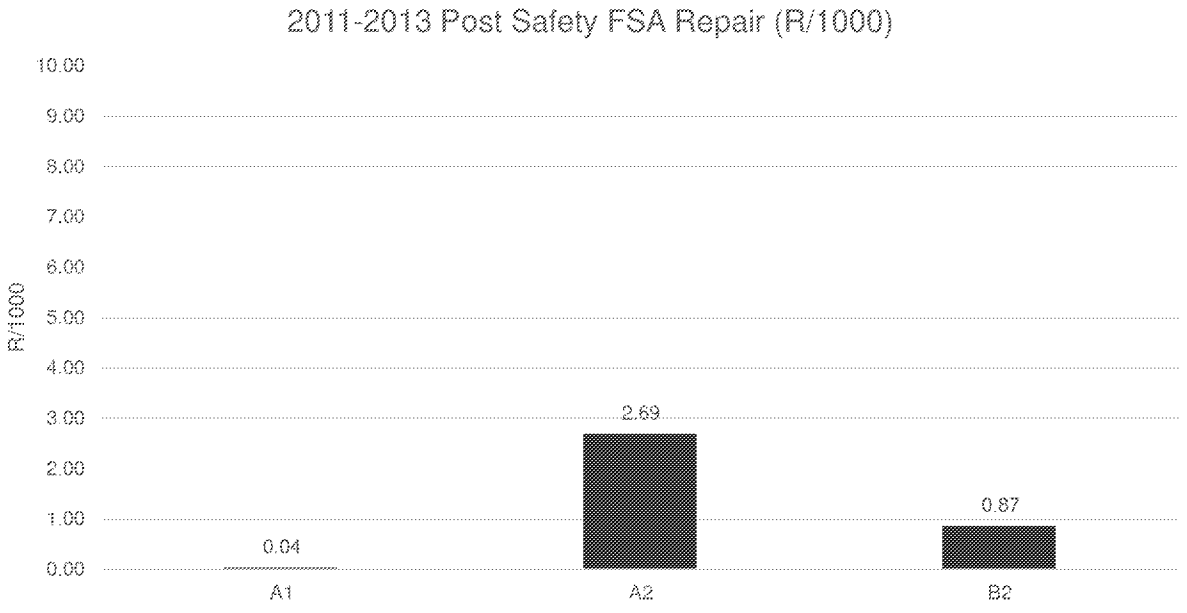
Data update (7/20/2020)

Population #1 2011-2013 F-150 Post Safety FSA PCM reflash

- [redacted]

805 VOQs
(40 in last 6 months)

* Reports may be prior to FSA repairs

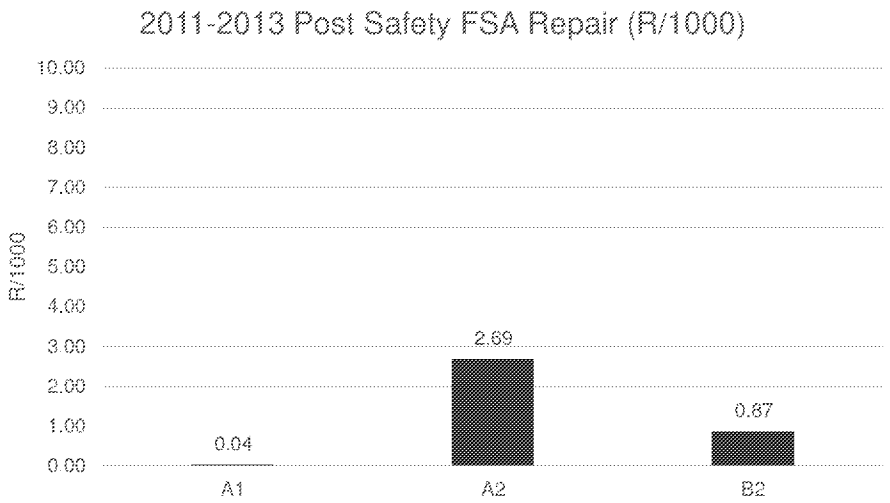


Category	Allegation
A1	Wheel Lock-Up due to Sudden (Unexpected) Downshift
A2	Sudden (Unexpected) Transmission Downshift
B1	Wheel Lock-Up Unknown Cause
B2	Harsh Downshift and Other Downshifting Issues

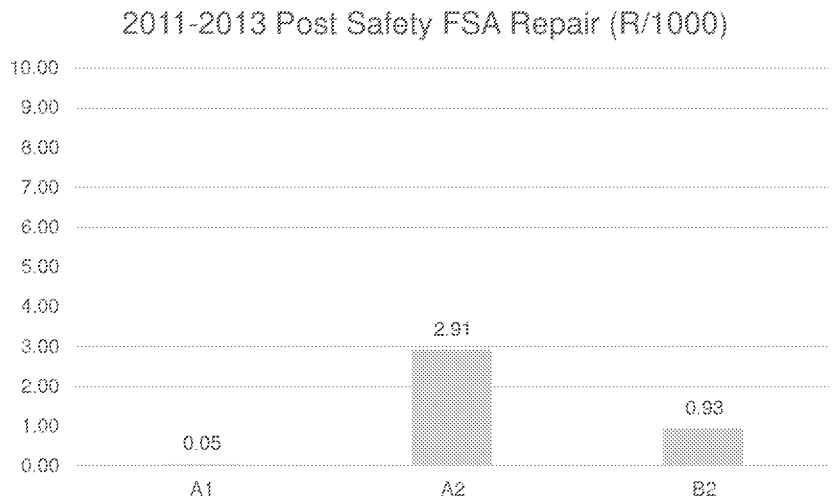
* Reports claiming ambiguous symptoms of 16S19, 19S07, or 19S19 were classified as A2

Population # 1: 2011-2013 F-150 Post Safety FSA PCM reflash data update

Data update (7/20/2020)

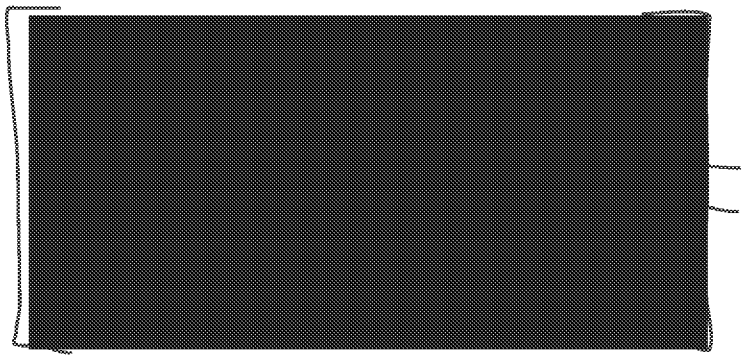


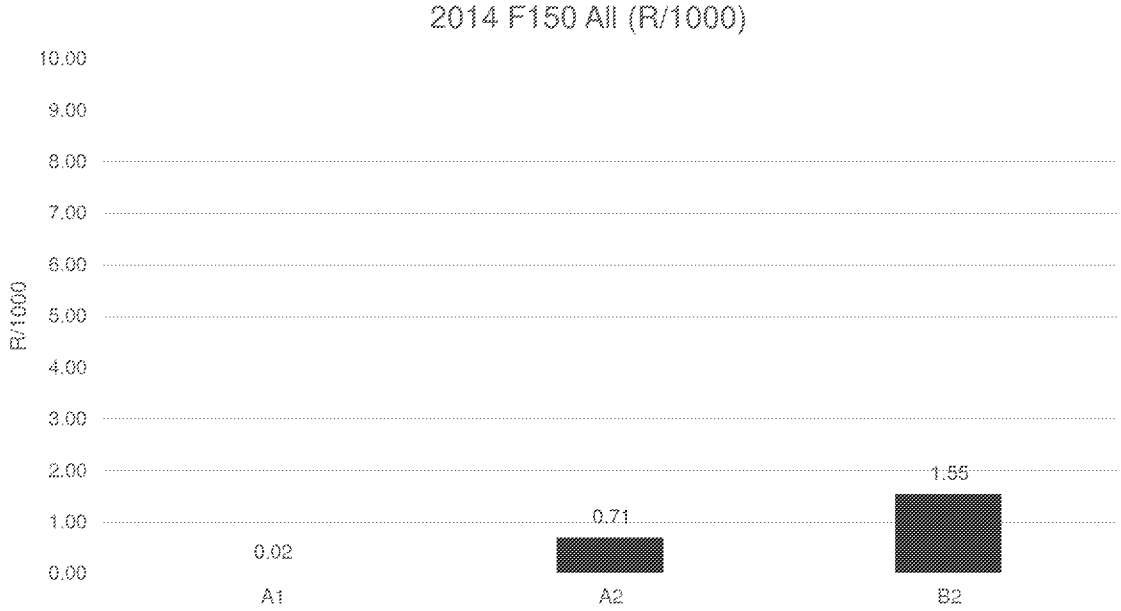
Data update (3/5/2021)



Data update (7/20/2020)

Population #2: 2014 F-150 6R80 Sudden Downshift





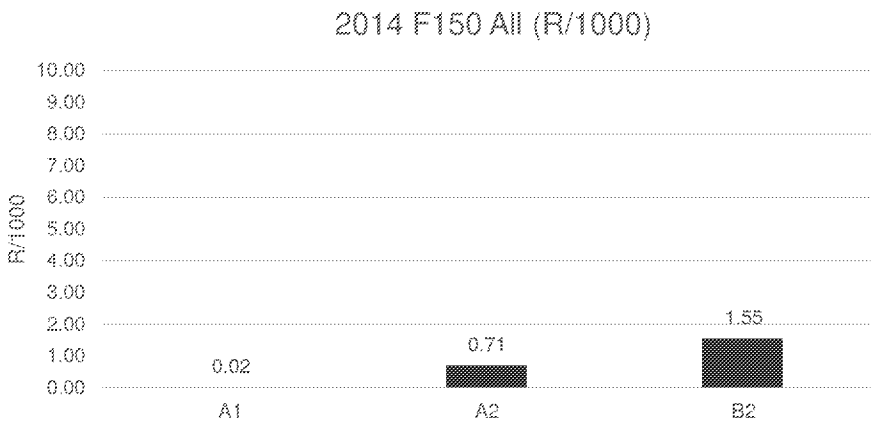
Category	Allegation
A1	Wheel Lock-Up due to Sudden (Unexpected) Downshift
A2	Sudden (Unexpected) Transmission Downshift
B1	Wheel Lock-Up Unknown Cause
B2	Harsh Downshift and Other Downshifting Issues

41 VOQs
(2 in last 6 months)

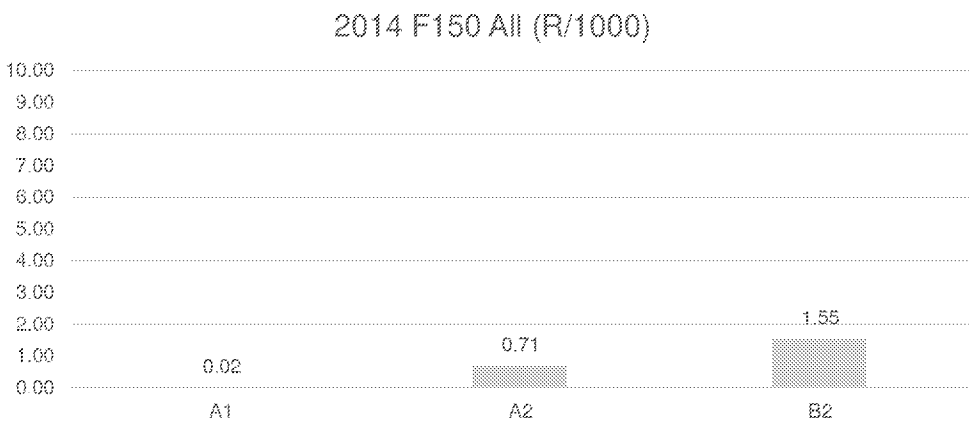
* Reports claiming ambiguous symptoms of 16S19, 19S07, or 19S19 were classified as A2

Population #2: 2014 F-150 6R80 Sudden Downshift Data Update

Data update (7/20/2020)



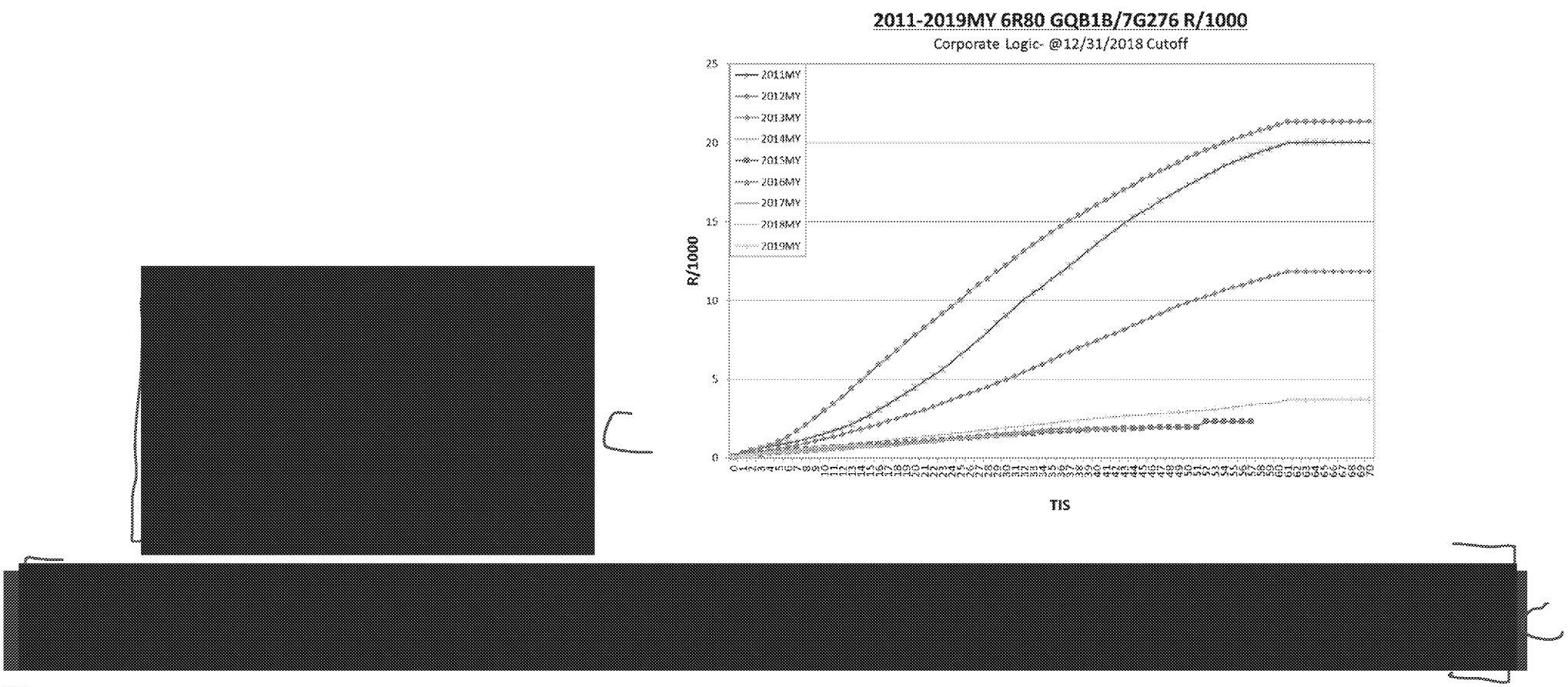
Data update (3/5/2021)



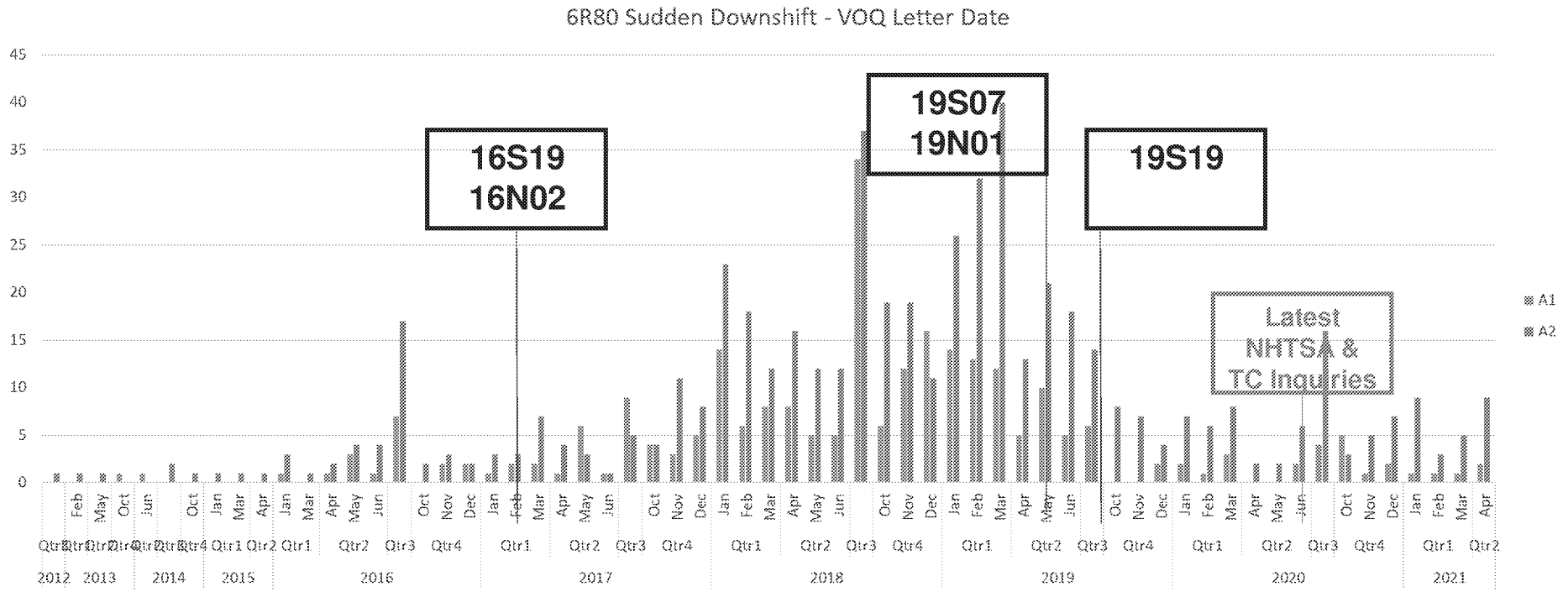




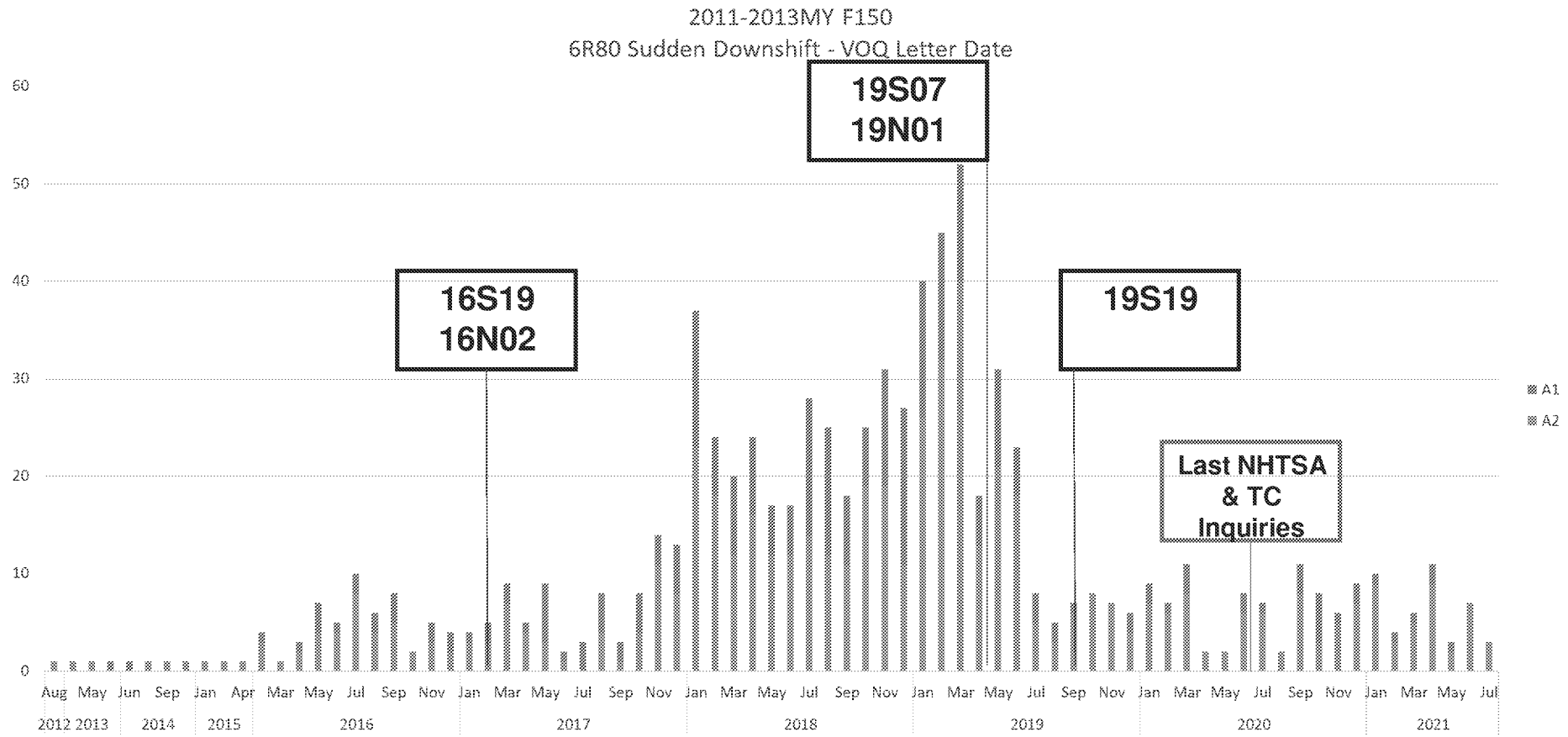
Leadframe warranty by TIS



VOQ update


6R80 Sudden Downshift - VOQ Letter Date
16S19
16N02
19S07
19N01
19S19
Latest
NHTSA &
TC Inquiries
A1
A2
45
40
35
30
25
20
15
10
5
0
2012
2013
2014
2015
2016
2017
2018
2019
2020
2021

VOQ Update 7/28/2021

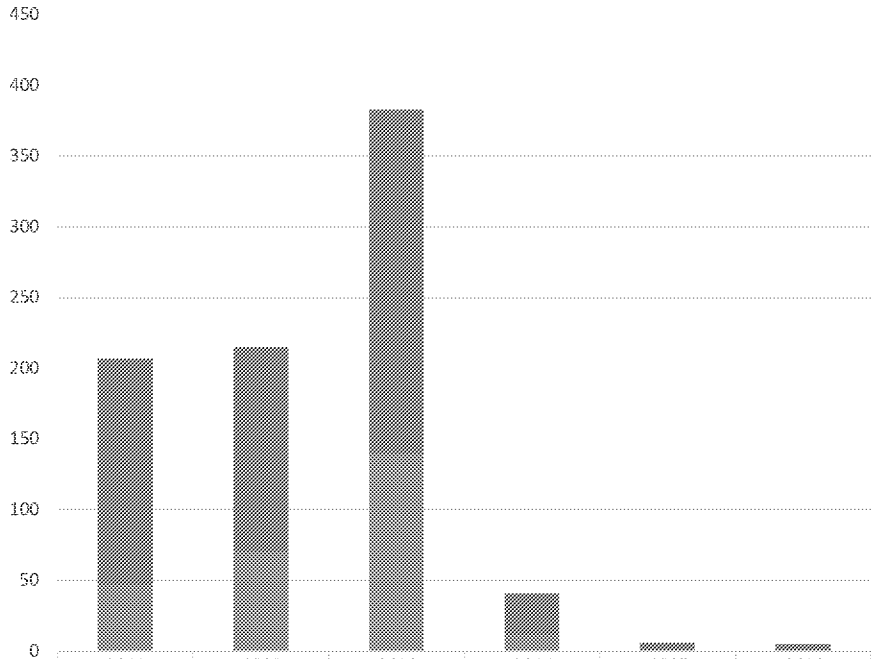






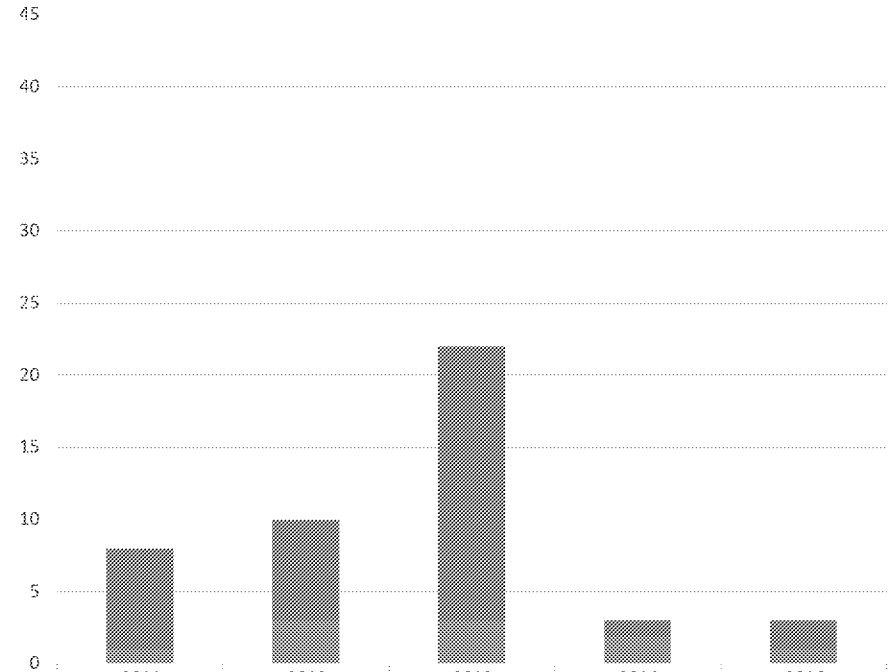
VOQ update with 2015-2016MY P552

F-150 6R80 Downshift VOQs Cumulative
May 2021 Update



	2011	2012	2013	2014	2015	2016
A2	159	144	243	29	6	3
A1	48	71	140	12		2

F-150 6R80 Downshift VOQs Last 6 Months
May 2021 Update



	2011	2012	2013	2014	2016
A2	7	7	19	1	2
A1	1	3	3	2	1





Backup













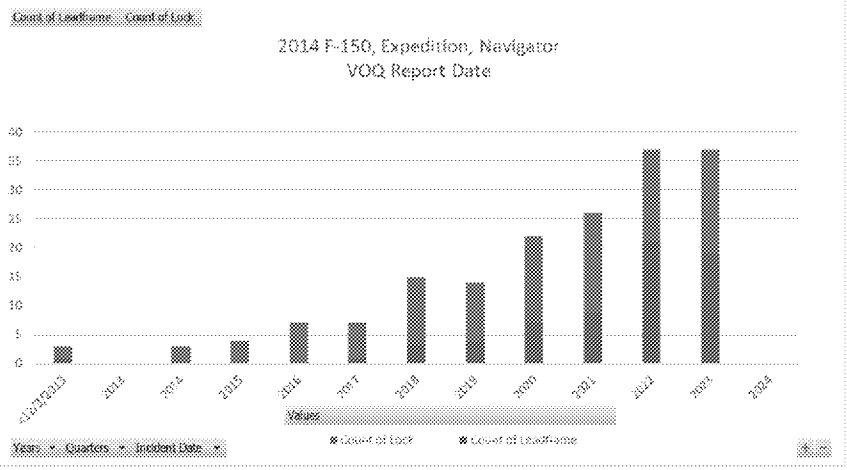


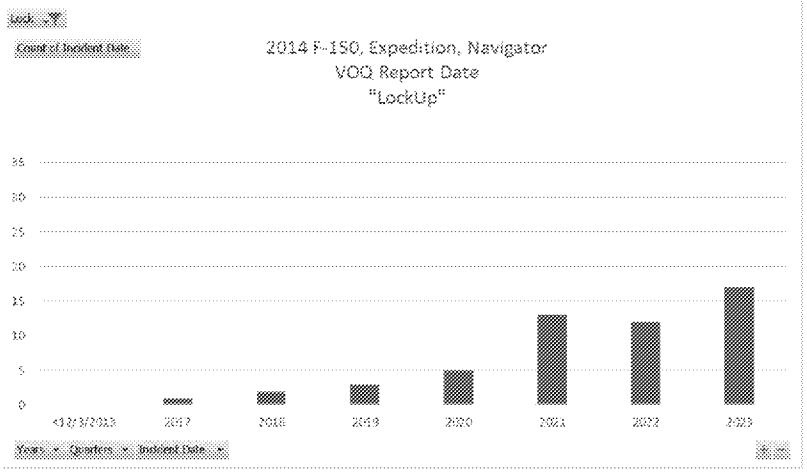




2014 F-150, Expedition, Navigator 6R80 Downshift, Lockup Allegations

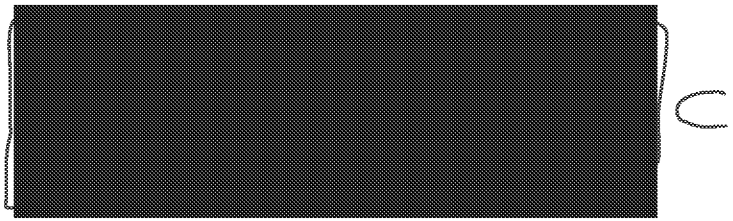
[redacted]

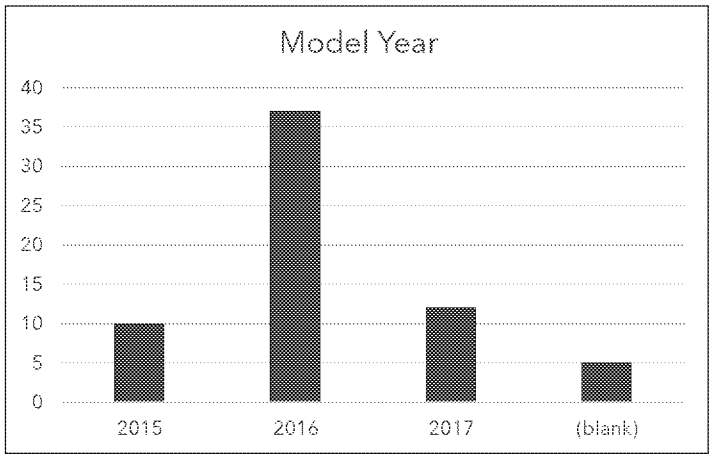


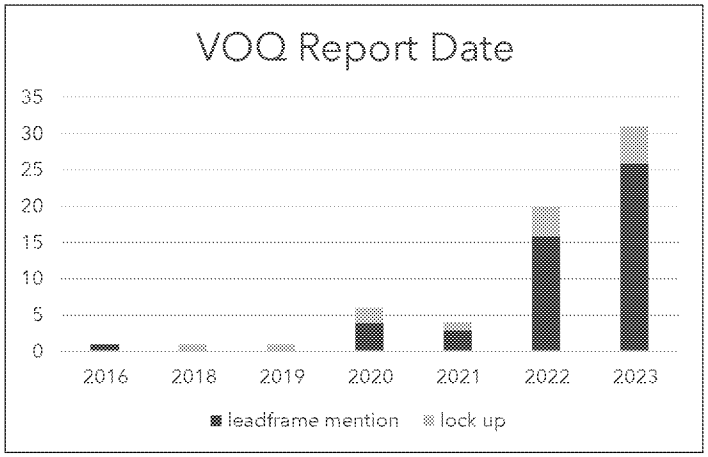


Follow up :

2015-17 F-150 & Expedition 6R80 Downshift, Lockup Allegations







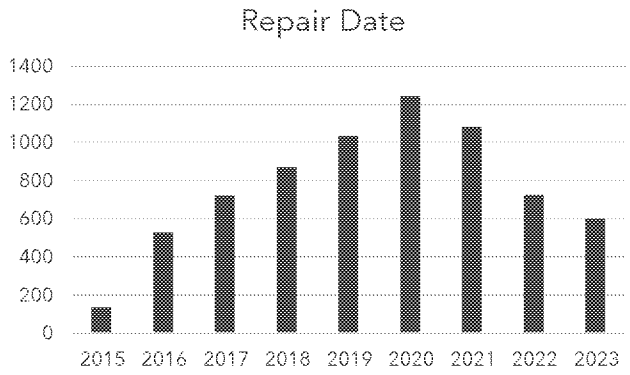
Follow up :

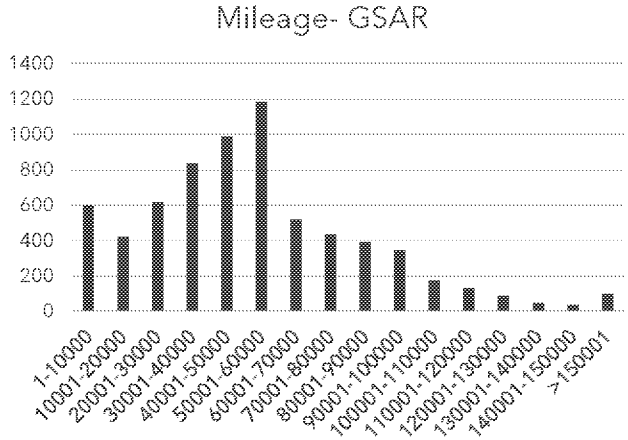
2015-17 F-150 & Expedition 6R80 Downshift, Lockup Allegations Warranty (AWS/GSAR)

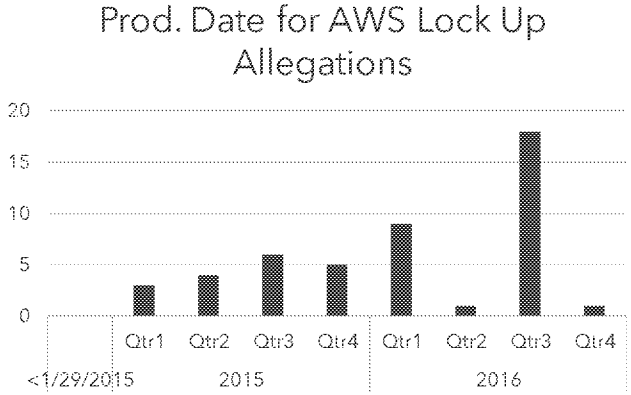
- [redacted]
- [redacted]

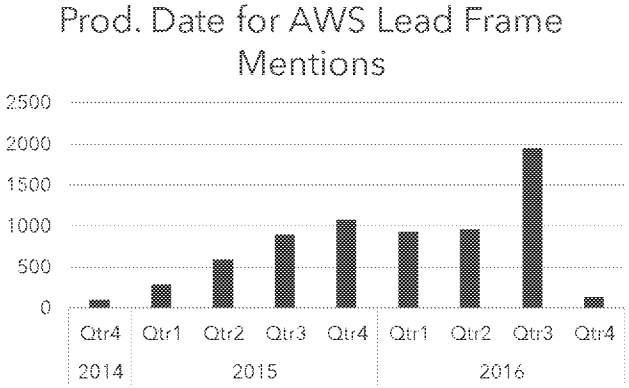
C

Row Labels	Count of VIN
BULKHEAD ASSY (WIRING CONNECTOR)	5450
7G276	5450
CONTROL ASY TRANS MA	466
7A100	466
SOLENOID SHIFT CNTRL	170
7G484	170
TRANSMISSION ASY-AUT	170
7000	170
EPC SOLENOID	148
7G383	148









Follow up :

Example Verbatims:

- Vehicle is experiencing delayed shifting and down-shifting at inappropriate times. Rear wheels will occassionally lock-up causingthe truck to slide sideways. Orange wrench light is on and the check engine light as well. It shows the following codes--P0706-00, P0707-00, P1702-00, AND P1921-00.
- TRANSMISSION DOWNSHIFT FROM 6TH GEAR DOWN TO 2ND GEAR WHILE TRAVELING AT 50MPH WHICH CAUSED THE WHEELS TO LOCK AND SKID. SOMETIMES YOU WILL JUST FEEL A SUDDEN JOLT DURING THE DOWNSHIFT. HAS BEEN HAPPENING MORE OFTEN. MY TRUCK HAS ONLY 75K MILES ON IT. *TR
- ON JULY 24, 2020 WHILE DRIVING ON INTERSTATE 291 DRIVING 45-50MPH WITH HEAVY TRAFFIC, WITH ABSOLUTELY NO WARNING THERE WAS A LOUD EXPLOSION. I THOUGHT I WAS REAR ENDED. SIMULTANEOUSLY THE REAR TIRES LOCKED UP WHILE APPROACHING A WORK ZONE. I SKIDDED UNCONTROLLABLY FOR APPROXIMATELY 100 FEET. ULTIMATELY CAME TO REST ON THE SHOULDER. AS MY FAMILY AND I EXITED THE VEHICLE THERE WAS HEAVY SMOKE COMING FROM THE REAR AND UNDERSIDE OF THE VEHICLE. WE THOUGHT THE VEHICLE WAS ON FIRE.
- While driving the truck, the engine RPM increased suddenly, and the rear wheel locked while traveling at about 55 mph. The vehicle stopped quick enough that caused the seat belts to lock. Took the truck to the dealership and was informed that the leed frame for the transmission was not properly communicating with the truck computer. We were told that the vehicle was in risk of shifting into reverse at anytime and not to drive the truck until it is fixed. The are other F-Series trucks that have been recalled for this issue but my truck was not included in the recall.
- When driving on the interstate the truck suddenly downshifted causing the tires to lock up and the vehicle to swerve out of control There is already a recall for this issue for Lead Frame in 2011 2013 vehicles The recall needs to be extended to the 2014 model vehicles as well

Back-up



From: Feldkamp, Andrew (A.D.)
Sent: Monday, March 25, 2024 2:08 PM
To: Ahmed, Mohammed (M.); McNamara, Bill (W.M.); Amos, Jeffrey (J.R.)
Cc: Menapace, Colin (C.)
Subject: RE: 24-049 6R80 EMM Presentation Link
Attachments: Copy of 2014_Expedition and F150_6R80 Trans VOQs_16-Jan-2024.xlsx

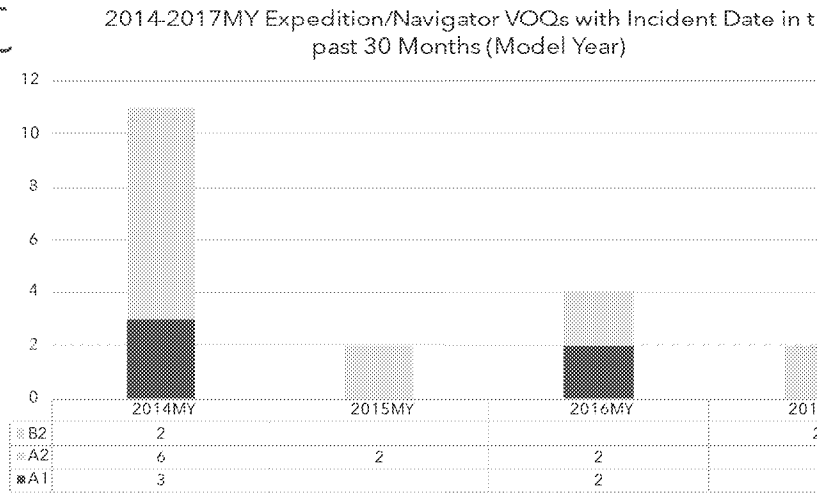
Hi Mohammed, I spent more time running through this presentation. Is it possible for you to split up 2014MY Expedition/Navigator data between 14MY & 15-17MY? Or if you can send me the volumes for each model year, I can do the math. I'm working to summarize the rates by model, model year, date when the analysis was conducted and the data source used for the calculations

CONCERN INVESTIGATION SUMMARY - GRID # 24 - 049

Data pull 29-FEB-2024

2014 - 2017MY Expedition / Navigator VOQs

[redacted]



Category	Allegation	2014MY - R/100,0	
A1	Wheel Lock-Up due to Sudden (Unexpected) Downshift	6.14	1
A2	Sudden (Unexpected) Transmission Downshift	12.28	
B1	Wheel Lock-Up Unknown Cause	-	4
B2	Harsh Downshift and Other Downshifting Issues	4.09	

Ford Secret

From: Ahmed, Mohammed (M.) <mahme119@ford.com>
Sent: Sunday, March 24, 2024 3:05 PM
To: McNamara, Bill (W.M.) <wmcnamar@ford.com>; Feldkamp, Andrew (A.D.) <afeldka1@ford.com>; Amos, Jeffrey (J.R.) <jamos13@ford.com>
Cc: Menapace, Colin (C.) <cmenapac@ford.com>
Subject: 24-049 6R80 EMM Presentation Link

Hello all,

Below is a link to the PowerPoint for the EMM on Tuesday. Most of the information is carried over from the CCRG presentation, with some new charts. Some finishing touches still left, but wanted to get this out for familiarity.

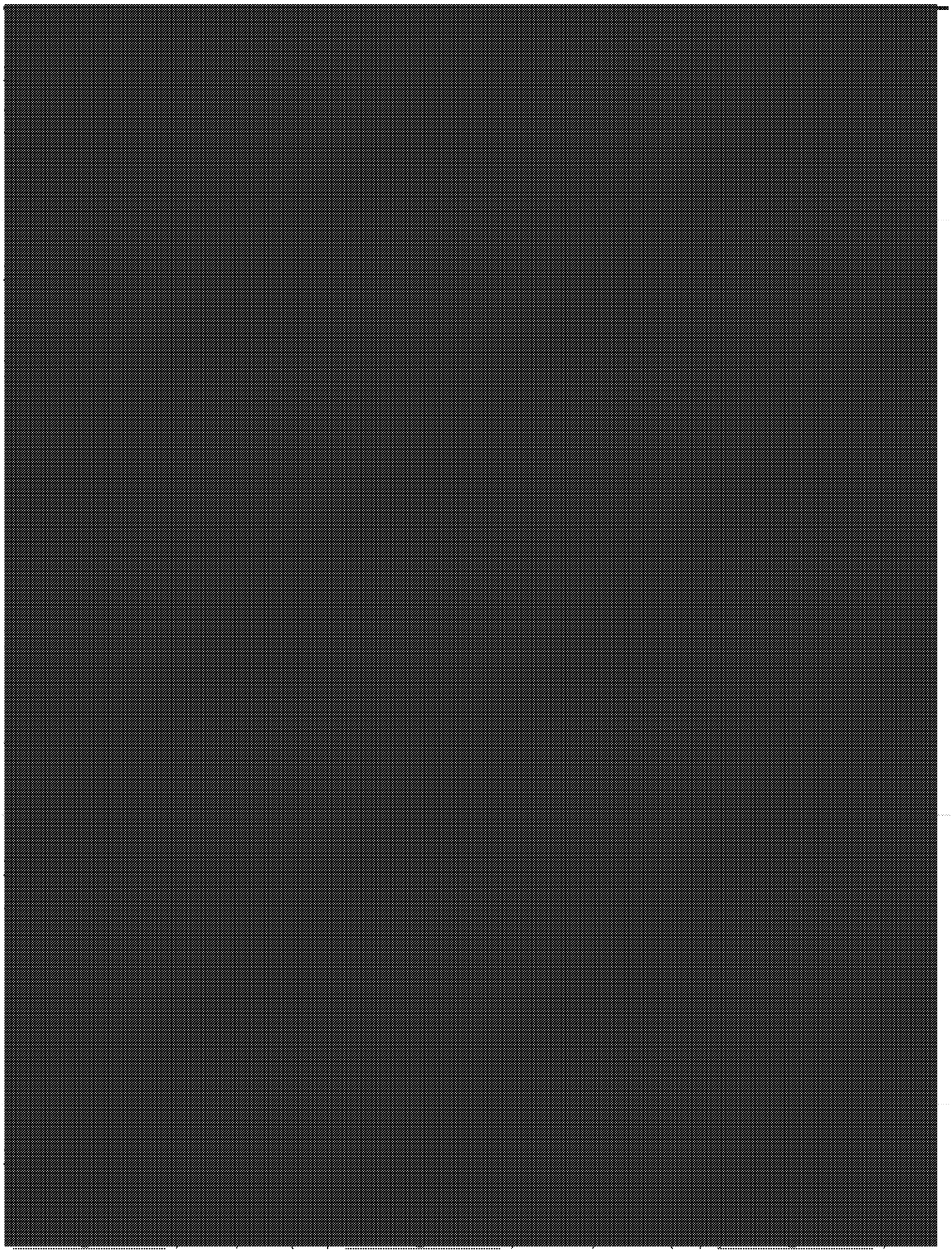
24-049 EMM 6R80 Transmission Presentation.pptx

If there's any questions, feel free to reach out.

Thanks,

Mohammed Ahmed (he/him/his)
Automotive Safety Office - FCG
mahme119@ford.com | [redacted]

ENVIRONMENTAL &
SAFETY
COMPLIANCE



Buelow, Steve (S.E.) <sbuelow@ford.com>; Burnett, Roger (R.A.) <rburnett@ford.com>; Bysouth, Bradley (B.) <bbysouth@ford.com>; Carey, Danielle (D.M.) <dcarey26@ford.com>; Carter, Daniel (D.) <dcarte13@ford.com>; Collins, Ron (R. J.) <rcollin4@ford.com>; Cooper, Andy (A. H.) <acoope49@ford.com>; Diaz, Adrian (A.D.) <adiaz41@ford.com>; Duchaine, Thomas (T.) <tduchain@ford.com>; Dunlap, Zachary (Z.) <zdunlap@ford.com>; Eikey, Christopher (C.L.) <ceikey@ford.com>; Elwell, Thomas (T. J.) <telwell3@ford.com>; Engle, James (J.J.) <jengle2@ford.com>; Fazio, John (J.V.) <jfazio1@ford.com>; Frankstein, Michael (M.) <mfrankst@ford.com>; Freeman, Scott (S.T.) <sfreema1@ford.com>; Fukunaga, Roberto (R.N.) <rfukuna4@ford.com>; Fyie, Matthew (M.L.) <mfyie@ford.com>; Gabbert, Michael (M.J.) <mgabbert@ford.com>; Garber, Jeff (J.S.) <jgarber@ford.com>; Garby, Amy (A.M.) <agarby@ford.com>; Green, Ann (A.D.) <agreen77@ford.com>; Halonen, Aaron (A.M.) <ahalonen@ford.com>; Hansen, Thayne (T.) <thansen1@ford.com>; Harrison, John (J.) <jharri30@ford.com>; Hartman, Kevin (K.) <khartma9@ford.com>; Henney, Travis (J.) <thenney@ford.com>; Hileman, Gary (R.) <ghileman@ford.com>; Hochgraber, Brent (B.) <bhochgra@ford.com>; Hotrum, Erin (E.M.) <ehotrum@ford.com>; Humphries, Glenn (G.L.) <ghumphri@ford.com>; Kalis, Eric (E.L.) <ekalis2@ford.com>; Kemnitz, Erich (E.P.) <ekemnitz@ford.com>; Krishnaswami, Ram (R.) <rkrishn3@ford.com>; Landry, Mike (M.P.) <mlandry@ford.com>; Logel, Jay (J.D.) <jlogel@ford.com>; Love, Keith (K.A.) <klove@ford.com>; Ludington, Julie (J.L.) <jludingt@ford.com>; Luikart, Tim (T.E.) <tluikart@ford.com>; Matthews, Steve (S.D.) <smatthe2@ford.com>; McCall, Kris (K.J.) <kmccall1@ford.com>; McCoy, Kevin (K.J.) <kmccoy1@ford.com>; Miller, Jessica (.) <jmill159@ford.com>; Muter, Doreen (D.J.) <dmuter@ford.com>; Nagy, Jason (J.R.) <jnagy14@ford.com>; Neborg, Kai (K.) <kneborg@ford.com>; Newlin, Andrea (A.M.) <anewlin@ford.com>; Nichols, Jim (J.L.) <jnicho15@ford.com>; Ott, David (D.J.) <dott@ford.com>; Page, Kimberly (K.A.) <kpage15@ford.com>; Pappas, Bill (B.) <bpappas@ford.com>; Pascarella, Robert (R.) <rpascare@ford.com>; Pattinson, Craig (C.A.) <cpattins@ford.com>; Pawlica, Gregory (G.D.) <gpawlica@ford.com>; Piña Ocampo, Enrique (EPO.) <epinaoca@ford.com>; Randle, Paul (P.R.) <prandle@ford.com>; Raval, Jody (J.) <jraval1@ford.com>; Reese, Chuck (C.R.) <creese@ford.com>; Robinson, Hue (H.M.) <hrobin18@ford.com>; Schaffer, Timothy (T.J.) <tschaff2@ford.com>; Schultz, Matthew (M.J.) <mschultz@ford.com>; Smith, Ryan (R.E.) <rsmit291@ford.com>; Smolarek, David (D.T.) <dsmolar3@ford.com>; Spencer, Elissa (E.E.) <espenc34@ford.com>; Trombley, Todd (T. C.) <ttrombl5@ford.com>; VanBelle, Laura (L.A.) <lvanbel1@ford.com>; Welch, Darrnell (D.) <dwelch8@ford.com>; West, Gregory (G.S.) <gwest2@ford.com>; Williams, Jeffrey (J.R.) <jwilli25@ford.com>; Woycik, Kevin (K.R.) <kwoycik@ford.com>; Sarfraz, Javed (J.) <jsarfraz@ford.com>; Tsatsos, Paul (P.K.) <ptsatsos@ford.com>; Huie, John (J.C.) <jhuie@ford.com>; Sridhara, Raghu (R.) <rsridhar@ford.com>; Robinson, Hue (H.M.) <hrobin18@ford.com>; Reese, Chuck (C.R.) <creese@ford.com>; Olfier, John (J.D.) <jolfier@ford.com>; O'Leary, Patrick (P.D.) <poleary@ford.com>; Young, Richard (R.C.) <ryoung27@ford.com>; Kirma, LeeAnn (L.M.) <lkirma@ford.com>; Docimo, Tony (A.F.) <adocimo@ford.com>; McGlinnen, Heather (H.) <hhorne@ford.com>; Tippy, David (D.J.) <dtippy@ford.com>; Appukutty, Jayagopal (J.) <jappukut@ford.com>; Tovar ugalde, Rodrigo (R.R.) <rtovaru1@ford.com>; Gertley, Jeffrey (J.B.) <jgertley@ford.com>; Hayes, Dave (D.L.) <dhayes3@ford.com>; Swis, Matthew (M.J.) <mswis@ford.com>; Kemnitz, Erich (E.P.) <ekemnitz@ford.com>; Logli, Michael (M.A.) <mlogli1@ford.com>; Twombly, Nickolas (N.) <ntwombly@ford.com>; Sarkisian, Mark (Z.) <msarkisi@ford.com>; Christensen, Gregory (G.S.) <gchriste@ford.com>; Docimo, Tony (A.F.) <adocimo@ford.com>; Feldkamp, Andrew (A.D.) <afeldka1@ford.com>; Hollmann, Jeffrey (J.C.) <jhollman@ford.com>; Nunez, Manuel (M.) <mnunez29@ford.com>; Zaetta, Angela (A.) <azaetta1@ford.com>; Robins, Erik (E.B.) <erobi111@ford.com>; Sobick, Jason (J.) <jsobick1@ford.com>; Mack, Ernest (L.) <emack1@ford.com>; Khan, Amjad (A.K.) <akhan52@ford.com>; Dunahay, John (J.C.) <jdunahay@ford.com>; Medina, Inna (I.M.) <imedina9@ford.com>; Clark, Robert (R.) <rclar307@ford.com>; Collareno, Michael (M.D.) <mcollare@ford.com>; Chao, P K (P.K.) <pchao@ford.com>; Chou, Tachih (T.) <tchou@ford.com>; Gariepy, Arthur (A. P.) <agariepy@ford.com>
Cc: Boehk, Karen (K.S.) <kboehk@ford.com>; Carene, Daniel (D.J.) <dcarene1@ford.com>; Rippy, Linda (L.) <lrippy1@ford.com>; Stanley, Daniel (D.J.) <dstanle1@ford.com>; Hultman, Paula (R.) <prieden@ford.com>; Othman, Hussein (H.) <hothman@ford.com>; Green, Ann (A.D.) <agreen77@ford.com>
Subject: Car/CUV/SM SUV CCRG Agenda for Tuesday, December 1, 2020

Ford Confidential - Do not forward or distribute

The following items are planned for our upcoming CCRG agenda. The time slots for your respective items are indicated next to your item. Please plan on arriving on time or a few minutes prior to your allotted agenda item if you are following another item on the agenda. We will do our best to stick to these time slots.

Please fill out the attached CCRG Template to help focus the discussion in CCRG. Please rename the file to appropriately reflect the subject matter. An electronic copy of your presentation should be ***e-mailed to Dave Smolarek (DSMOLAR3) and Shane Brezee (SBREZEE)*** by ***COB on Monday*** prior to the meeting day. Sample pictures are also incredibly helpful. Please ensure that documents are clearly labeled as ***'DRAFT'*** at top right corner of the page.

Note, to comply with GIS compliance requirements, the CCRG meeting notice has been sent to you in a separate email.

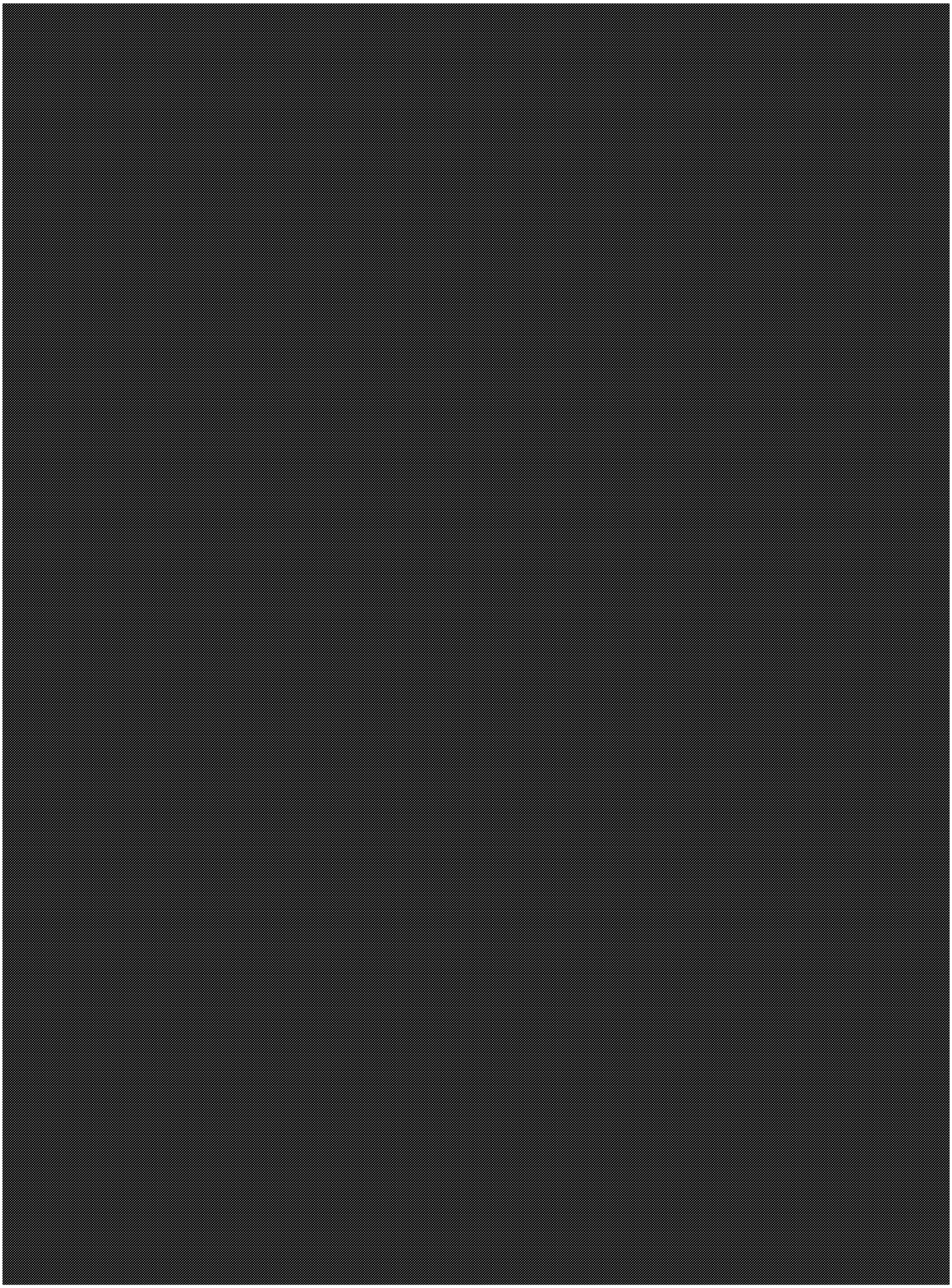
Regards,

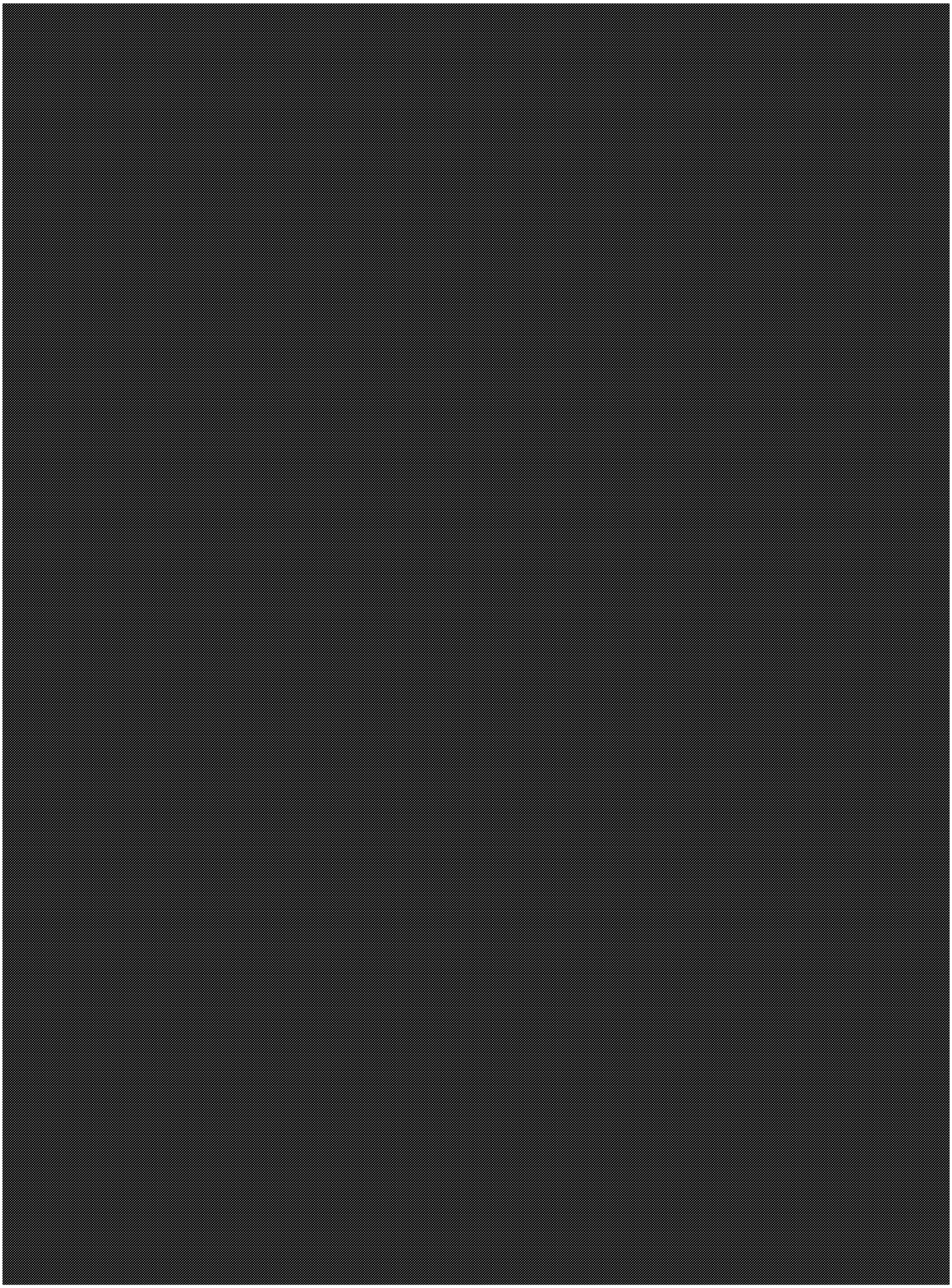
Shane B. Brezee

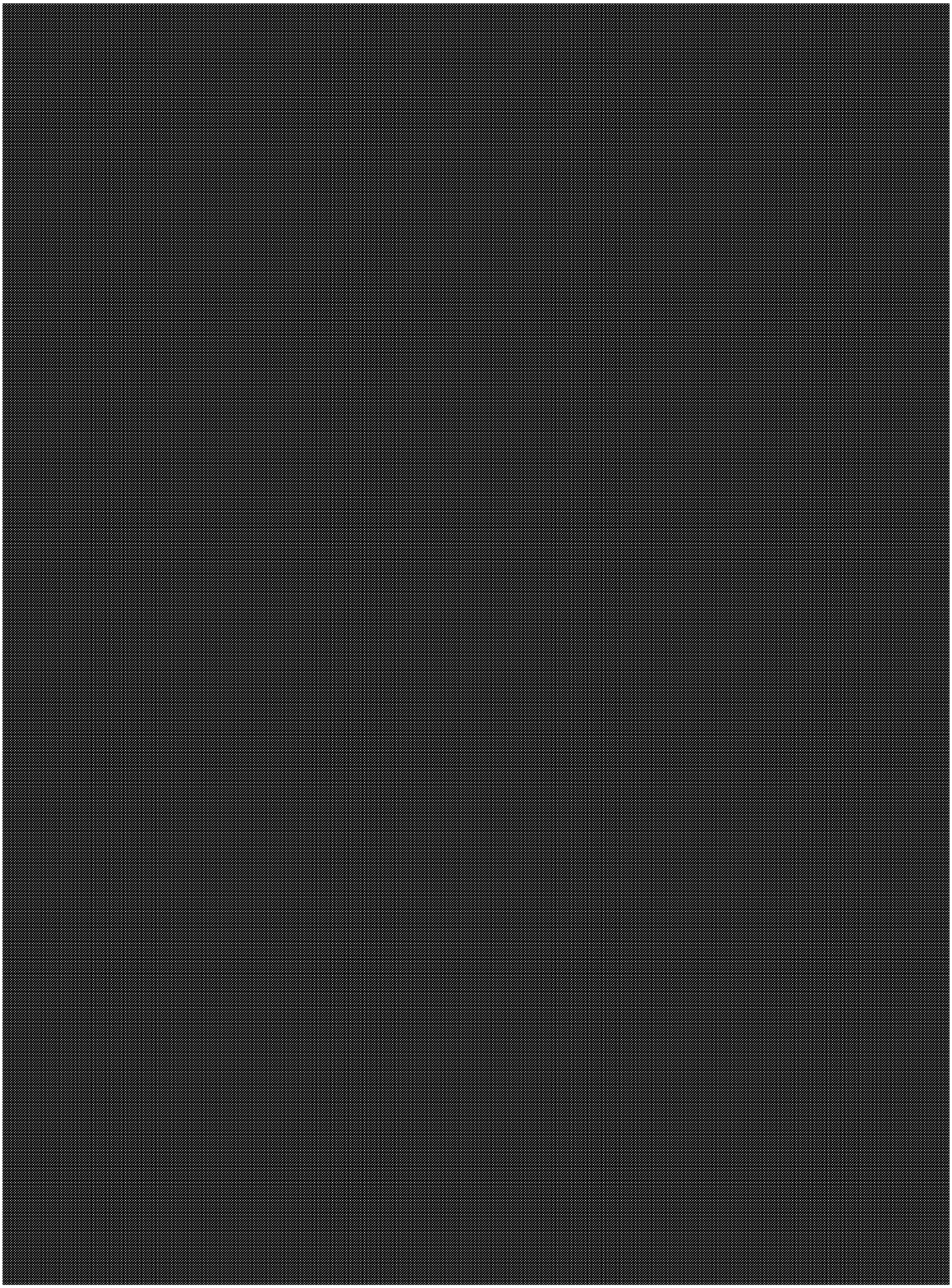
Critical Concerns Manager - Car
Ford Motor Company
28-F77 PDC
20901 Oakwood, Dearborn, MI 48124
PH: [redacted]
cell: [redacted]
e-mail : sbrezee@ford.com

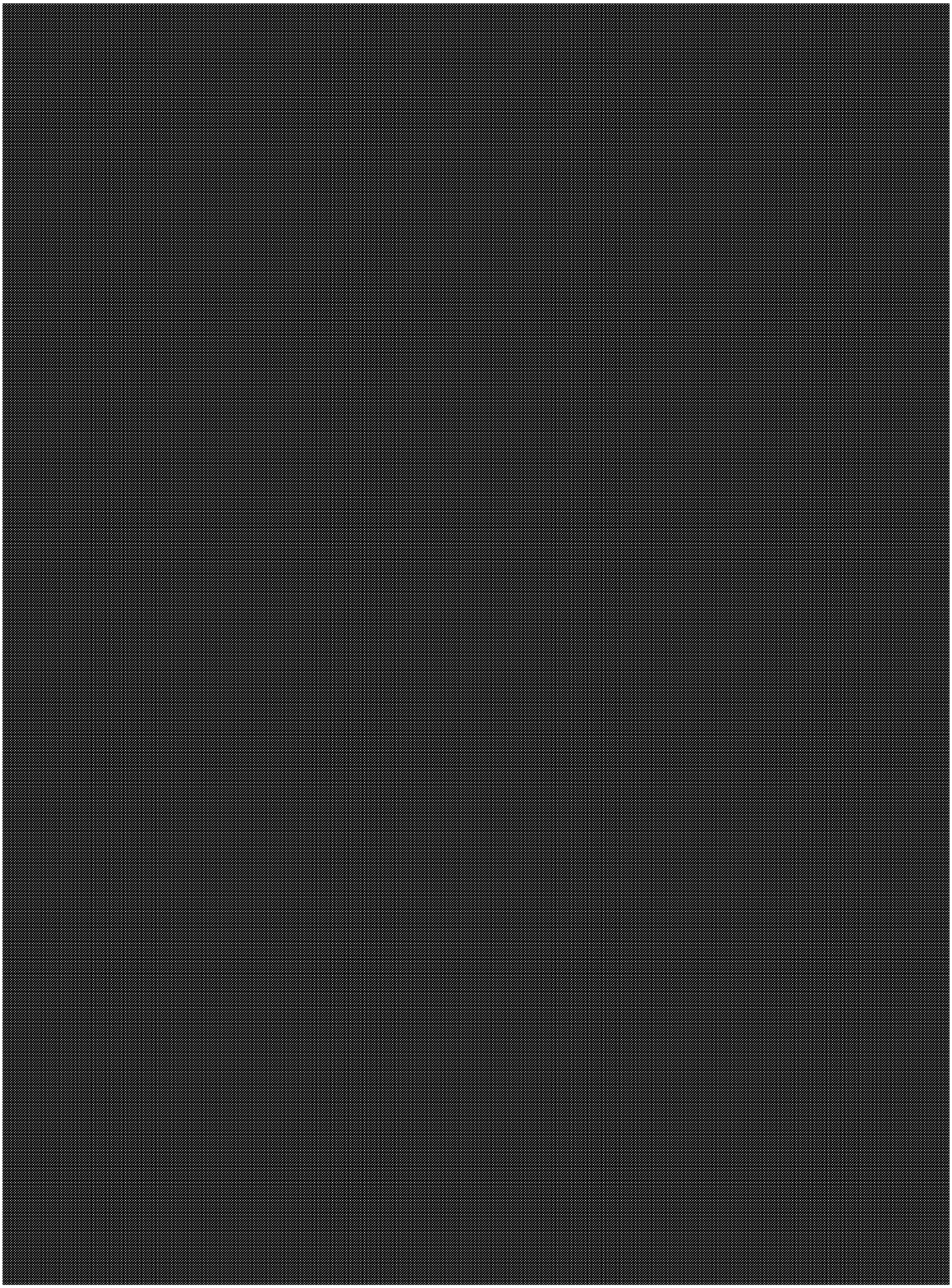
2011-2014 F150 6R80 Sudden Downshift

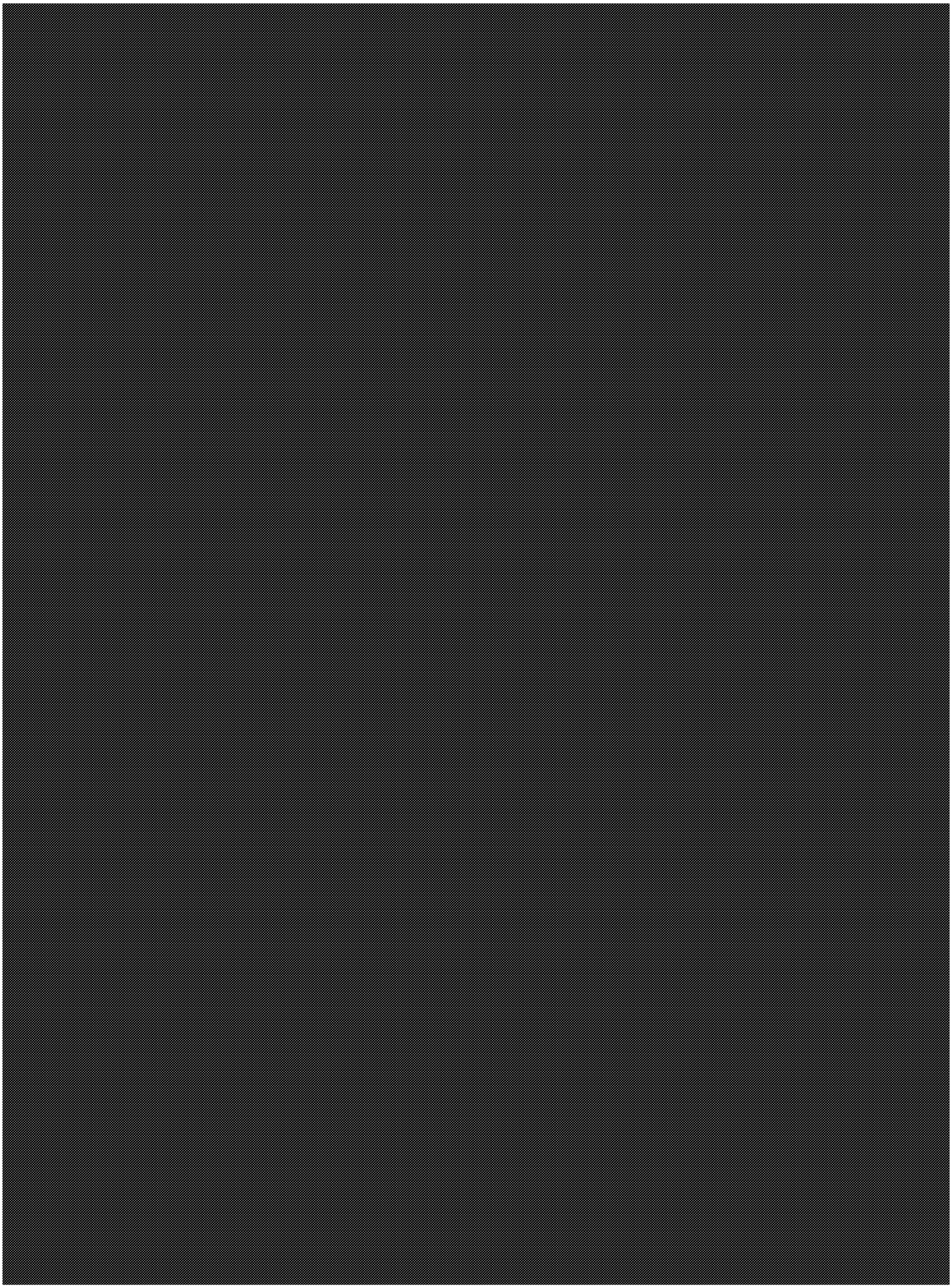
12/2/2020 TRG





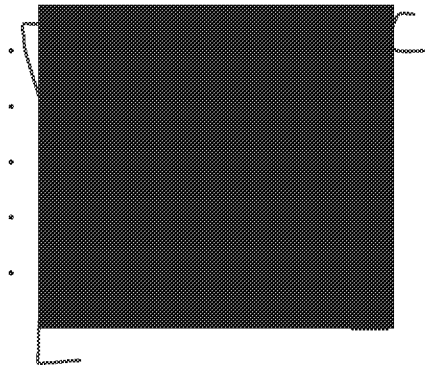


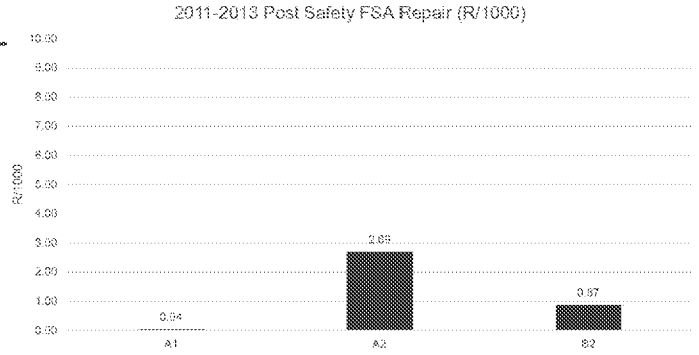




Data update (7/20/2020)

2011-2013 F-150 Post Safety FSA PCM reflash



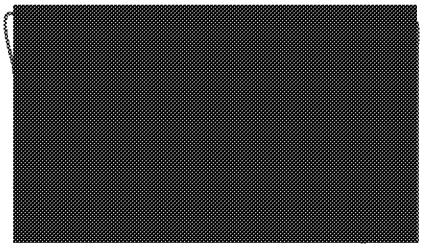


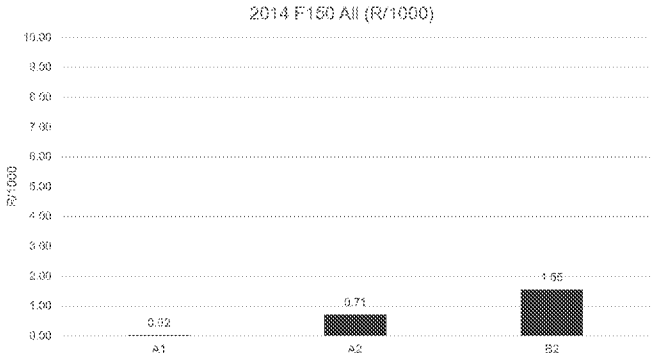
Category	Allegation
A1	Wheel Lock-Up due to Sudden (Unexpected) Downshift
A2	Sudden (Unexpected) Transmission Downshift
B1	Wheel Lock-Up Unknown Cause
B2	Harsh Downshift and Other Downshifting Issues

* Reports claiming ambiguous symptoms of 16S19, 19S07, or 19S19 were classified as A2

Data update (7/20/2020)

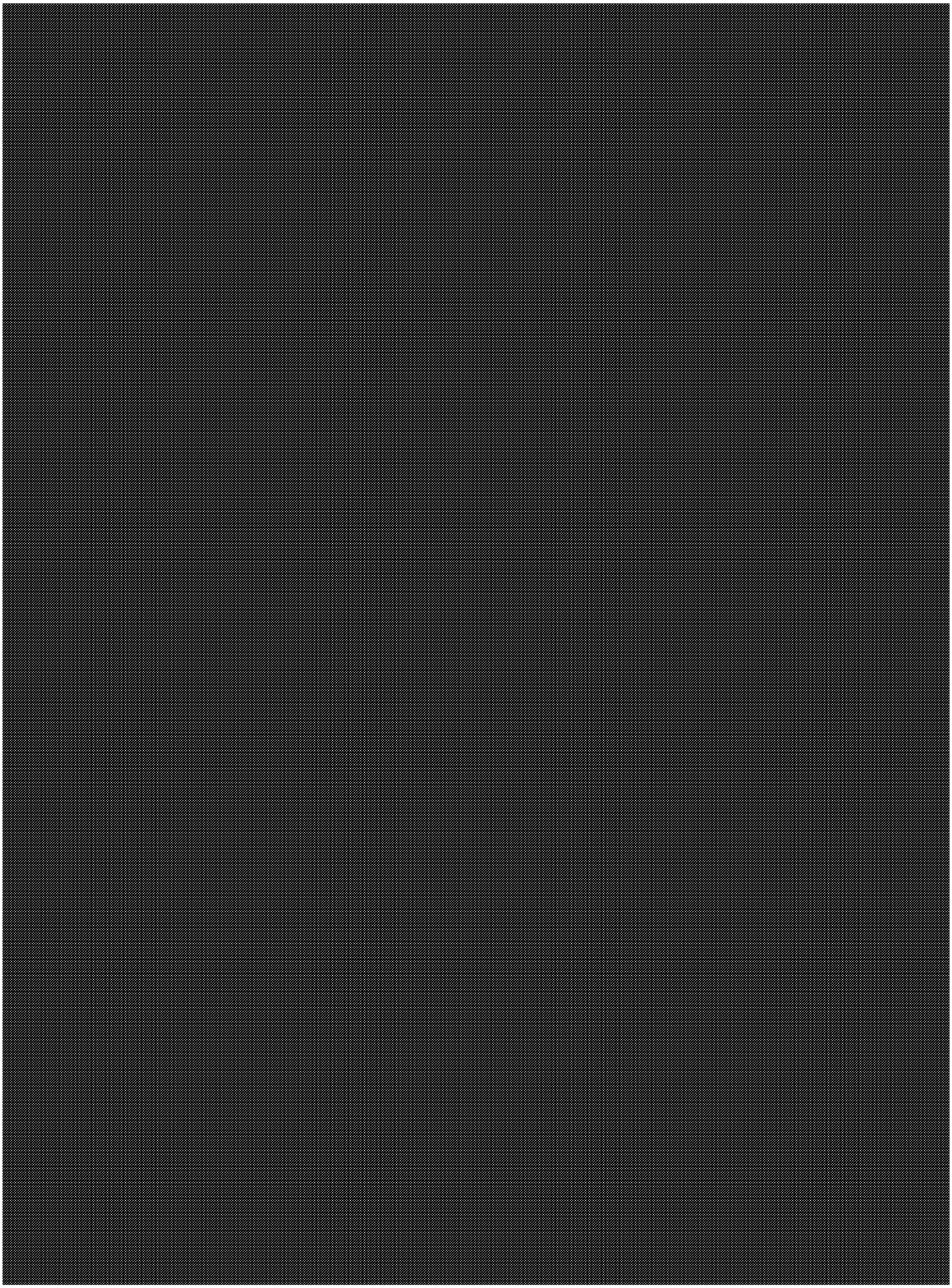
2014 F-150 6R80 Sudden Downshift

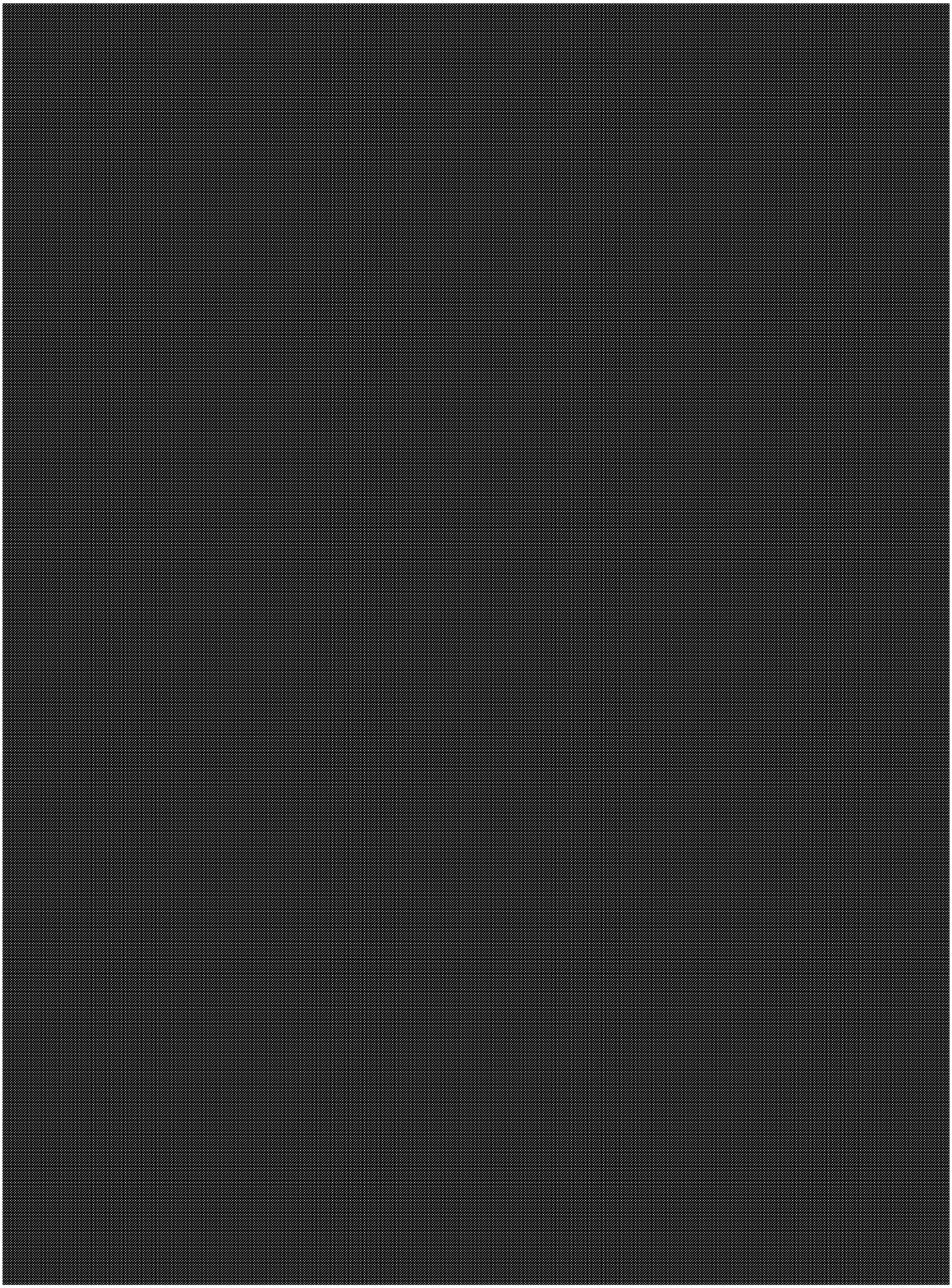


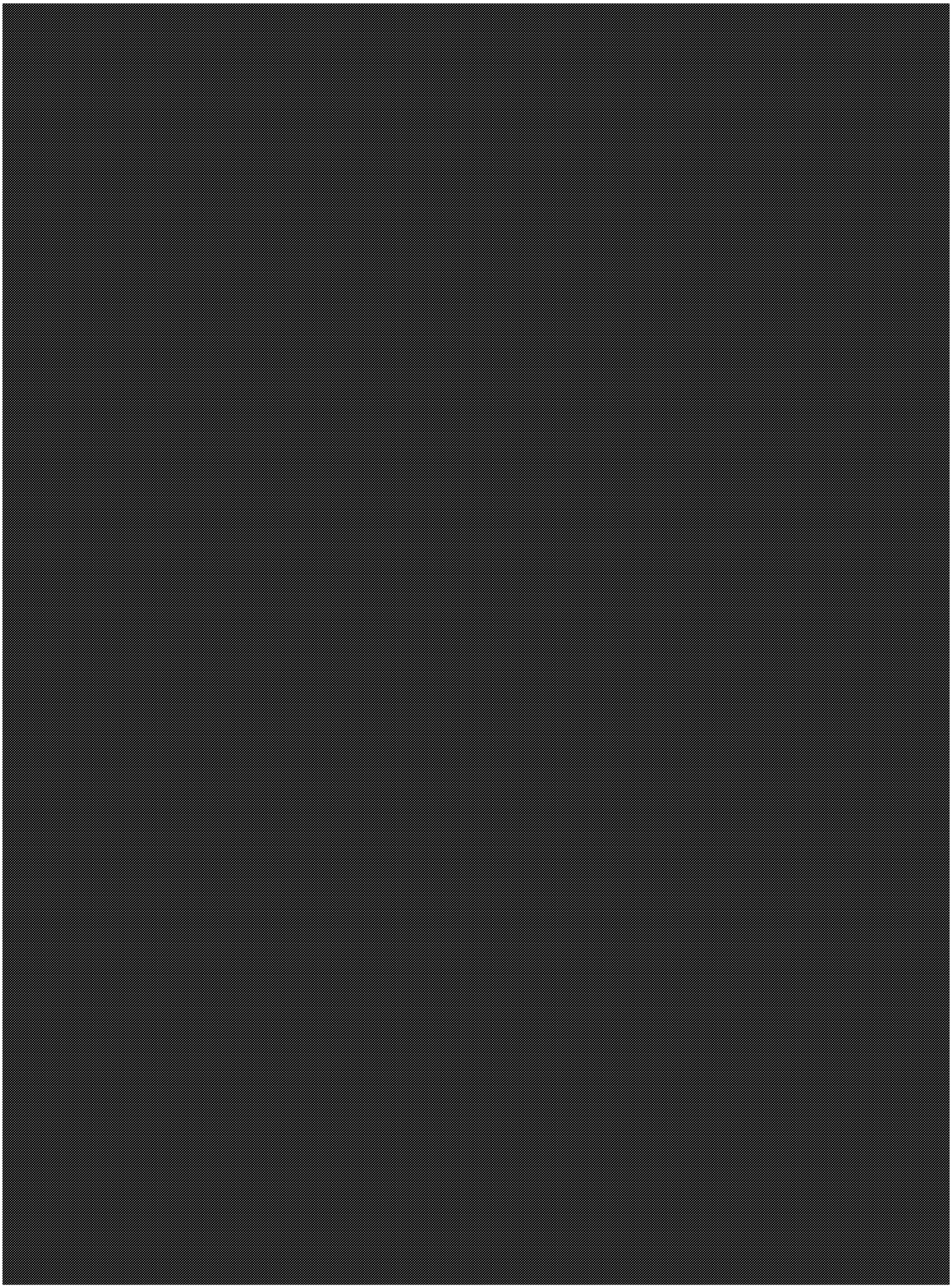


Category	Allegation
A1	Wheel Lock-Up due to Sudden (Unexpected) Downshift
A2	Sudden (Unexpected) Transmission Downshift
B1	Wheel Lock-Up Unknown Cause
B2	Harsh Downshift and Other Downshifting Issues

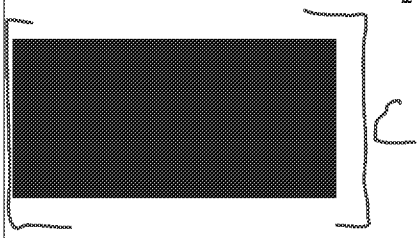
* Reports claiming ambiguous symptoms of 16S19, 19S07, or 19S19 were classified as A2

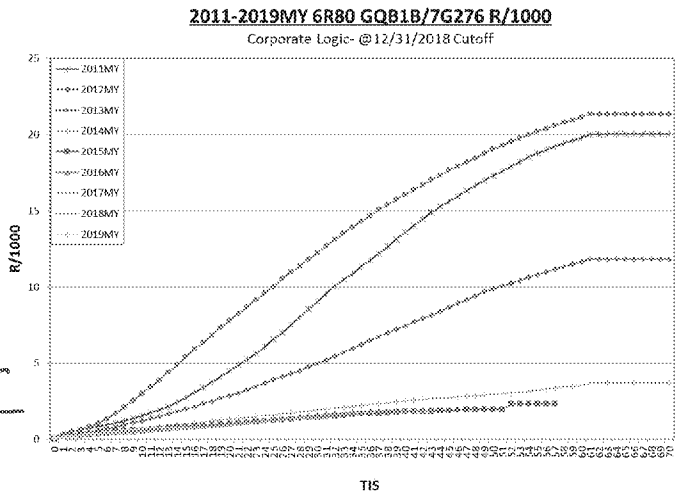


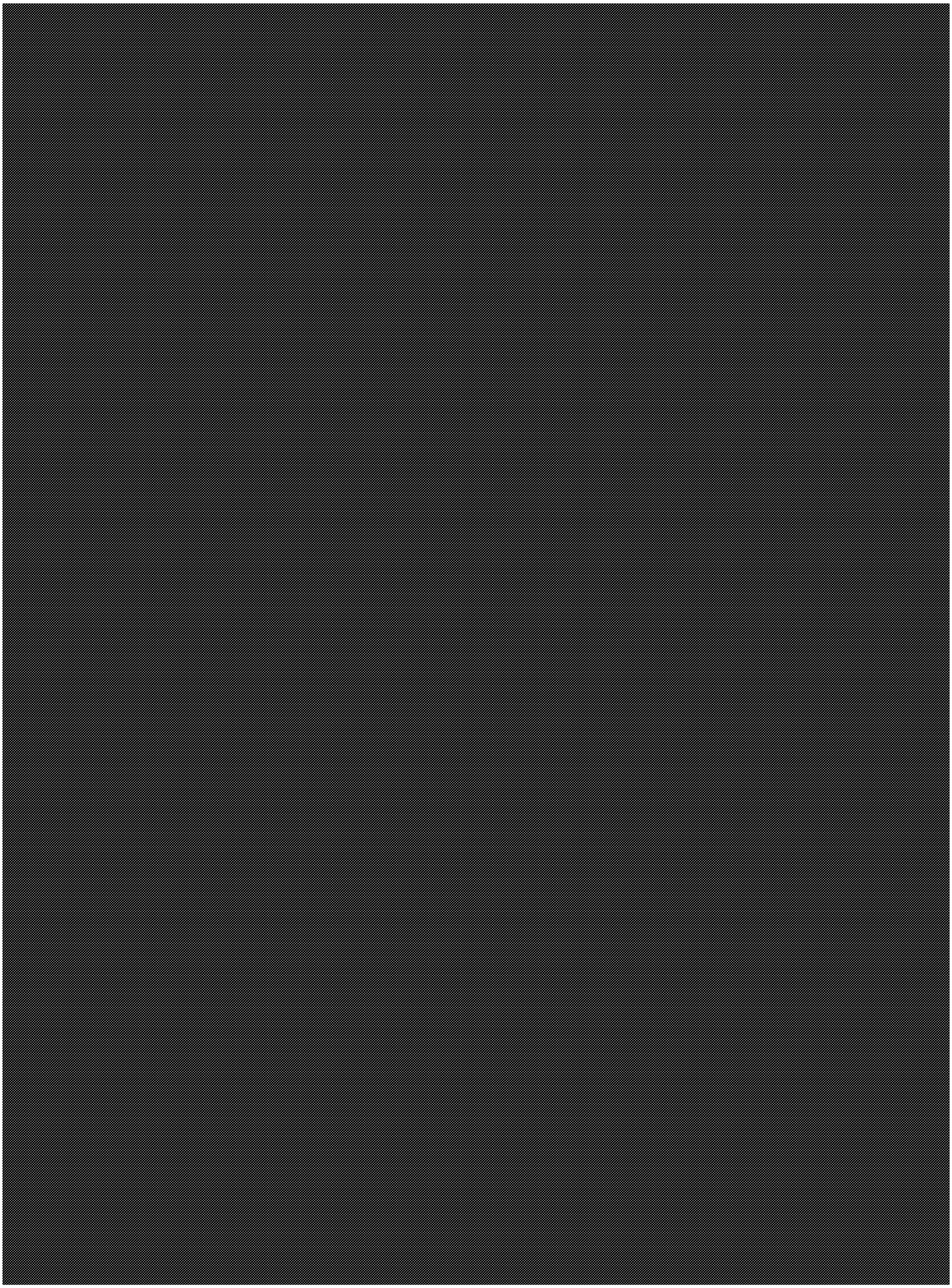


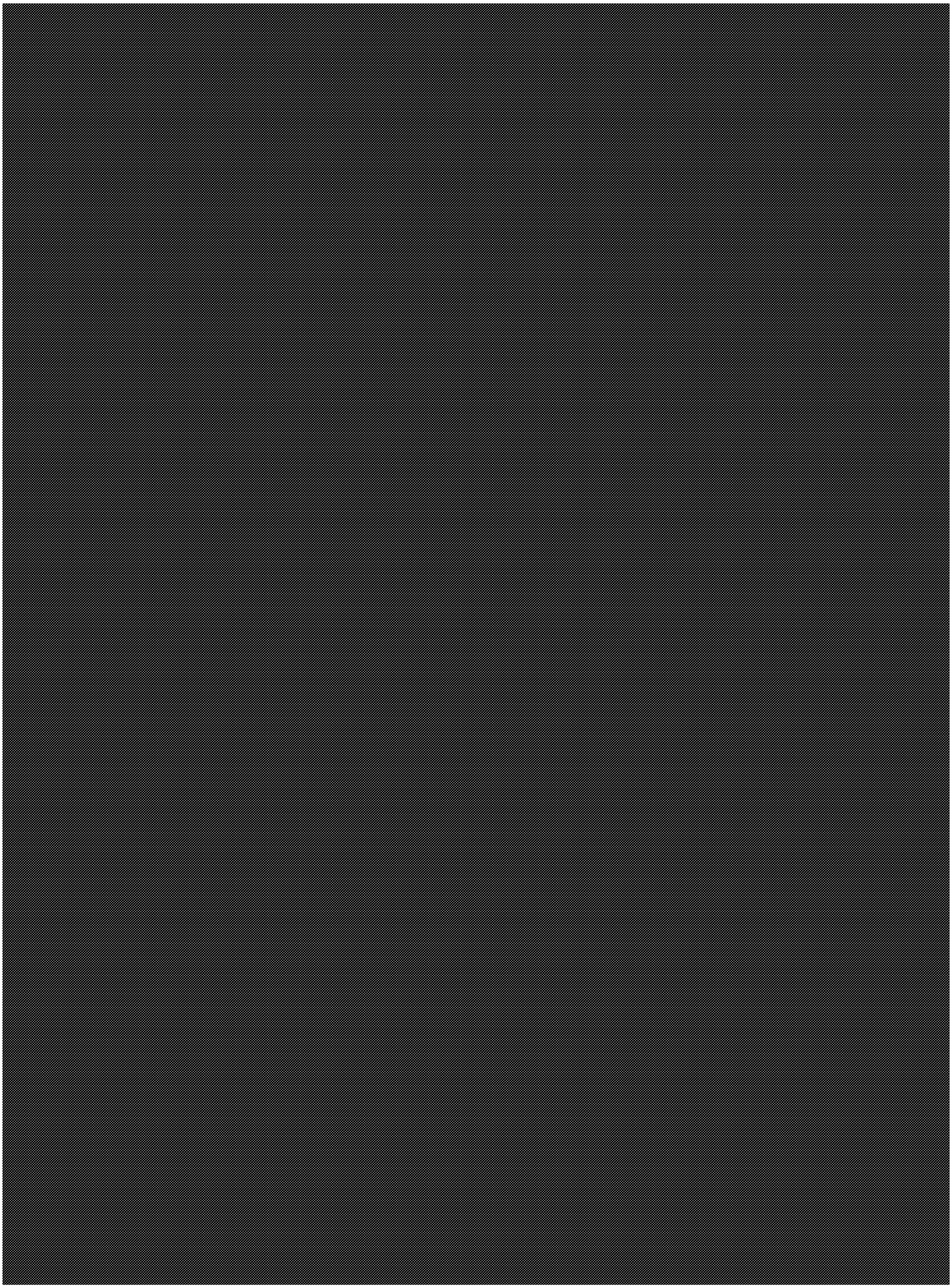


Leadframe warranty by TIS









From: Gaduski, Michael (M.) [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=9980d2aca25f480290eabf4b94b4fc90-MGADUSKI]
Sent: 10/4/2022 1:39:13 PM
To: Beyer, Laura (L.D.) [lbeyer4@ford.com]; Donovan, Kevin (K.M.) [kdonov11@ford.com]; Ott, David (D.J.) [dott@ford.com]; Diaz, Adrian (A.D.) [adiaz41@ford.com]

Subject: 16S19, 19S07, 19S19 F-150 Sudden Downshift Overview
Attachments: 2011-2014 F150 6R80 Sudden Downshift TRG.pptx; 6R80 Downshift Rate Comparison.pptx; 2011-2014 F150 6R80 Sudden Downshift_8252020 NHTSA Meeting v2.pptx
Location: Webex

Start: 10/5/2022 10:30:00 AM
End: 10/5/2022 11:00:00 AM
Show Time As: Tentative

Required Attendees: Beyer, Laura (L.D.); Donovan, Kevin (K.M.); Ott, David (D.J.); Diaz, Adrian (A.D.)

All,

I'll share the background on 2011-2014 F-150 sudden downshifts FSAs, and the post-FSA investigation analysis performed in 2020.

Mike

-~-

-- Do not delete or change any of the following text. --

Join Meeting

[redacted]

If you are a host, click here to view host information.

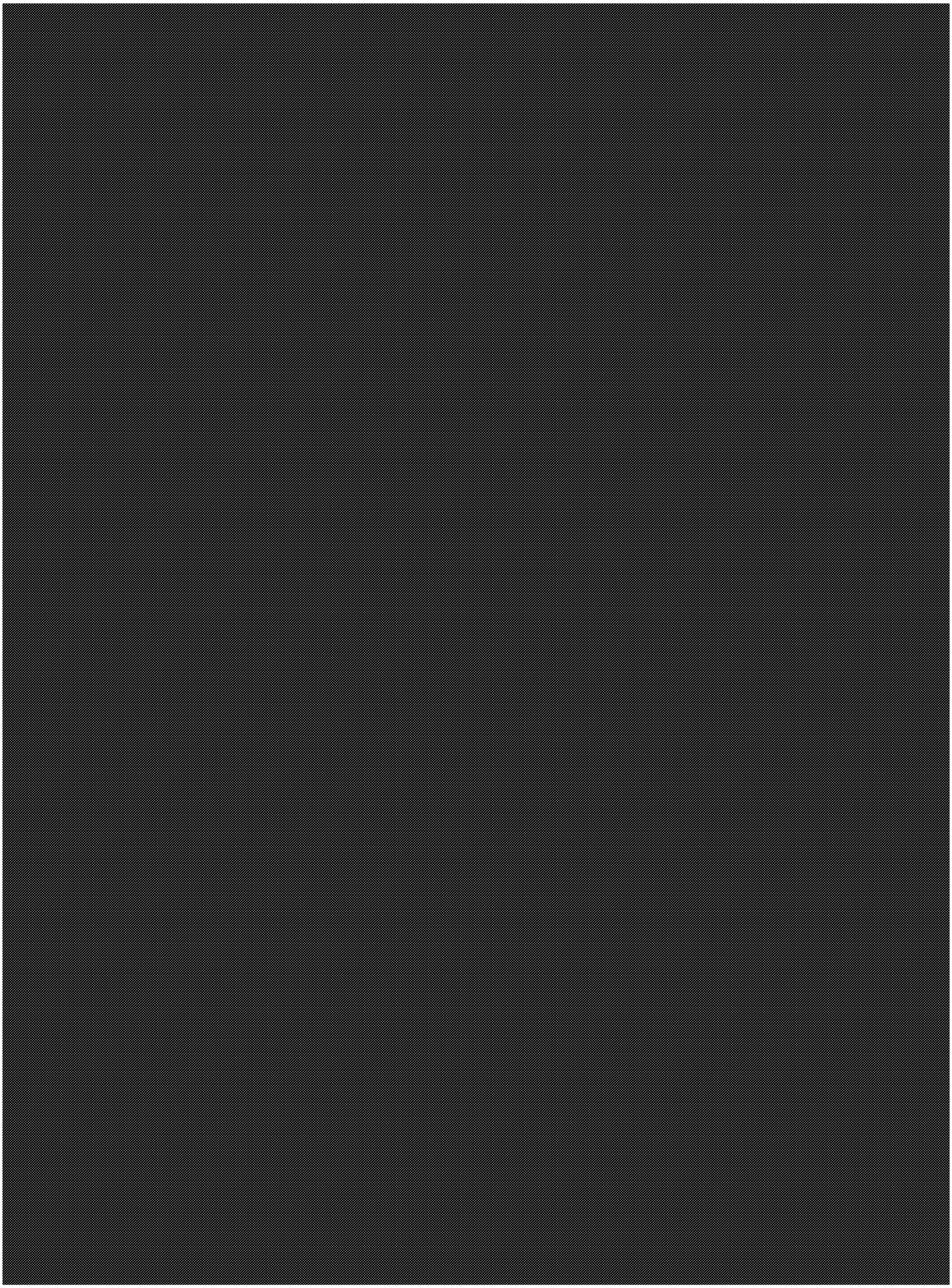
NOTICE: ***Protecting and Properly Using Company Assets: We are careful not to disclose Ford information, even accidentally. If we share non-public information outside of Ford, we follow applicable procedures and obtain proper approvals and ensure appropriate confidentiality agreements are in place. · We follow Ford's information and records retention protocols and programs. · We do not destroy information if there is a legal requirement to maintain it, such as a suspension order or other litigation hold.***

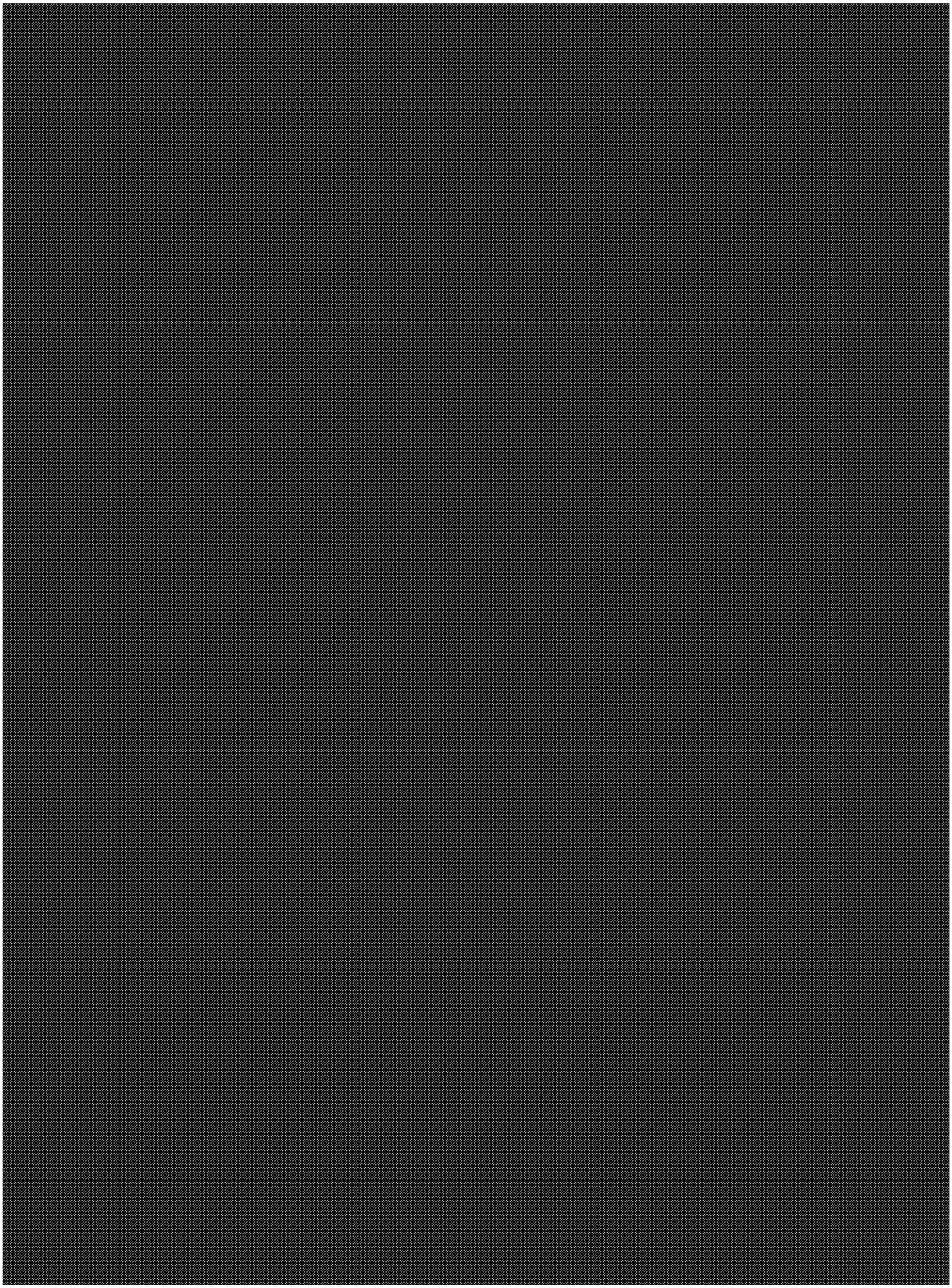
For company policies on recording: Click Here to Download
For additional help joining Webex meetings: WebEx Help
Can't join the meeting? Ford users submit a ticket: Contact Support

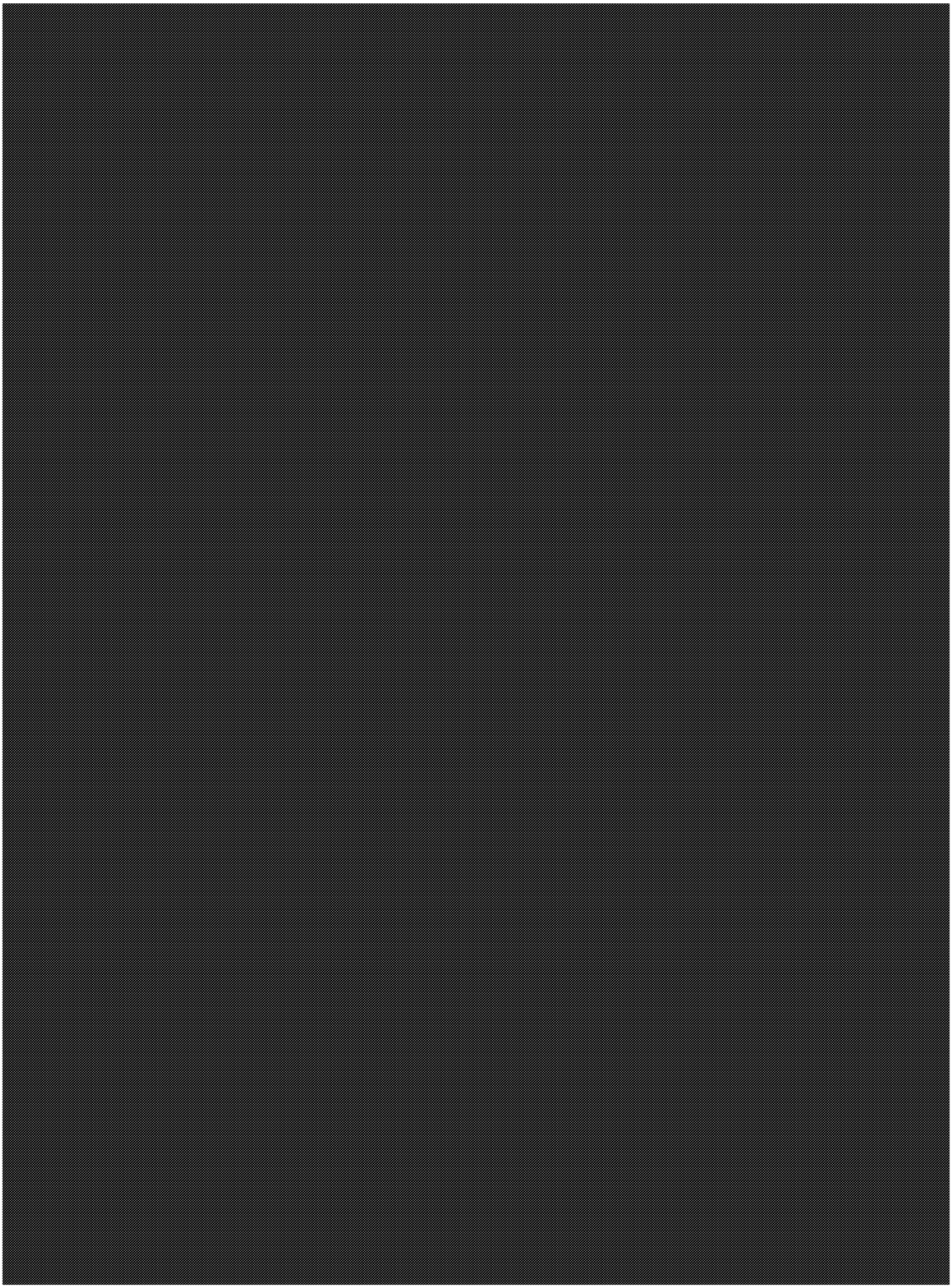
T32MC04

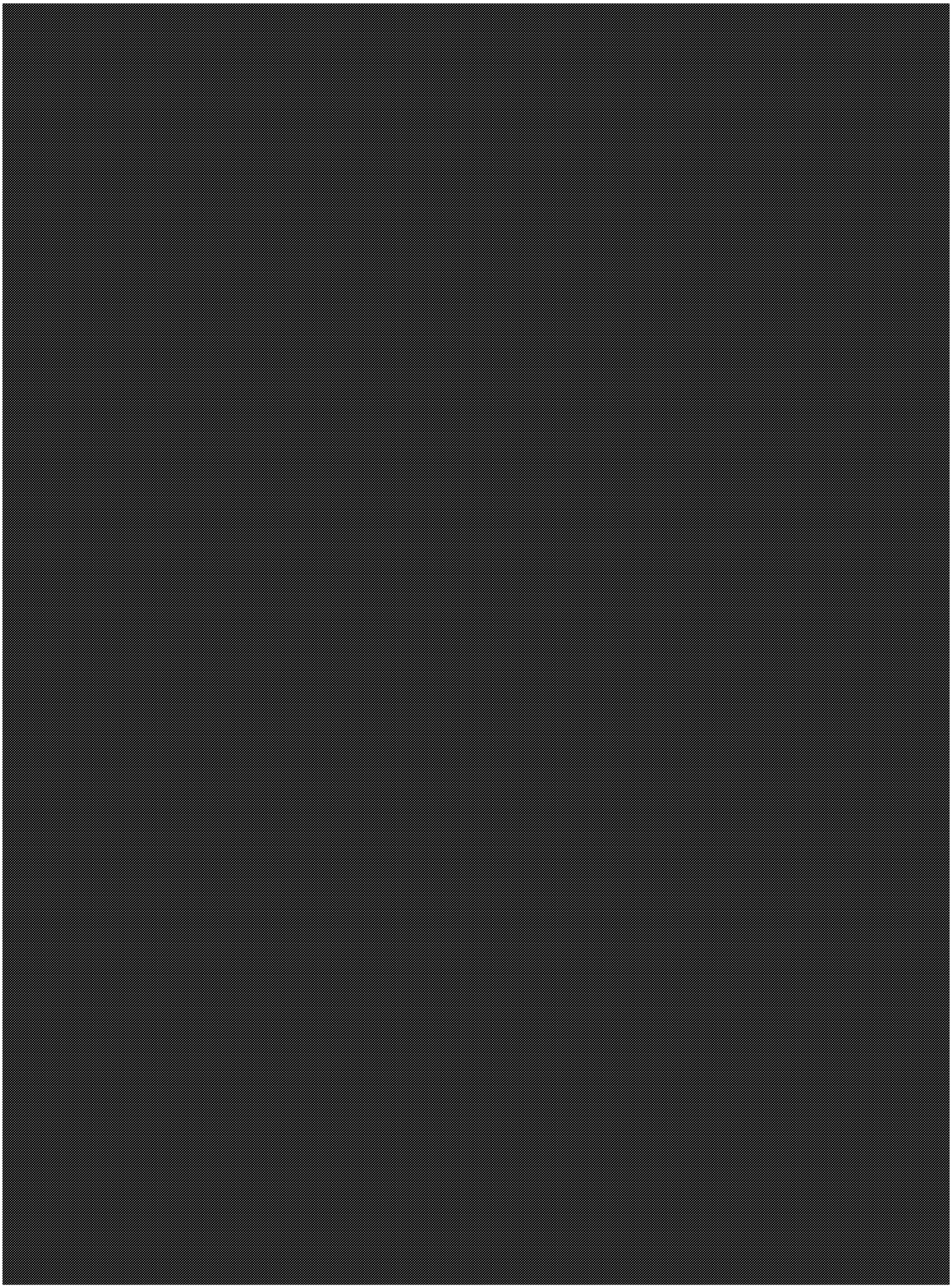
2011-2014 F150 6R80 Sudden Downshift

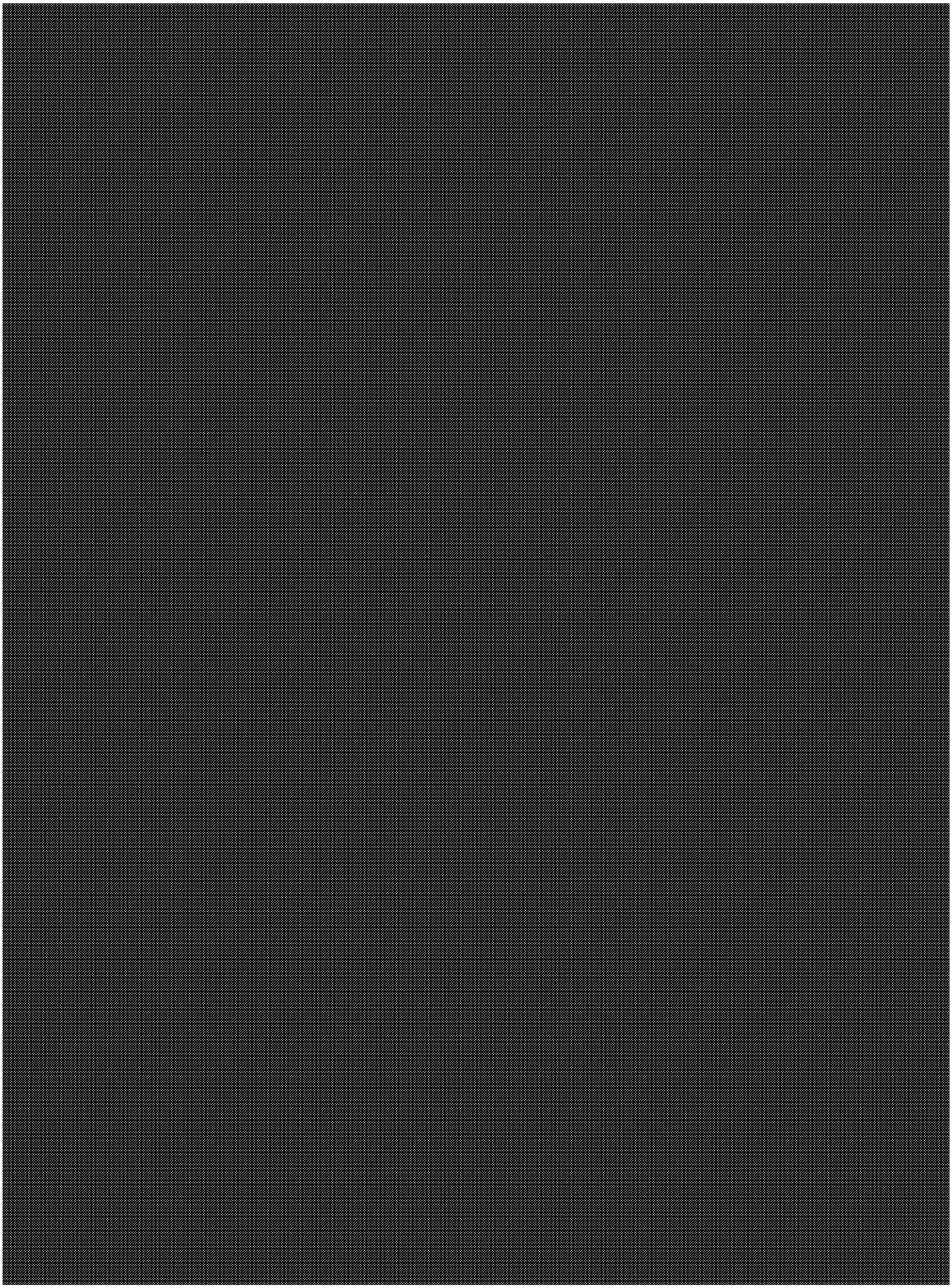
5/6/2021 EMM

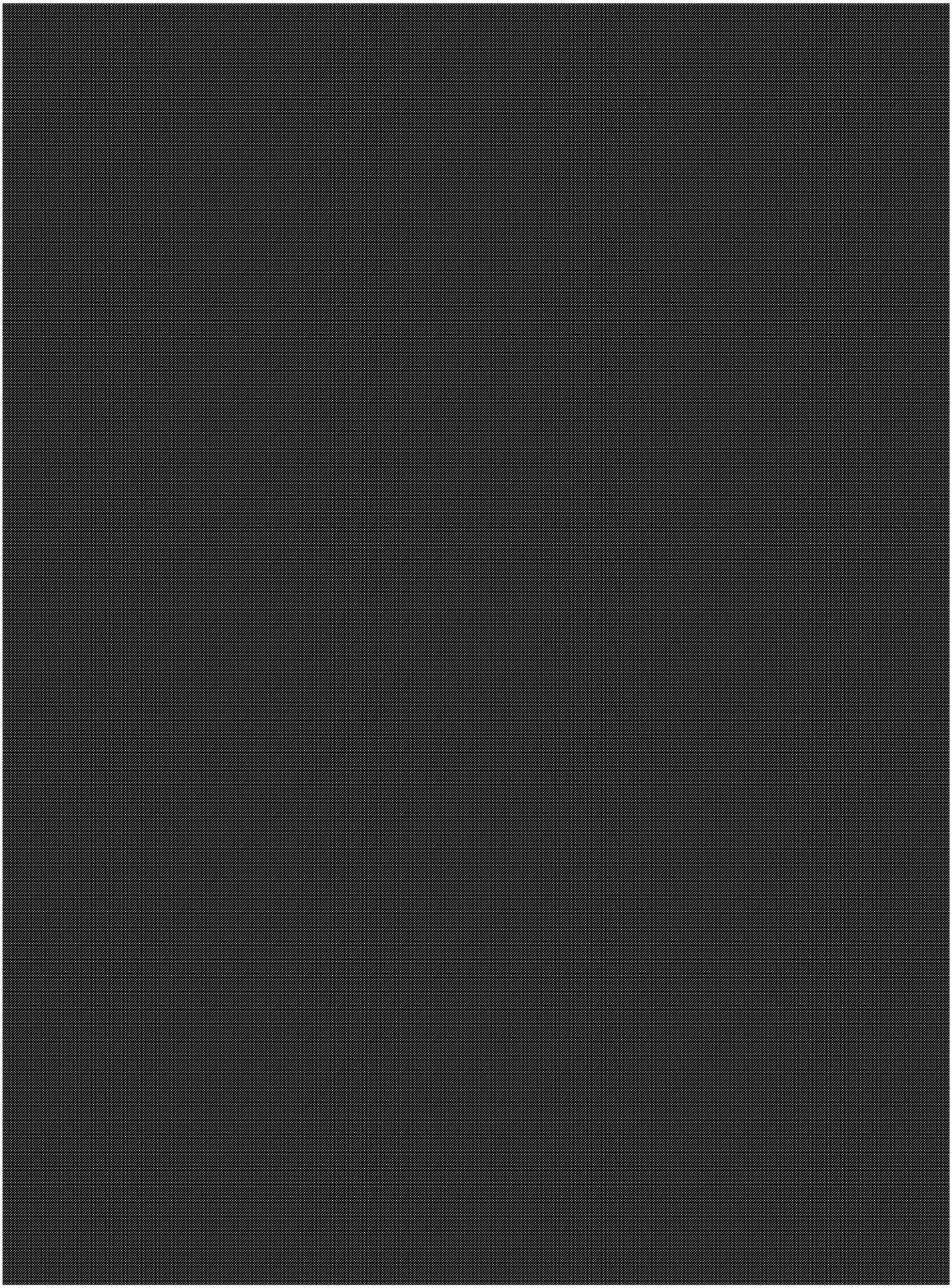






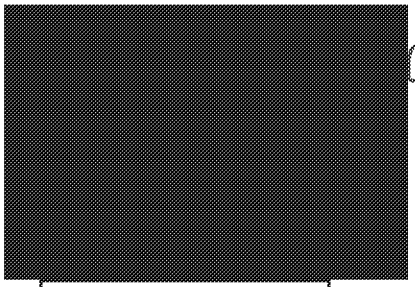






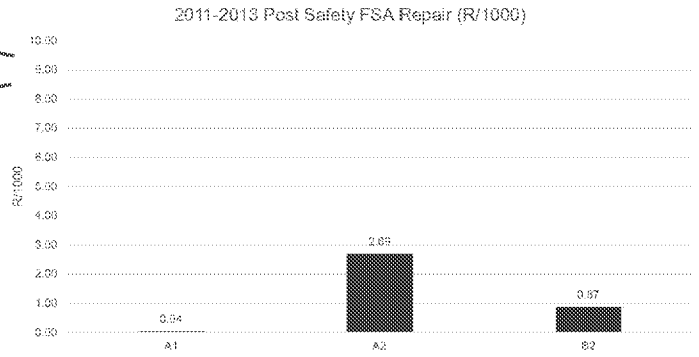
Data update (7/20/2020)

Population #1 2011-2013 F-150 Post Safety FSA PCM reflash



805 VOQs
(40 in last 6 months)

* Reports may be prior to FSA repairs



Category	Allegation
A1	Wheel Lock-Up due to Sudden (Unexpected) Downshift
A2	Sudden (Unexpected) Transmission Downshift
B1	Wheel Lock-Up Unknown Cause
B2	Harsh Downshift and Other Downshifting Issues

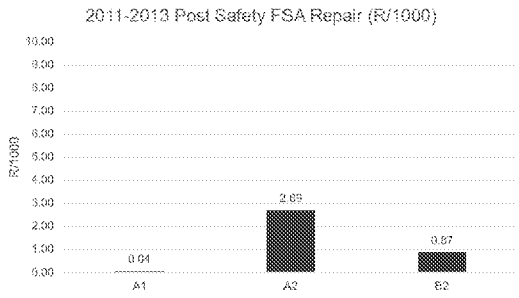
* Reports claiming ambiguous symptoms of 16S19, 19S07, or 19S19 were classified as A2

SECRET

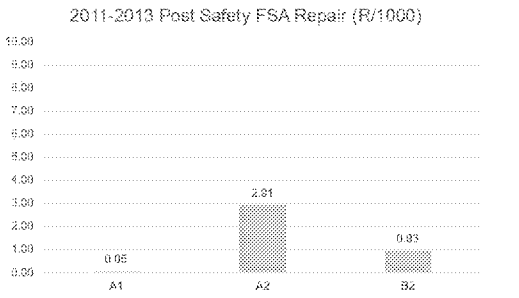
8

Population # 1: 2011-2013 F-150 Post Safety FSA PCM reflash data update

Data update (7/20/2020)

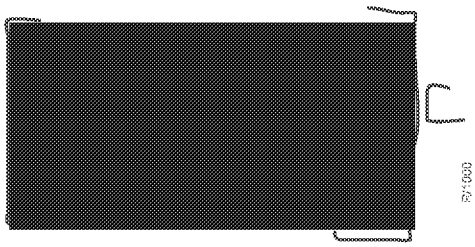


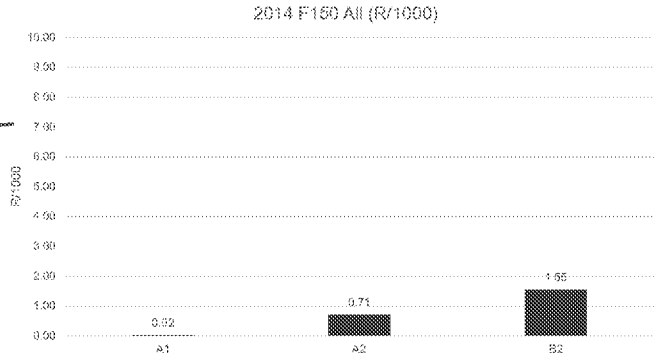
Data update (3/5/2021)



Data update (7/20/2020)

Population #2: 2014 F-150 6R80 Sudden Downshift





Category	Allegation
A1	Wheel Lock-Up due to Sudden (Unexpected) Downshift
A2	Sudden (Unexpected) Transmission Downshift
B1	Wheel Lock-Up Unknown Cause
B2	Harsh Downshift and Other Downshifting Issues

41 VOQs
(2 in last 6 months)

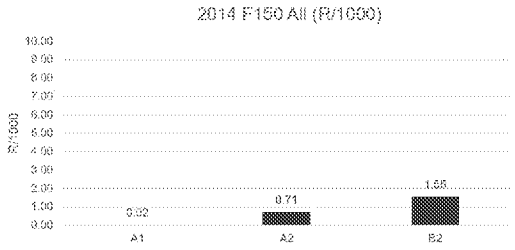
* Reports claiming ambiguous symptoms of 16S19, 19S07, or 19S19 were classified as A2

SECRET

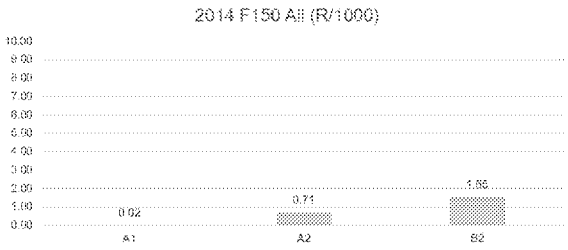
10

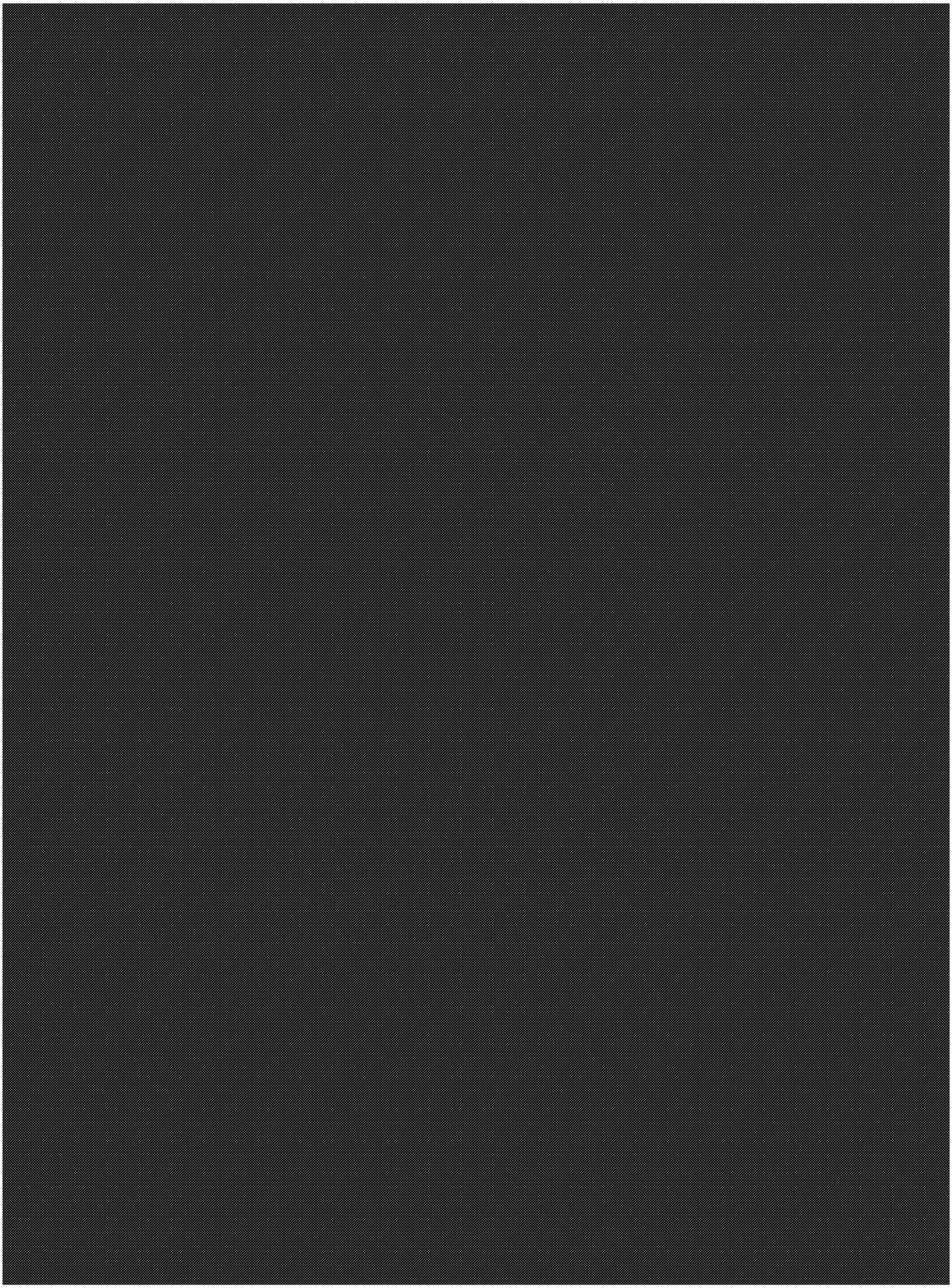
Population #2: 2014 F-150 6R80 Sudden Downshift Data Update

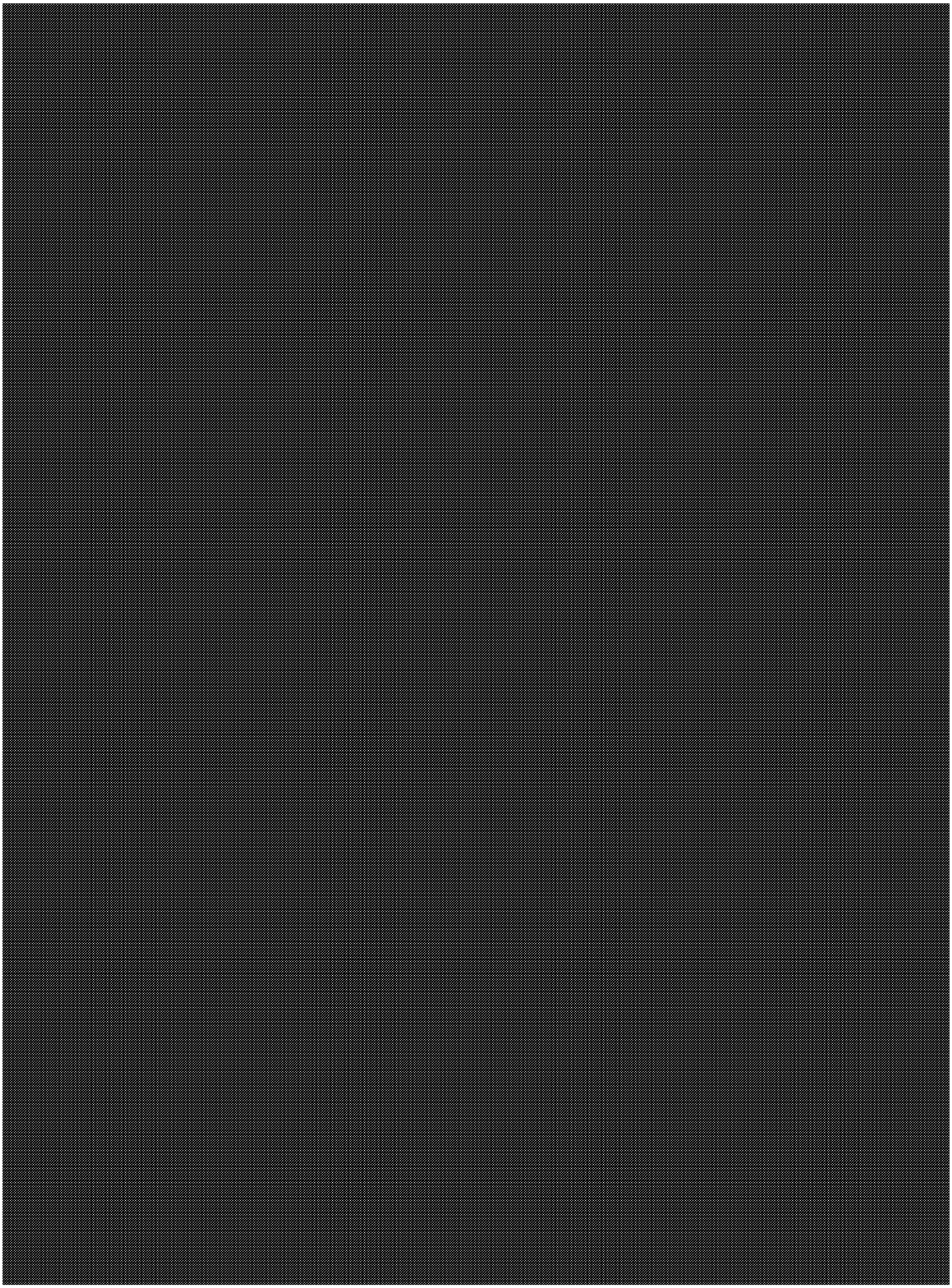
Data update (7/20/2020)



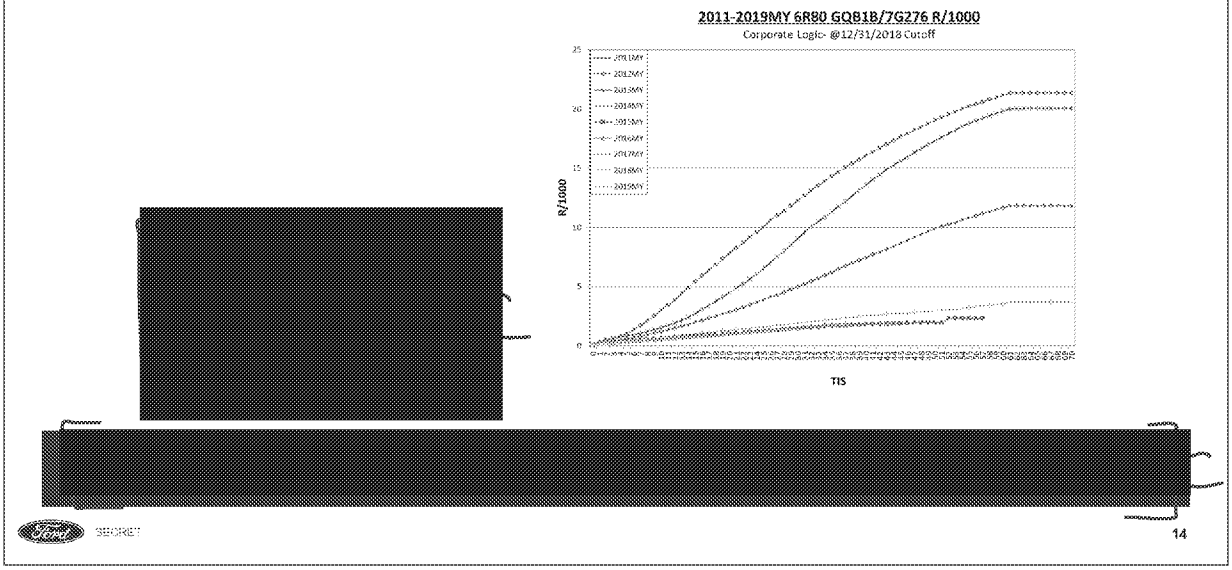
Data update (3/5/2021)



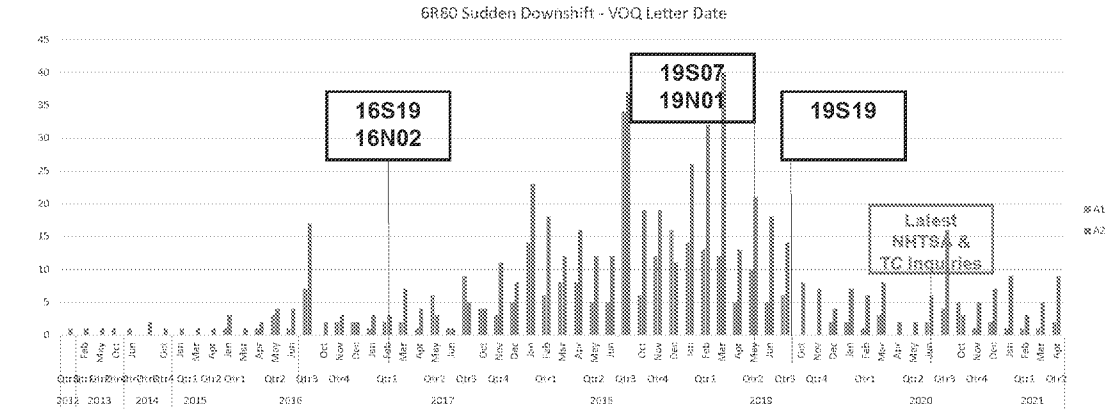




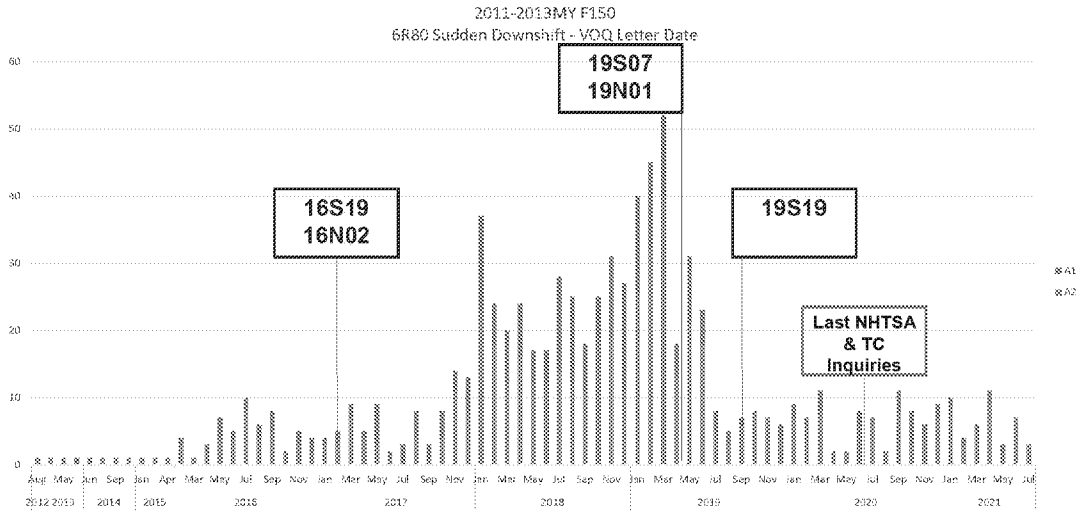
Leadframe warranty by TIS

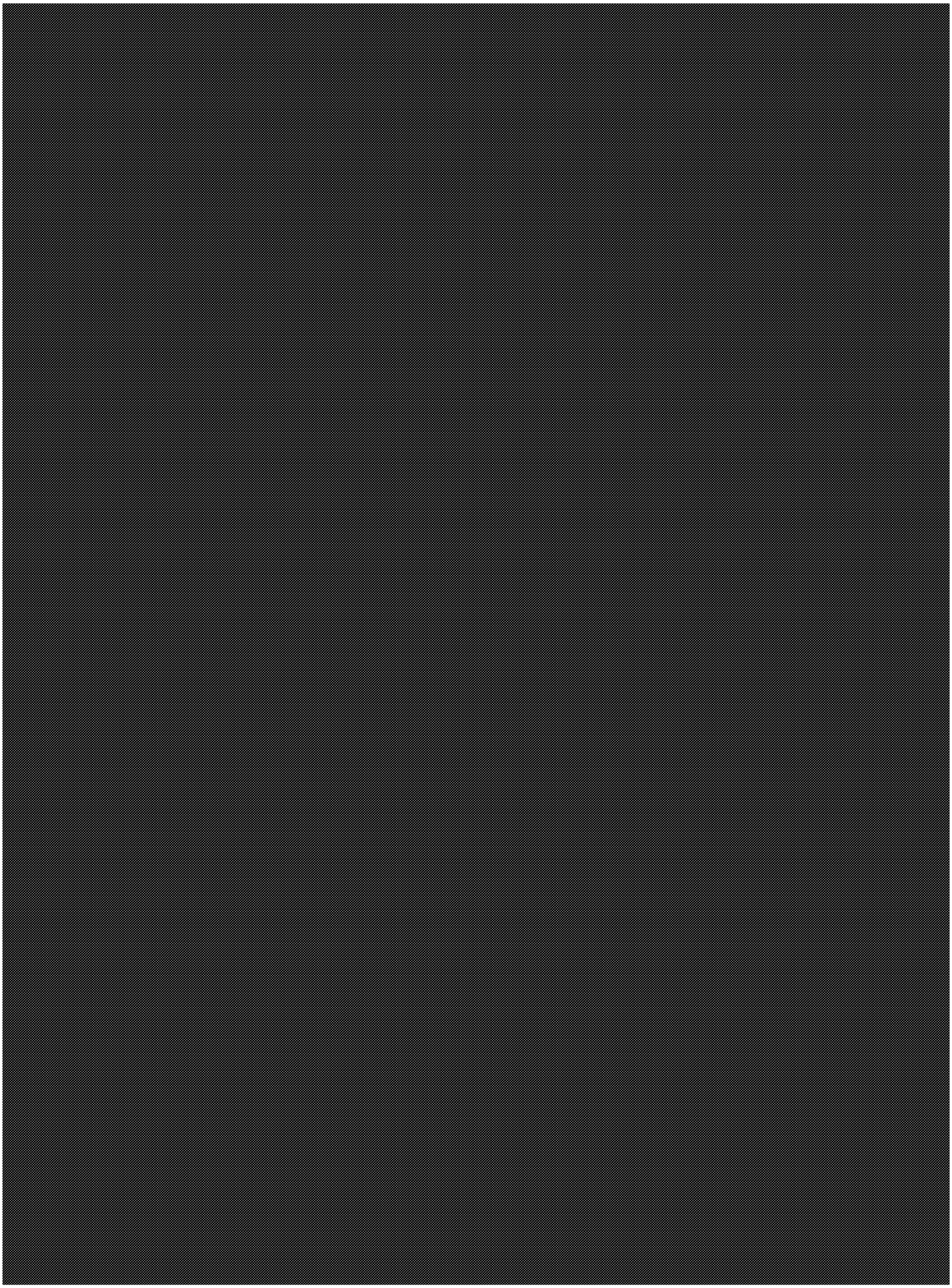


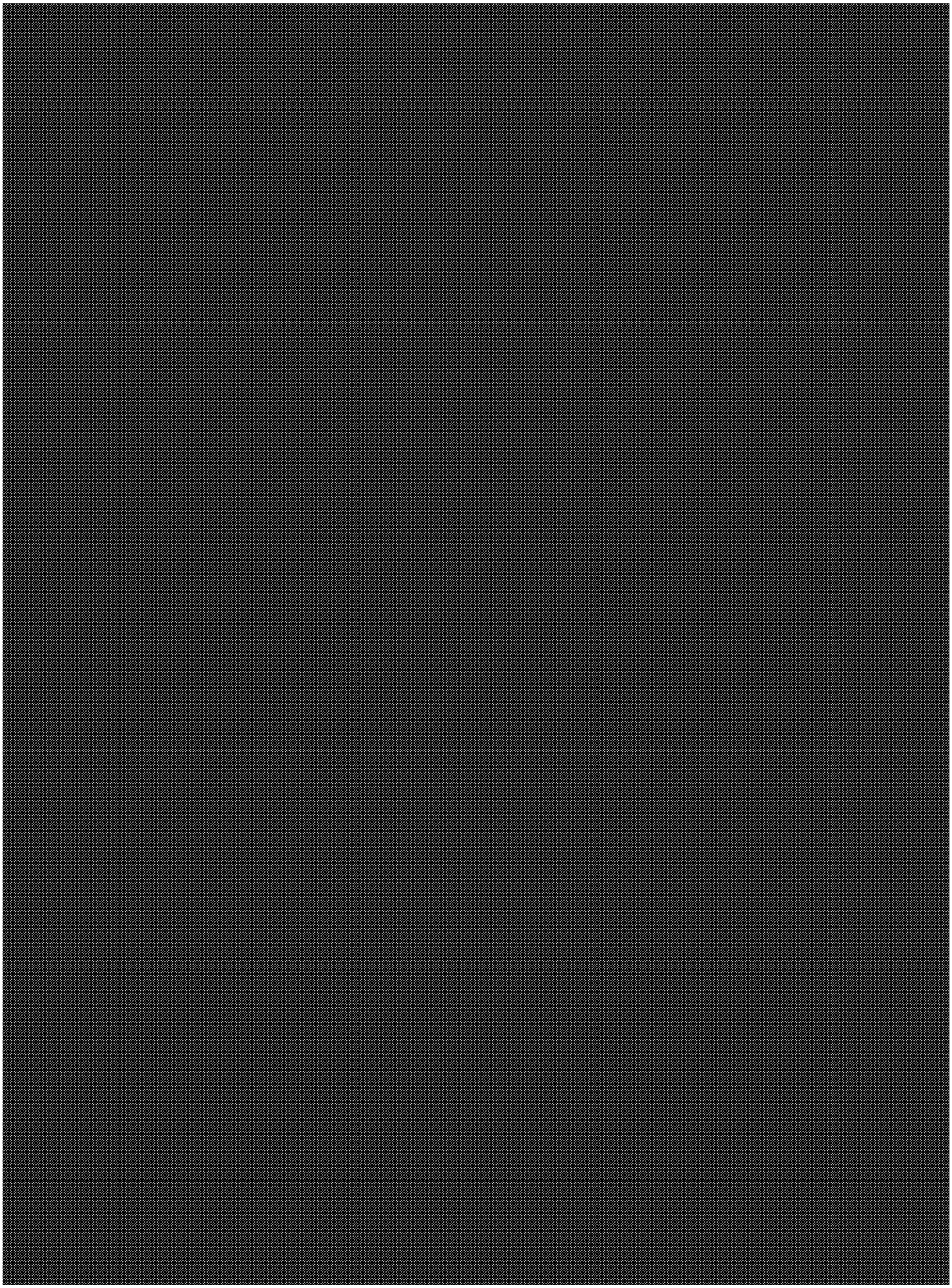
VOQ update


6R80 Sudden Downshift - VOQ Letter Date
16S19
16N02
19S07
19N01
19S19
Latest
NHTSA &
TC inquiries
A1
A2
2012
2013
2014
2015
2016
2017
2018
2019
2020
2021

VOQ Update 7/28/2021

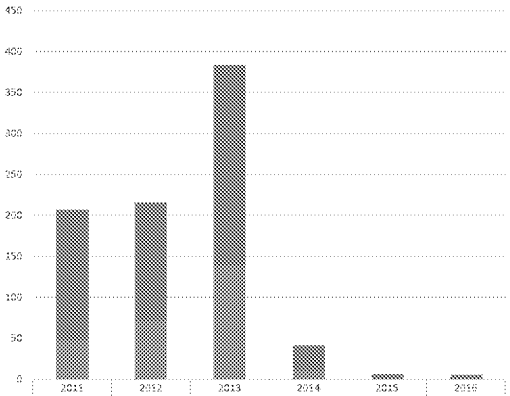






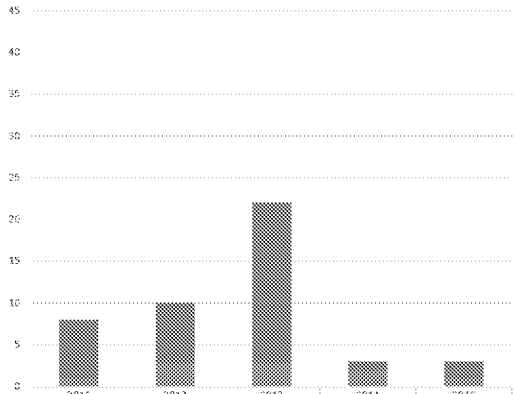
VOQ update with 2015-2016MY P552

F-150 6R80 Downshift VOQs Cumulative
May 2021 Update

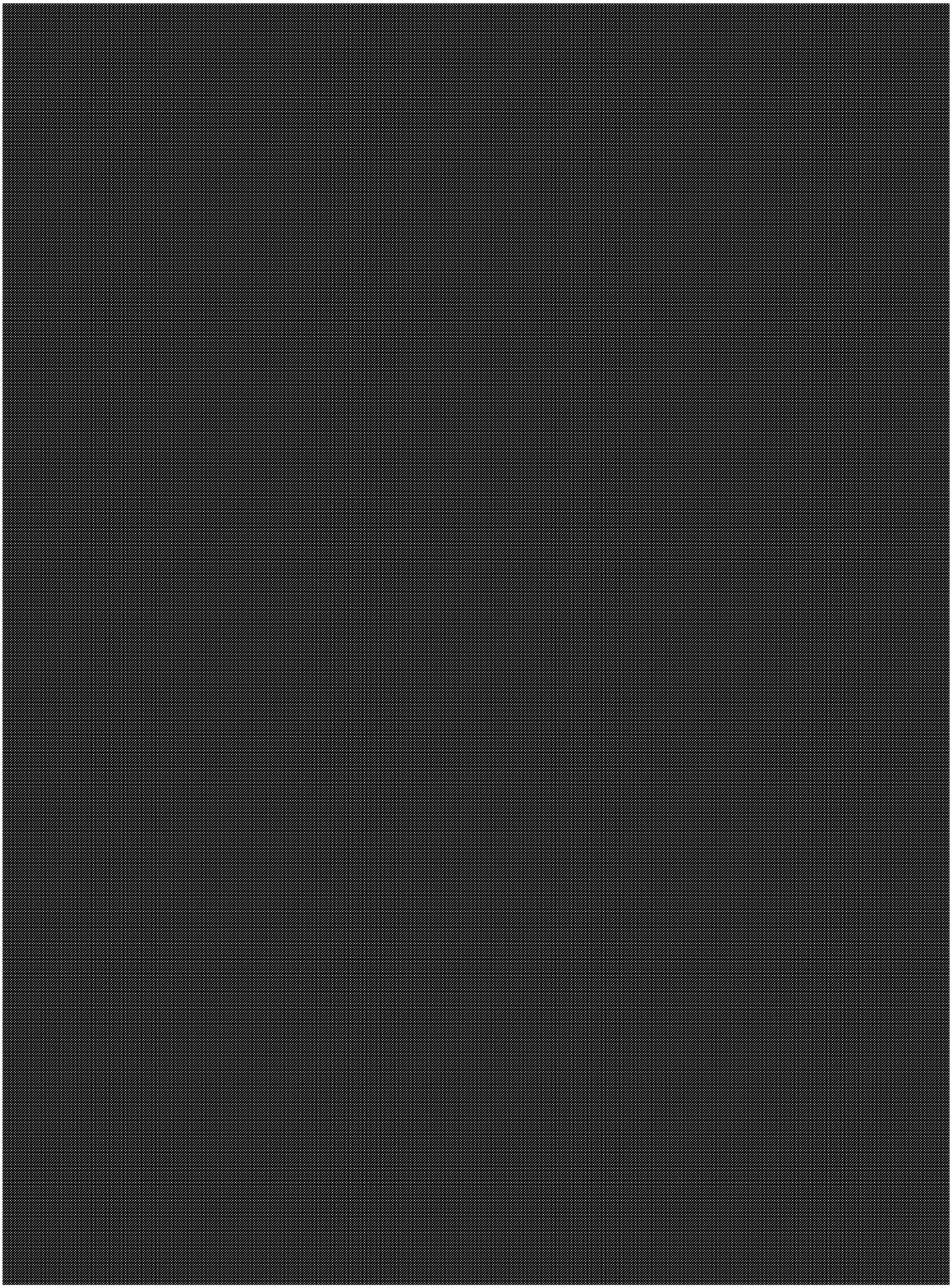


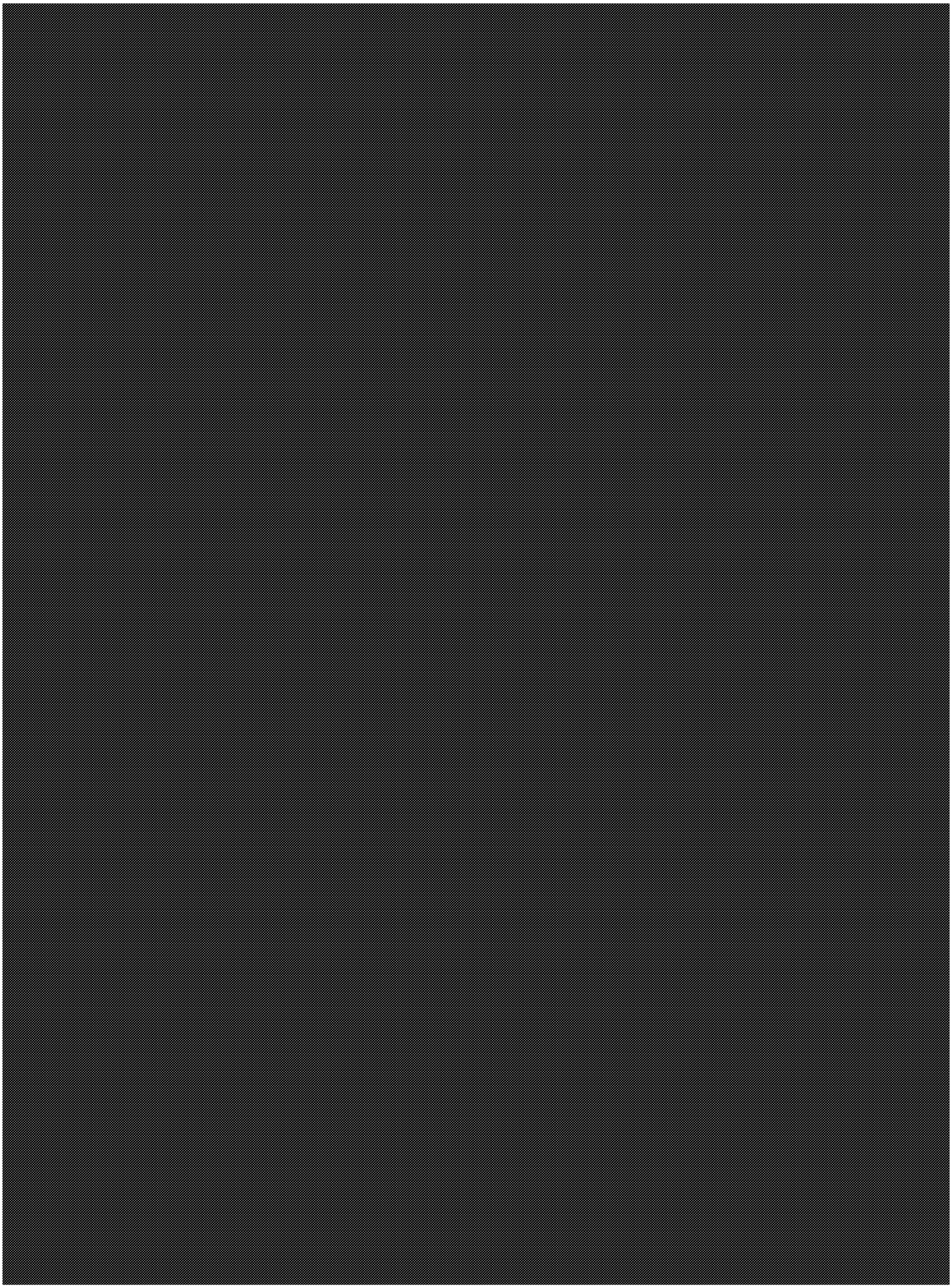
	2011	2012	2013	2014	2015	2016
A2	159	184	245	39	6	5
A1	48	71	140	10		2

F-150 6R80 Downshift VOQs Last 6 Months
May 2021 Update

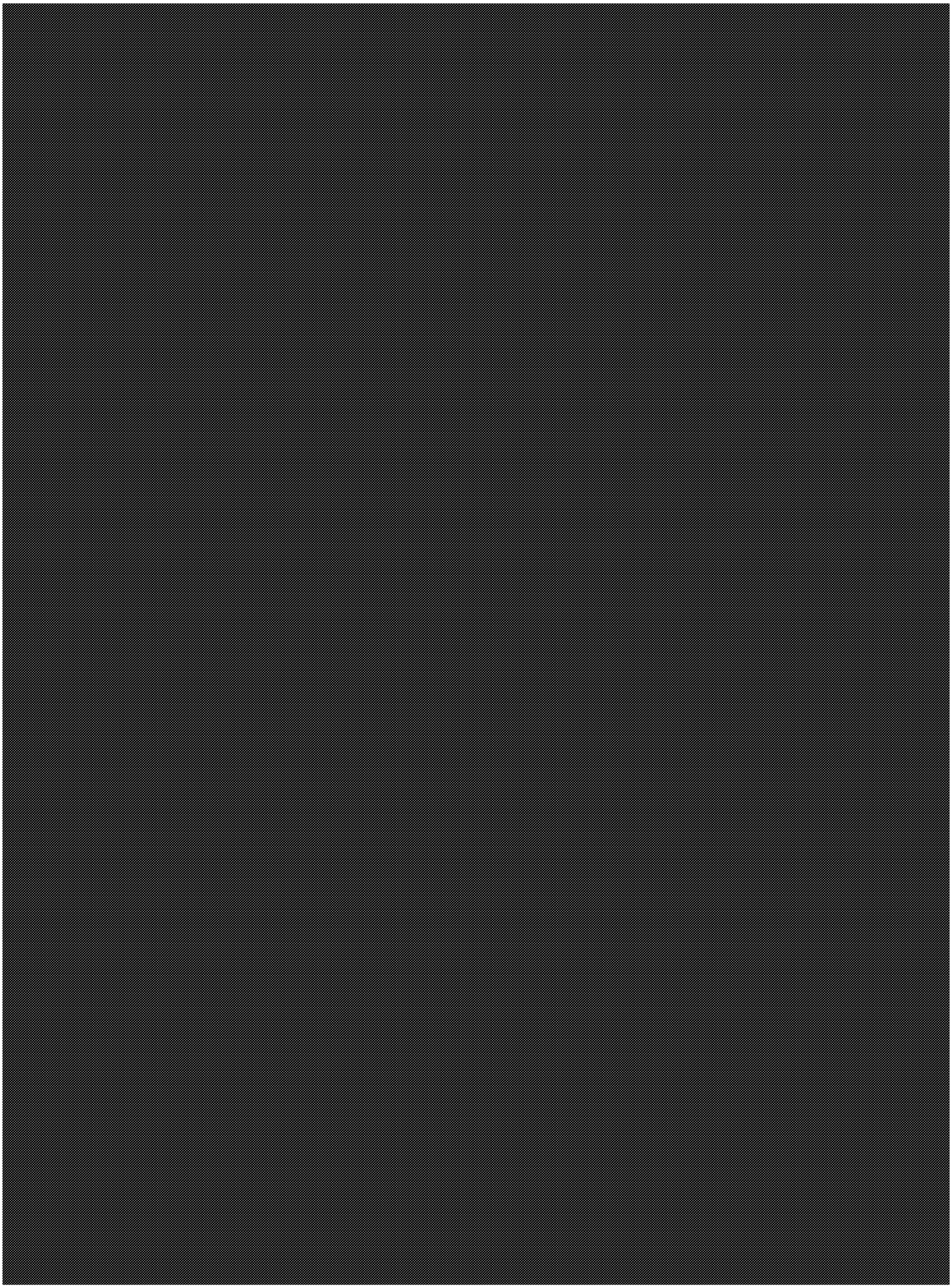


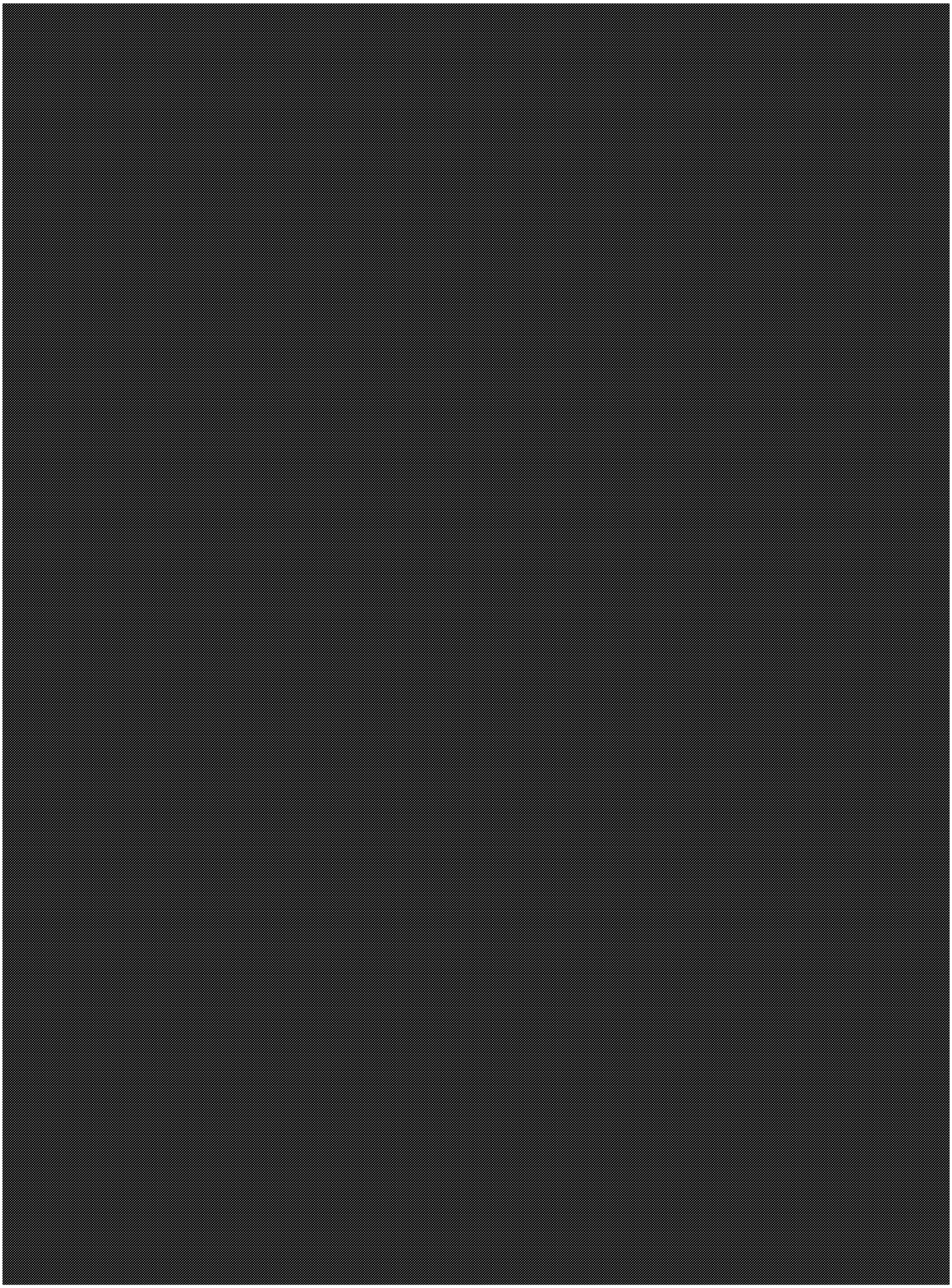
	2011	2012	2013	2014	2016
A2	7	7	19	1	2
A1	1	3	9	2	1

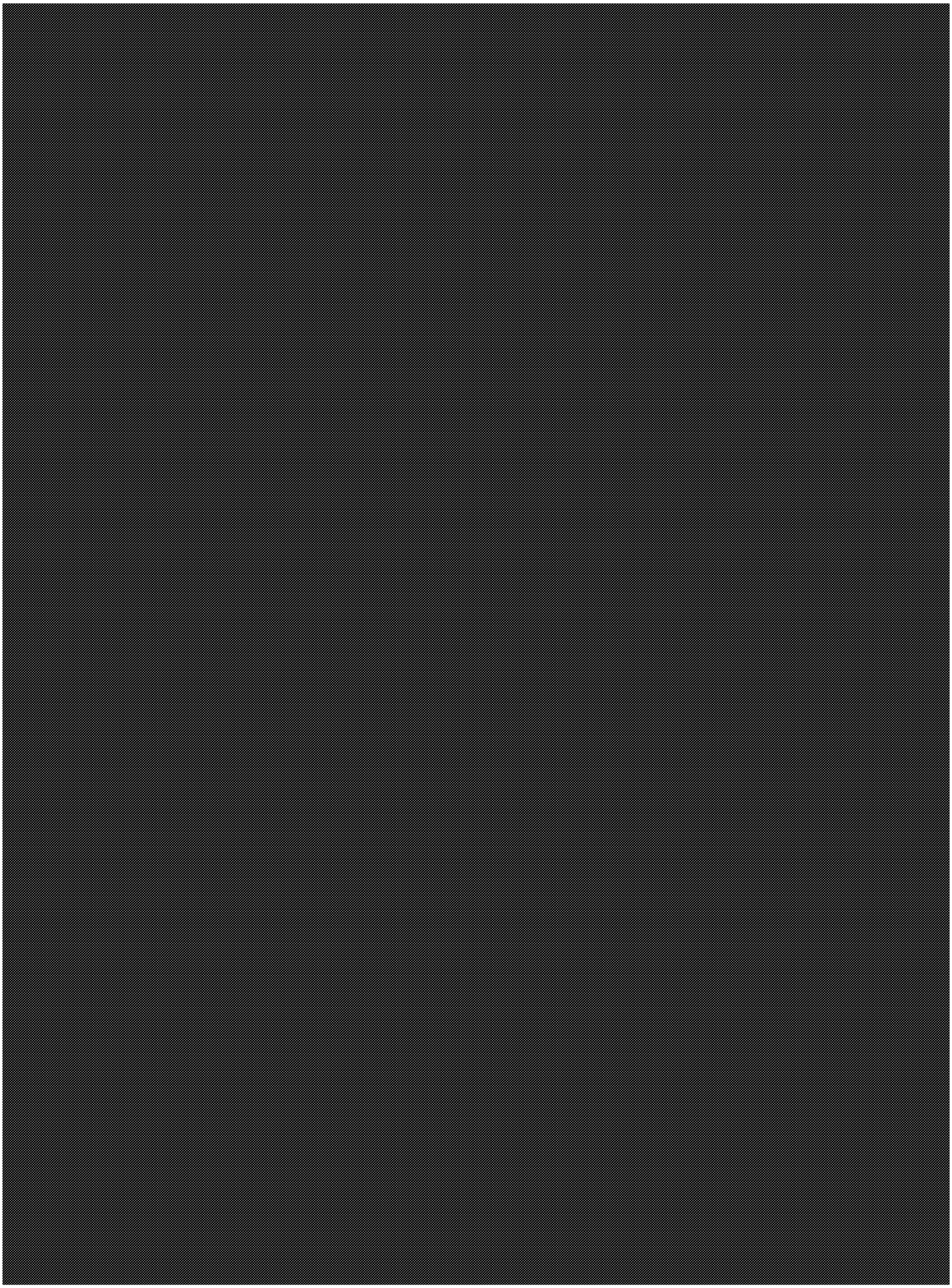


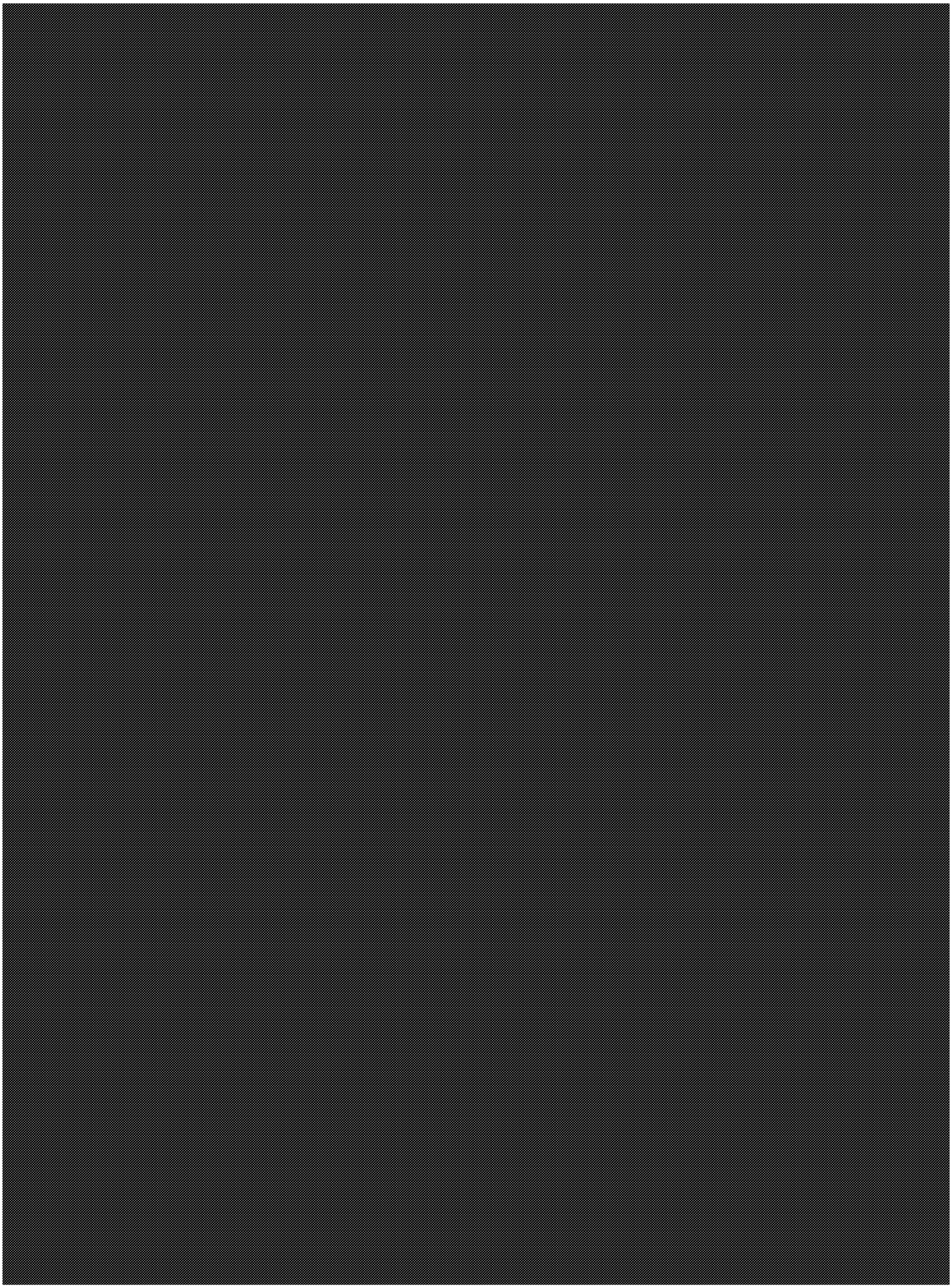


Backup



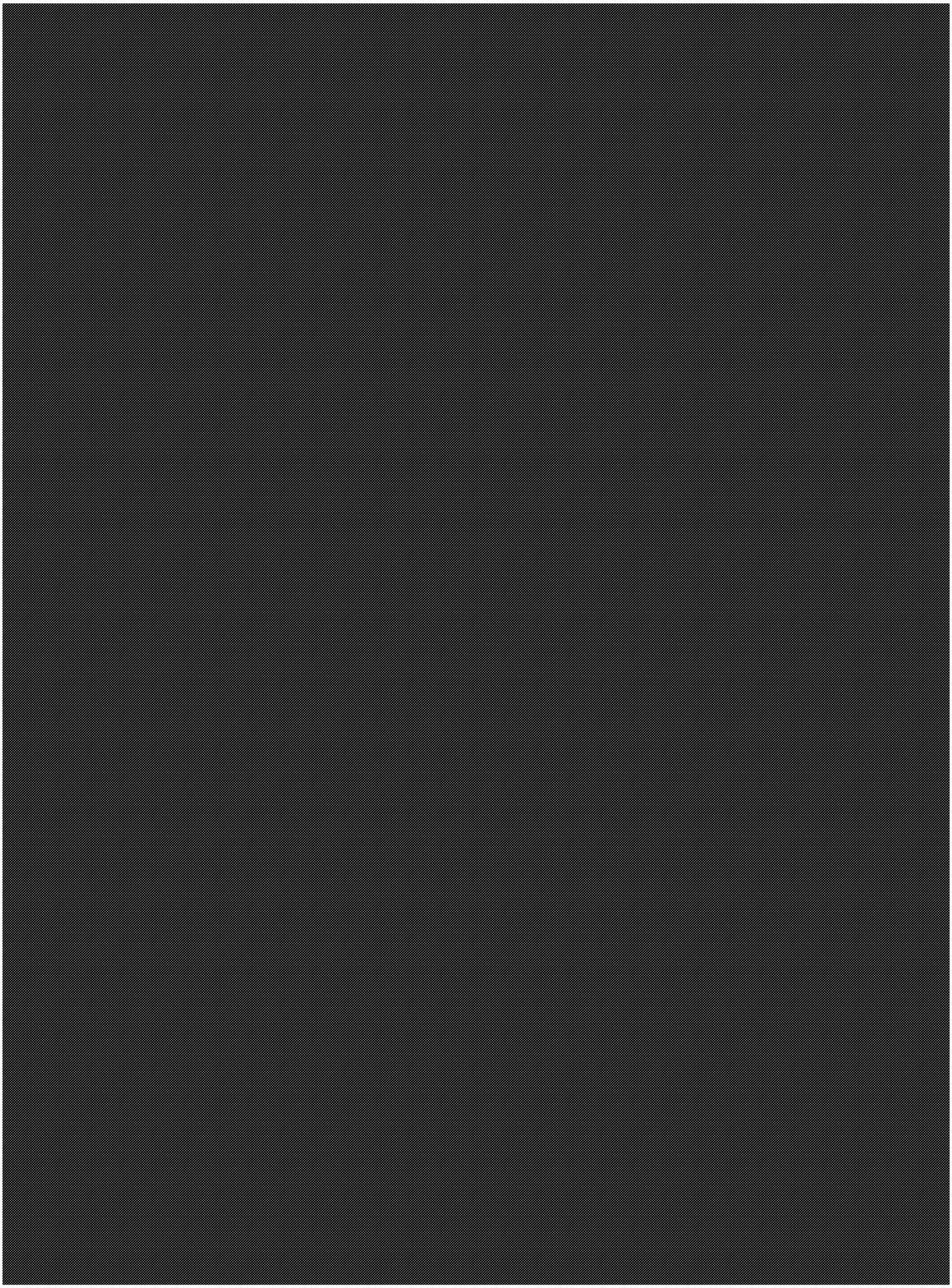


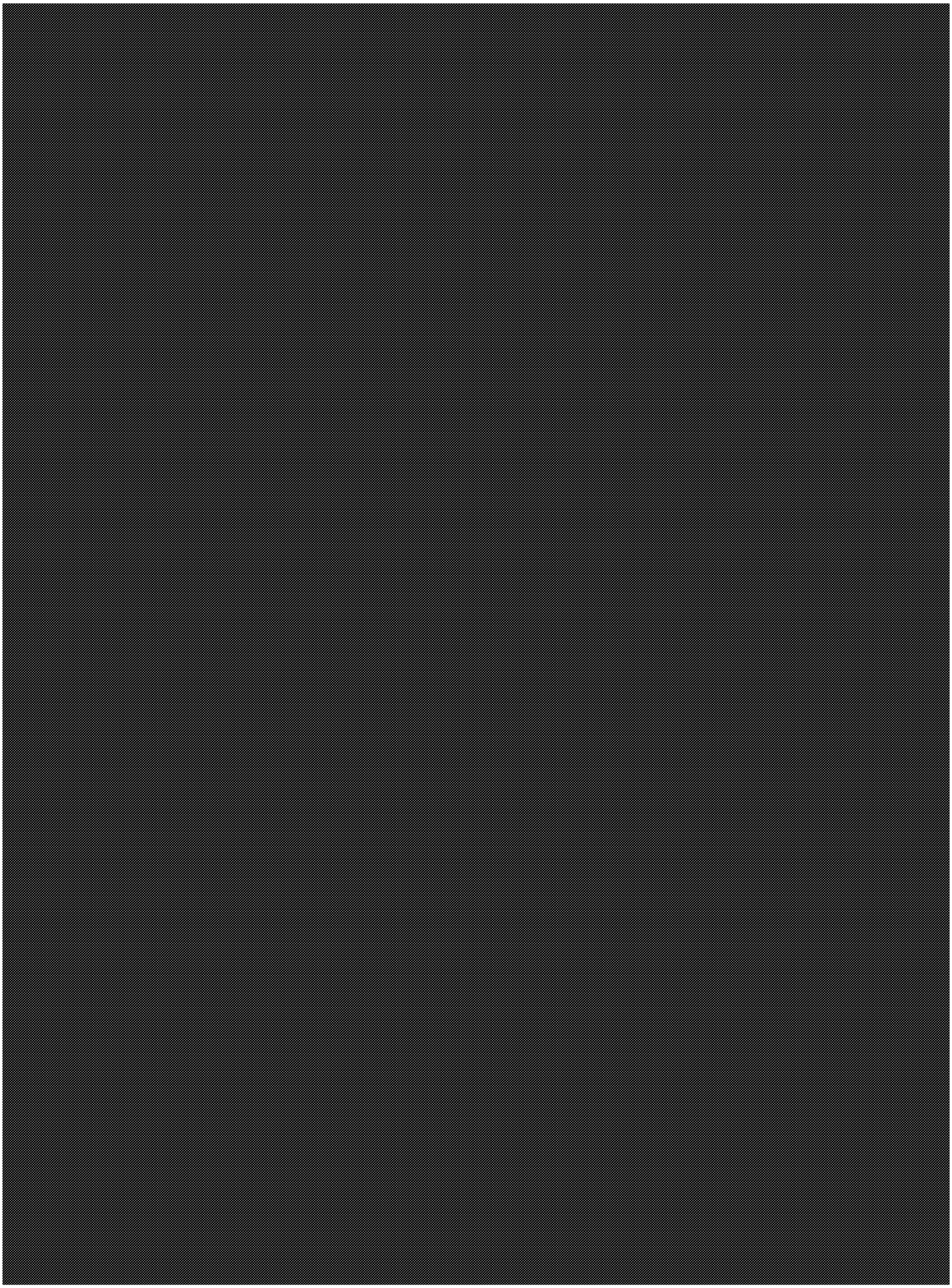




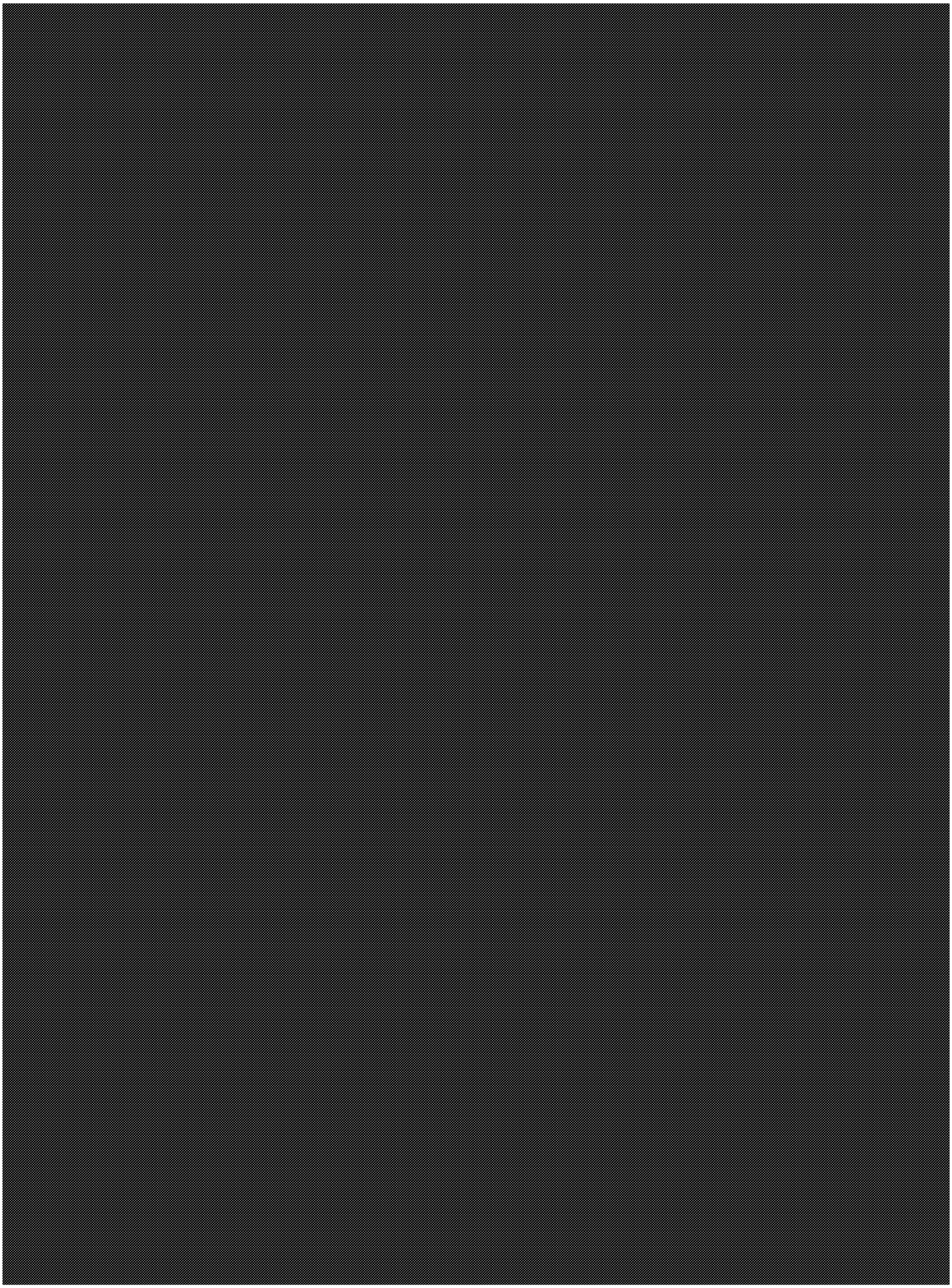
6R80 Downshift Rate Comparison

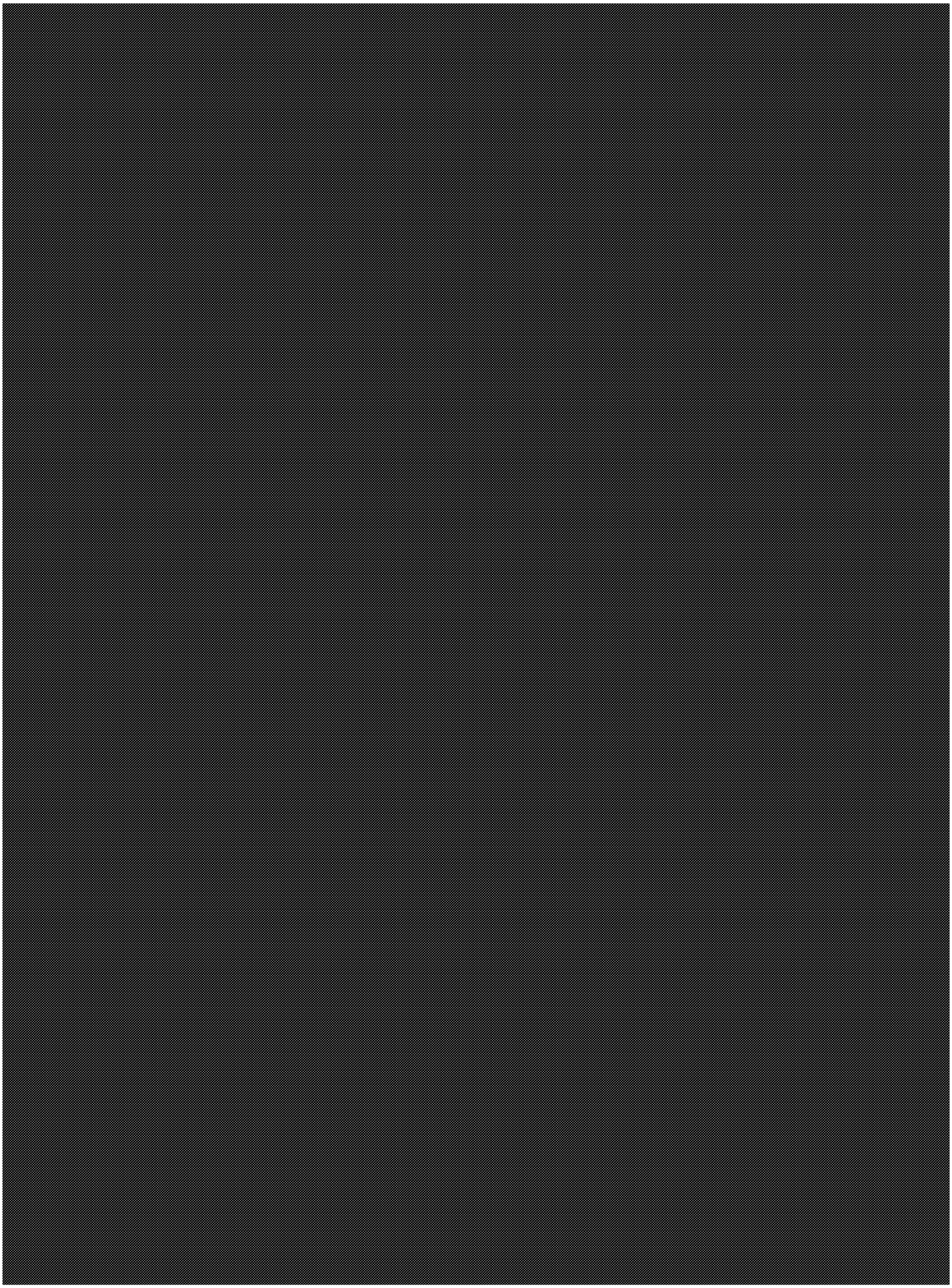
10/7/2020





2011-2013 MY F150 Rate



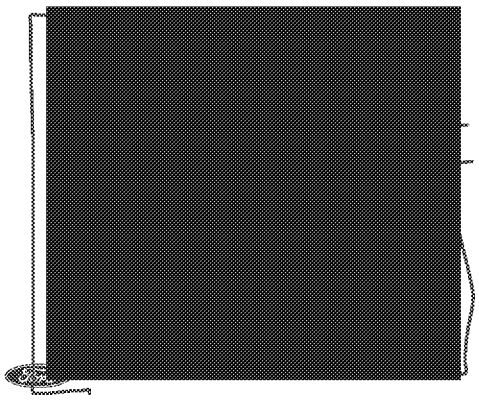


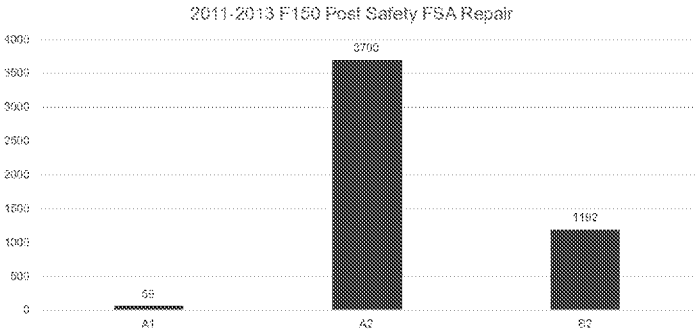
Data update

2011-2013 F-150 Post Safety FSA PCM reflash

Sources:

- AWS, GCQIS, FMC360, Legal





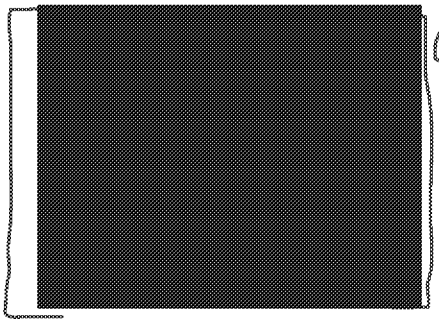
Category	Allegation
A1	Wheel Lock-Up due to Sudden (Unexpected) Downshift
A2	Sudden (Unexpected) Transmission Downshift
B1	Wheel Lock-Up Unknown Cause
B2	Harsh Downshift and Other Downshifting Issues

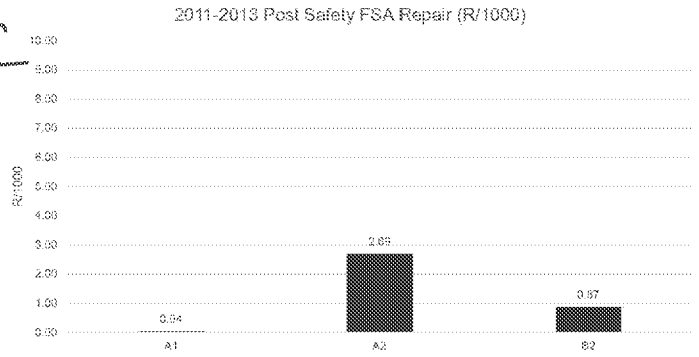
* Reports claiming ambiguous symptoms of 16S19, 19S07, or 19S19 were classified as A2

7

Data update

2011-2013 F-150 Post Safety FSA PCM reflash





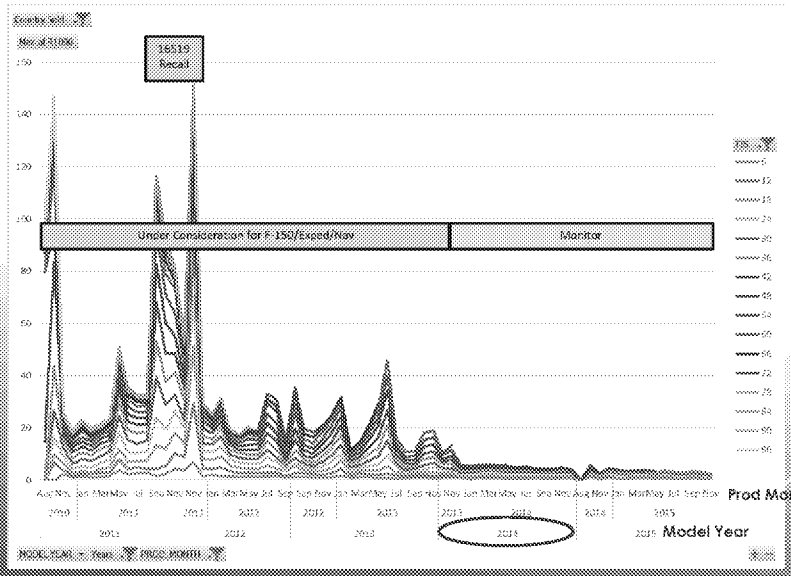
Category	Allegation
A1	Wheel Lock-Up due to Sudden (Unexpected) Downshift
A2	Sudden (Unexpected) Transmission Downshift
B1	Wheel Lock-Up Unknown Cause
B2	Harsh Downshift and Other Downshifting Issues

* Reports claiming ambiguous symptoms of 16S19, 19S07, or 19S19 were classified as A2

2014 MY F150 Rate

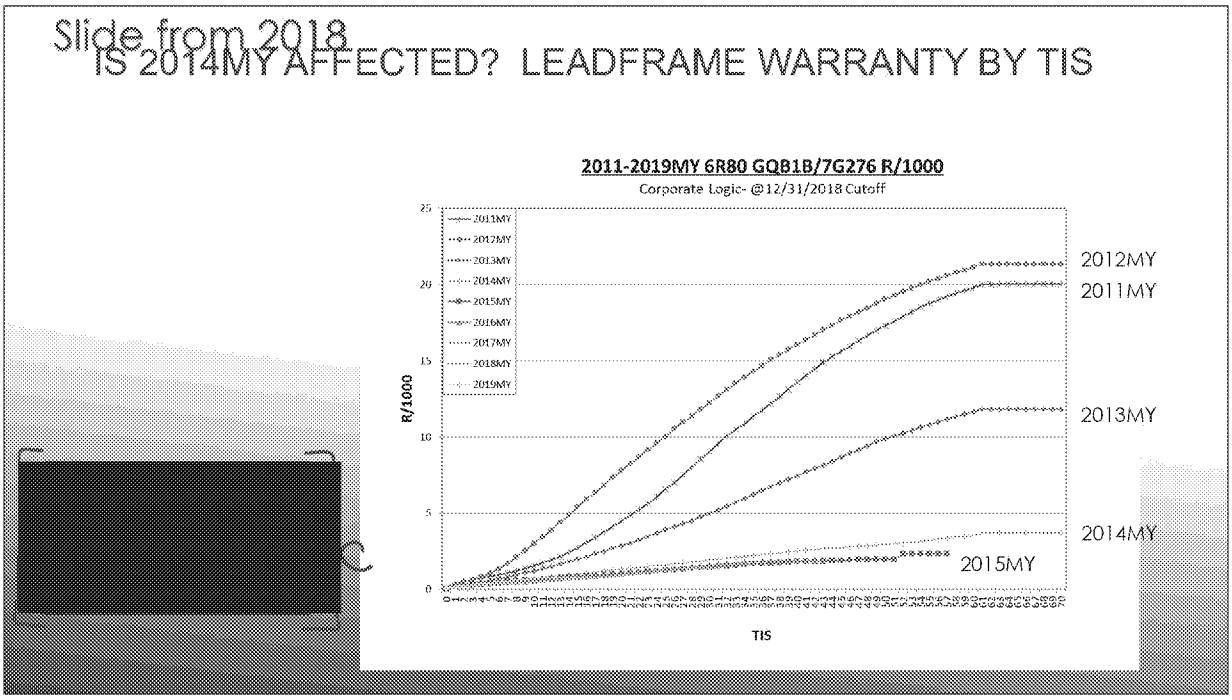
Slide from 2018

ALL 6R80 LEADFRAME WARRANTY BY TIS



Slide from 2018

IS 2014MY AFFECTED? LEADFRAME WARRANTY BY TIS



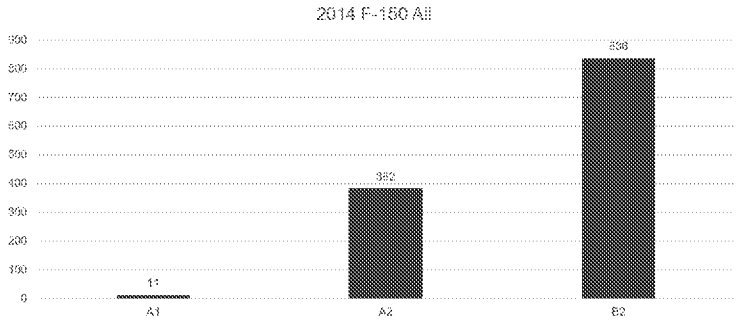
Data update

2014 F-150 6R80 Sudden Downshift

Sources:

- AWS, GCQIS, FMC360, Legal

No Accidents or Injuries

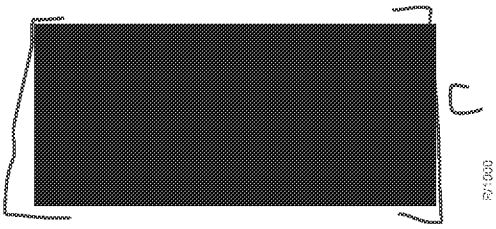


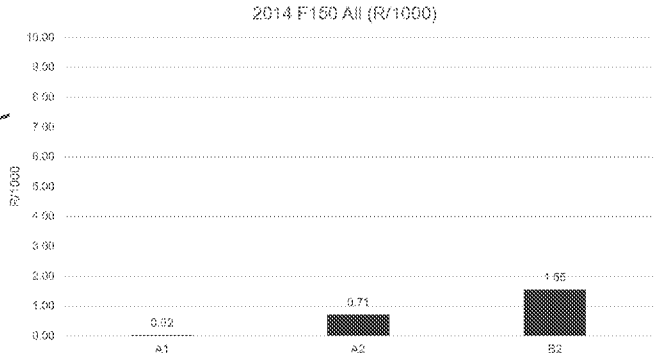
Category	Allegation
A1	Wheel Lock-Up due to Sudden (Unexpected) Downshift
A2	Sudden (Unexpected) Transmission Downshift
B1	Wheel Lock-Up Unknown Cause
B2	Harsh Downshift and Other Downshifting Issues

* Reports claiming ambiguous symptoms of 16S19, 19S07, or 19S19 were classified as A2

Data update

2014 F-150 6R80 Sudden Downshift



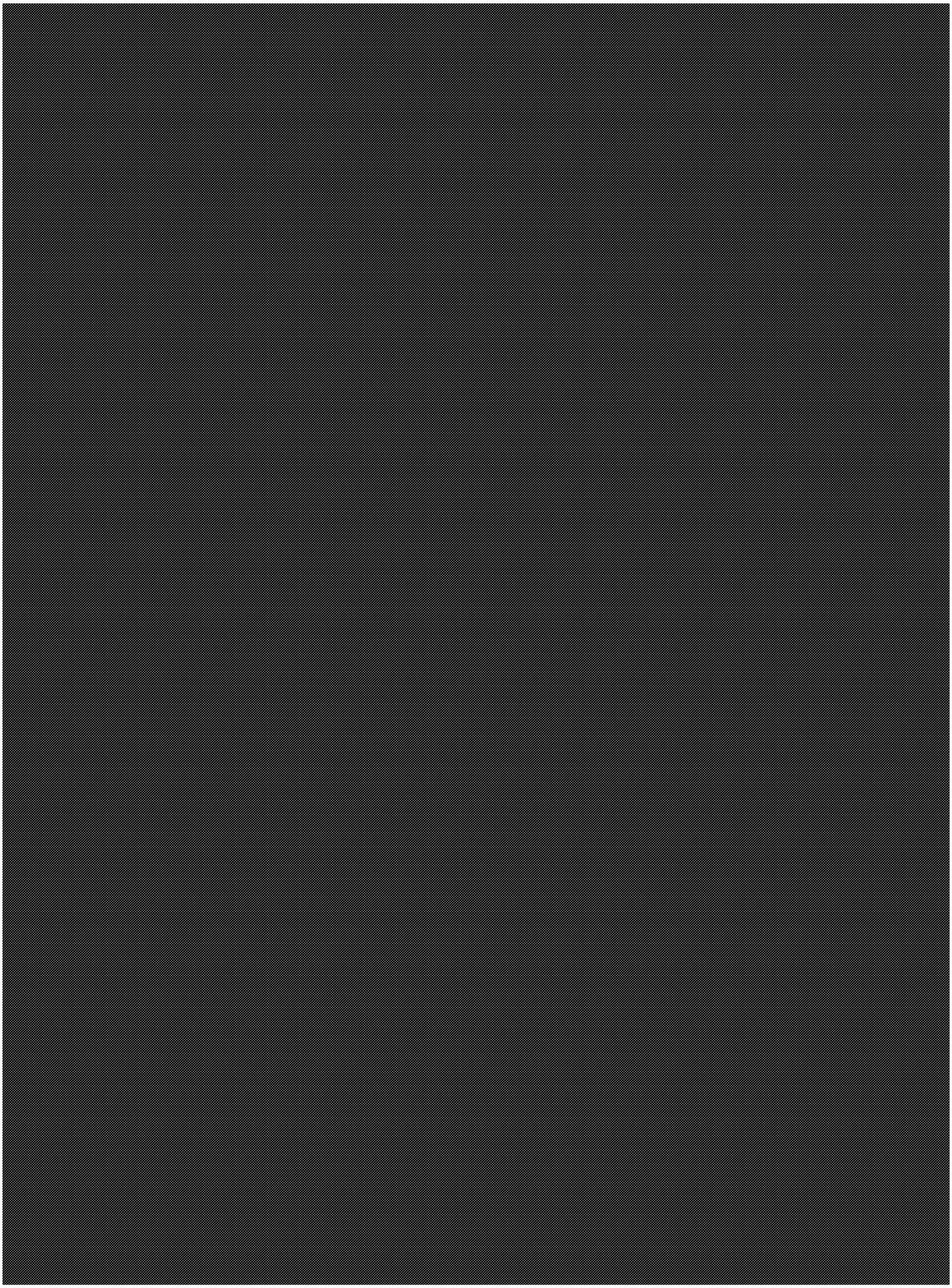


Category	Allegation
A1	Wheel Lock-Up due to Sudden (Unexpected) Downshift
A2	Sudden (Unexpected) Transmission Downshift
B1	Wheel Lock-Up Unknown Cause
B2	Harsh Downshift and Other Downshifting Issues

* Reports claiming ambiguous symptoms of 16S19, 19S07, or 19S19 were classified as A2

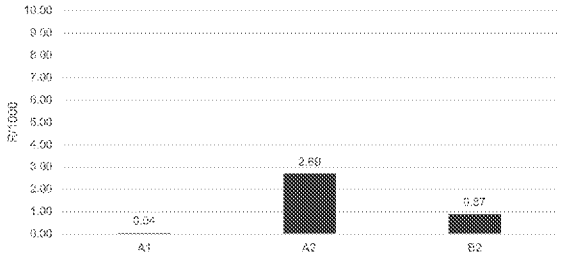
Rate Comparison:

- Rate at time of Recall
-2011-2013 MY F150 Post FSA Repair
-2014 MY F150

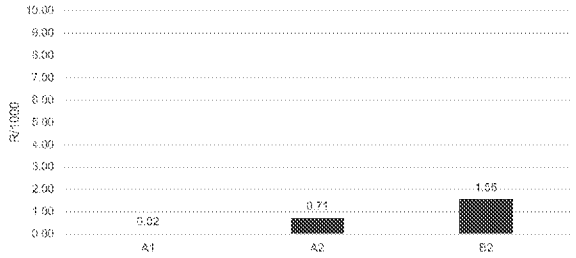


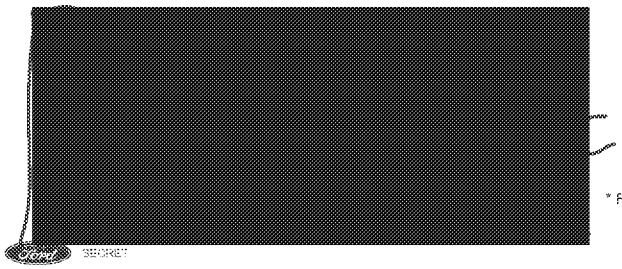
Data update

2011-2013 Post Safety FSA Repair (R/1000)



2014 F150 All (R/1000)



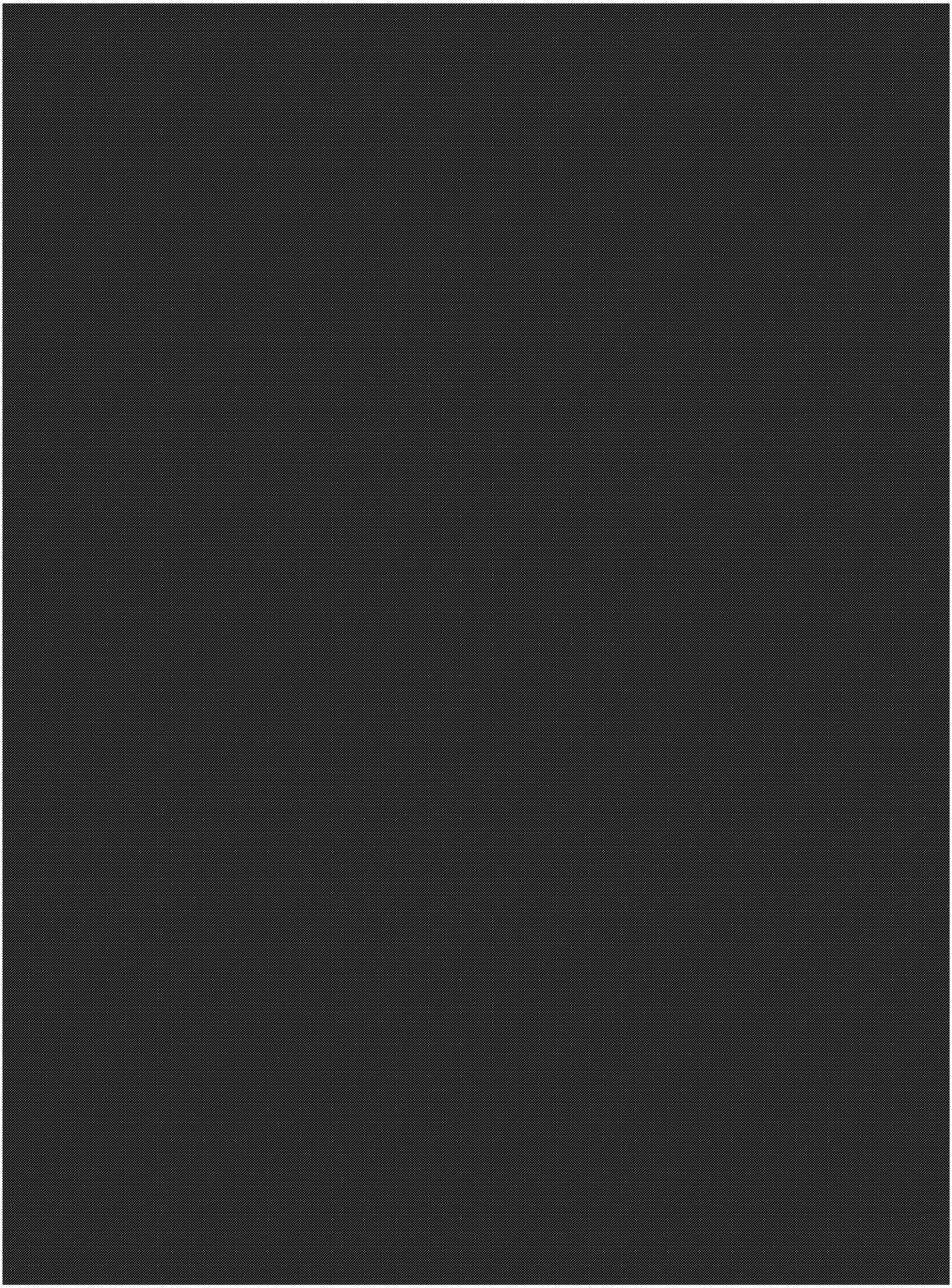


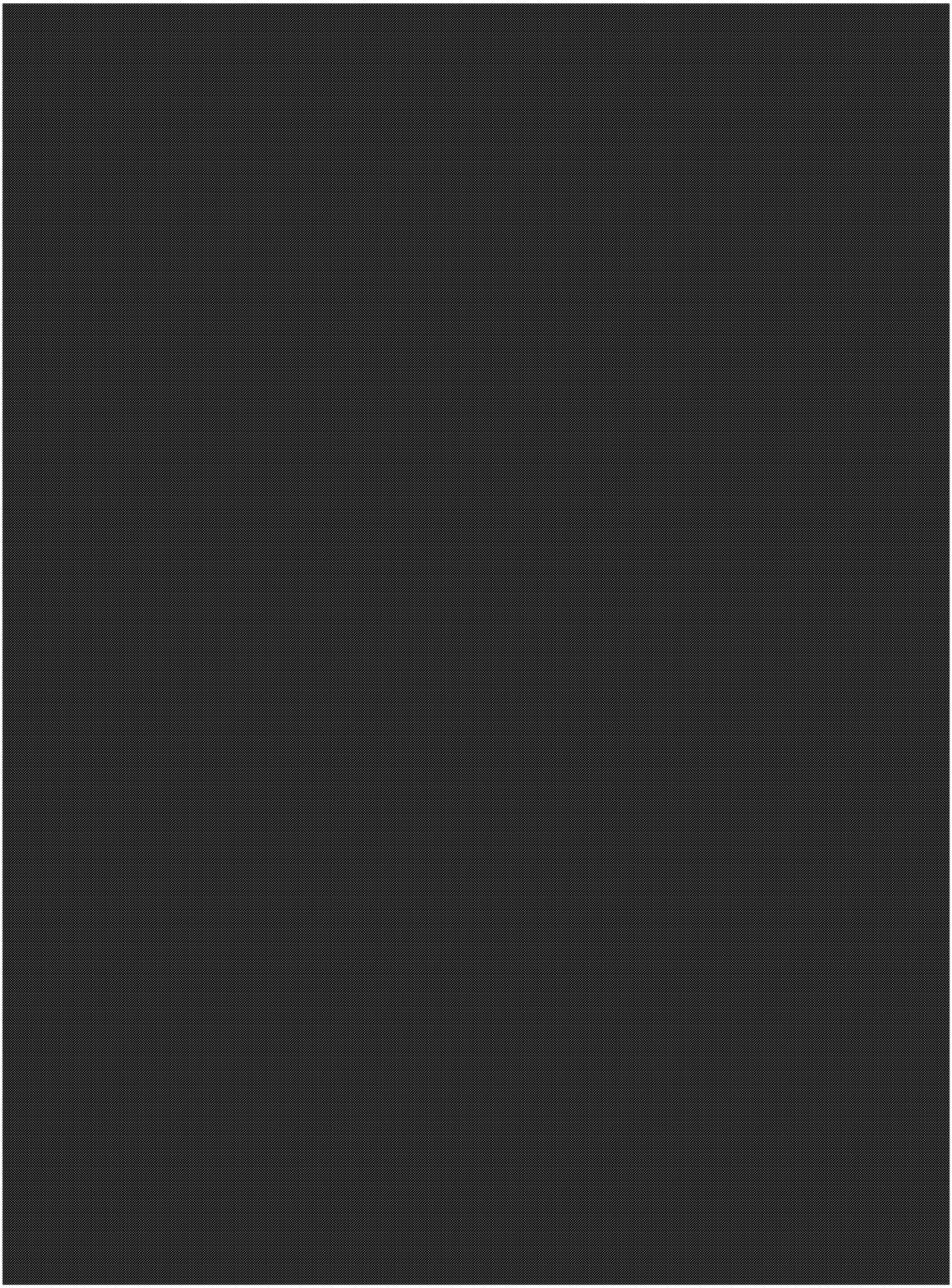
Category	Allegation
A1	Wheel Lock-Up due to Sudden (Unexpected) Downshift
A2	Sudden (Unexpected) Transmission Downshift
B1	Wheel Lock-Up Unknown Cause
B2	Harsh Downshift and Other Downshifting Issues

* Reports claiming ambiguous symptoms of 16S19, 19S07, or 19S19 were classified as A2

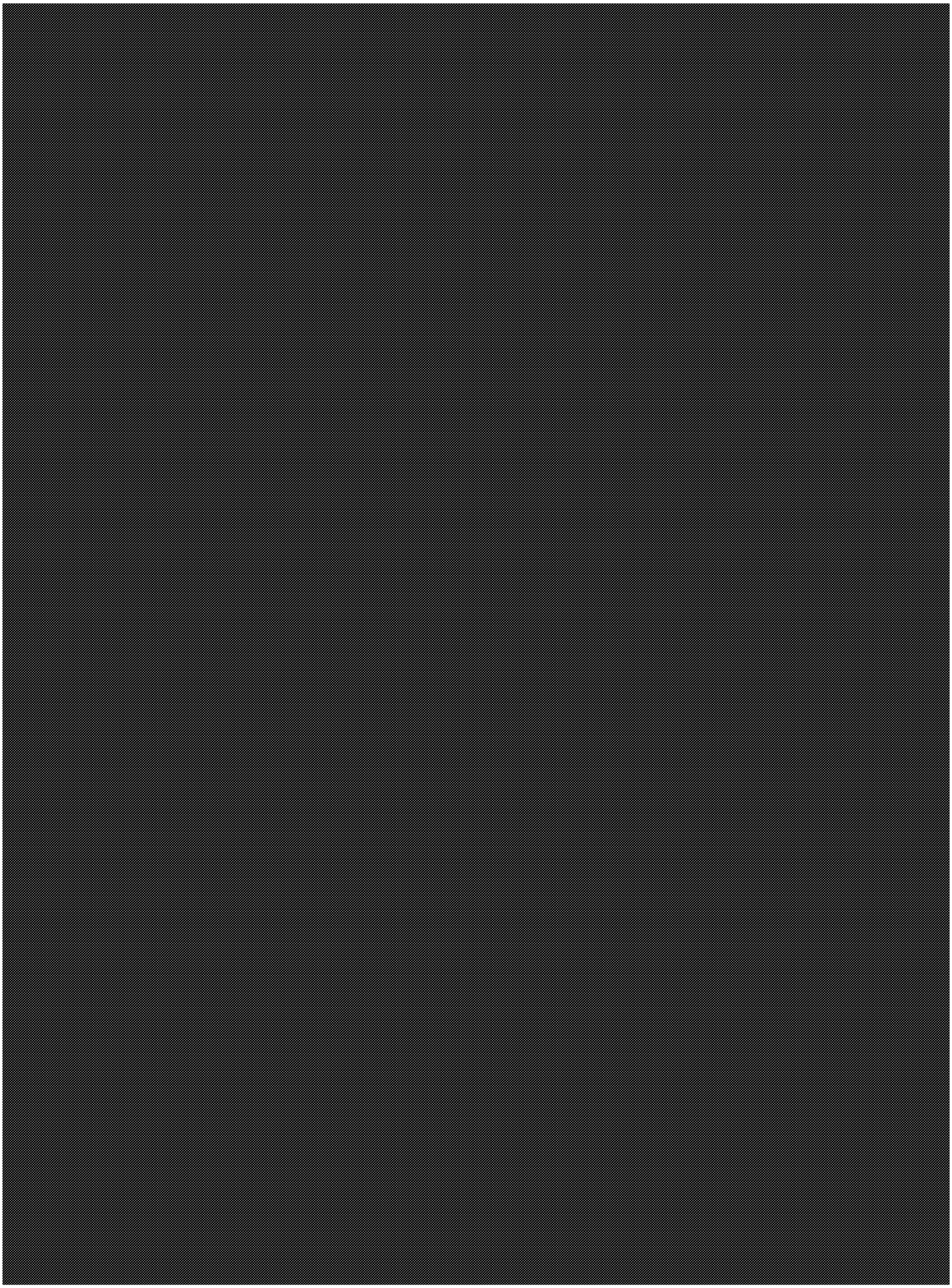
SECRET

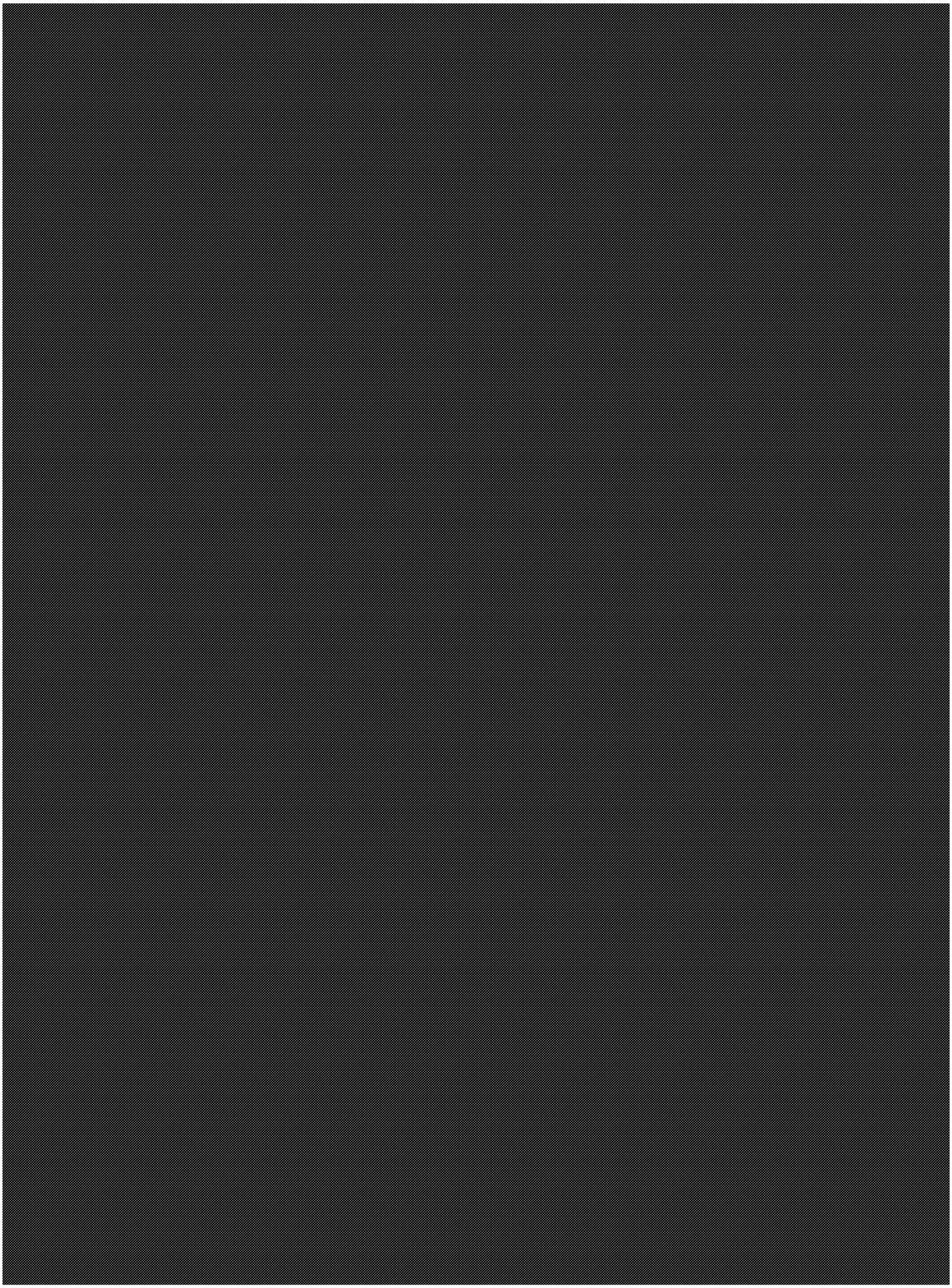
16

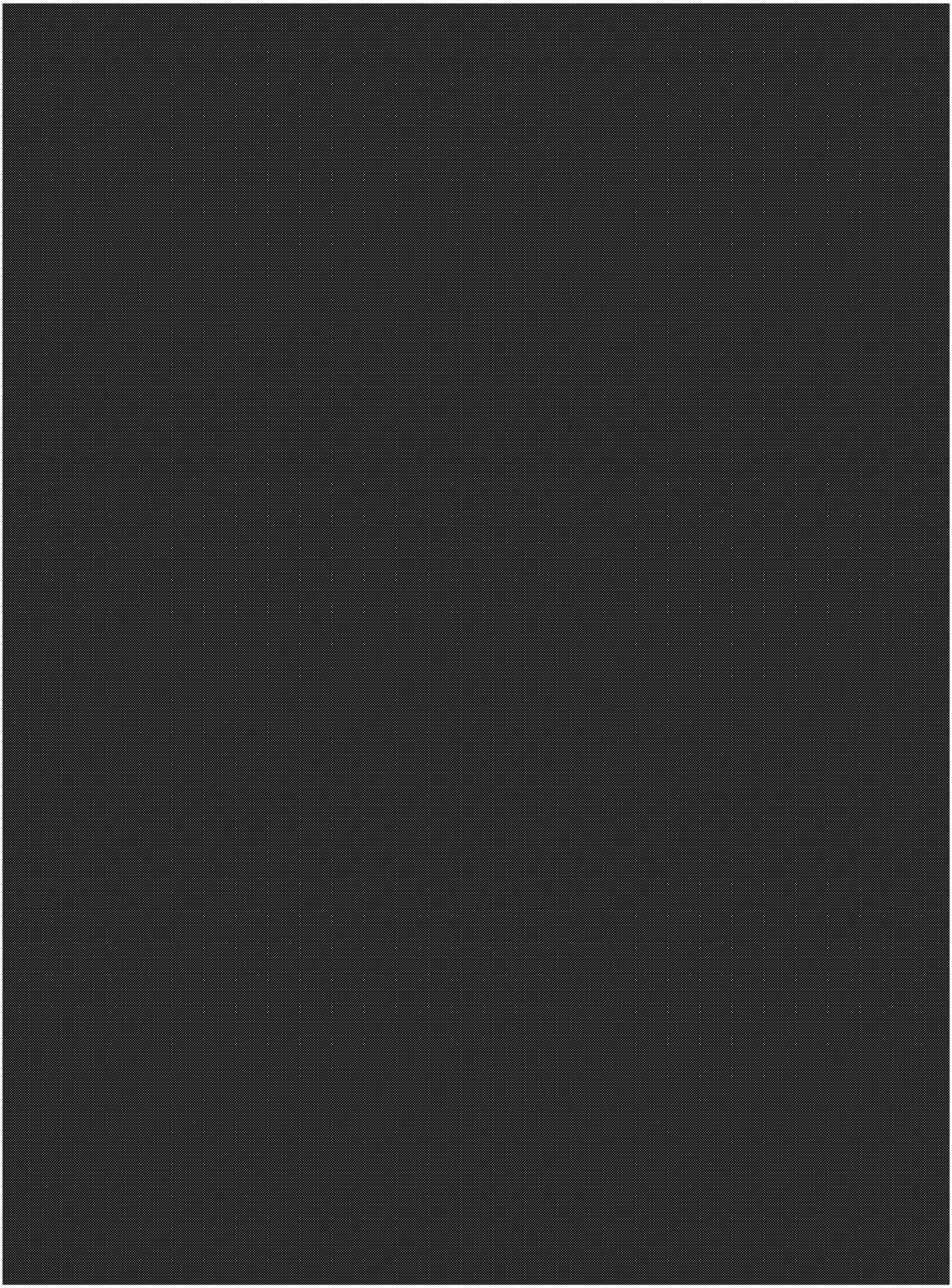





SECRET
19

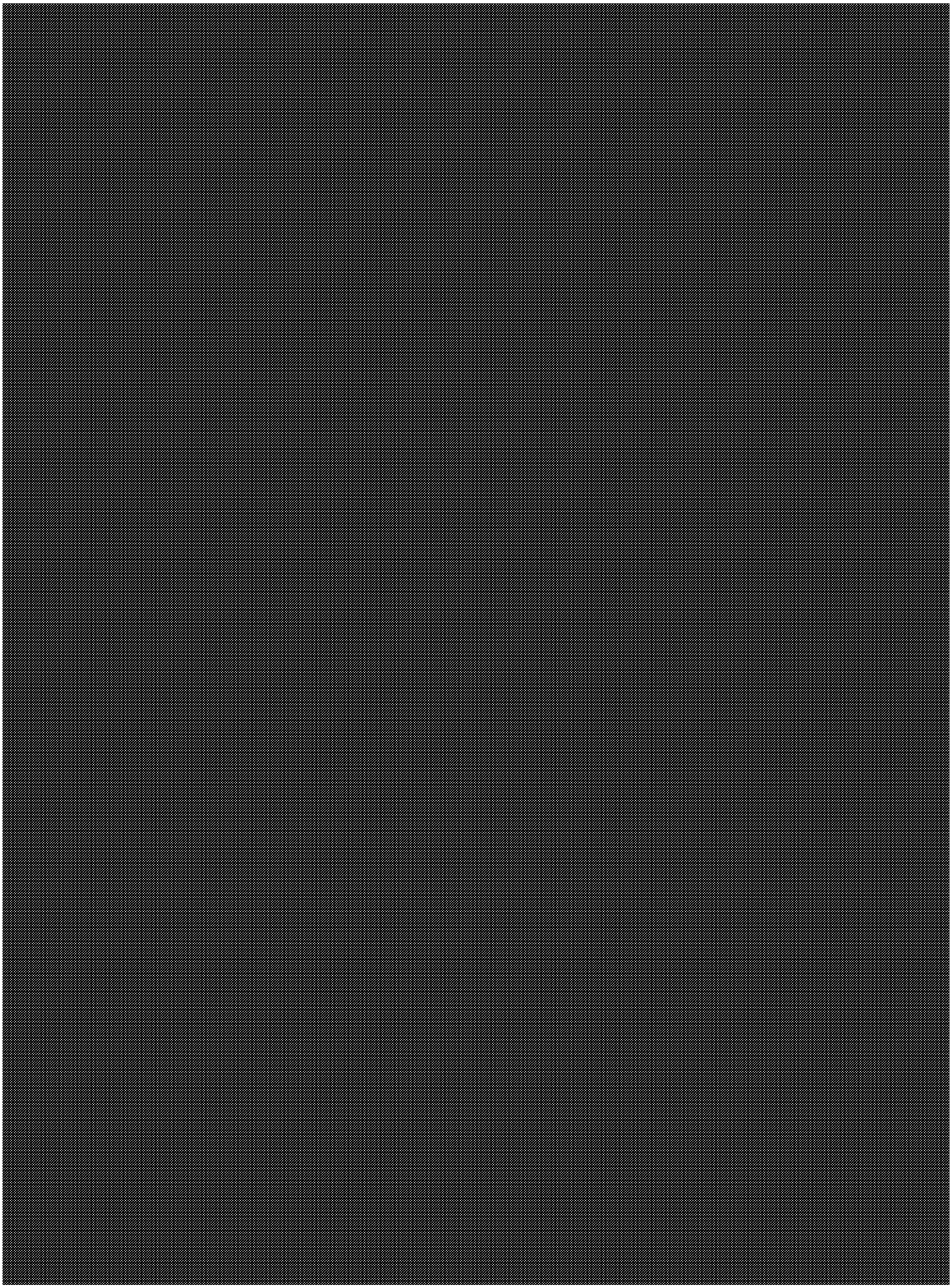


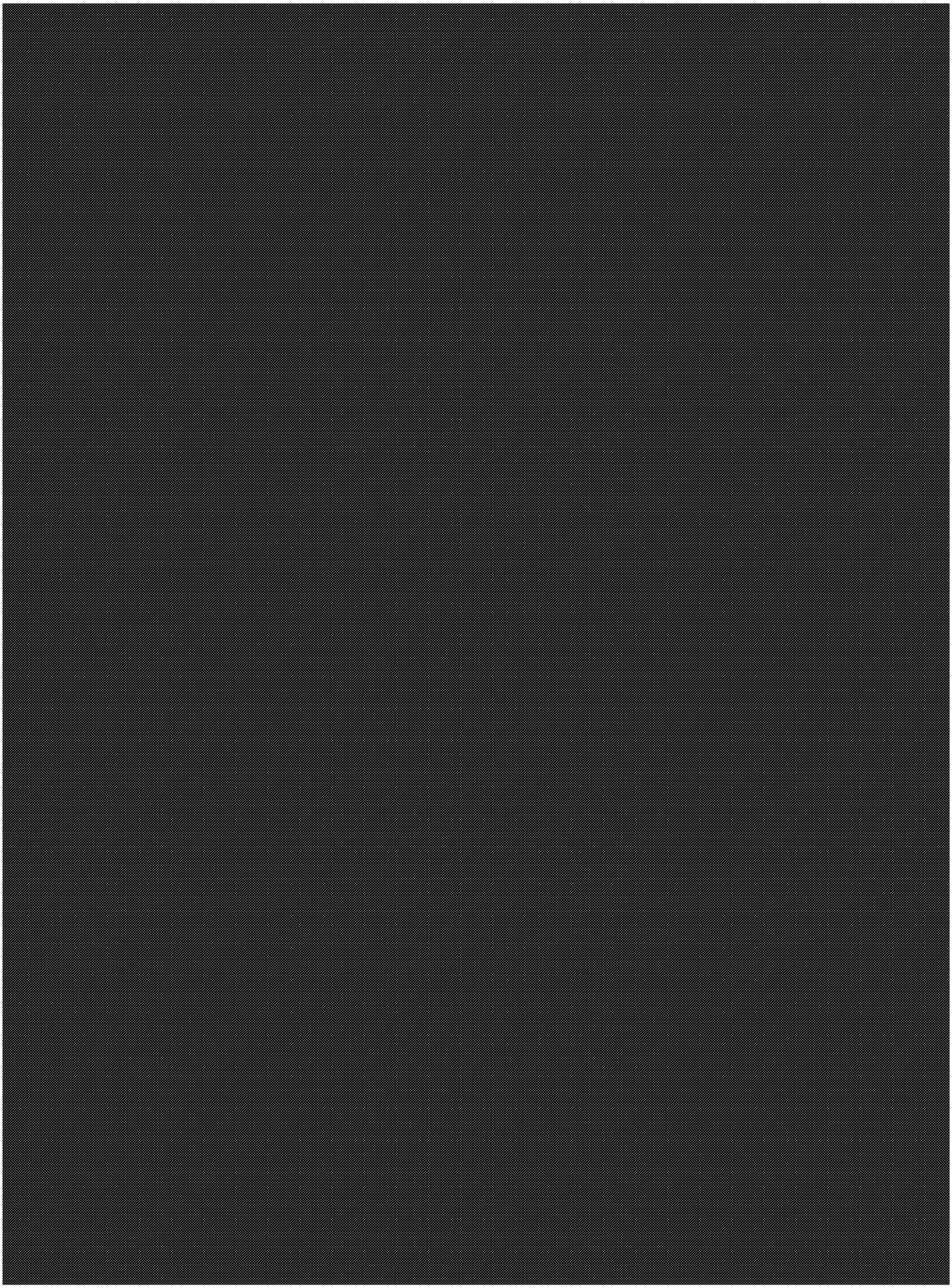


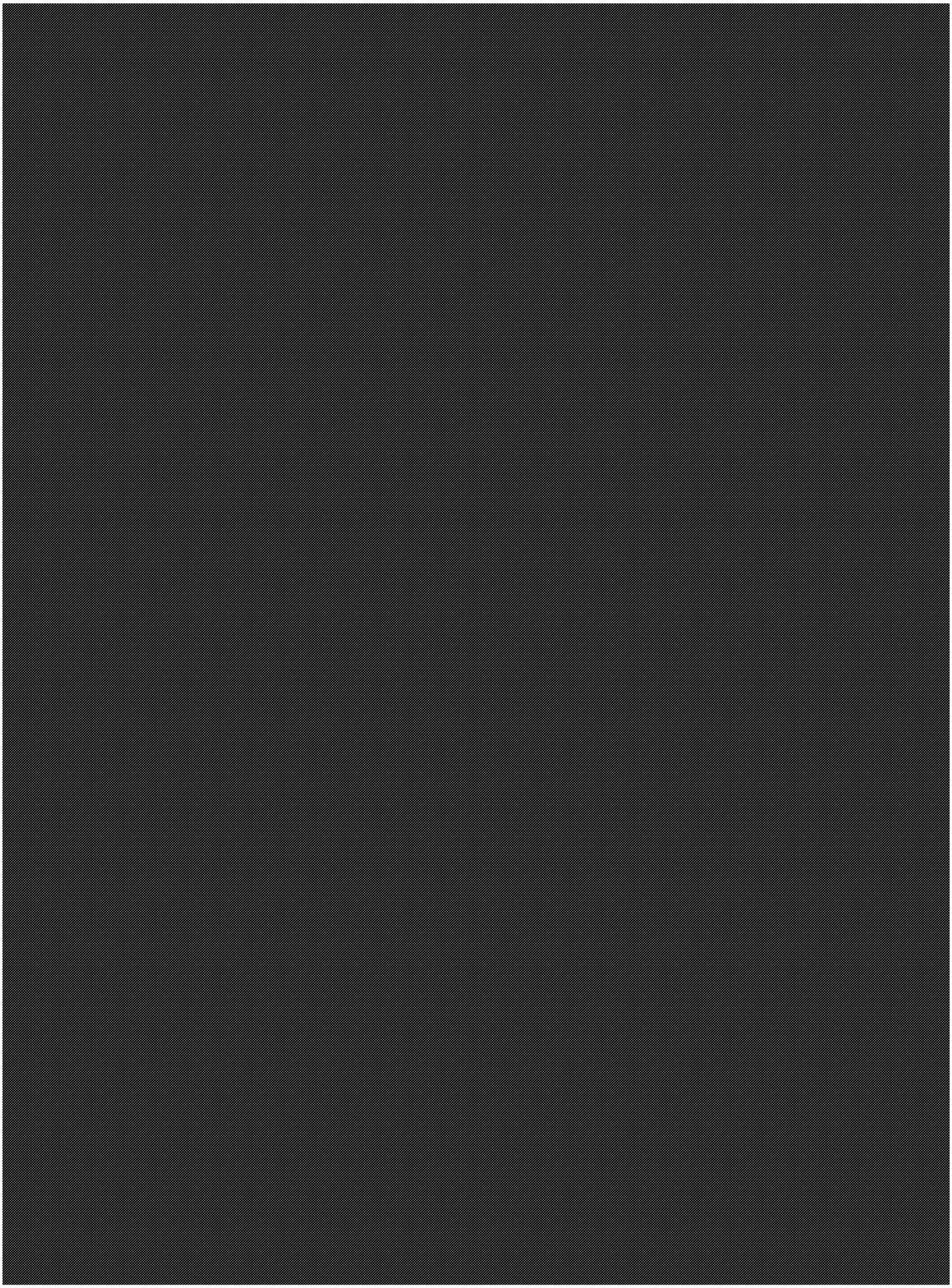


2011-2014 F150 6R80 Sudden Downshift

8/19/2020 NHTSA Deep Dive

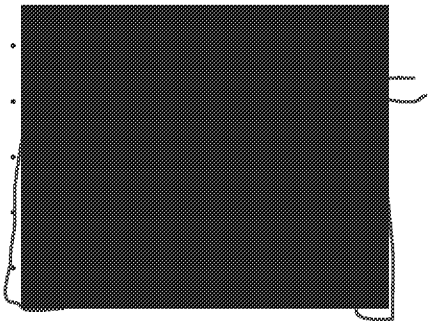


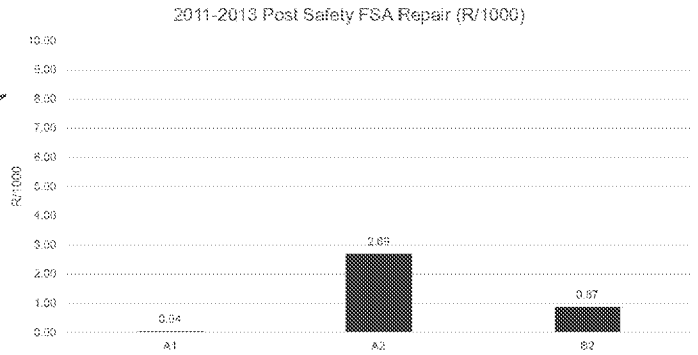




Data update

2011-2013 F-150 Post Safety FSA PCM reflash



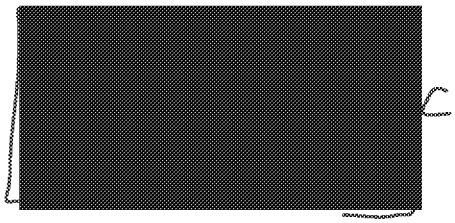


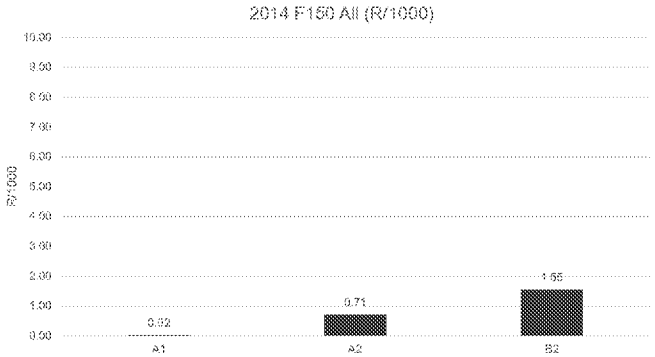
Category	Allegation
A1	Wheel Lock-Up due to Sudden (Unexpected) Downshift
A2	Sudden (Unexpected) Transmission Downshift
B1	Wheel Lock-Up Unknown Cause
B2	Harsh Downshift and Other Downshifting Issues

* Reports claiming ambiguous symptoms of 16S19, 19S07, or 19S19 were classified as A2

Data update

2014 F-150 6R80 Sudden Downshift



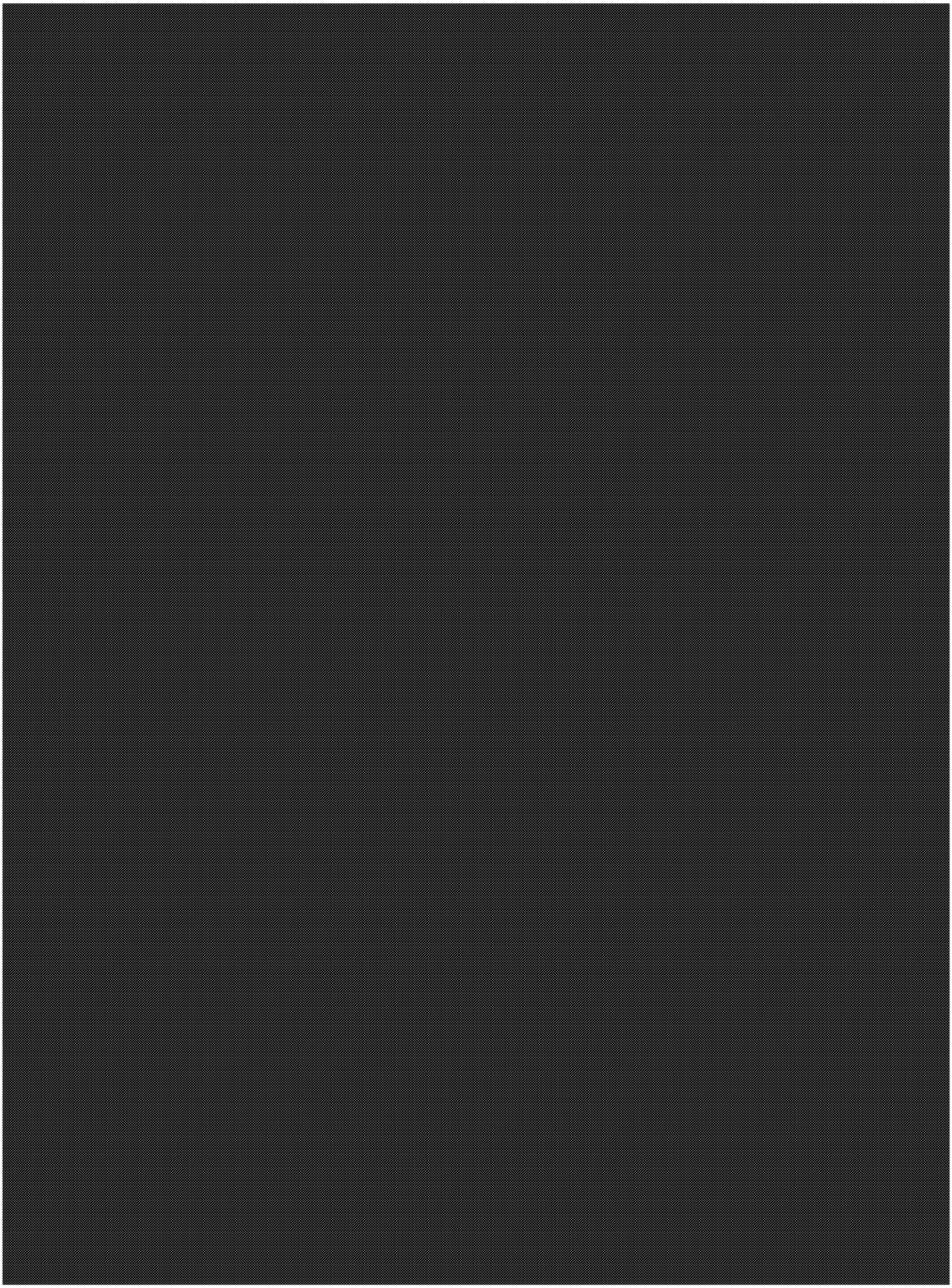


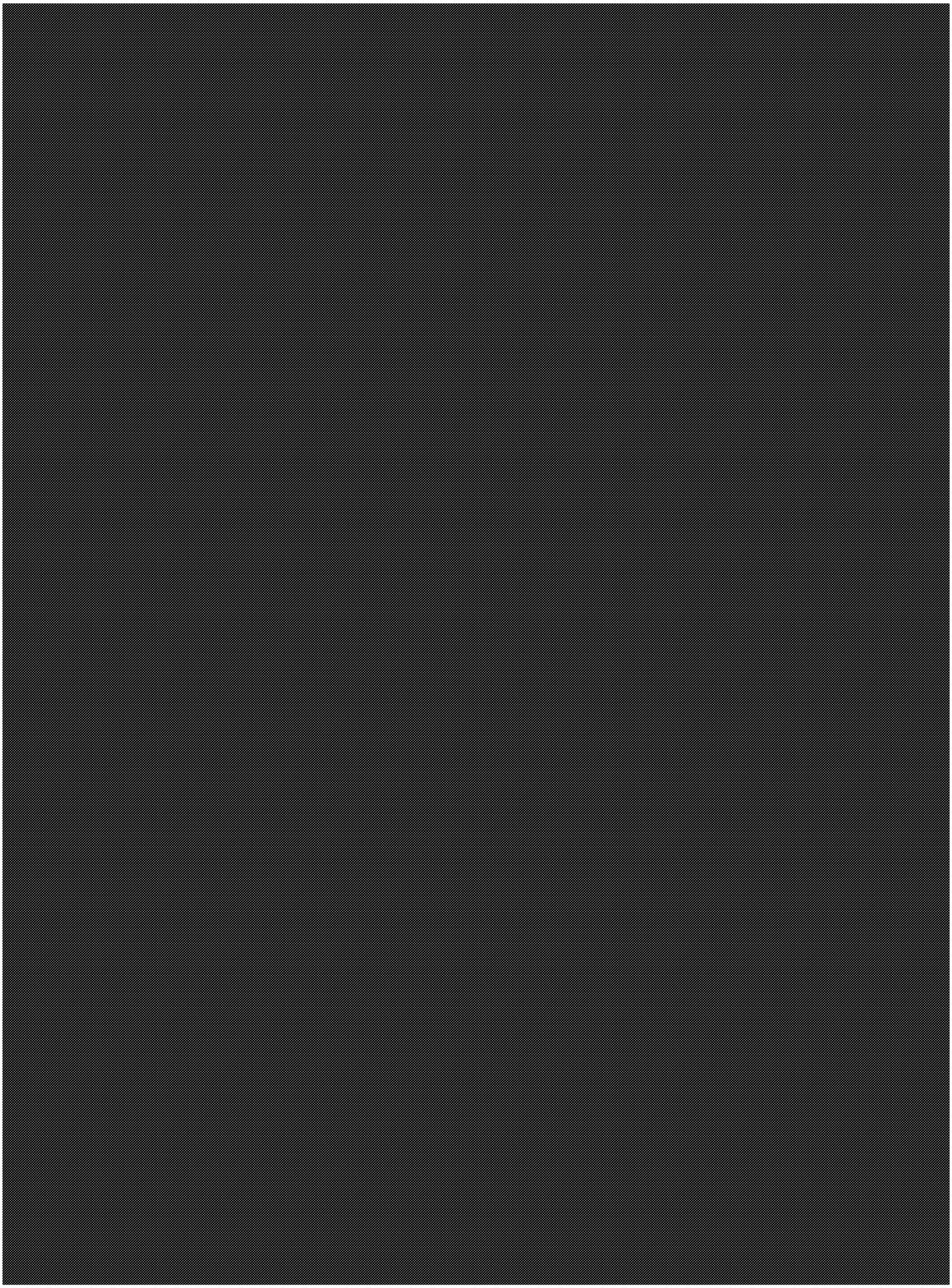
Category	Allegation
A1	Wheel Lock-Up due to Sudden (Unexpected) Downshift
A2	Sudden (Unexpected) Transmission Downshift
B1	Wheel Lock-Up Unknown Cause
B2	Harsh Downshift and Other Downshifting Issues

* Reports claiming ambiguous symptoms of 16S19, 19S07, or 19S19 were classified as A2

SECRET

6





Backup

PROGRAM TERMS

This program extends the warranty coverage of the automatic transmission molded leadframe to 10 years of service or 150,000 miles from the warranty start date of the vehicle, whichever occurs first. This is a one-time repair program. If a vehicle has already exceeded either the time or mileage limits, this extended warranty coverage will last through December 31, 2016. Coverage is automatically transferred to subsequent owners.

VEHICLES COVERED BY THIS PROGRAM

Vehicle	Model Year	Assembly Plant	Build Dates
F-150	2011-2012	Dearborn	February 11, 2011 through September 8, 2012
		Kansas City	April 5, 2011 through June 13, 2012
Expedition	2012	Kentucky	August 26, 2011 through June 6, 2012
Navigator			August 26, 2011 through February 29, 2012
Mustang		Flat Rock	August 9, 2011 through February 24, 2012

Affected vehicles are identified in OASIS.

REASON FOR PROVIDING EXTENDED COVERAGE

In some of the affected vehicles, an intermittent output shaft speed (OSS) sensor failure may result in an illuminated malfunction indicator light (MIL) and/or wrench light in the instrument cluster with diagnostic trouble codes (DTCs) P0720, P0722, P0731 and/or P1500 stored in the powertrain control module (PCM). Additionally, some vehicles may experience an unintended downshift into first gear.

SERVICE ACTION

If an affected vehicle exhibits this condition, dealers are to replace the molded leadframe. This service must be performed at no charge to the vehicle owner.

PROGRAM TERMS

This program extends the warranty coverage of the automatic transmission molded leadframe to 10 years of service or 150,000 miles from the warranty start date of the vehicle, whichever occurs first.

This is a one-time repair program.

If a vehicle has already exceeded either the time or the mileage limits, this extended warranty coverage will last through October 31, 2019.

Coverage is automatically transferred to subsequent owners.

VEHICLES COVERED BY THIS PROGRAM

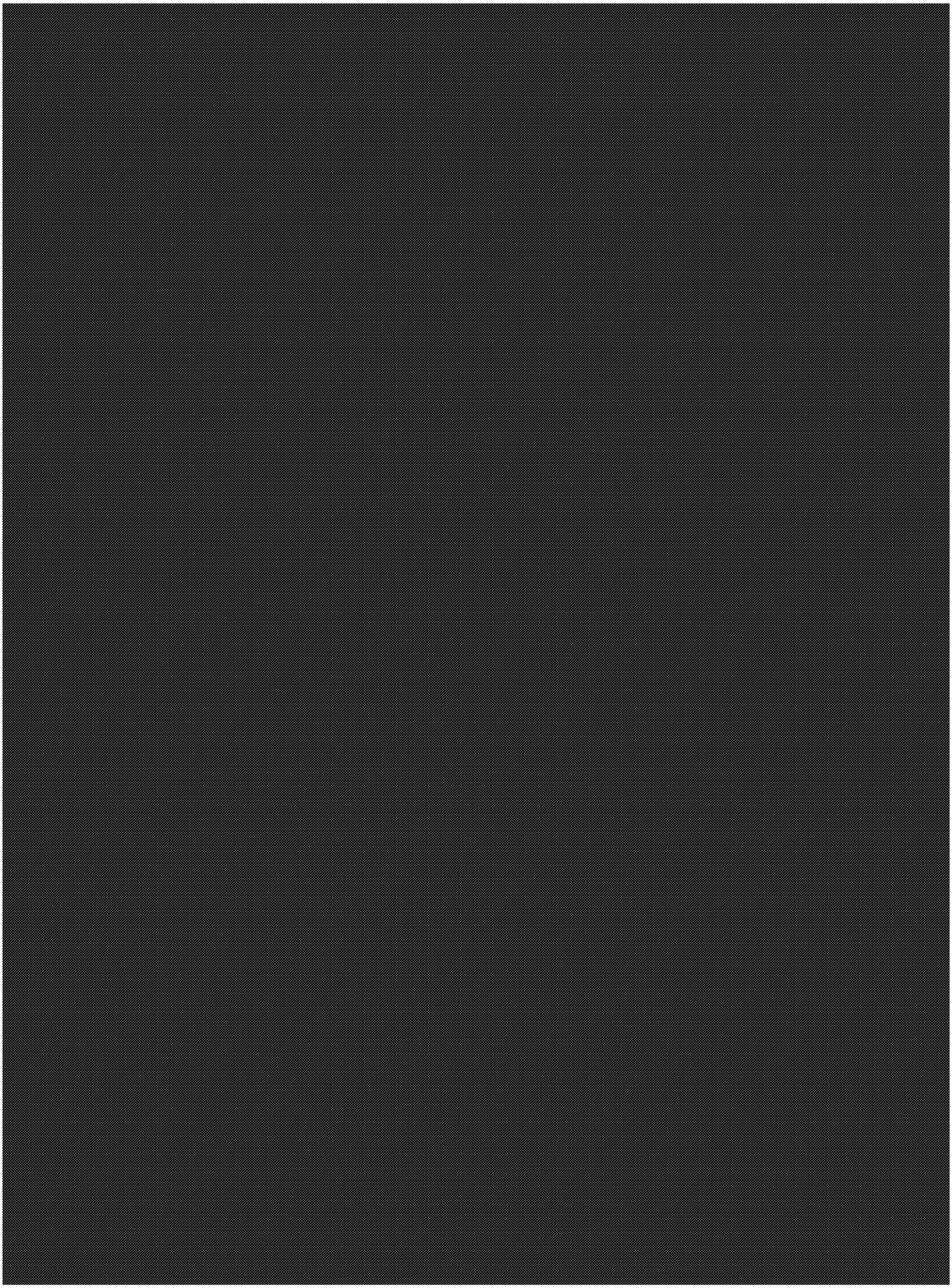
Vehicle	Model Year	Assembly Plant	Build Dates
F-150	2011-2013	Dearborn	April 28, 2010 through October 28, 2013
		Kansas City	May 18, 2010 through November 18, 2013
Expedition/Navigator	2012-2013	Kentucky Truck	April 11, 2011 through August 16, 2013

Affected vehicles are identified in OASIS.

REASON FOR PROVIDING EXTENDED WARRANTY COVERAGE

In some of the affected vehicles, an output shaft speed (OSS) sensor failure may result in an illuminated malfunction indicator light (MIL) and/or wrench light in the instrument cluster with diagnostic trouble codes (DTCs) P0720, P0722, P0731 and/or P1500 stored in the powertrain control module (PCM).

RQ24-005 000189 RC



From: Gaduski, Michael (M.) [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP [redacted]/CN=RECIPIENTS/CN=[redacted]-MGADUSKI]
Sent: 5/18/2021 12:50:49 PM
To: Page, Kimberly (K.A.) [kpage15@ford.com]; VanBelle, Laura (L.A.) [lvanbel1@ford.com]
CC: Donovan, Kevin (K.M.) [kdonov11@ford.com]
Subject: Rate Comparison Charts
Attachments: U55X EMM 06-May-2021.pptx; 2011-2014 F150 6R80 Sudden Downshift TRG.pptx

Previous FSA rate comparison charts as requested.

REDACTED FOR RELEVANCE



REDACTED FOR RELEVANCE



REDACTED FOR RELEVANCE



REDACTED FOR RELEVANCE





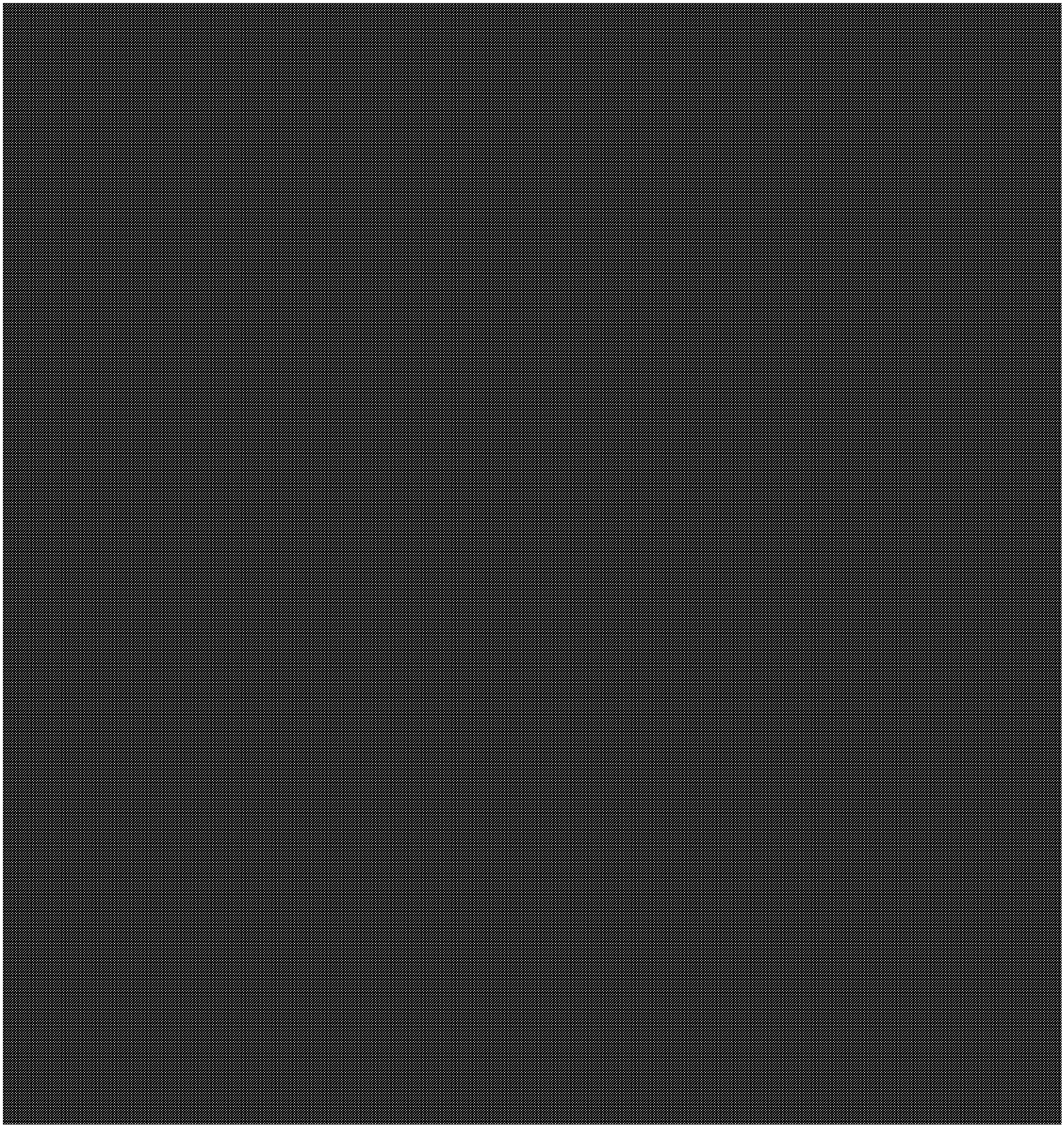


REDACTED FOR RELEVANCE





REDACTED FOR RELEVANCE



REDACTED FOR RELEVANCE









REDACTED FOR RELEVANCE



REDACTED FOR RELEVANCE





REDACTED FOR RELEVANCE



REDACTED FOR RELEVANCE



REDACTED FOR RELEVANCE



REDACTED FOR RELEVANCE







REDACTED FOR RELEVANCE



REDACTED FOR RELEVANCE





REDACTED FOR RELEVANCE



REDACTED FOR RELEVANCE



REDACTED FOR RELEVANCE



REDACTED FOR RELEVANCE





REDACTED FOR RELEVANCE



REDACTED FOR RELEVANCE





REDACTED FOR RELEVANCE



REDACTED FOR RELEVANCE



REDACTED FOR RELEVANCE



REDACTED FOR RELEVANCE



REDACTED FOR RELEVANCE



REDACTED FOR RELEVANCE





REDACTED FOR RELEVANCE





REDACTED FOR RELEVANCE





REDACTED FOR RELEVANCE



REDACTED FOR RELEVANCE



REDACTED FOR RELEVANCE







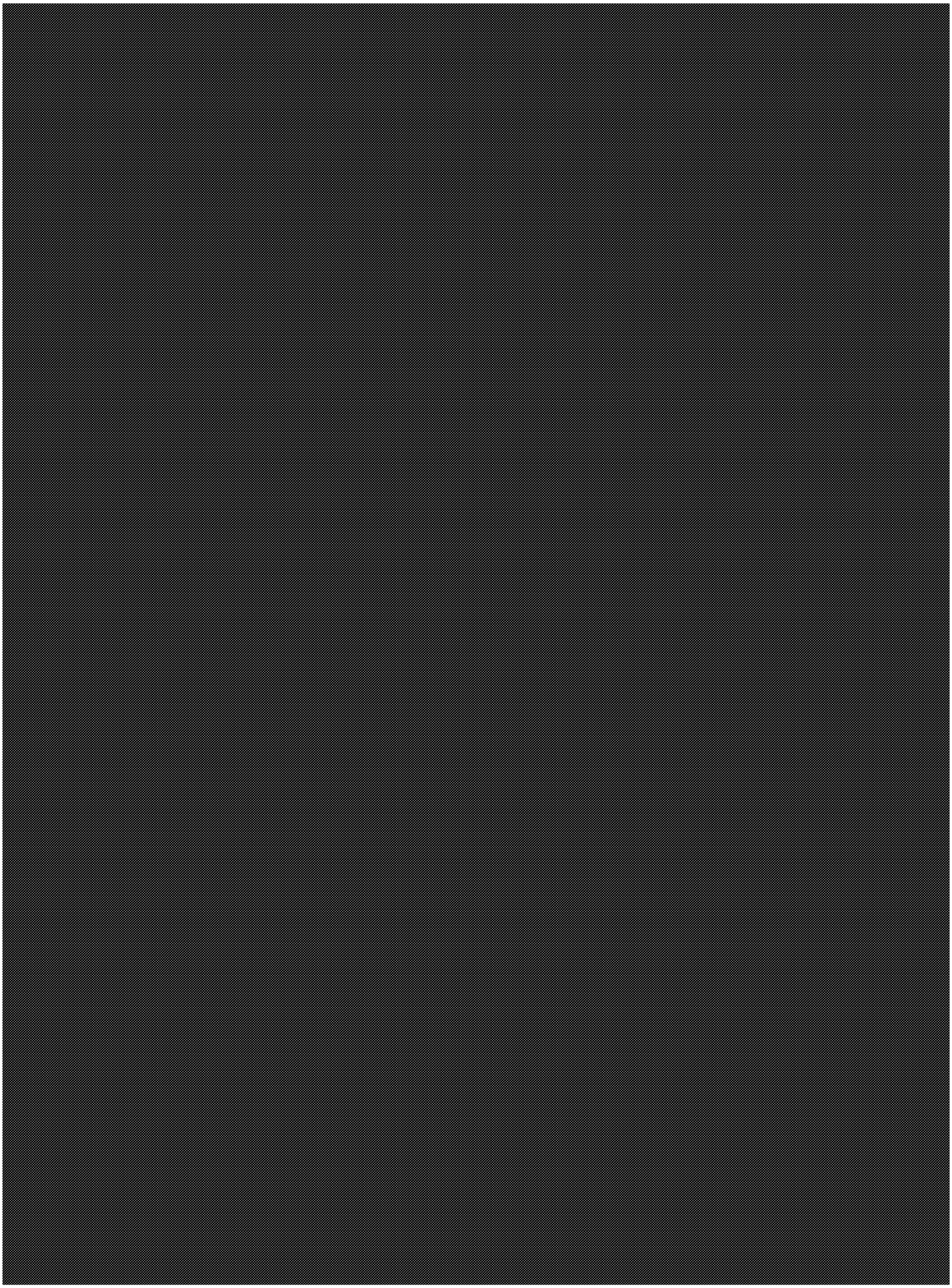


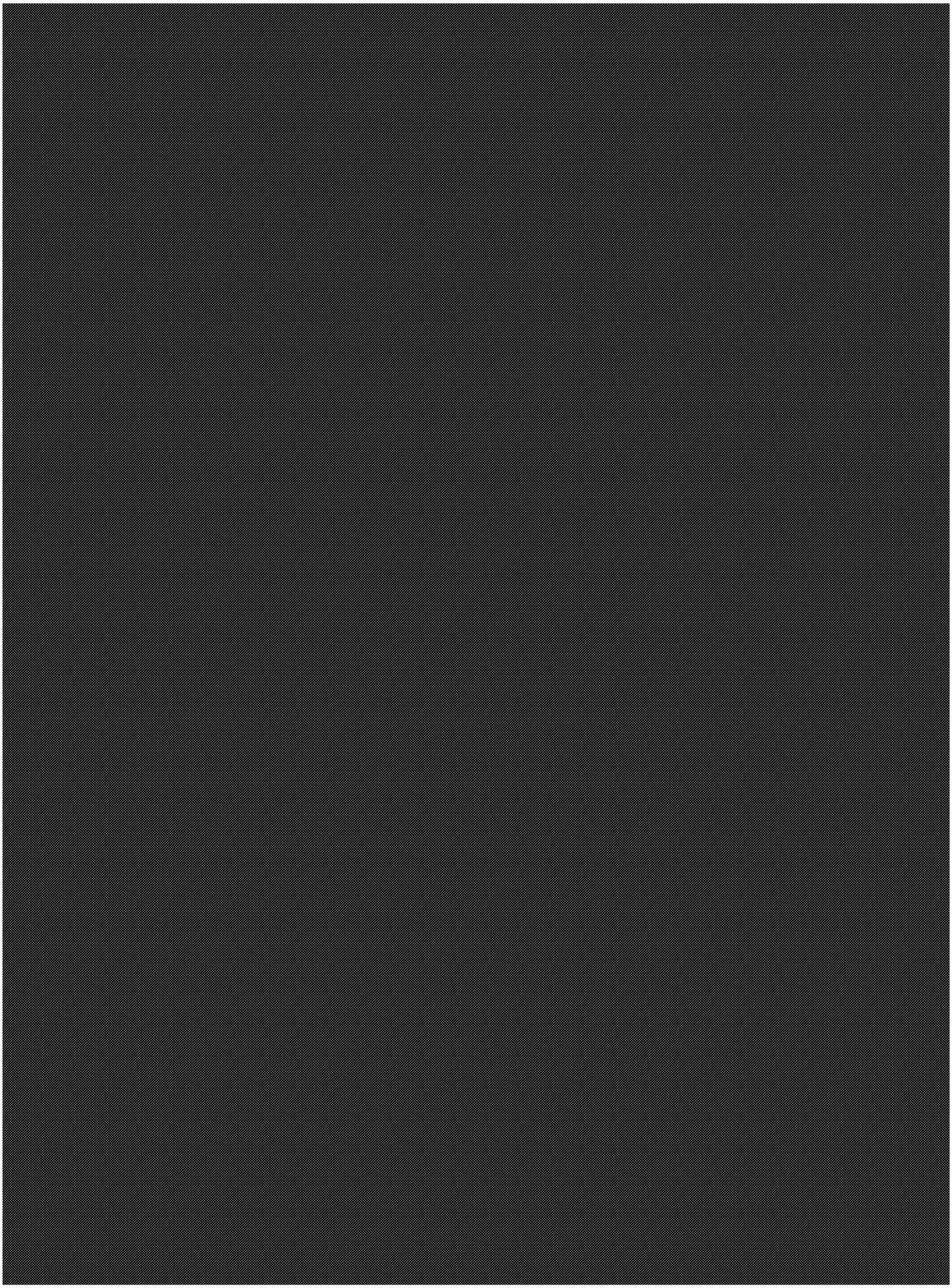
REDACTED FOR RELEVANCE

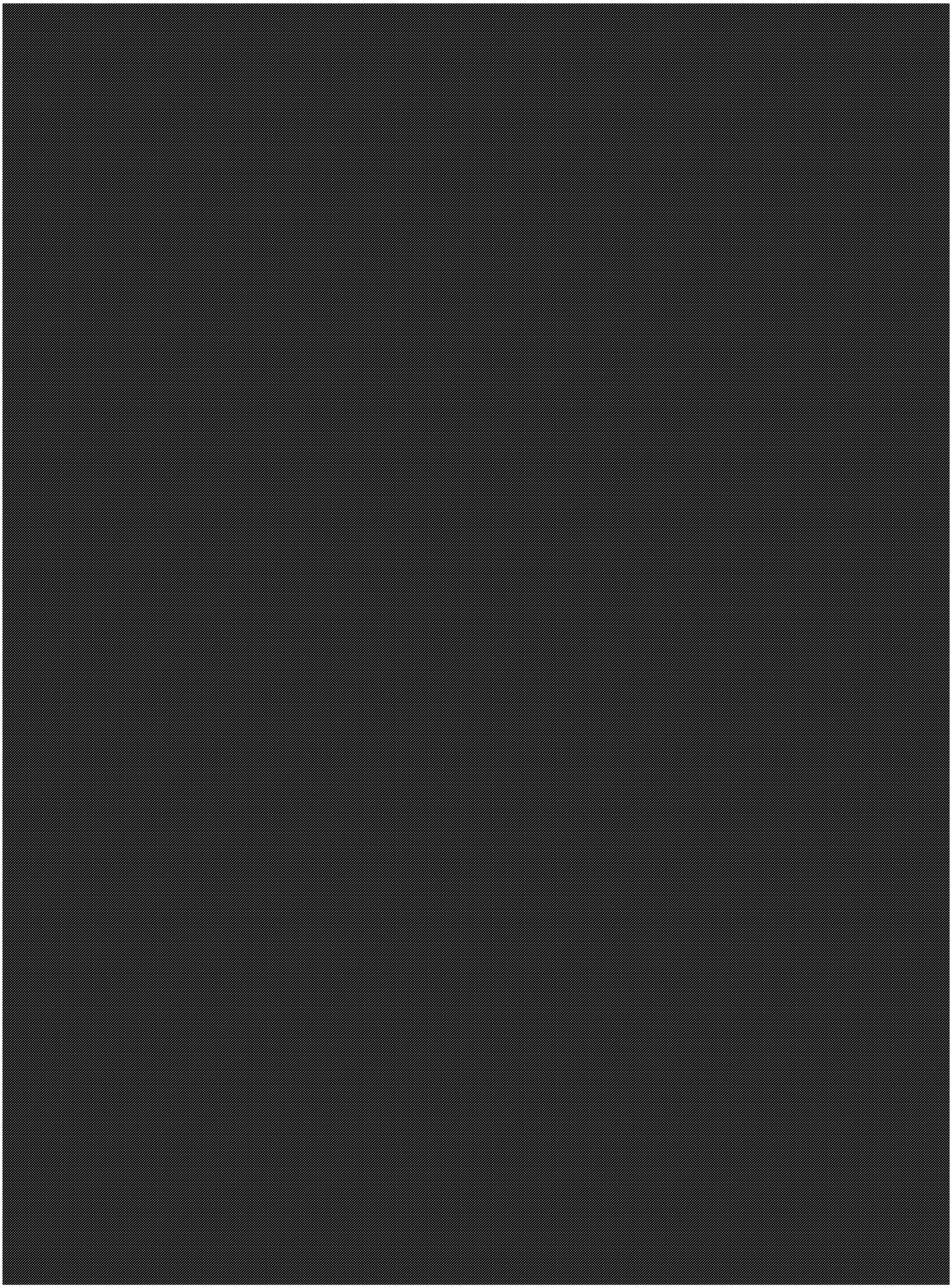


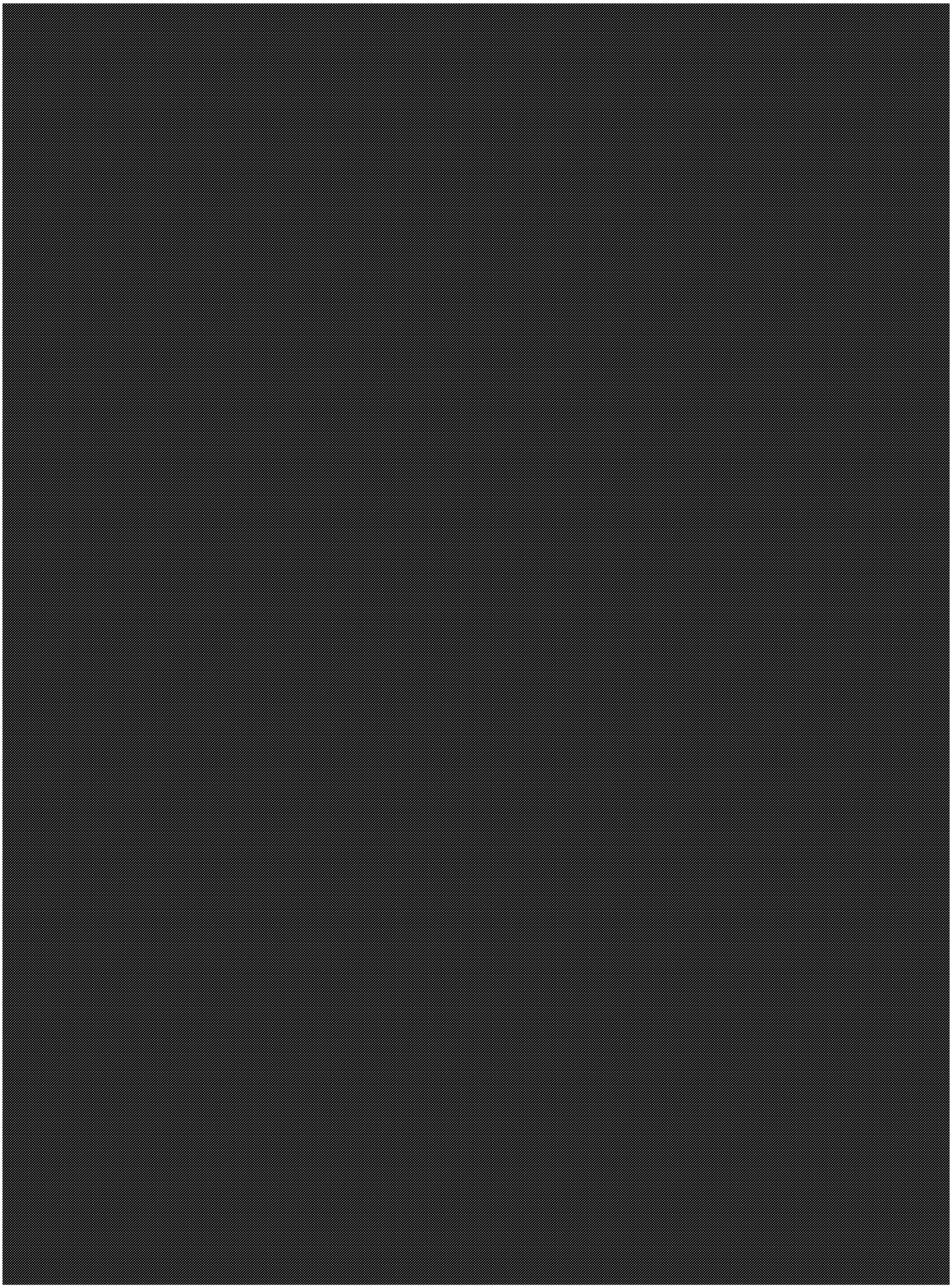
2011-2014 F150 6R80 Sudden Downshift

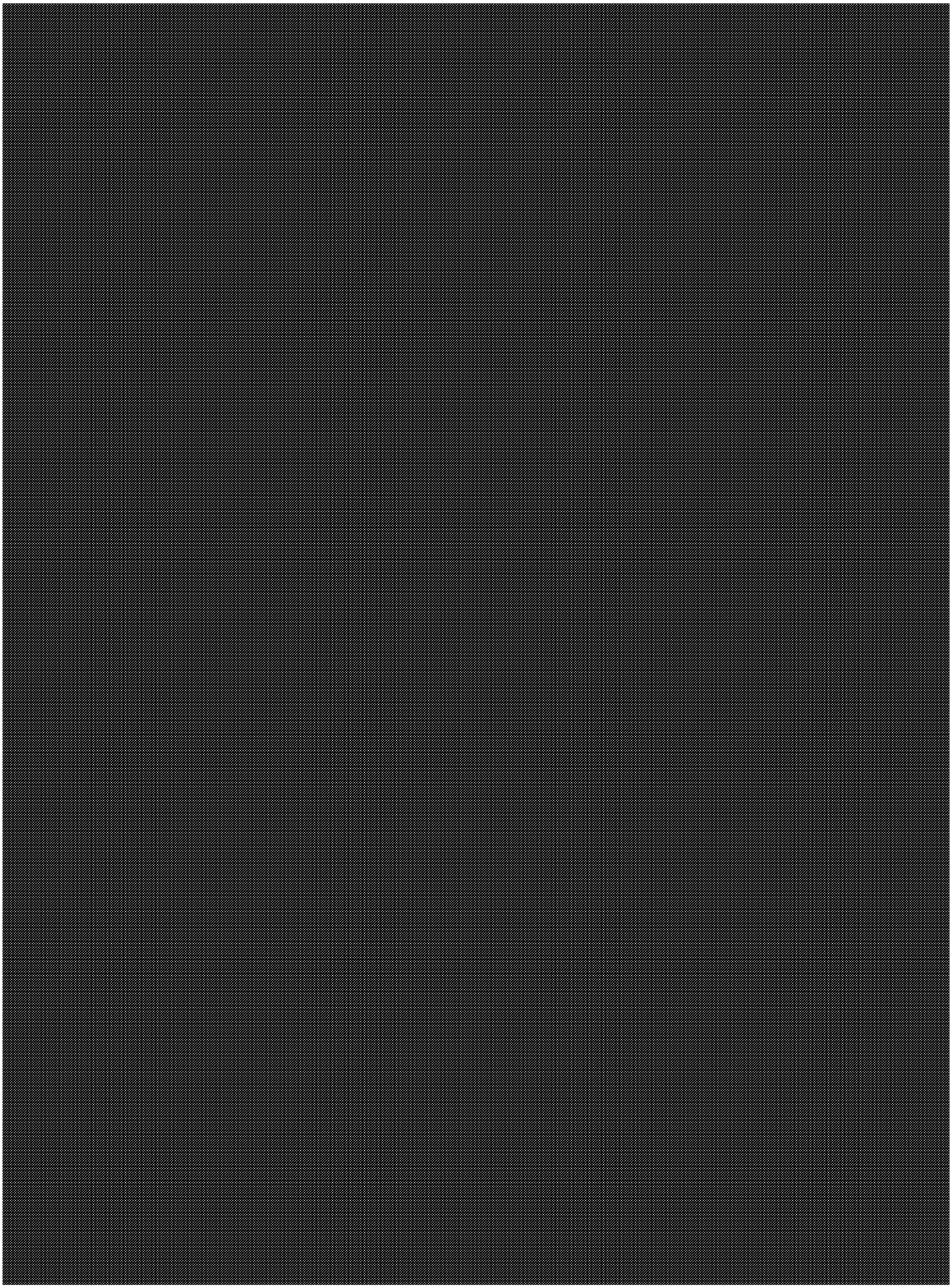
5/6/2021 EMM

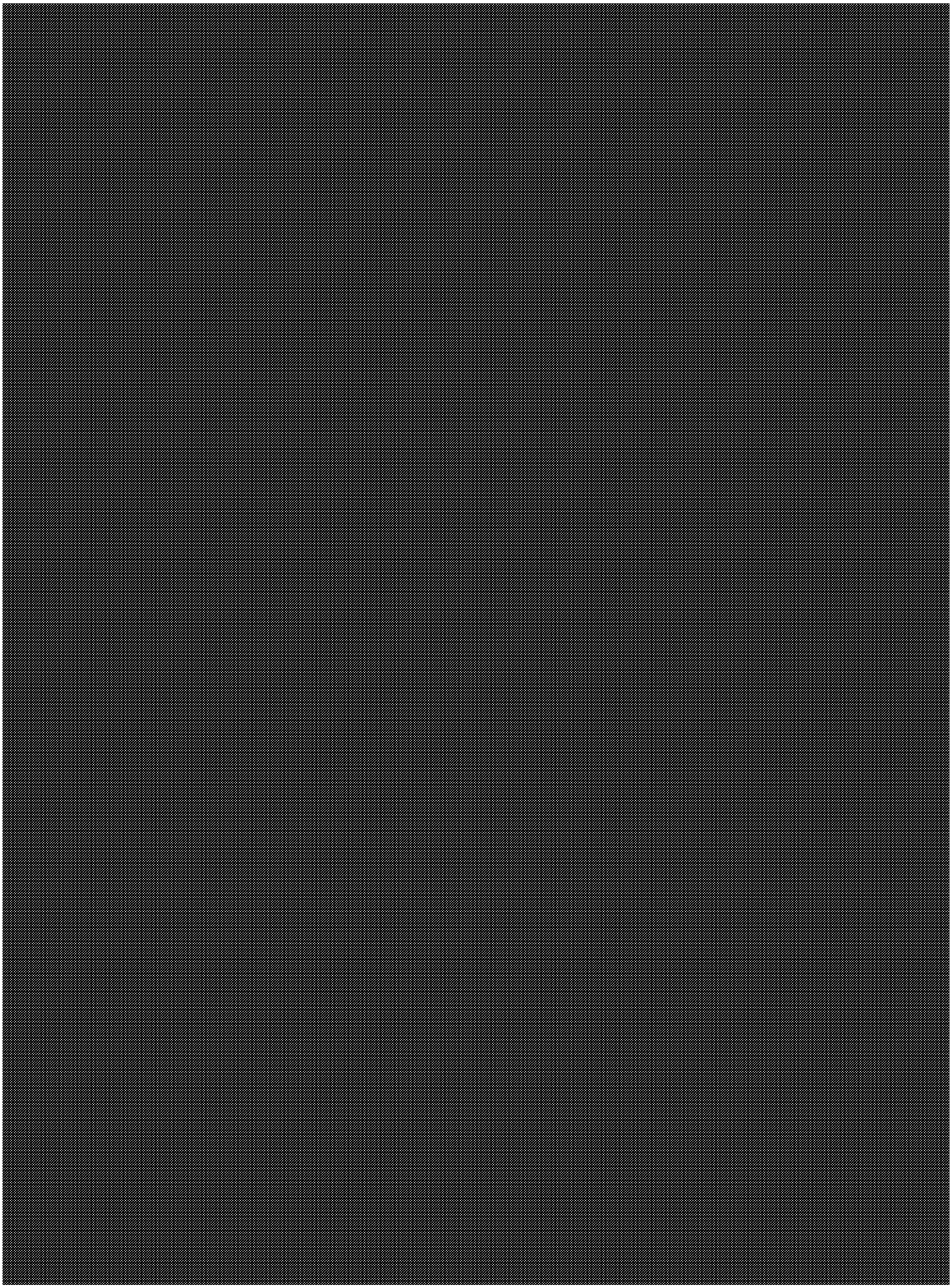






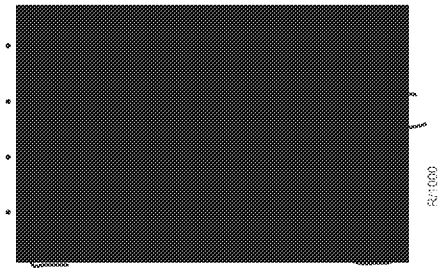






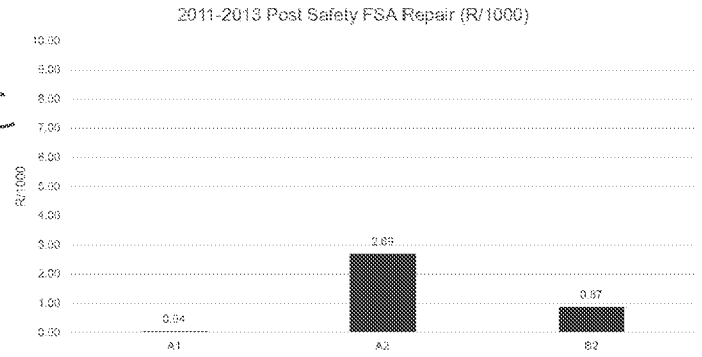
Data update (7/20/2020)

Population #1 2011-2013 F-150 Post Safety FSA PCM reflash



805 VOQs
(40 in last 6 months)

* Reports may be prior to FSA repairs



Category	Allegation
A1	Wheel Lock-Up due to Sudden (Unexpected) Downshift
A2	Sudden (Unexpected) Transmission Downshift
B1	Wheel Lock-Up Unknown Cause
B2	Harsh Downshift and Other Downshifting Issues

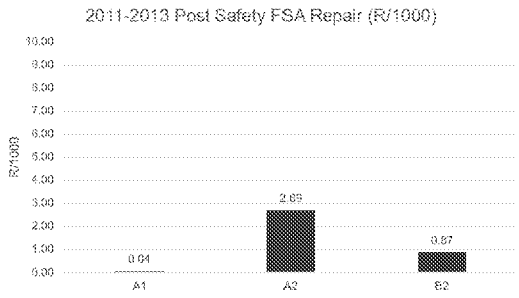
* Reports claiming ambiguous symptoms of 16S19, 19S07, or 19S19 were classified as A2

SECRET

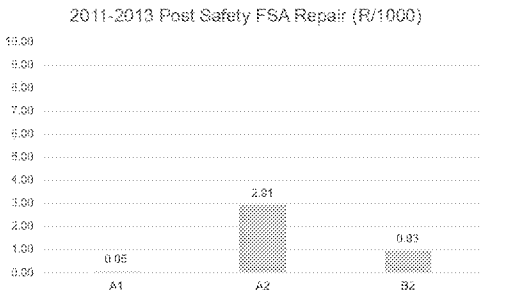
8

Population # 1: 2011-2013 F-150 Post Safety FSA PCM reflash data update

Data update (7/20/2020)

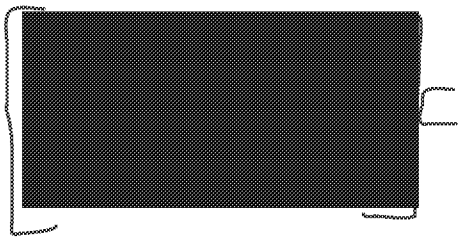


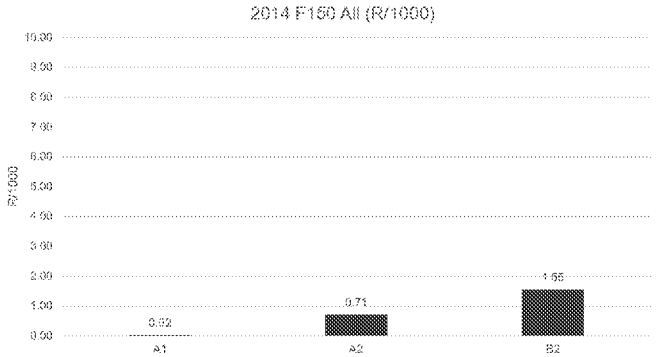
Data update (3/5/2021)



Data update (7/20/2020)

Population #2: 2014 F-150 6R80 Sudden Downshift





Category	Allegation
A1	Wheel Lock-Up due to Sudden (Unexpected) Downshift
A2	Sudden (Unexpected) Transmission Downshift
B1	Wheel Lock-Up Unknown Cause
B2	Harsh Downshift and Other Downshifting Issues

41 VOQs
(2 in last 6 months)

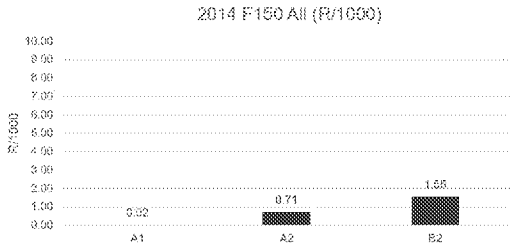
* Reports claiming ambiguous symptoms of 16S19, 19S07, or 19S19 were classified as A2

SECRET

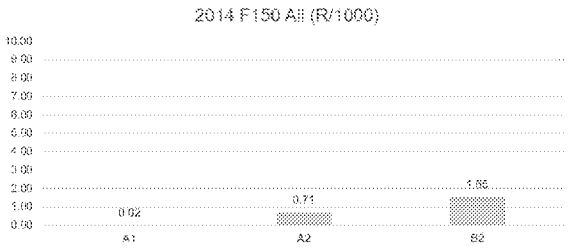
10

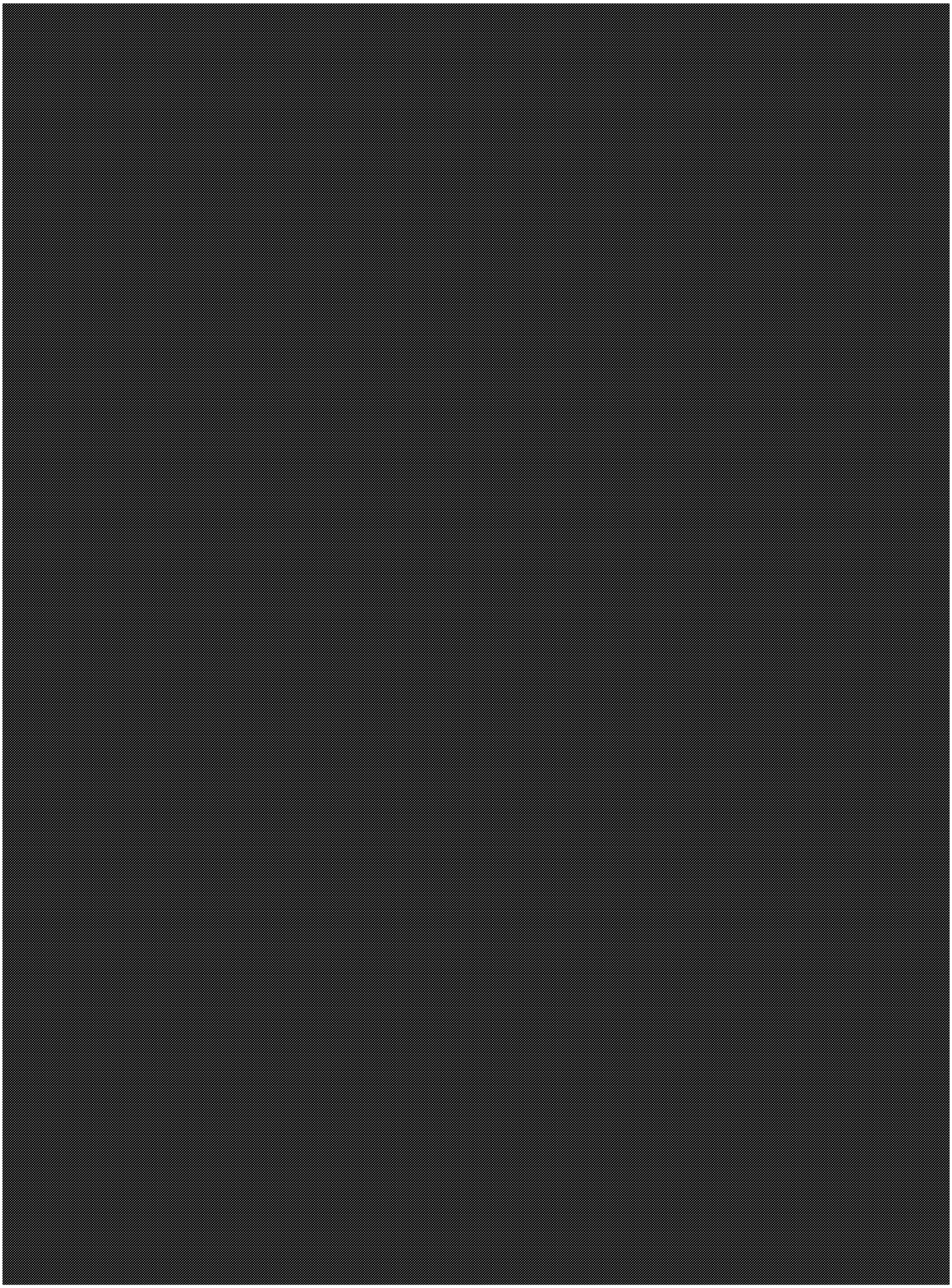
Population #2: 2014 F-150 6R80 Sudden Downshift Data Update

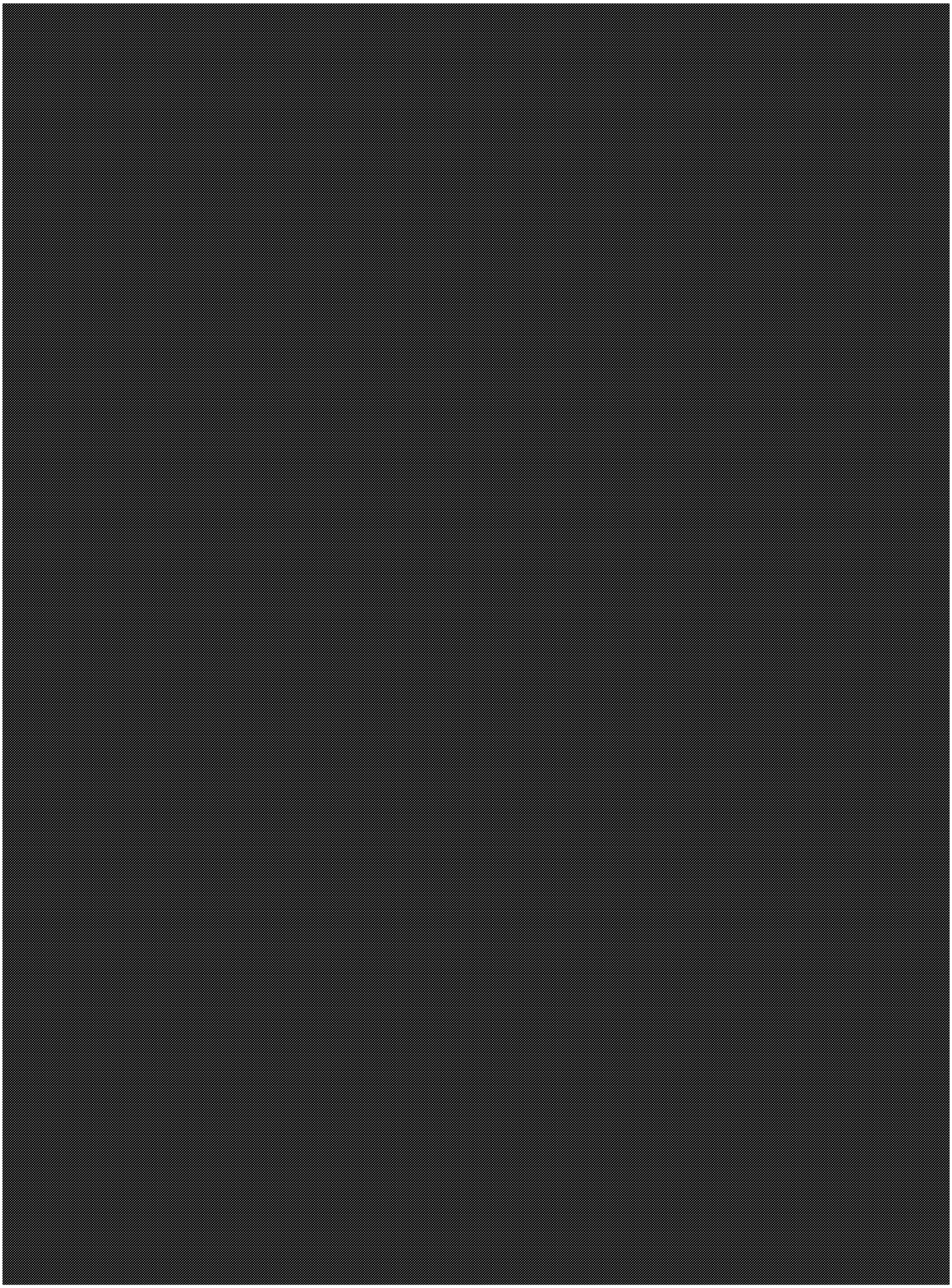
Data update (7/20/2020)



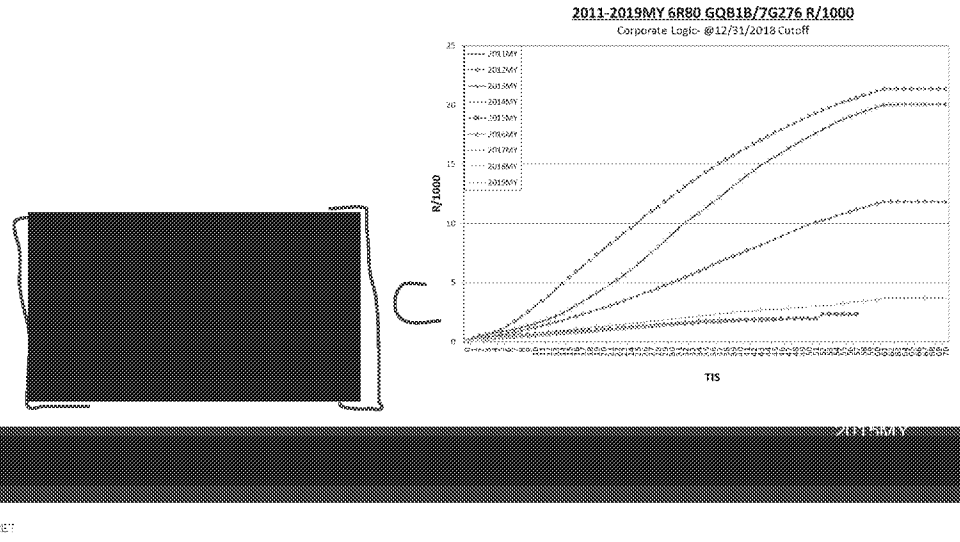
Data update (3/5/2021)



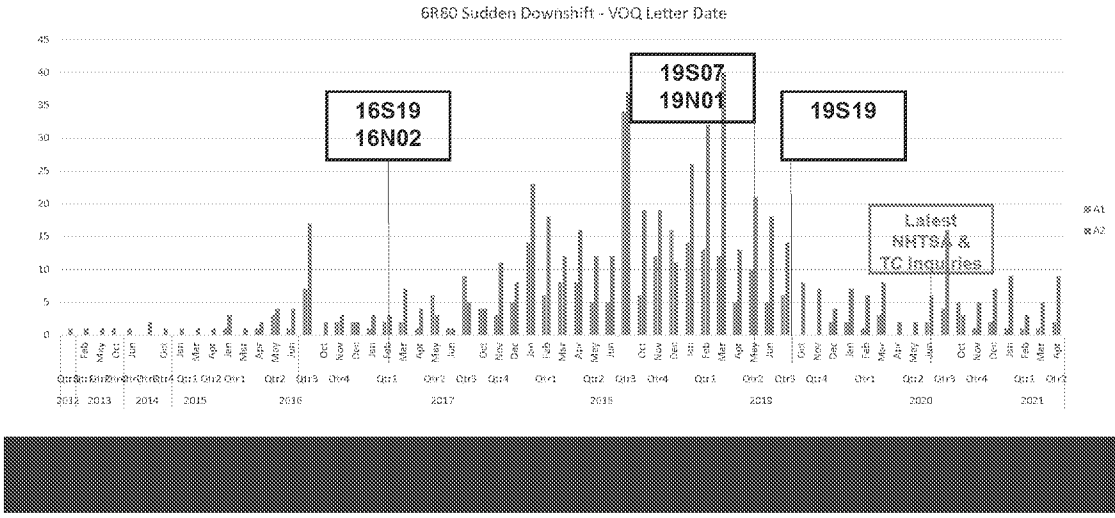


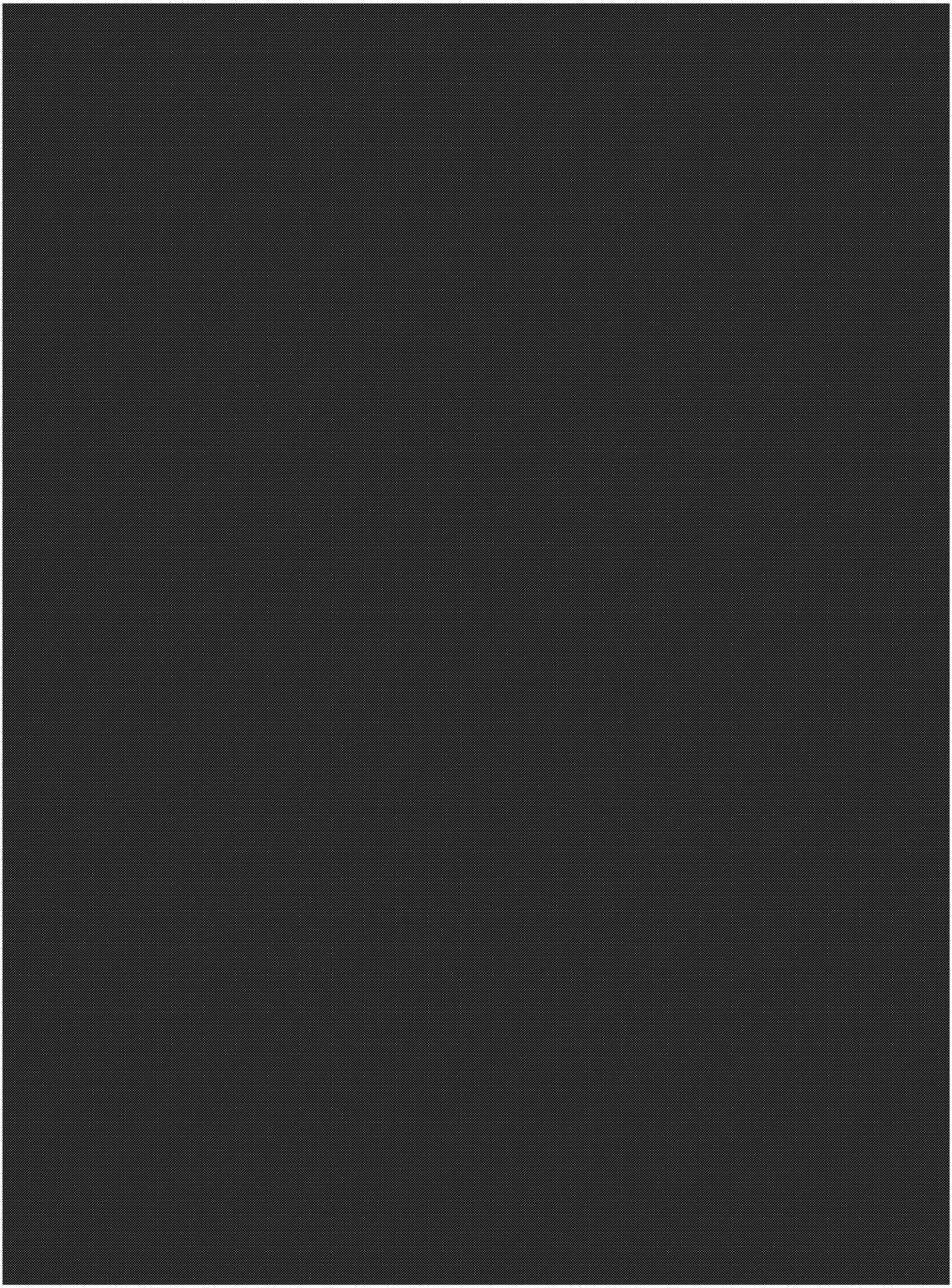


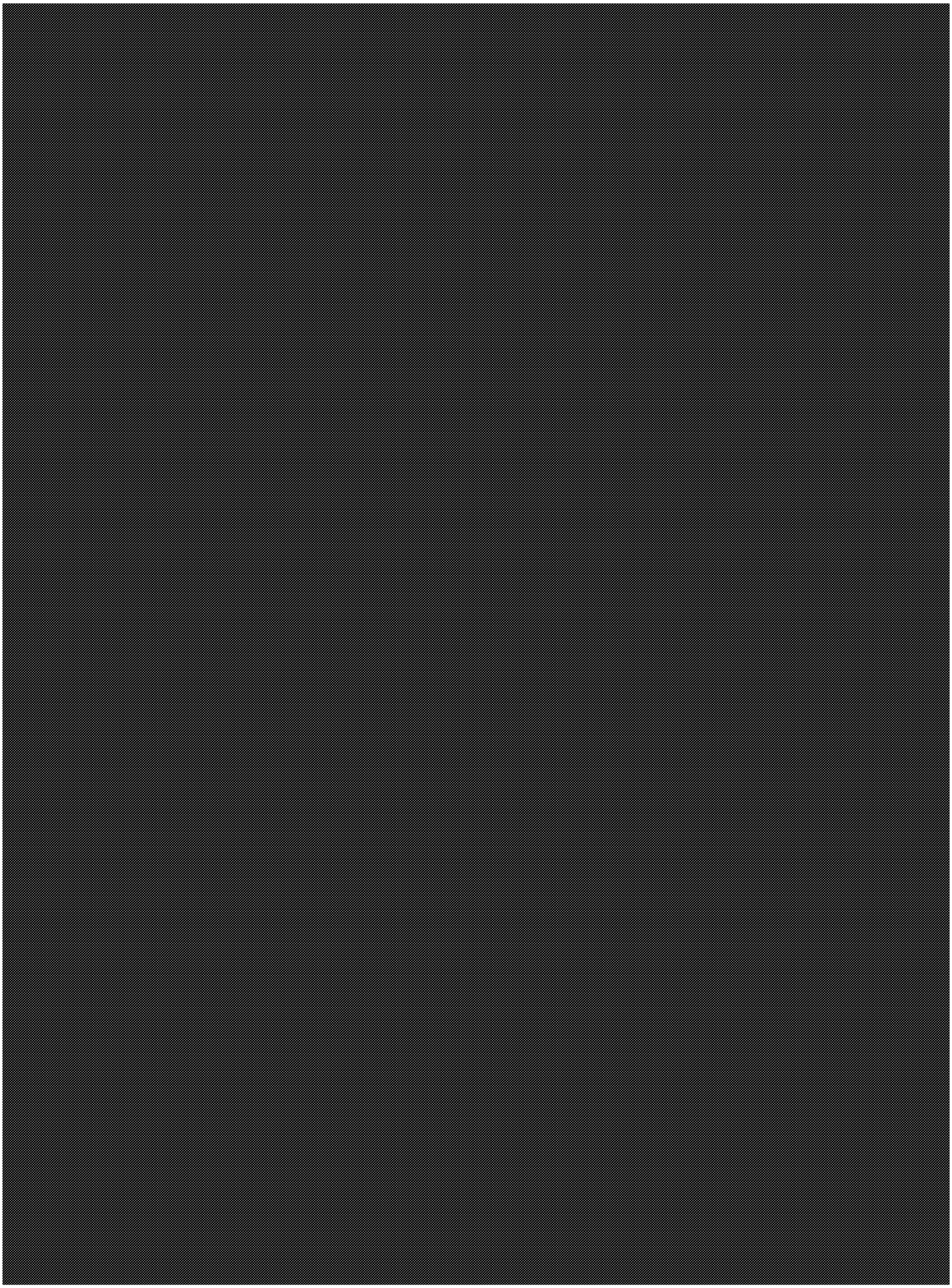
Leadframe warranty by TIS

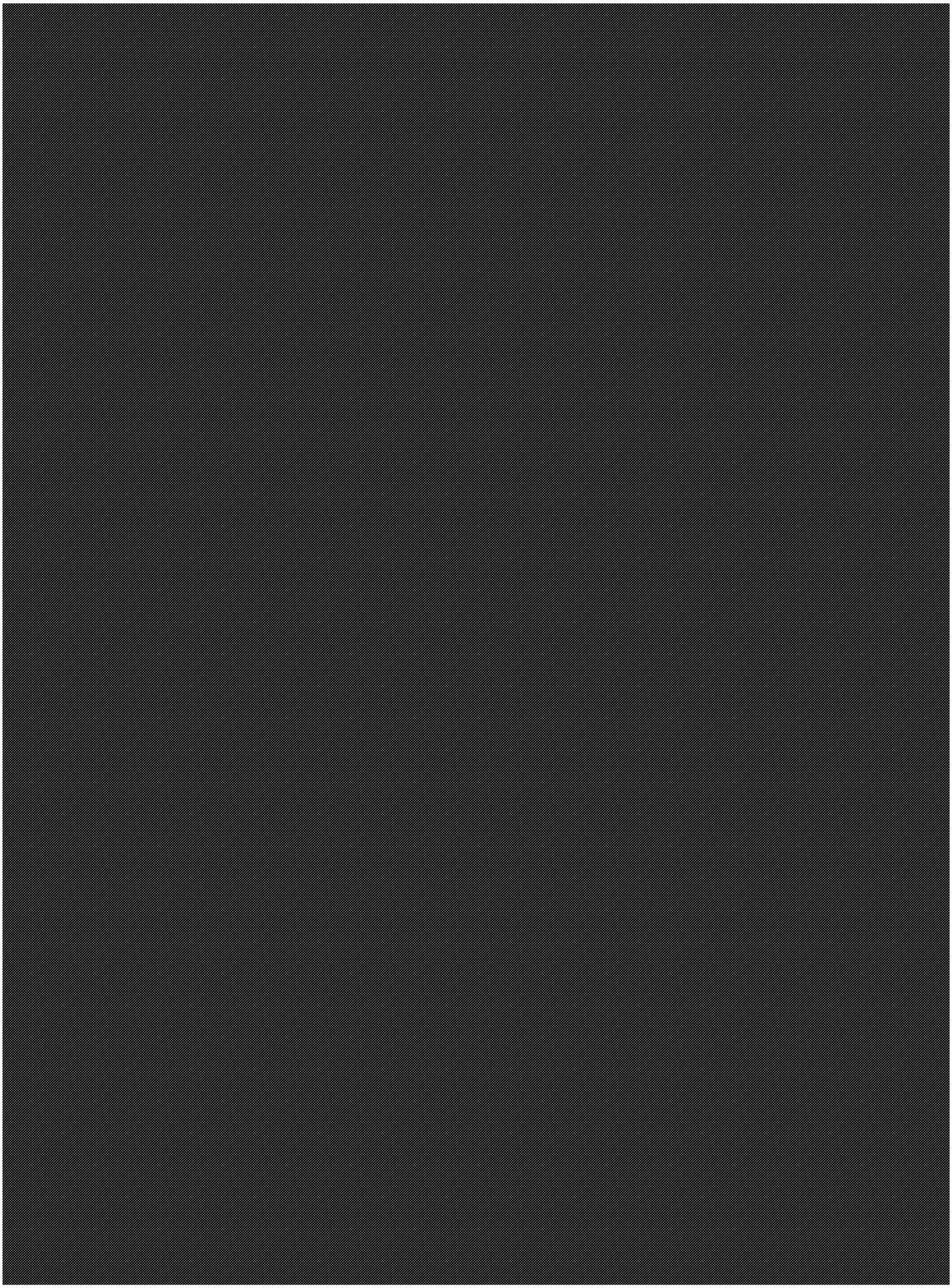


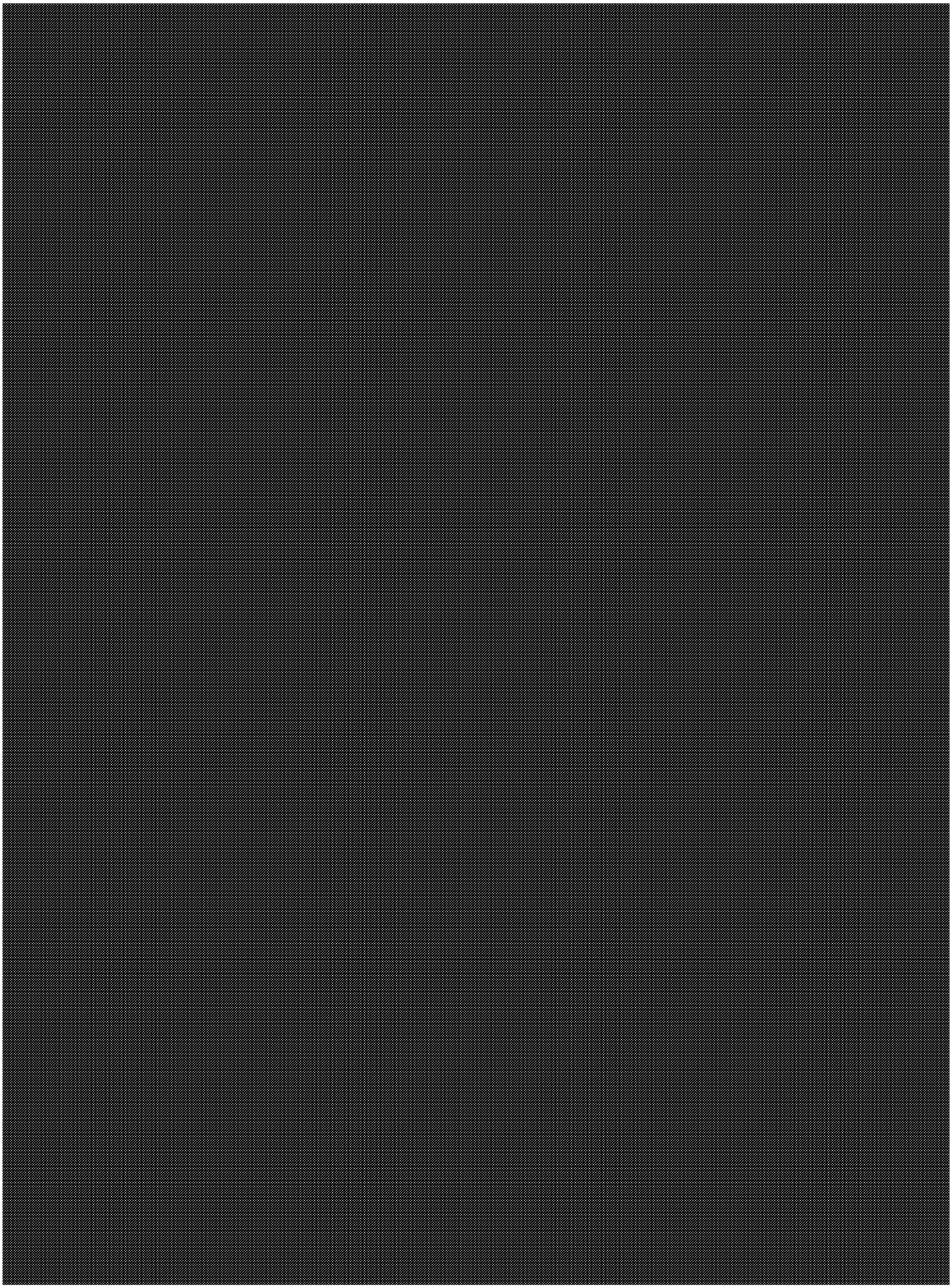
VOQ update


6R80 Sudden Downshift - VOQ Letter Date
16S19
16N02
19S07
19N01
19S19
Latest
NHTSA &
TC inquiries
A1
A2

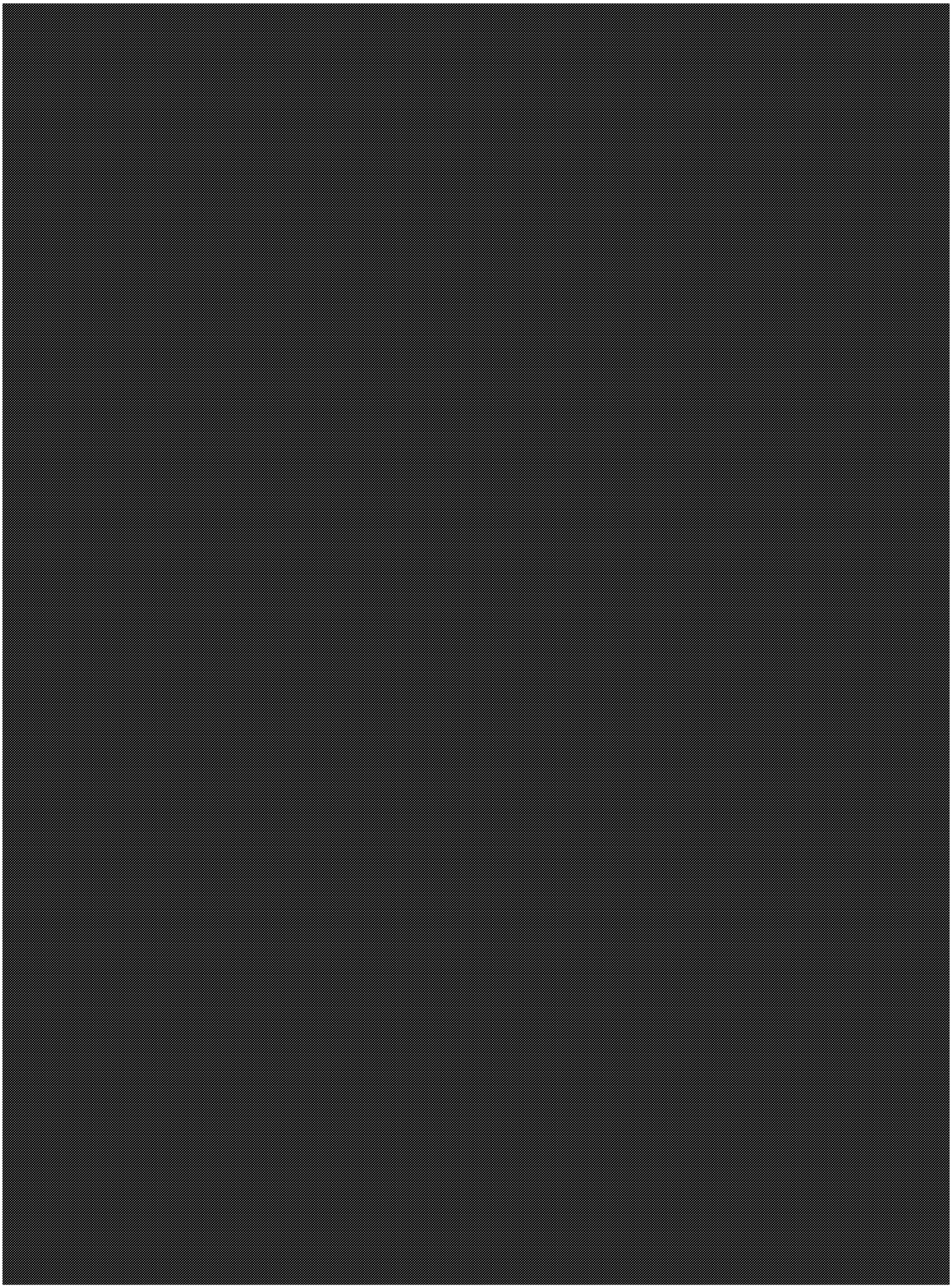


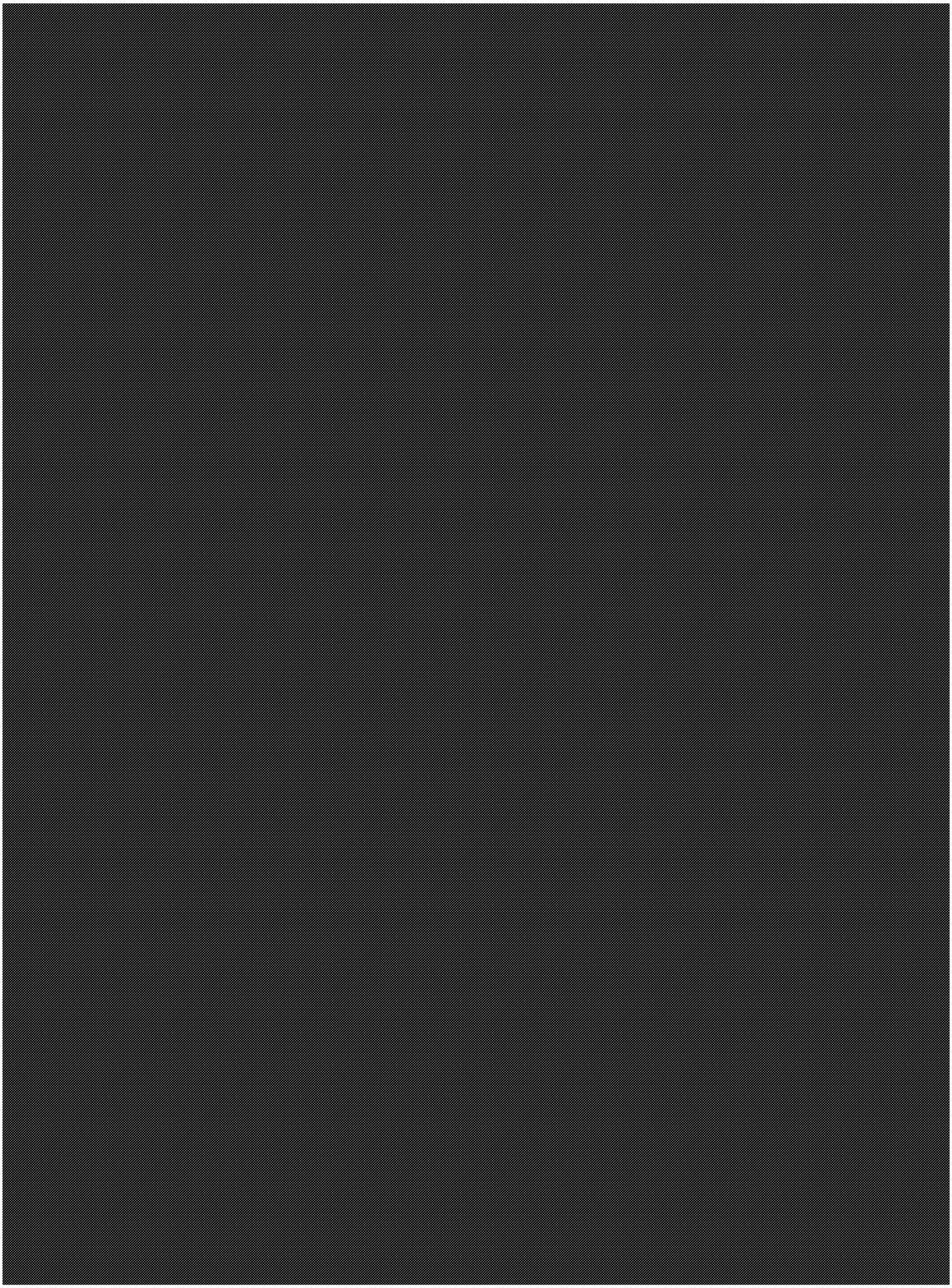


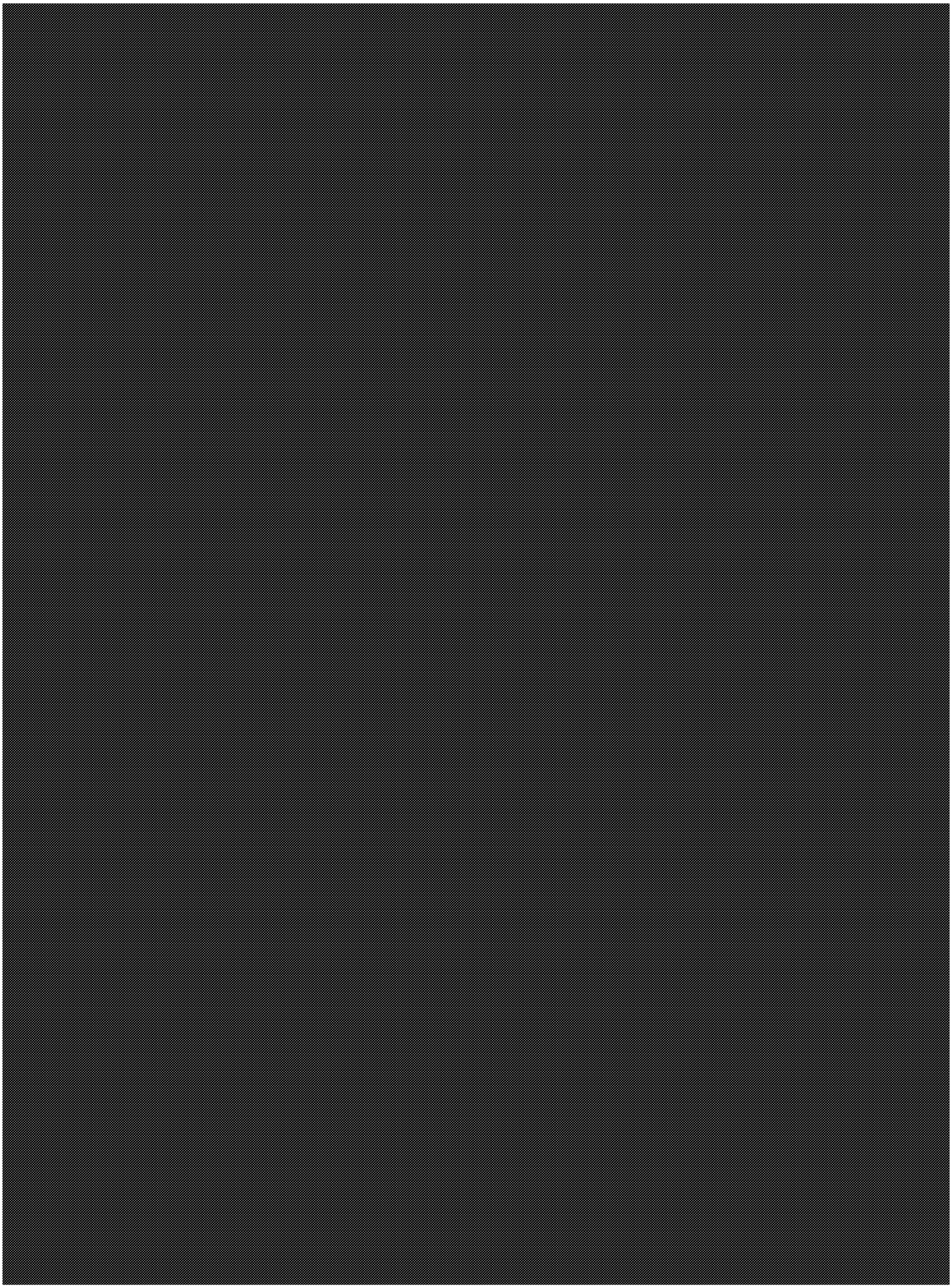


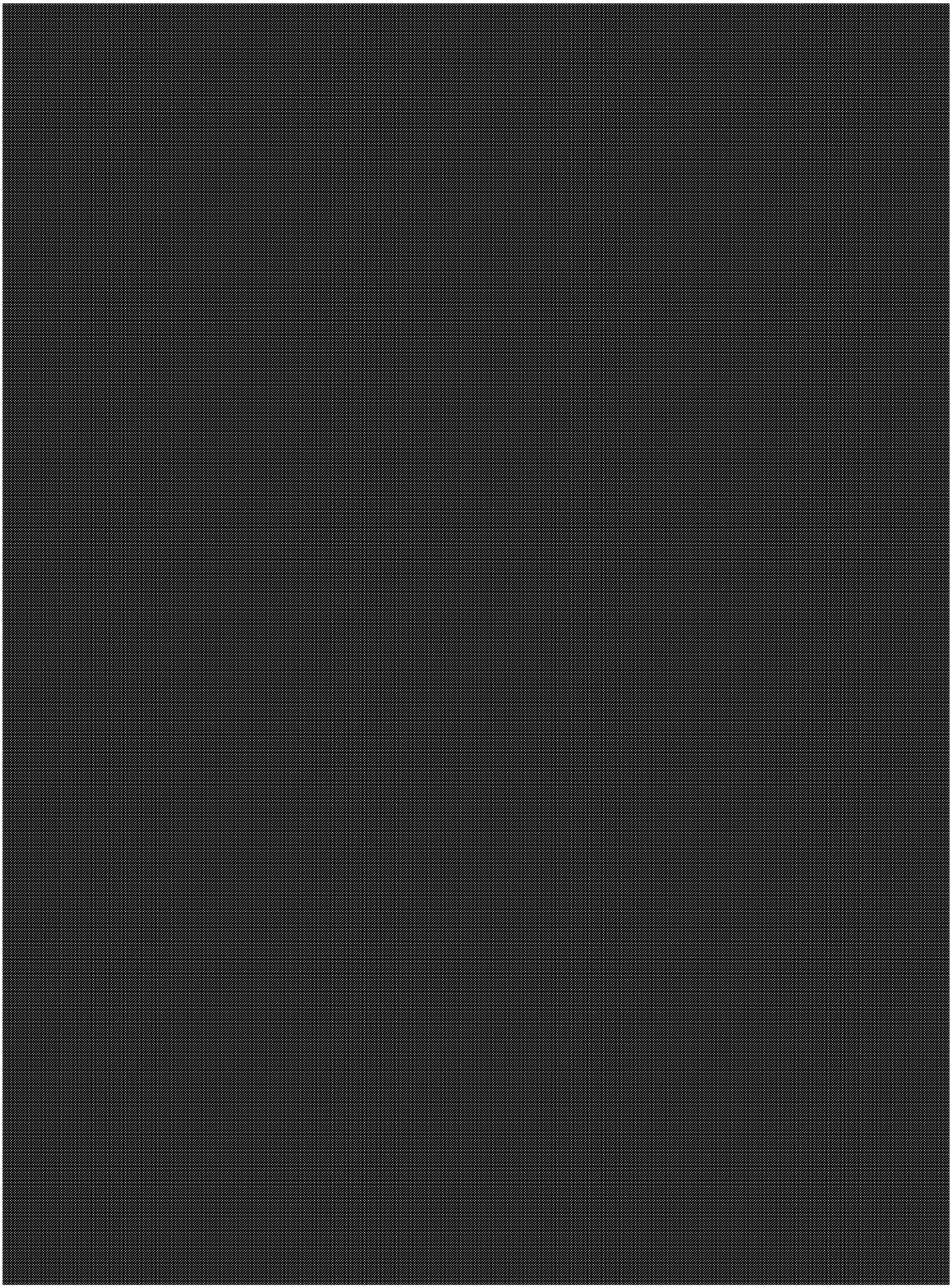


Backup









From: Gaduski, Michael (M.) [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=9980D2ACA25F480290EABF4B94B4FC90-MGADUSKI]
Sent: 11/30/2020 12:37:34 PM
To: Hultman, Paula (R.) [prieden@ford.com]
Subject: RE: Car/CUV/SM SUV CCRG Agenda for Tuesday, December 1, 2020
Attachments: 2011-2014 F150 6R80 Sudden Downshift TRG.pptx

REDACTED FOR RELEVANCE

[redacted]

Mike Gaduski
Safety Investigations Engineer
FPS| Suite 500
O: 313-845-8445
mgaduski@ford.com

From: Hultman, Paula (R.) <prieden@ford.com>
Sent: Monday, November 30, 2020 7:24 AM
To: Gaduski, Michael (M.) <mgaduski@ford.com>
Subject: RE: Car/CUV/SM SUV CCRG Agenda for Tuesday, December 1, 2020

Thanks, Mike,

REDACTED FOR RELEVANCE

[redacted]

Paula
Mobile Phone: [redacted]
"If you can't explain it simply, you don't understand it well enough." – Albert Einstein

From: Gaduski, Michael (M.) <mgaduski@ford.com>
Sent: Monday, November 30, 2020 7:21 AM
To: Hultman, Paula (R.) <prieden@ford.com>
Cc: Boehk, Karen (K.S.) <kboehk@ford.com>; Brezee, Shane (S.B.) <sbrezee@ford.com>; Ott, David (D.J.) <dott@ford.com>
Subject: RE: Car/CUV/SM SUV CCRG Agenda for Tuesday, December 1, 2020

Paula/Shane,

We do not need to bring this in to CCRG this week. That Dec 2nd TRG is going to be swapped with the [redacted] Item.

Also, I met with Andrew Feldkamp and Jeff Hollman last week and we need to add a few things to the presentation.

Mike Gaduski
Safety Investigations Engineer
FPS| Suite 500
O: 313-845-8445
mgaduski@ford.com
SUSTAINABILITY ENVIRONMENT & SAFETY ENGINEERING

From: Hultman, Paula (R.) <prieden@ford.com>
Sent: Monday, November 30, 2020 6:54 AM
To: Gaduski, Michael (M.) <mgaduski@ford.com>
Cc: Boehk, Karen (K.S.) <kboehk@ford.com>; Brezee, Shane (S.B.) <sbrezee@ford.com>
Subject: FW: Car/CUV/SM SUV CCRG Agenda for Tuesday, December 1, 2020

Good morning Mike,

Do you know why N20-0820-01 - 2011-14 F-150 6R80 Sudden Downshift got moved from Thursday's Truck CCRG to Tuesday's Car CCRG?

Paula
Mobile Phone [redacted]
"If you can't explain it simply, you don't understand it well enough." – Albert Einstein

---

From: Brezee, Shane (S.B.) <sbrezee@ford.com>
Sent: Thursday, November 26, 2020 11:15 AM
To: Hultman, Paula (R.) <prieden@ford.com>
Subject: RE: Car/CUV/SM SUV CCRG Agenda for Tuesday, December 1, 2020

I'm not sure. It just popped on the agenda. It thought it might be a mistake but then noticed the notes indicating a TRG on the 2nd and review in Car CCRG on the 1st. I can remove if desired.

Regards,
Shane B. Brezee
Critical Concerns Manager - Car
Ford Motor Company
2B-F77 PDC
20901 Oakwood, Dearborn, MI 48124
PH [redacted]
cell [redacted]
e-mail : sbrezee@ford.com

From: Hultman, Paula (R.) <prieden@ford.com>
Sent: Thursday, November 26, 2020 8:14 AM
To: Brezee, Shane (S.B.) <sbrezee@ford.com>
Cc: Boehk, Karen (K.S.) <kboehk@ford.com>
Subject: RE: Car/CUV/SM SUV CCRG Agenda for Tuesday, December 1, 2020

Hi Shane,

N20-0820-01 - 2011-14 F-150 6R80 Sudden Downshift is my concern. I was not aware of the request to move it to the Car CCRG? Who made the request?

Paula
Mobile Phone: [redacted]
"If you can't explain it simply, you don't understand it well enough." – Albert Einstein

---

From: Brezee, Shane (S.B.) <sbrezee@ford.com>
Sent: Wednesday, November 25, 2020 10:28 PM
Subject: Car/CUV/SM SUV CCRG Agenda for Tuesday, December 1, 2020

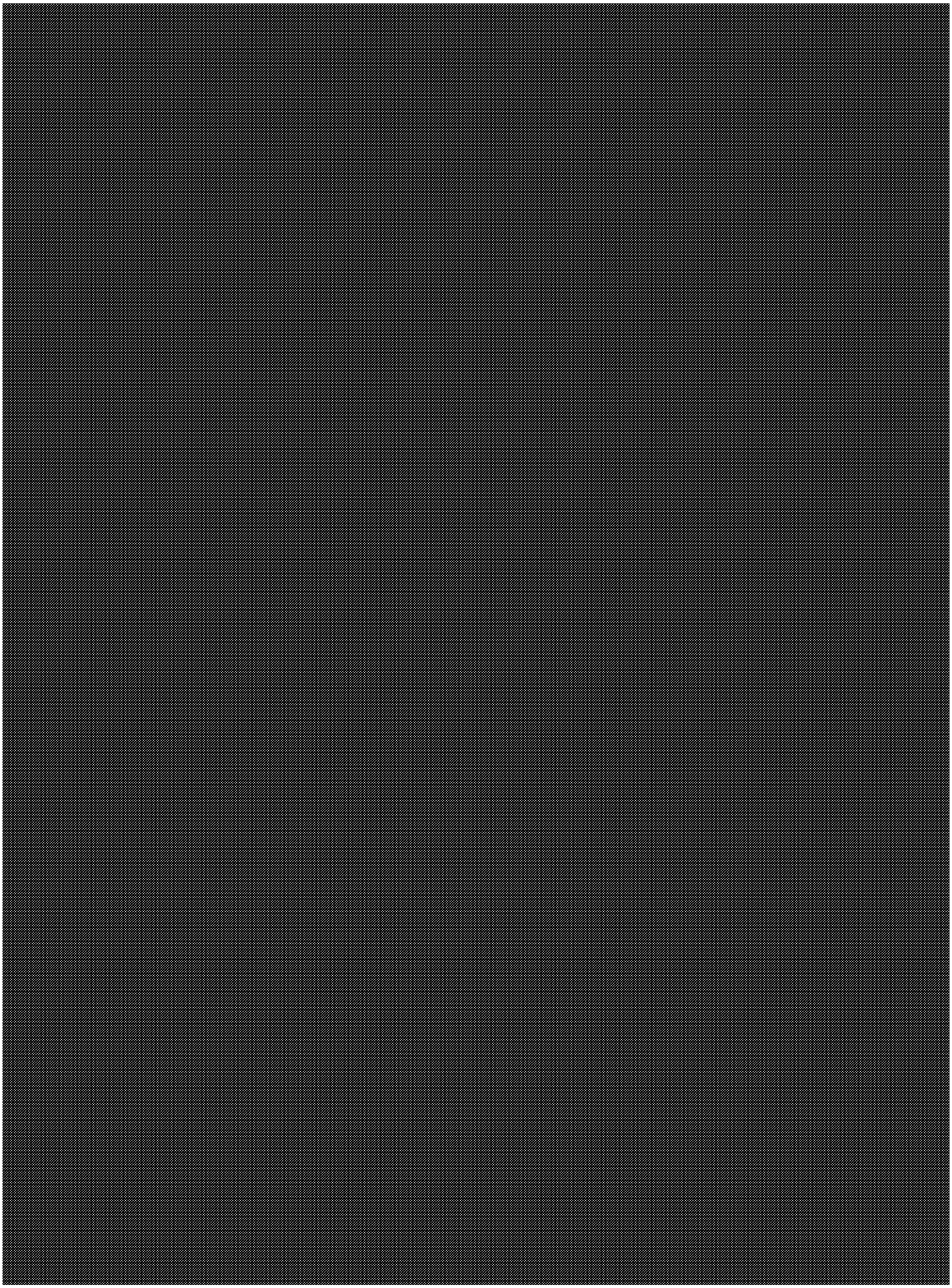
Ford Confidential - Do not forward or distribute
The following items are planned for our upcoming CCRG agenda. The time slots for your respective items are indicated next to your item. Please plan on arriving on time or a few minutes prior to your allotted agenda item if you are following another item on the agenda. We will do our best to stick to these time slots.
Please fill out the attached CCRG Template to help focus the discussion in CCRG. Please rename the file to appropriately reflect the subject matter. An electronic copy of your presentation should be ***e-mailed to Dave Smolarek (DSMOLAR3) and Shane Brezee (SBREZEE)*** by ***COB on Monday*** prior to the meeting day. Sample pictures are also incredibly helpful. Please ensure that documents are clearly labeled as ***'DRAFT'*** at top right corner of the page.

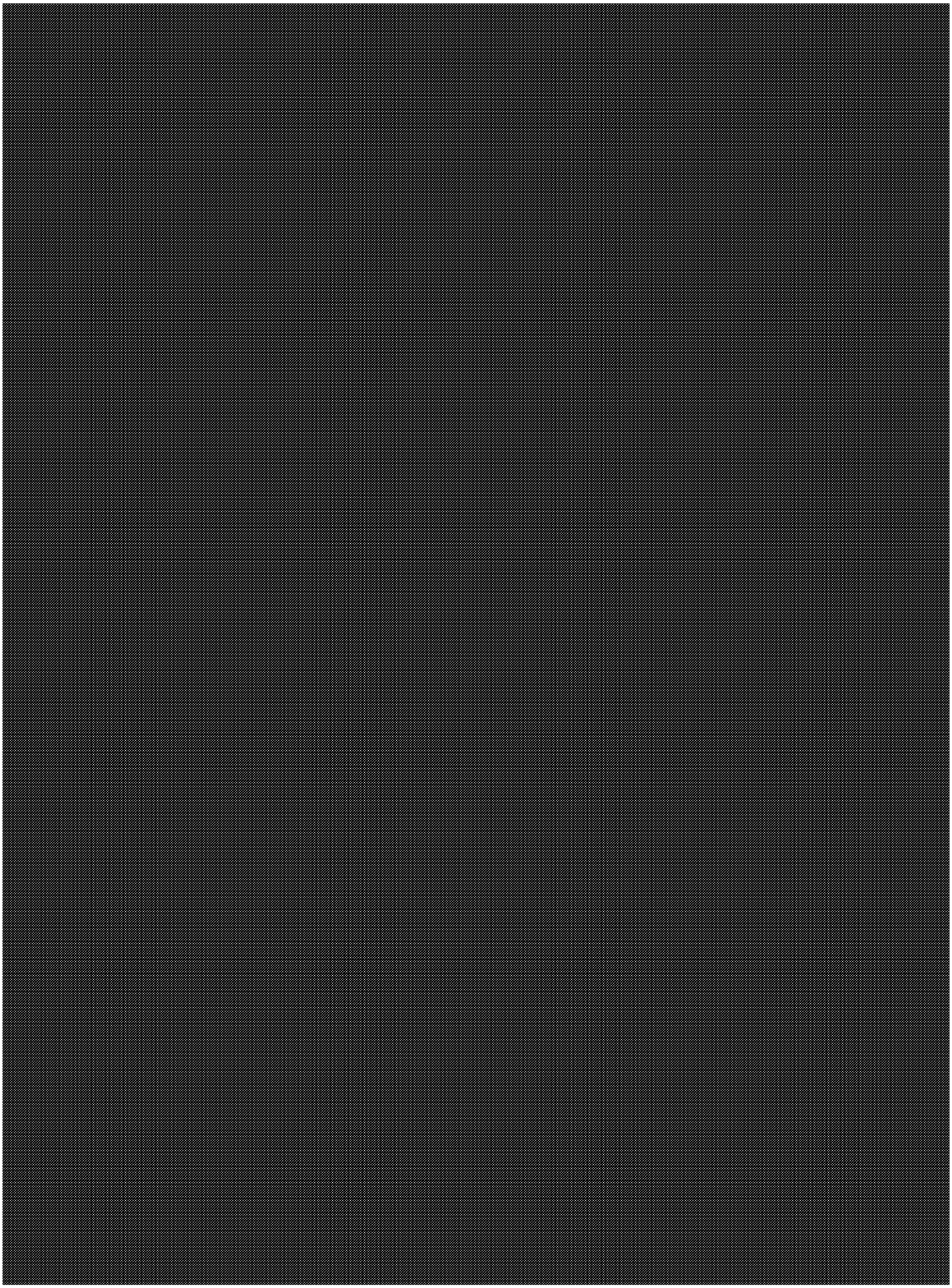
Note, to comply with GIS compliance requirements, the CCRG meeting notice has been sent to you in a separate email.

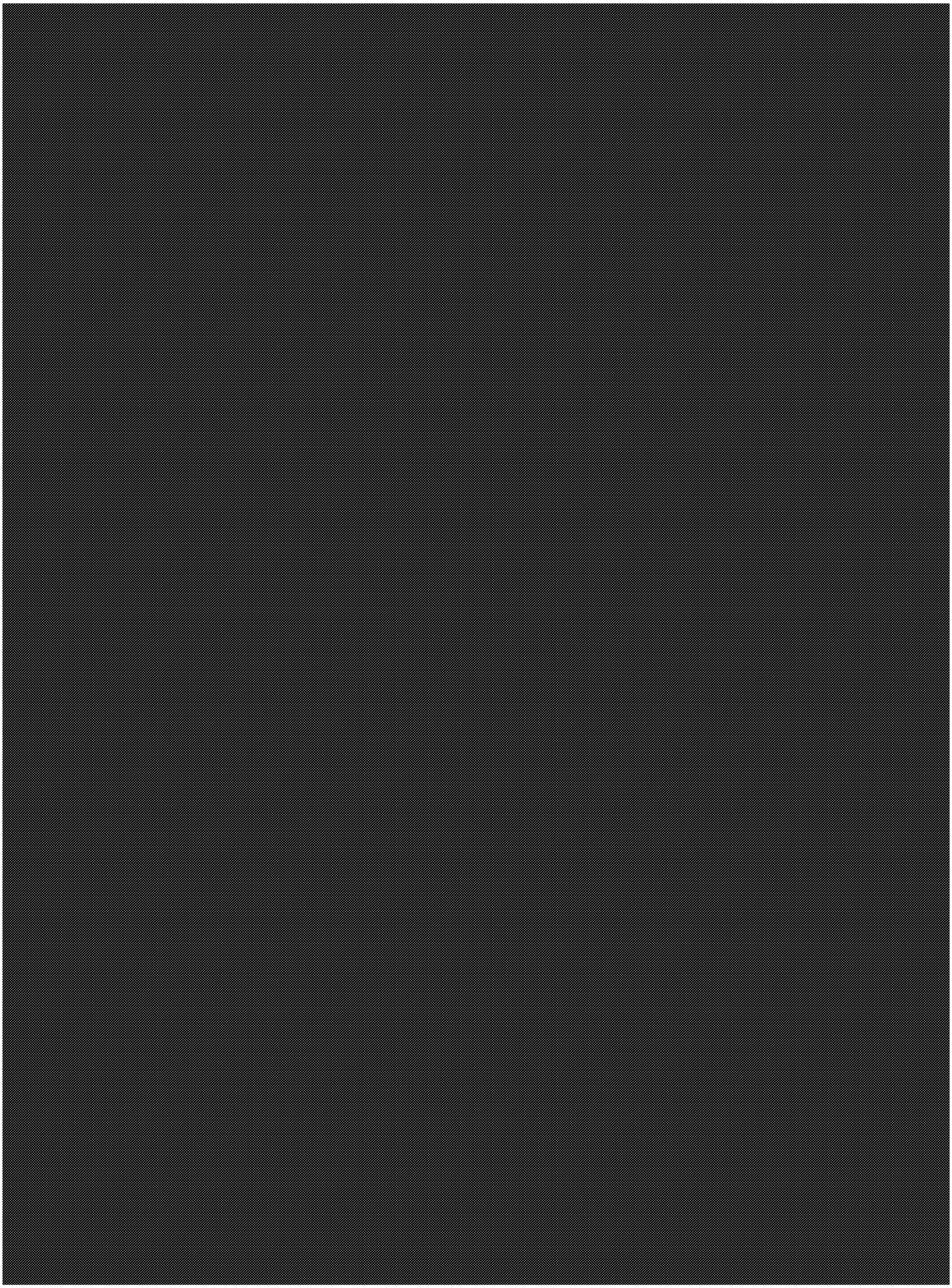
Regards,
Shane B. Brezee
Critical Concerns Manager - Car
Ford Motor Company
28-F77 PDC
26901 Oakwood, Dearborn, MI 48124
PH: [redacted]
cell: [redacted]
e-mail : sbrezee@ford.com

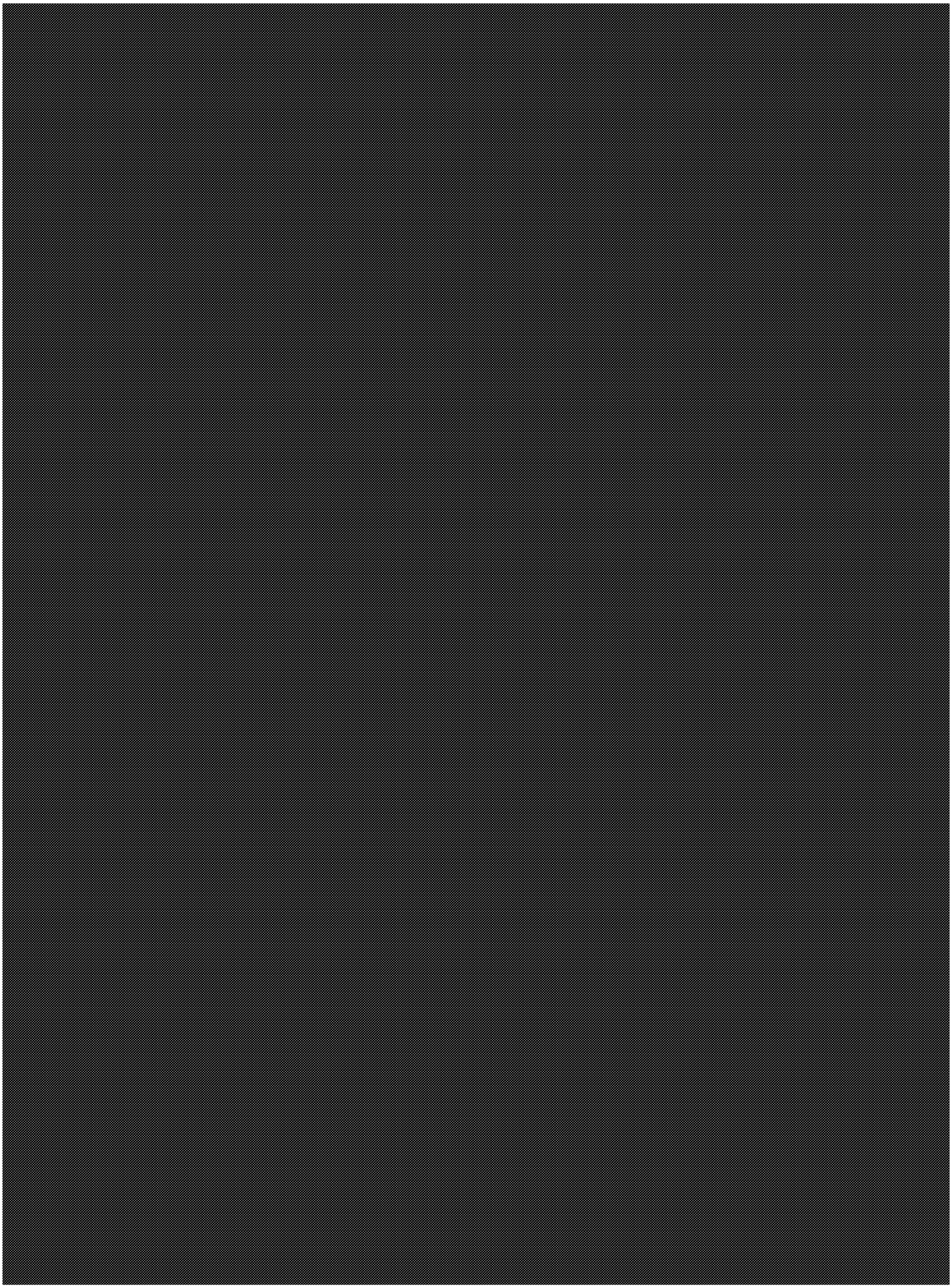
2011-2014 F150 6R80 Sudden Downshift

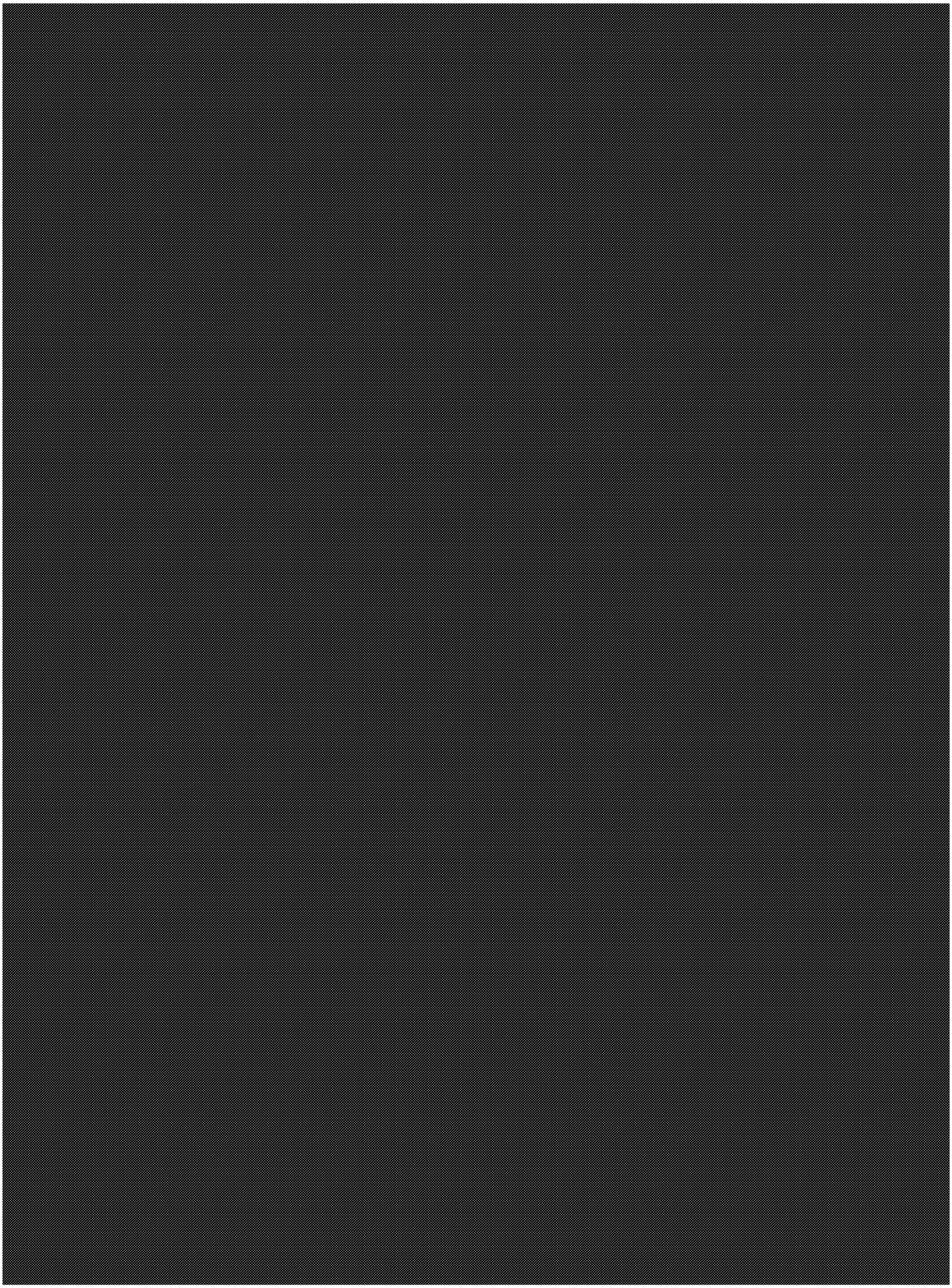
12/2/2020 TRG





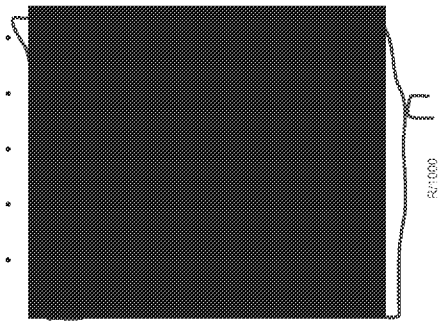


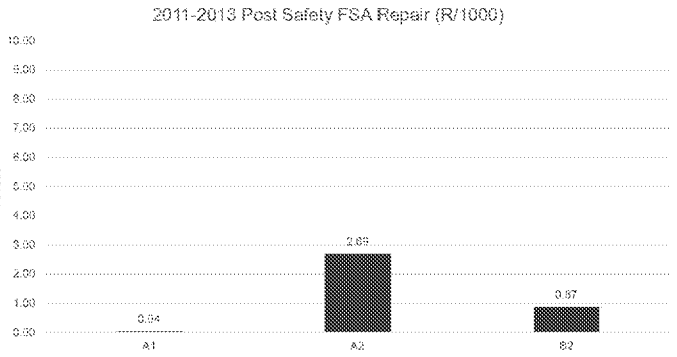




Data update (7/20/2020)

2011-2013 F-150 Post Safety FSA PCM reflash



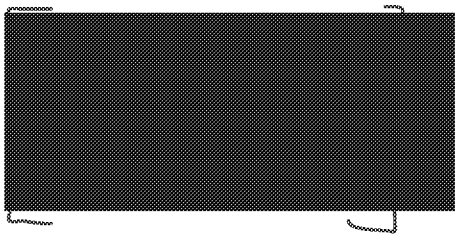


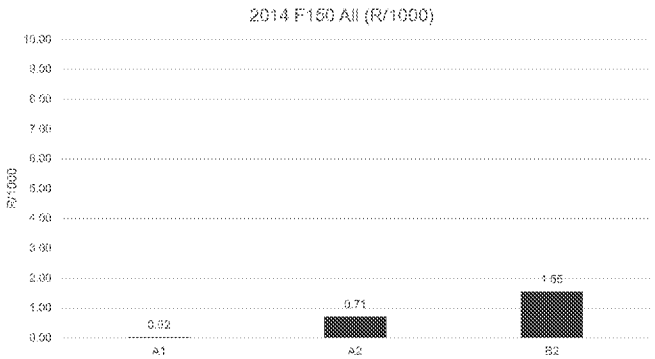
Category	Allegation
A1	Wheel Lock-Up due to Sudden (Unexpected) Downshift
A2	Sudden (Unexpected) Transmission Downshift
B1	Wheel Lock-Up Unknown Cause
B2	Harsh Downshift and Other Downshifting Issues

* Reports claiming ambiguous symptoms of 16S19, 19S07, or 19S19 were classified as A2

Data update (7/20/2020)

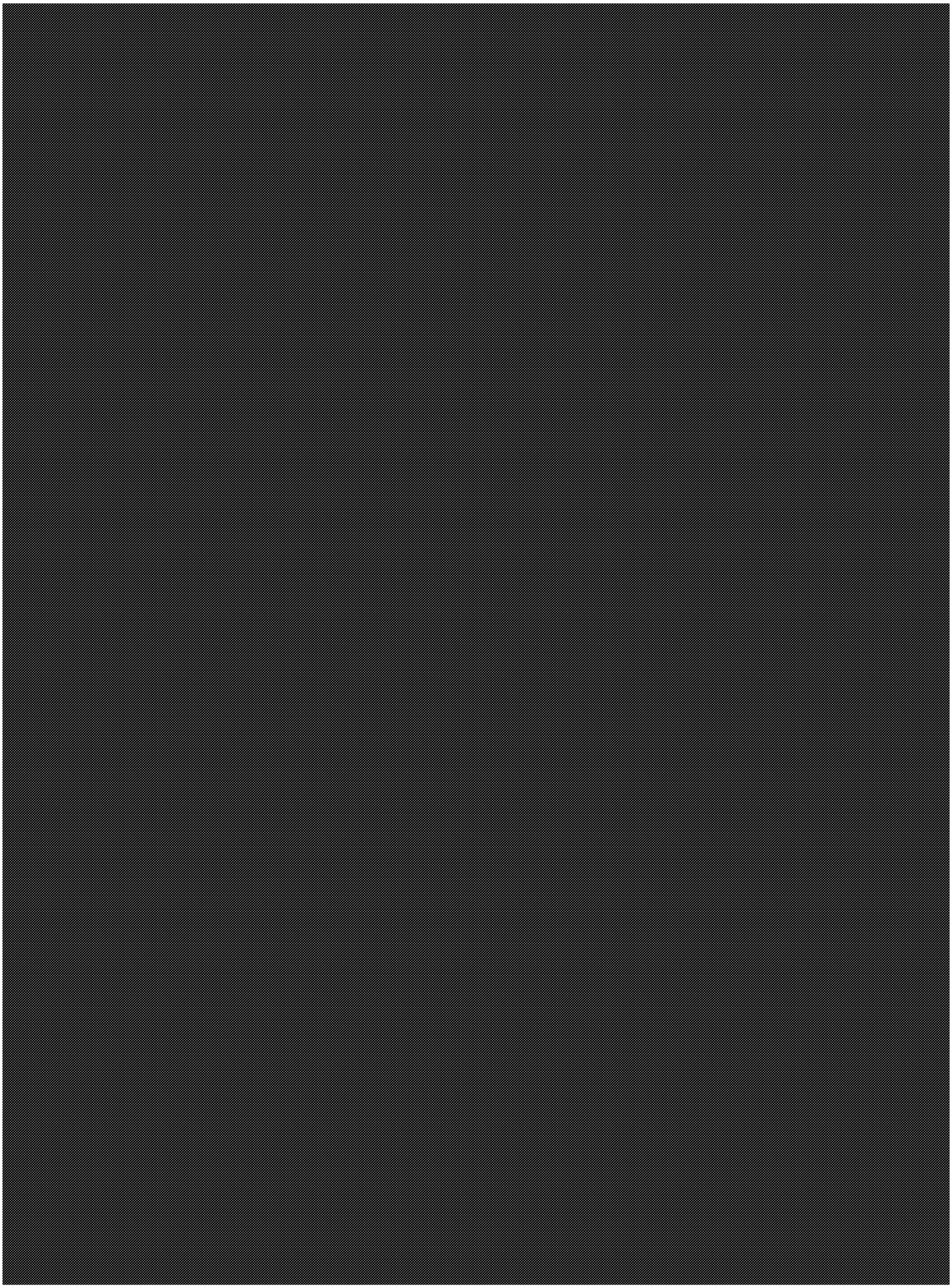
2014 F-150 6R80 Sudden Downshift

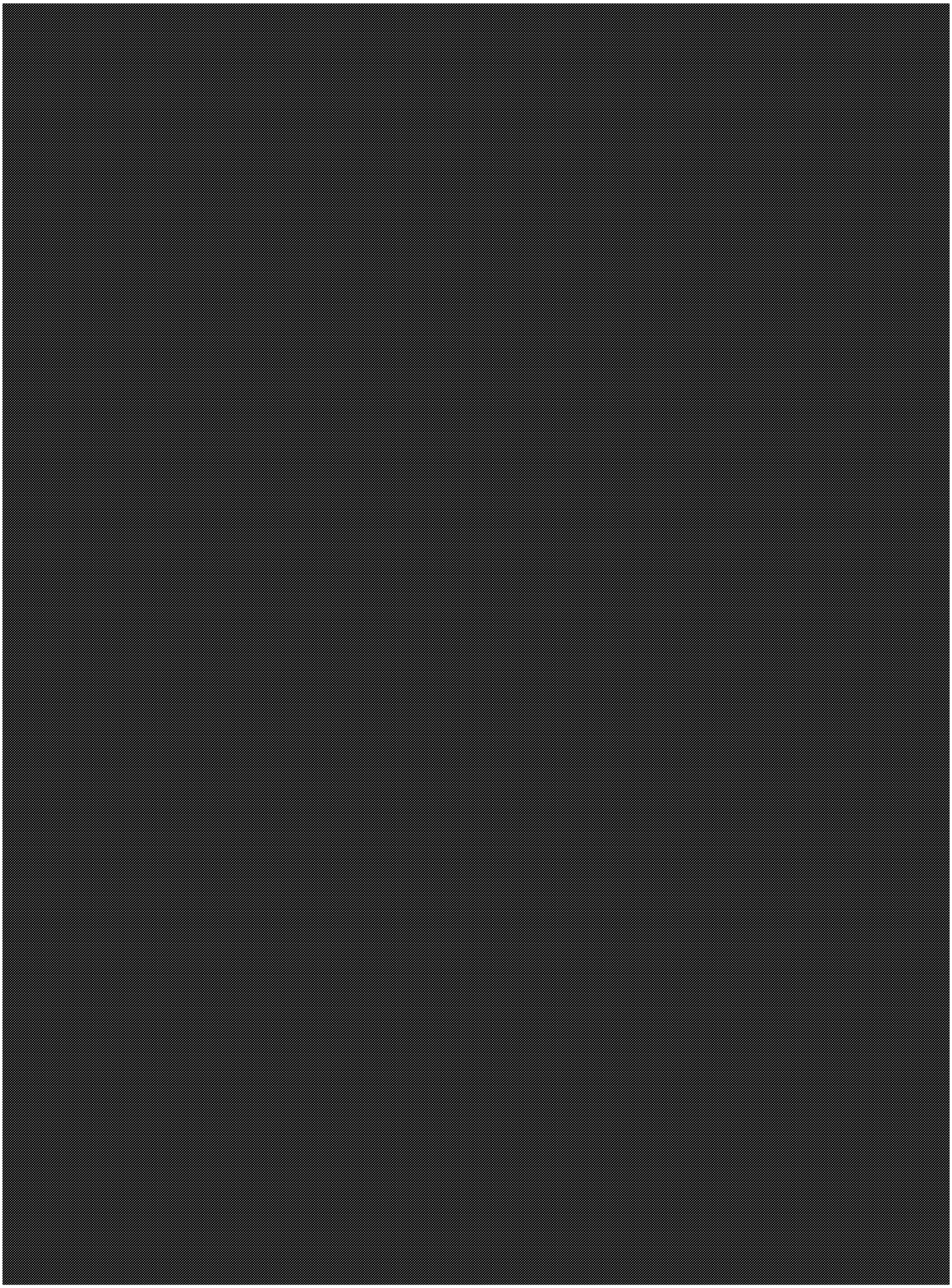


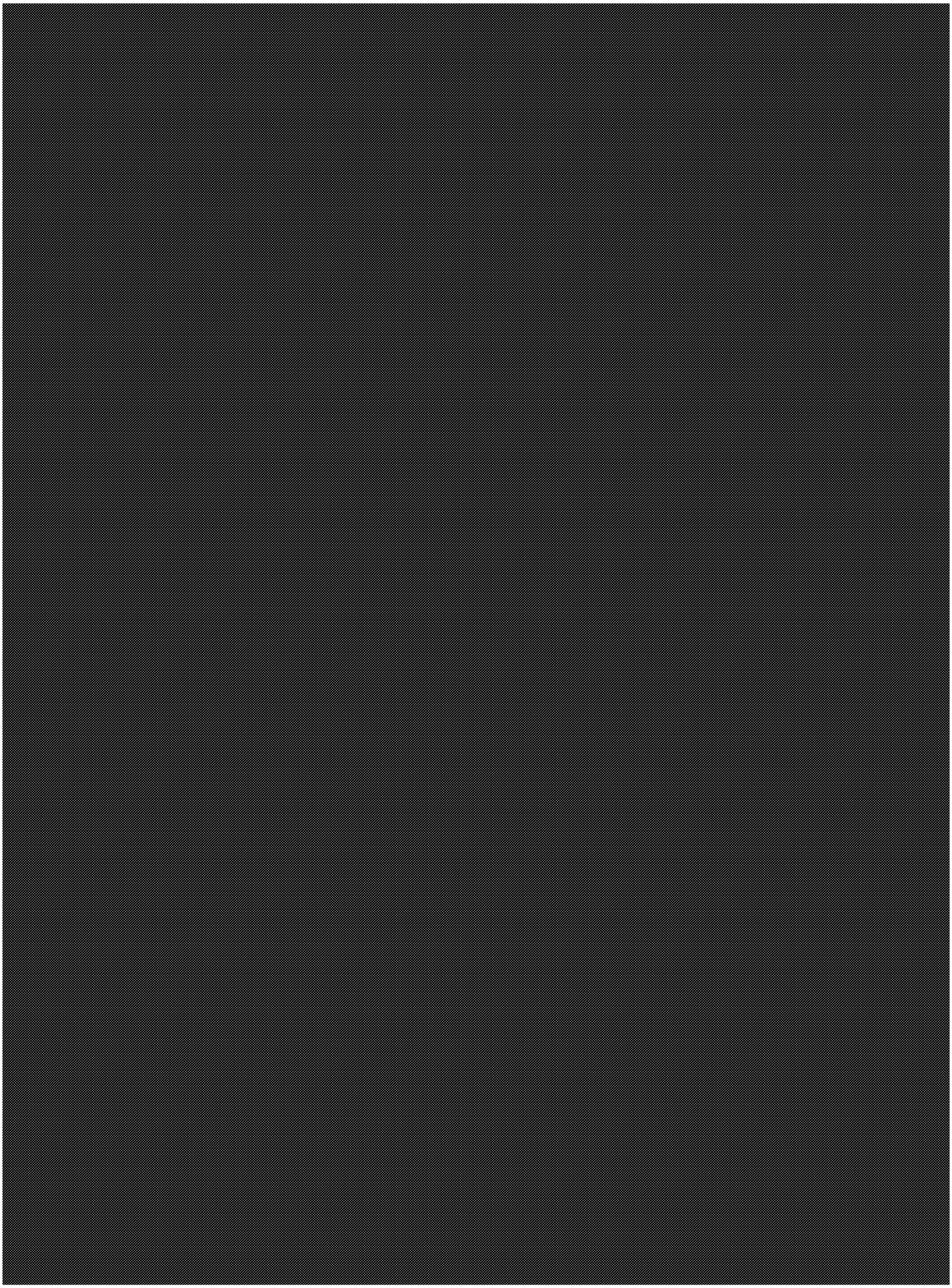


Category	Allegation
A1	Wheel Lock-Up due to Sudden (Unexpected) Downshift
A2	Sudden (Unexpected) Transmission Downshift
B1	Wheel Lock-Up Unknown Cause
B2	Harsh Downshift and Other Downshifting Issues

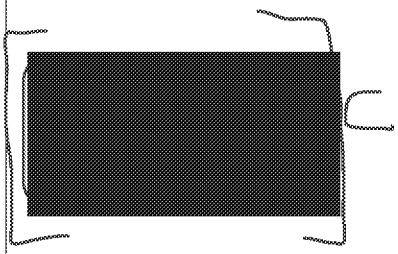
* Reports claiming ambiguous symptoms of 16S19, 19S07, or 19S19 were classified as A2

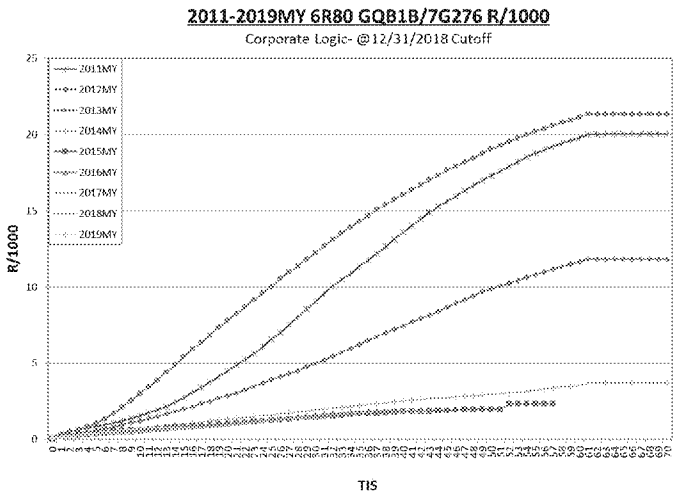


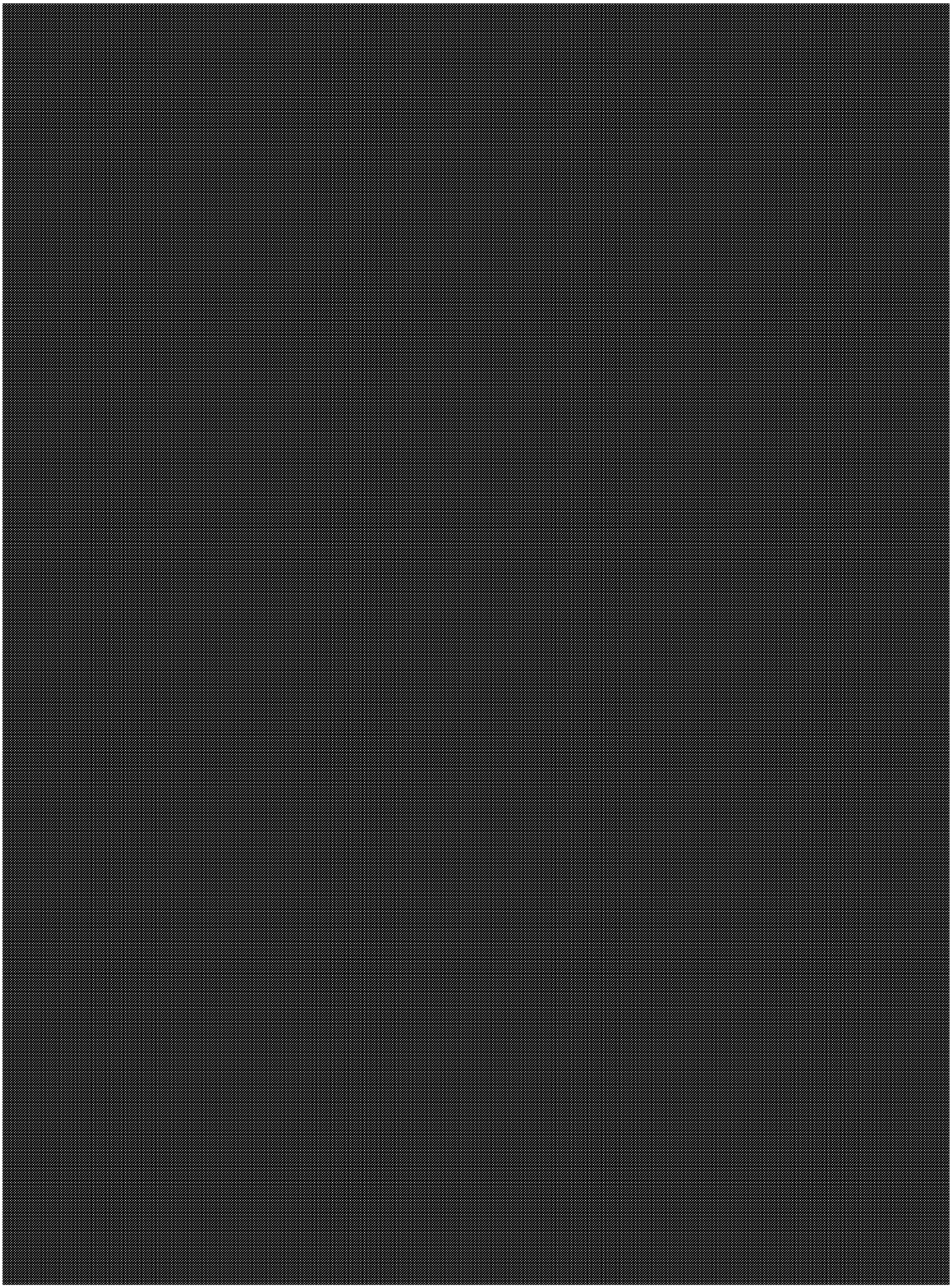


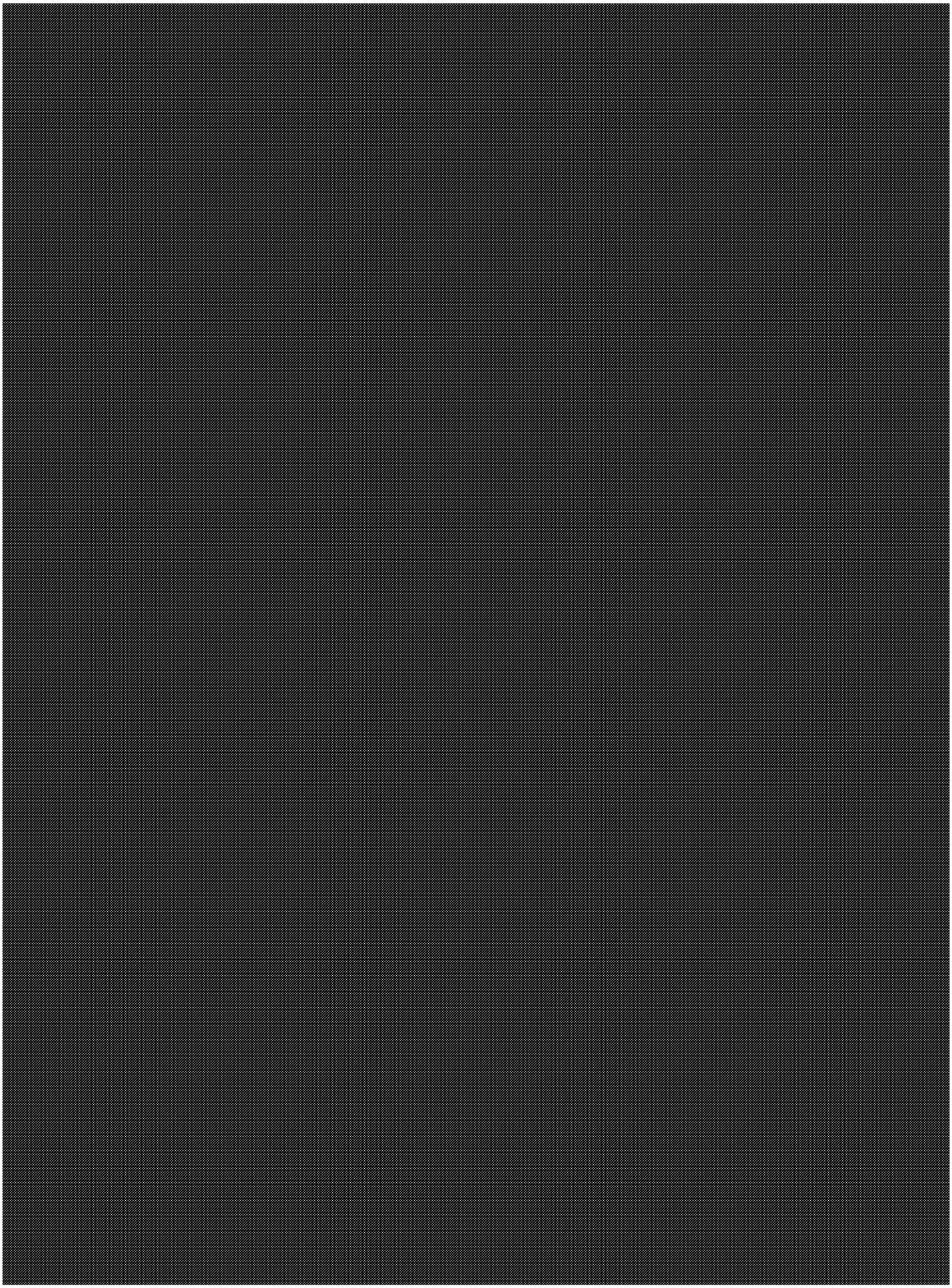


Leadframe warranty by TIS









From: Gaduski, Michael (M.) [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=9980D2ACA25F480290EABF4B94B4FC90-MGADUSKI]
Sent: 12/13/2022 12:17:44 PM
To: Bell, Darren (D.) [dbell134@ford.com]; Beyer, Laura (L.D.) [lbeyer4@ford.com]; Boehk, Karen (K.S.) [kboehk@ford.com]; Britton, Eric (E.J.) [ebritton@ford.com]
CC: Cooper, Andy (A. H.) [acoope49@ford.com]
Subject: RE: 16S19 - 6R80 Transmission - Transmission Control Module Programming
Attachments: MC20-008 2011-2014 F150 Trans Sudden Downshift Response_Draft.docx; 2011-2014 f150 6R80 FSA Populations.pptx; 2022-2333 response.docx; 2021-152 and 2021-153 Response Final.docx; 6R80 Downshift Rate Comparison.pptx; 2011-2014 F150 6R80 Sudden Downshift_8192020 NHTSA Meeting v3.pptx

All, here's some documents and responses we've given on 6R80 downshift.

Mike Gaduski
Safety Investigations Engineer
FPS| Suite 500
O: 313-845-8445
mgaduski@ford.com

From: Bell, Darren (D.) <dbell134@ford.com>
Sent: Sunday, December 11, 2022 9:47 PM
To: Gaduski, Michael (M.) <MGADUSKI@ford.com>; Beyer, Laura (L.D.) <lbeyer4@ford.com>; Boehk, Karen (K.S.) <kboehk@ford.com>; Britton, Eric (E.J.) <ebritton@ford.com>
Cc: Cooper, Andy (A. H.) <acoope49@ford.com>
Subject: RE: 16S19 - 6R80 Transmission - Transmission Control Module Programming

Thanks Mike, speak tomorrow.

VINs as requested, along with FSA applicability and customer comments in incident report to AU Gov. agency.

[redacted] – Ford Territory, production date = 17 June 2013
- Out of range (after) 16S19
[redacted]

Incident Narratives — Total = 2

AUTHOR:	Account, Service	Narrative Type:	*Original Narrative (Matter)*

Created By Date/Time 11/02/2022 5:11 PM Sealed No

Narrative:

intermittent output shaft speed sensor failed this has caused the transmission to engage first gear whilst we were driving it, it locked tyres and caused loss of control of the vehicle.

AUTHOR:	Account, Service	Narrative Type:	*Original Narrative (Outcome)*

Created By Date/Time 11/02/2022 5:11 PM Sealed No

Narrative:

They wanted us to drive the unsafe vehicle carefully 5 hours to the nearest dealer.

This was a known fault in earlier model cars that were recalled, they did not recall our model even though it is known to their service people that it is still an issue in models after the recall dates.

GENERAL VEHICLE INFORMATION: VIN [redacted]

(Related Claims)	(QLS Concerns)	(Lincoln PDI)	(QNPS)	(QLS Campaign)			
VIN:	[redacted]	Vehicle Line WERS:	C/YT - E265A TERRITORY (10-17)	Engine:	C/Q1 - 2.7L V6 24V DOHC EFI T/C DSL
Model Year:	2013	Vehicle Line GSAR:	YL - TERRITORY (FOA)	Global Engine:	E1269 - LION DIESEL V6 - DEP
Vehicle Type:	C	Vehicle Line Global:	E0 - FALCON - TERRITORY (IM-BROADMEADOWS)	Engine Plant:	EN12 - DAGENHAM
Inv. Dealer:	-	Drive Code:	C/H - 4 WHL R/H FULL TIME DRIVE	Transmission:	C/C3 - 6 SPD AUTO TRANS (6R80)
Vehicle Status Code:	800	Body Cab Style:	C/UD - 5 DOOR MAV	Global Trans:	A0807 - AT - 6R80/70/80 - LTP
Market Derived:	F - FORD	Version/Series:	C/DV - SERIES 31	Trans Plant:	AT02 - A/T LIVONIA

VEHICLE INFORMATION

VEHICLE DESCRIPTION: **2012 Territory (FOA)**
BODY STYLE: **5 Door MAV**
ENGINE: **Lion Diesel 2.7 V6 (140KW)**
ENGINE CALIBRATION:
TRANSMISSION: **6 Speed Automatic Trans (6R80)**
FUEL TYPE: **Diesel**
Sold to Fleet: **NO**

VERSION/SERIES: **SERIES 31**
DRIVE TYPE: **4 WHL R/H FULL TIME DRIVE**
AXLE RATIO: **3.46 FINAL DRIVE RATIO**
AXLE CODE:
WHEEL SIZE: **7.5J X 18" Cast Alloy Wheel**
TIRE:
Retail sales type:

ADDITIONAL INFORMATION

PAINT COLOR: **VANISH**
PAINT CODE:
GROSS VEHICLE WEIGHT:
RADIO: **Premium AM/FM Stereo W/6 CD Player**

OUTSTANDING FIELD SERVICE ACTIONS

NO CAMPAIGN MESSAGE(S) FOUND

WARNING MESSAGES

GENERAL WARRANTY INFORMATION

WARRANTY START DATE: **10-July-2013**
BUILD DATE: **17-June-2013**
RELEASE DATE:
SALE MILEAGE:

WARRANTY COVERAGE

NO WARRANTY COVERAGE MESSAGE(S) FOUND

- [redacted] - Ford Ranger, production date = 27 April 2012
- In range. 16S19 completed, 16N02 expired without repair.

Incident Narratives — Total = 3

AUTHOR: Account, Service — Narrative Type: *Original Narrative (Matter)*

Created By Date/Time 10/03/2022 8:50 PM — Sealed: No

Narrative:

Relation to recall REC-000300
Speed sensor fault comes up and there is sudden gear changes at speed causing wheels to skid and loose traction

AUTHOR: Account, Service — Narrative Type: *Original Narrative (Outcome)*

Created By Date/Time 10/03/2022 8:50 PM — Sealed: No

Narrative:

Was told that by the dealer the recall was fixed by a computer remapping, but continuing issues called ford and they said as there is no outstanding recall not there problem

GENERAL VEHICLE INFORMATION: [redacted]

(Related Claims) (QLS Concerns) (Lincoln PDI) (QNPS) (QLS Campaign)

VIN:	[redacted]	Vehicle Line WERS:	T/KD - P375A RANGER (11-23)	Engine:	T/SA - PUMA 3.2 DOHC EFI I5 DSL 200PS
Model Year:	2012	Vehicle Line GSAR:	K6 - RANGER	Global Engine:	E013B - PUMA DIESEL I5 - AAT
Vehicle Type:	T	Vehicle Line Global:	K3 - RANGER (P375) (IM-RAYONG-AAT)	Engine Plant:	END1 - RAYONG ASSEMBLY PLANT-THAILAND
Inv. Dealer:	`	Drive Code:	T/G - 4 WHL R/H PART TIME DRIVE	Transmission:	T/C3 - 6 SPD AUTO TRANS (6R80)
Vehicle Status Code:	800	Body Cab Style:	T/BC - DOUBLE CAB (CREW CAB)	Global Trans:	A0807 - AT - 6R60/70/80 - LTP
Market Derived:	F - FORD	Version/Series:	T/GB - XL SERIES	Trans Plant:	AT08 - A/T LIVONIA

BUILD INFORMATION:

(Window Sticker) (MVP Info) (Software)

Region Built:	IM - INTERNATIONAL MARKET	Assembly Plant:	D2 - AAT- RAYONG ASSEMBLY PLT-LS	Vehicle Load Date:	30-APR-2012
Country Built:	THA - THAILAND	Production Date:	27-APR-2012	Vehicle Maintenance Date:	18-SEP-2016

Model Year - 2012 Claim Key [redacted] **Note: All costs are in US dollars**

Vehicle Information		Claim Information	
Model Year:	2012	Document Number:	350610
Market Derived:	F - FORD	Repair Date:	29-NOV-2017
Body/Cab Type:	T/BC - DOUBLE CAB (CREW CAB)	Distance:	87919
Version/Series:	T/GB - XL SERIES	TIS:	67
Drive Type:	T/G-4 WHL R/H PART TIME DRIVE	FCC Auth:	S
Vehicle Line:	T/KD-P375A RANGER (11-23)	GSAR Load Date:	01-DEC-2017
WERS Engine Code:	T/SA-PUMA 3.2 DOHC EFI I5 DSL 200PS	Transaction Code:	9
WERS Transmission Code:	T/C3-6 SPD AUTO TRANS (6R80)		
Warranty Start Date:	21-JUN-2012		
Production Date:	27-APR-2012		
VIN:	MNAUMFF50CW116964	**Expense Information**	
Dealer Information		Customer Paid Amount:	.00
		Deductible Amount:	.00
Dealer Name:	ANDREW MIEDECKE	Dealer Paid Amount:	.00
Dealer Code:	25350 - PI	Labor Cost:	17.21
Address:	100 HASTINGS RIVER DR	VAT:	1.75
City:	PORT MACQUARIE	Misc. Expense Amount:	1.80
State:	AU Zip Code: 2444	Part Markup Amount:	.00
Country:	AUS Region Code: IM	Material Cost:	.20
Phone:	(02-) 583955	Total Cost Gross:	17.46

CONCERN INFORMATION:

Cust. Concern Code:	A99 - ADMINISTRATIVE (PARTS RETURN/ETC.)
Condition Code:	79 - SPECIAL CODE: USE ONLY AS INSTRUCTED
Technician Comments:	REPROGRAM PCM USING IDS VERSION 102.00 OR HIGHER CERTAIN TERRITORY VEHICLES BUILT FROM SEPTEMBER 19, 2011 THROUGH FEBRUARY 5, 2013 CERTAIN RANGER VEHICLES BUILT FROM NOVEMBER 8, 2011 THROUGH NOVEMBER 7, 2012.
Customer Comments:	CARRY OUT RECALL 16519

Regards,
DARREN BELL
Senior Engineer – Vehicle Investigations

T: [redacted]

Ford Australia
1735 Sydney Rd, Campbellfield VIC 3061 Australia

From: Gaduski, Michael (M.) <mgaduski@ford.com>
Sent: Saturday, 10 December 2022 8:17 AM
To: Beyer, Laura (L.D.) <lbeyer4@ford.com>; Bell, Darren (D.) <dbell134@ford.com>; Boehk, Karen (K.S.) <kboehk@ford.com>; Britton, Eric (E.J.) <ebritton@ford.com>
Cc: Cooper, Andy (A. H.) <acoope49@ford.com>
Subject: RE: 16S19 - 6R80 Transmission - Transmission Control Module Programming

Darren,

Eric and I have a lot of the background on the 6R80 sudden downshift FSAs. We can help answer your questions.

It's been a bit since I've looked at the global vehicles, so I'll have to check on some of the older files on Monday. Let's plan to meet up early next week to discuss.

While I'm looking into the files, can you send me the VINs so I can see where they fall in the populations?

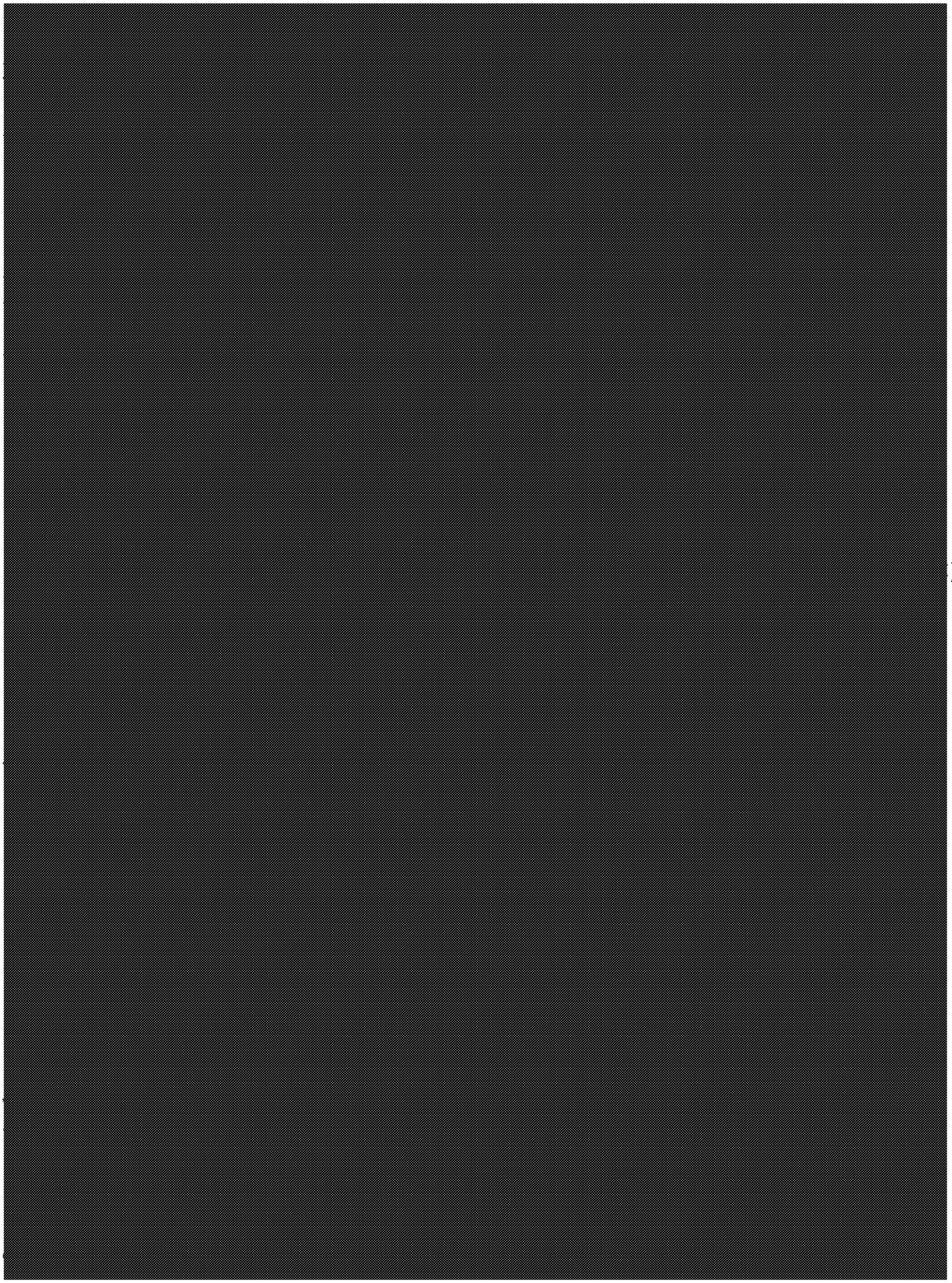
Thanks,
Mike Gaduski
Safety Investigations Engineer
FPS| Suite 500
O: 313-845-8445
mgaduski@ford.com

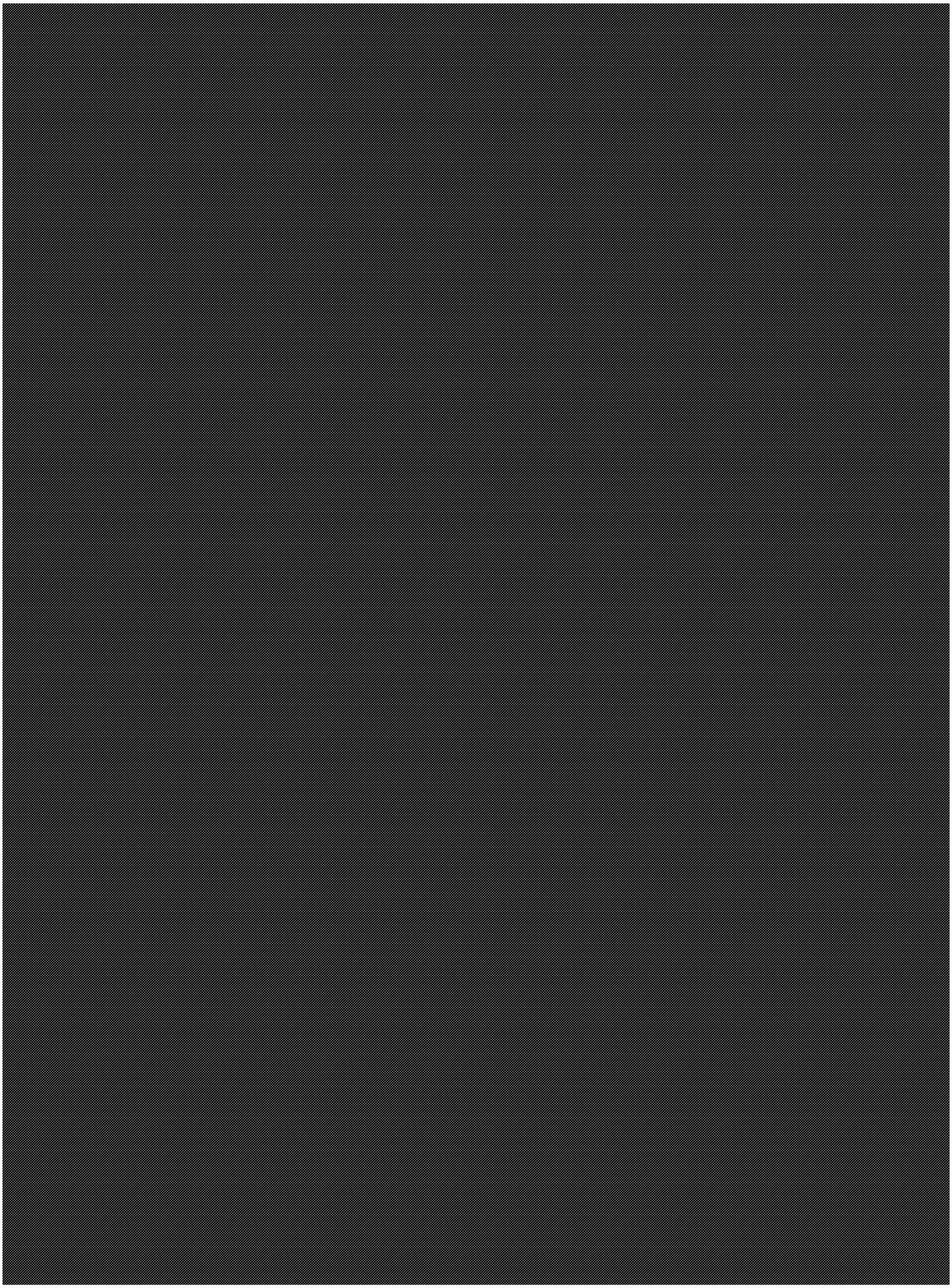
From: Beyer, Laura (L.D.) <lbeyer4@ford.com>
Sent: Friday, December 09, 2022 10:03 AM
To: Bell, Darren (D.) <dbell134@ford.com>; Boehk, Karen (K.S.) <kboehk@ford.com>; Gaduski, Michael (M.) <MGADUSKI@ford.com>
Cc: Cooper, Andy (A. H.) <acoope49@ford.com>
Subject: RE: 16S19 - 6R80 Transmission - Transmission Control Module Programming

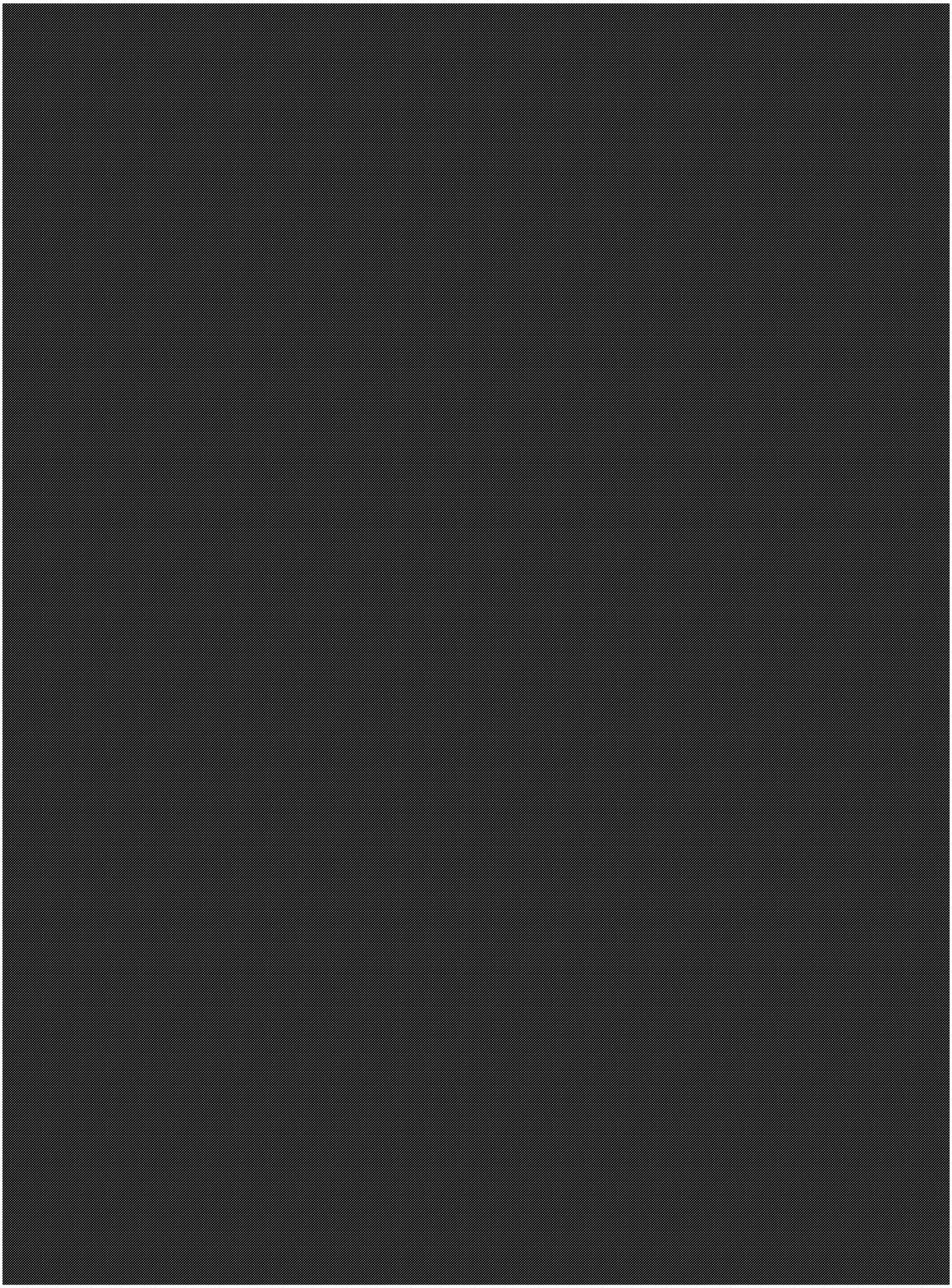
Hello Darren,
I am including Mike Gaduski here, as he has background on this topic.

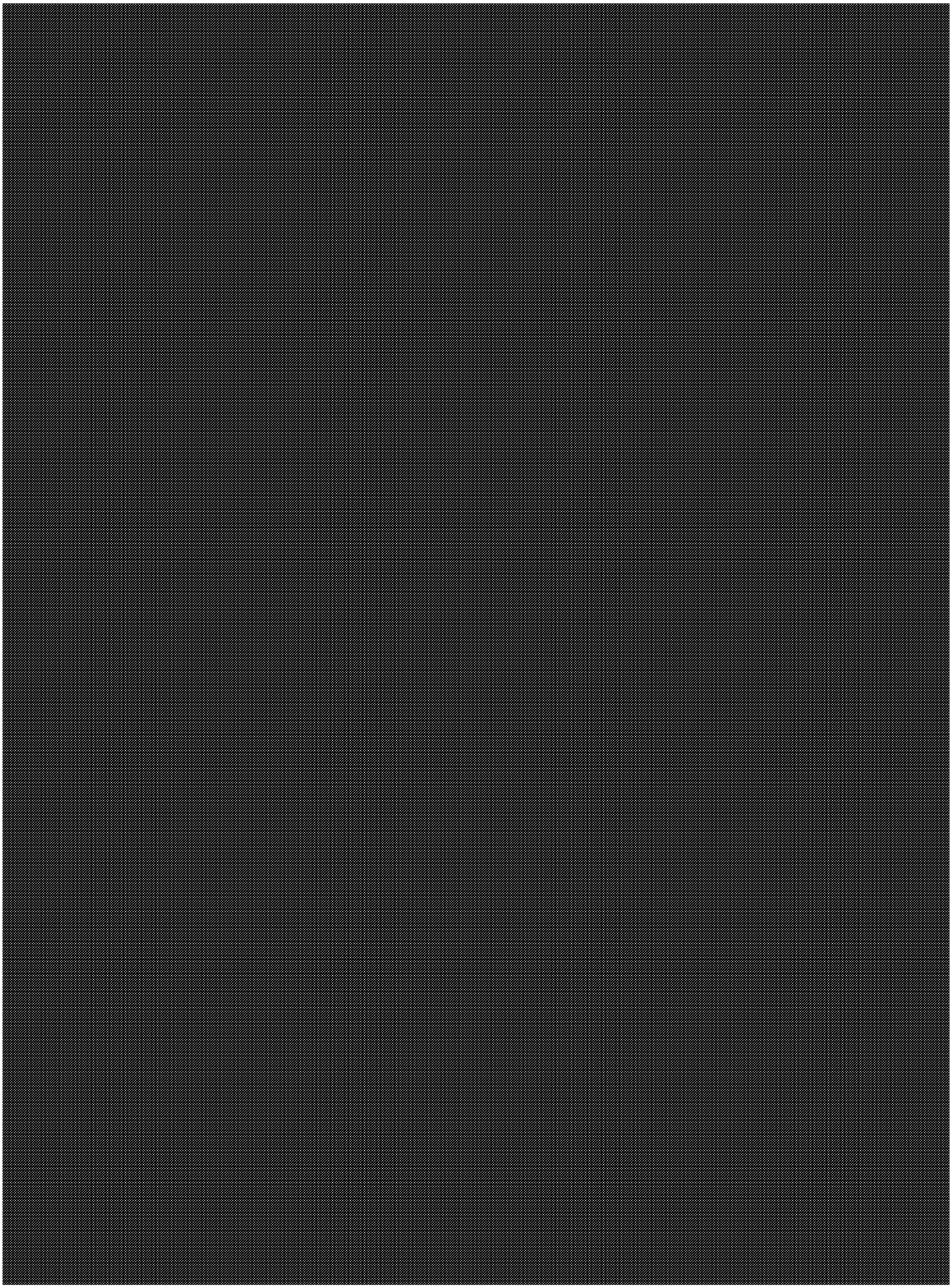
Mike, let's discuss how we can help Darren.

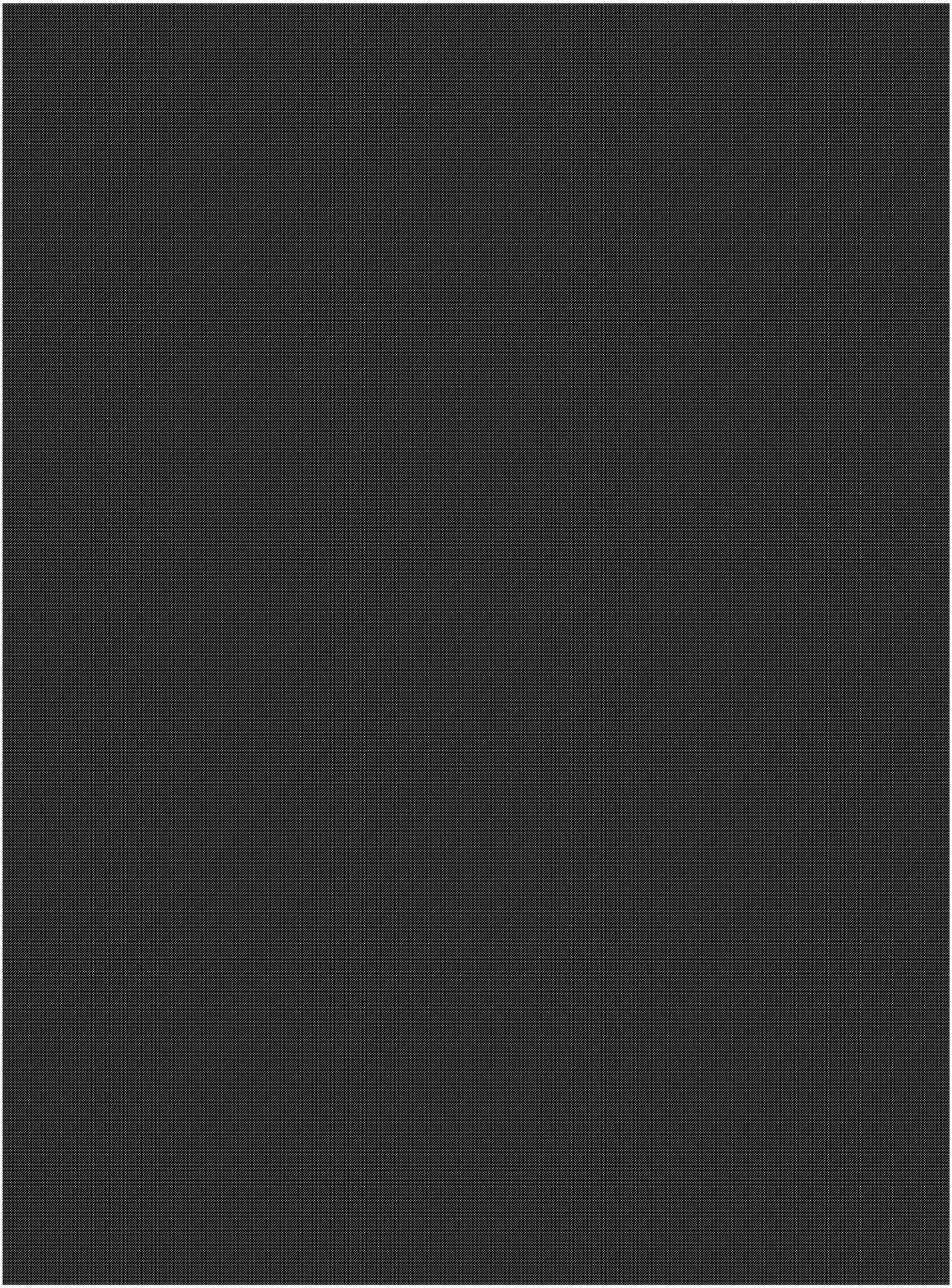
Laura Beyer
Manager, Safety Investigations|Truck CCRG Chair
Automotive Safety Office
Ford Motor Company
[redacted] (mobile)

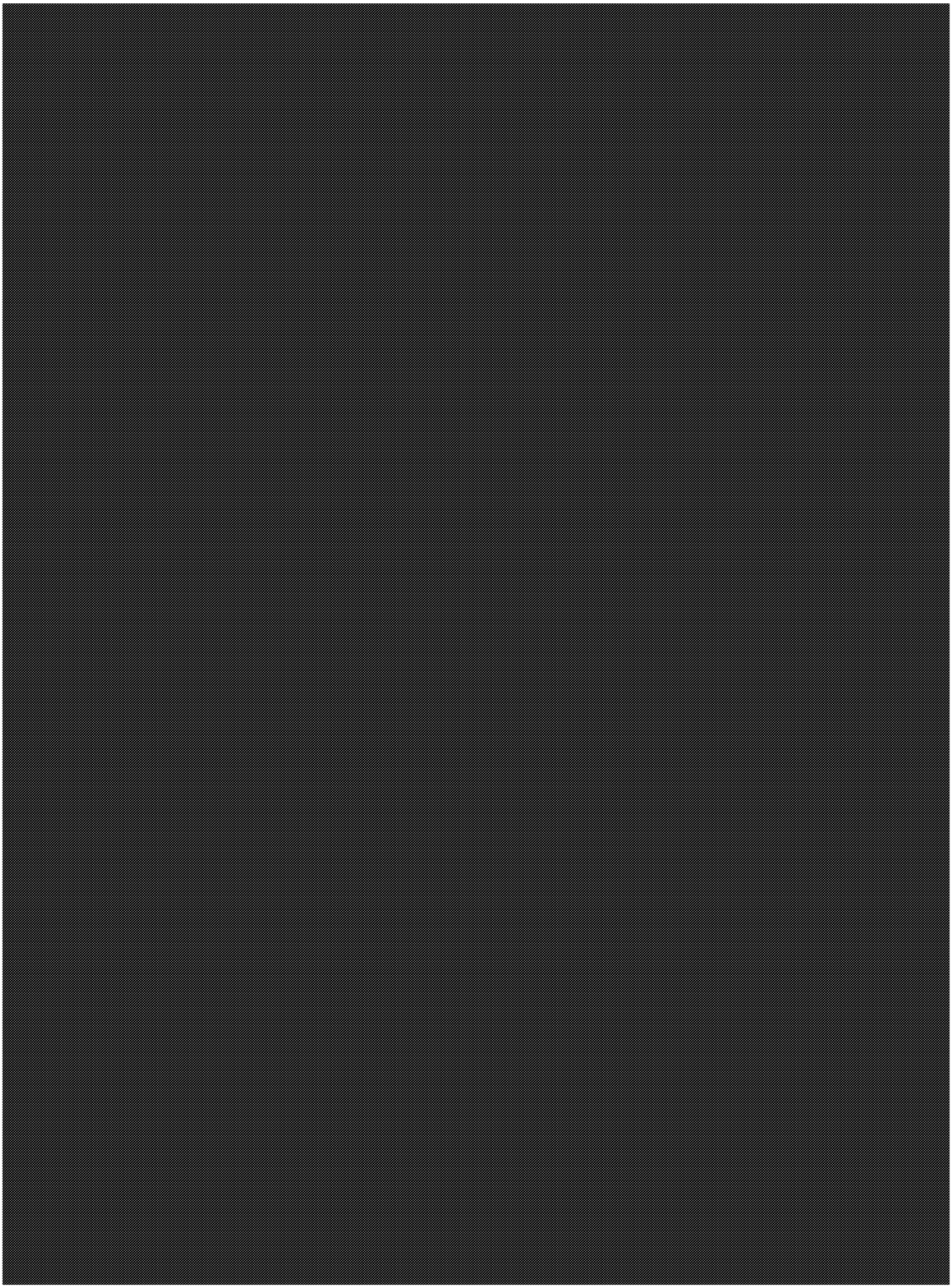


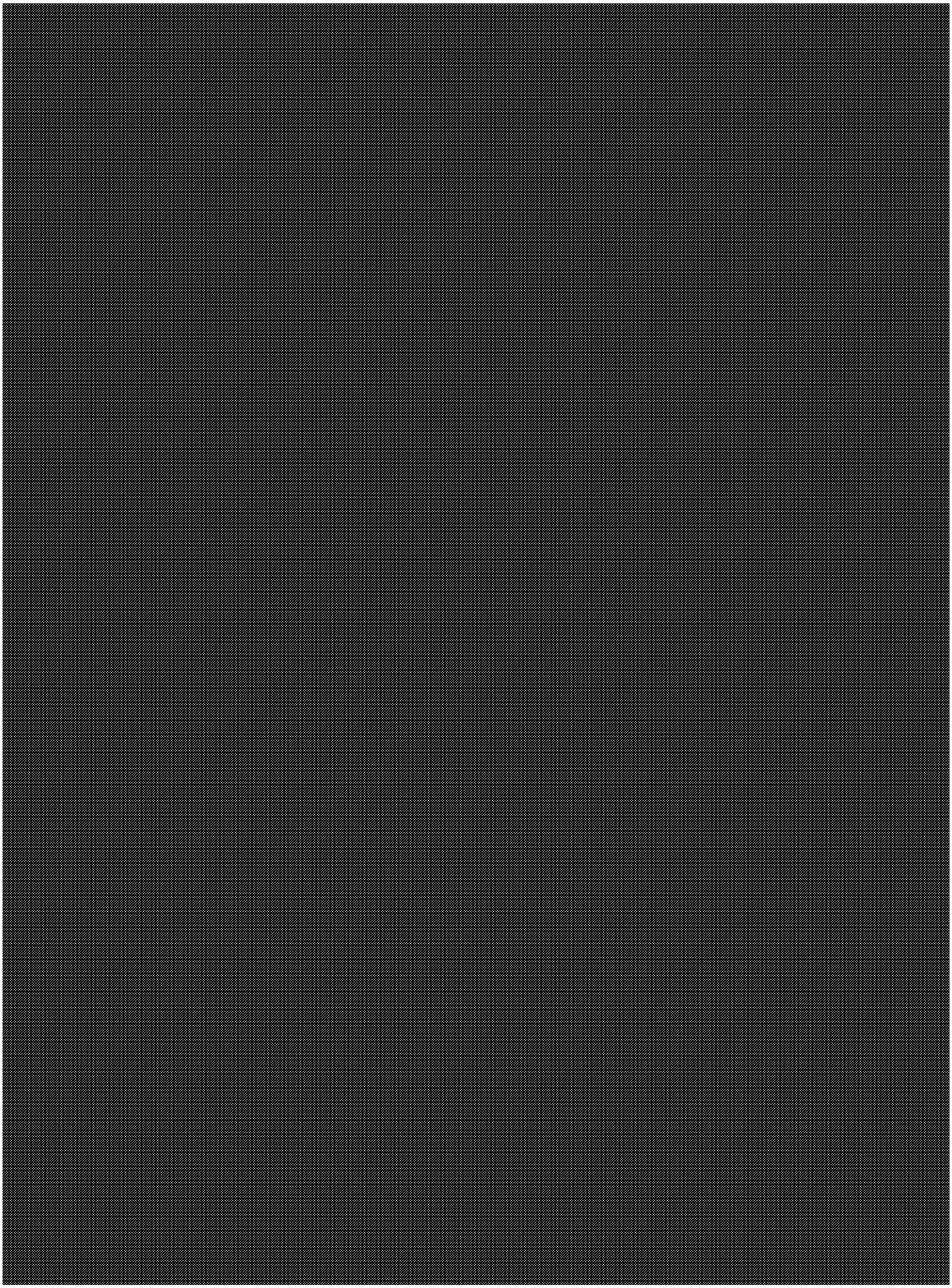


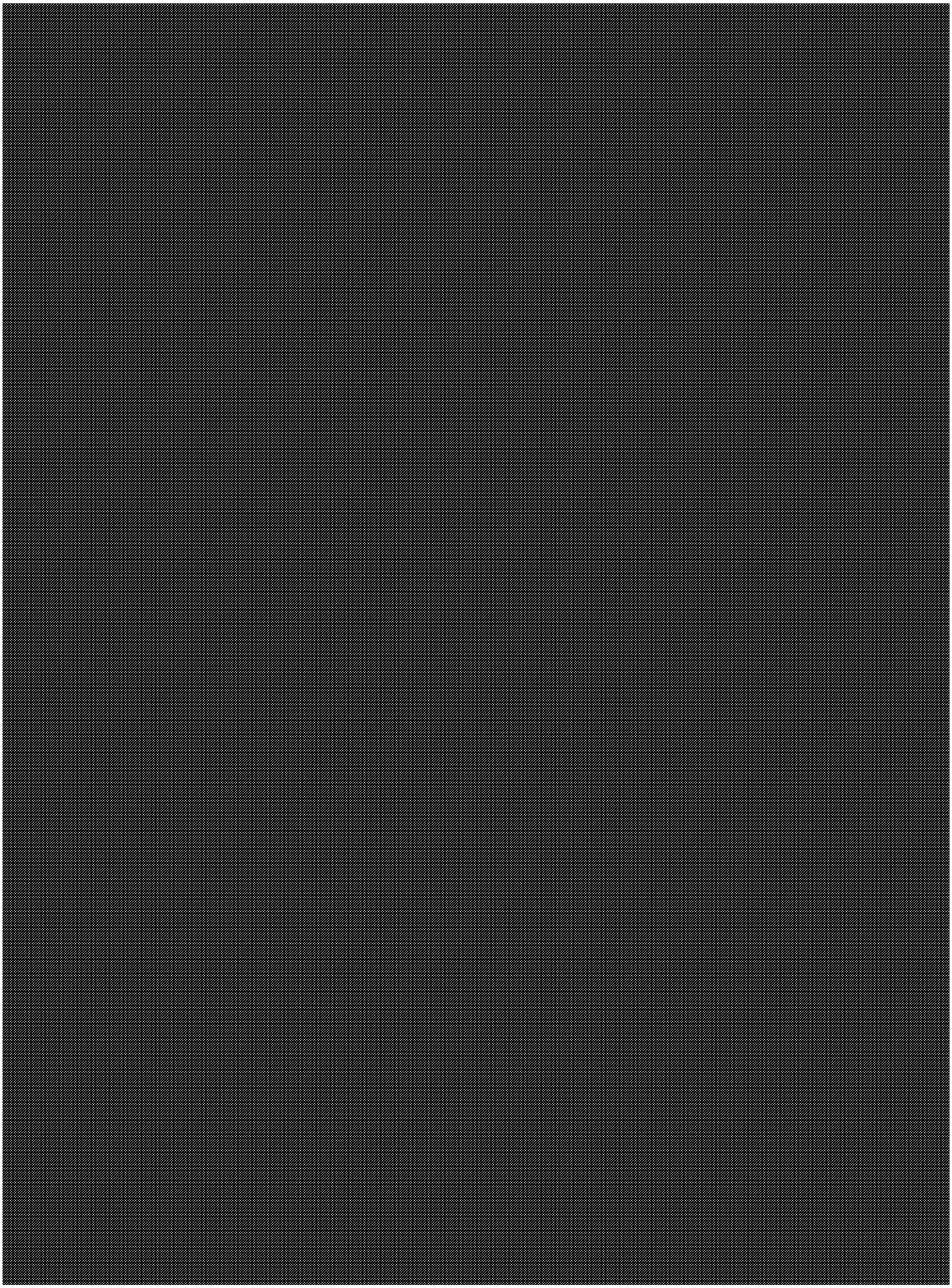




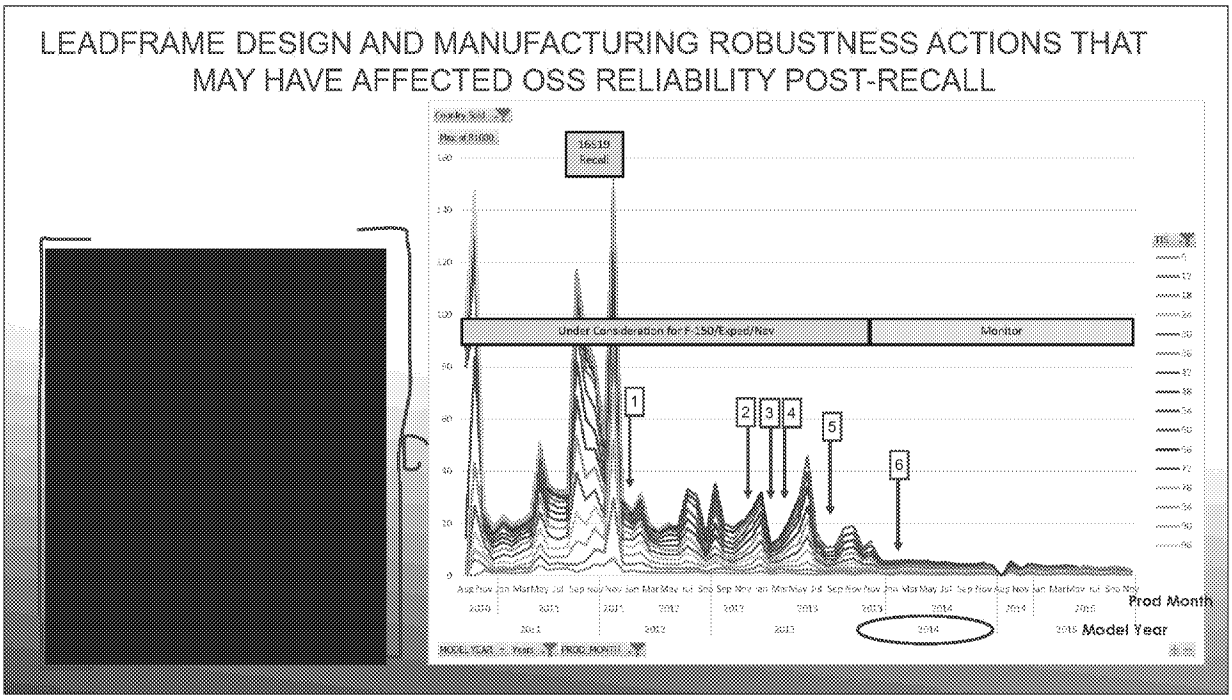


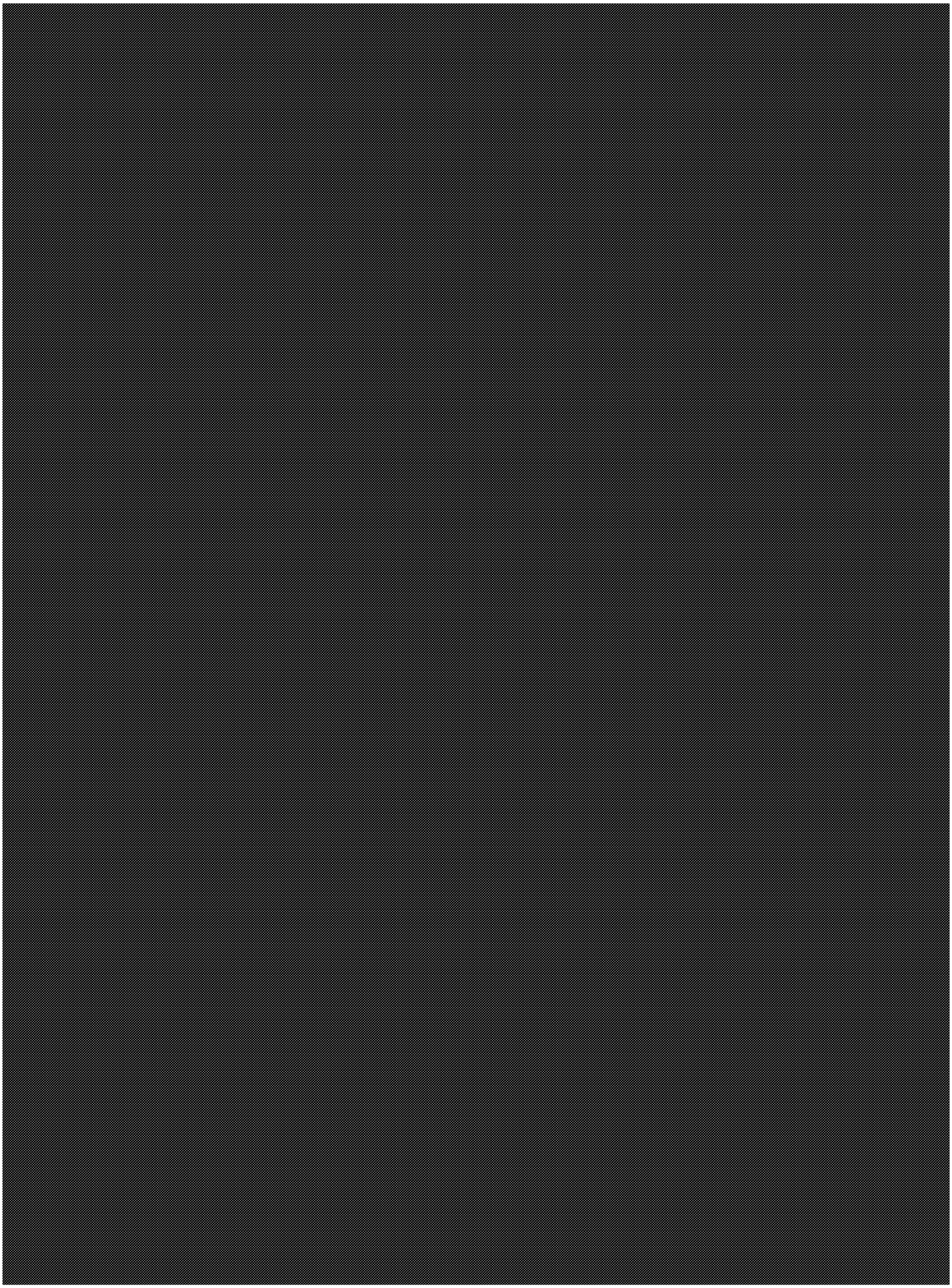


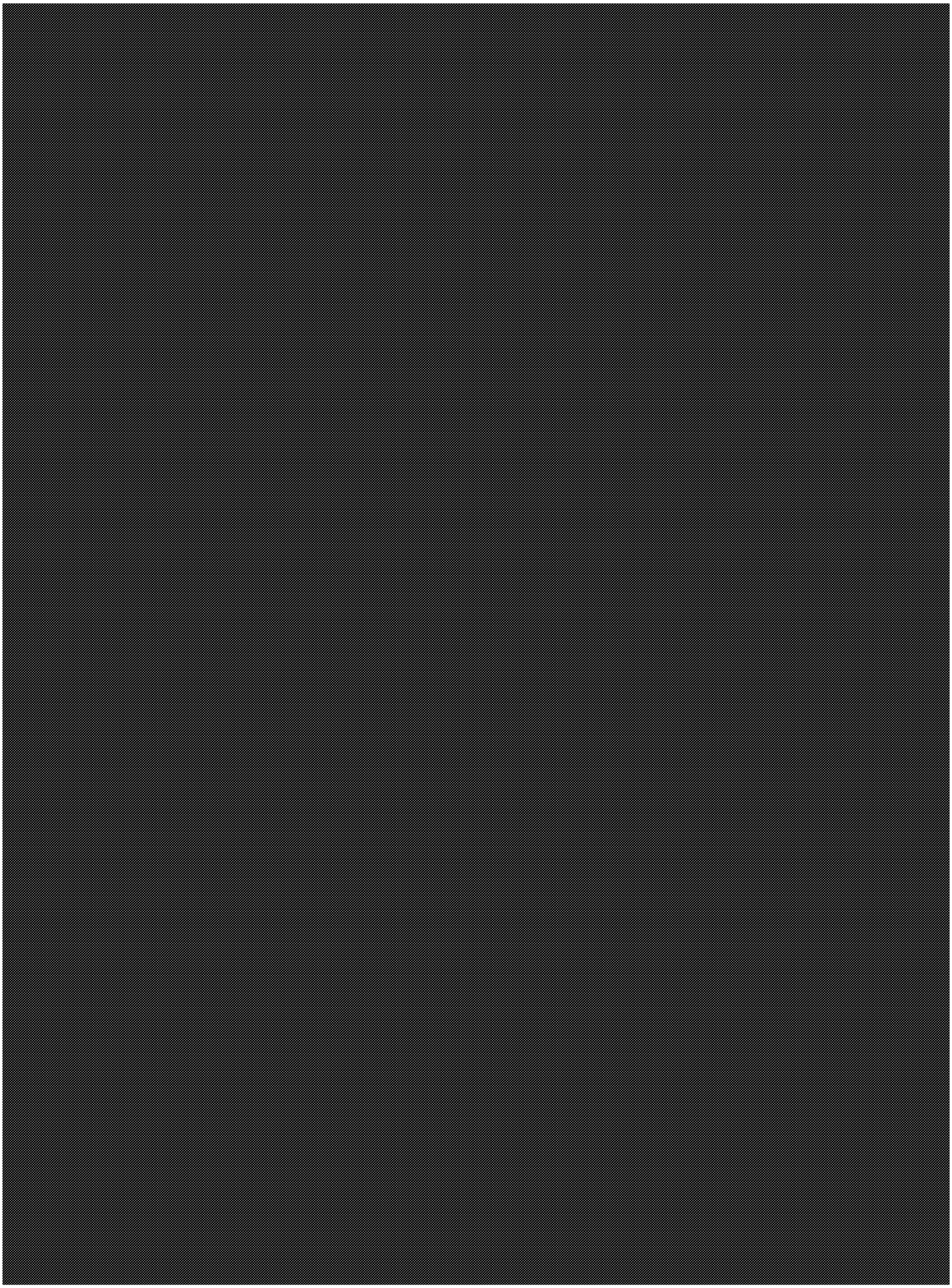


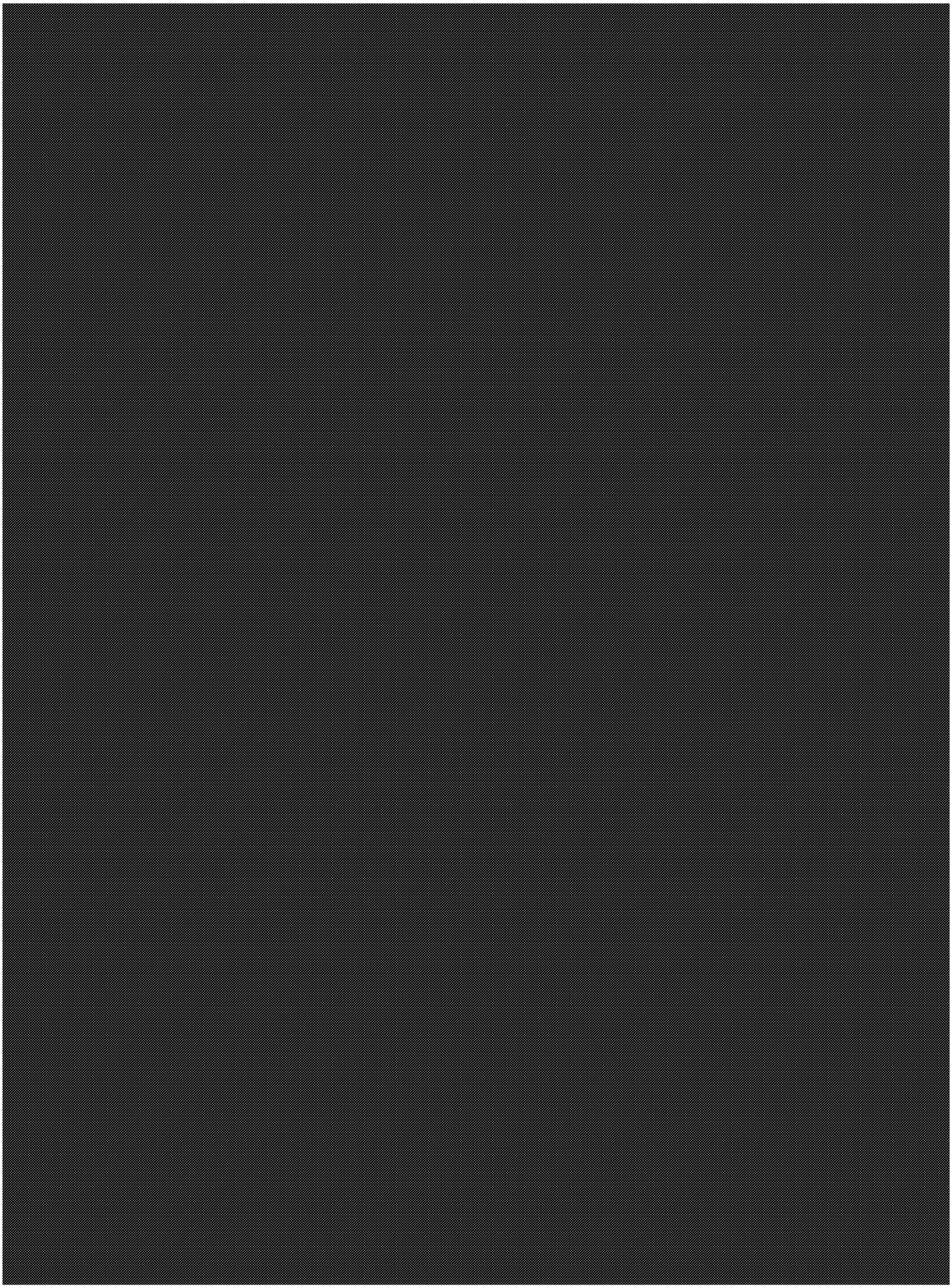


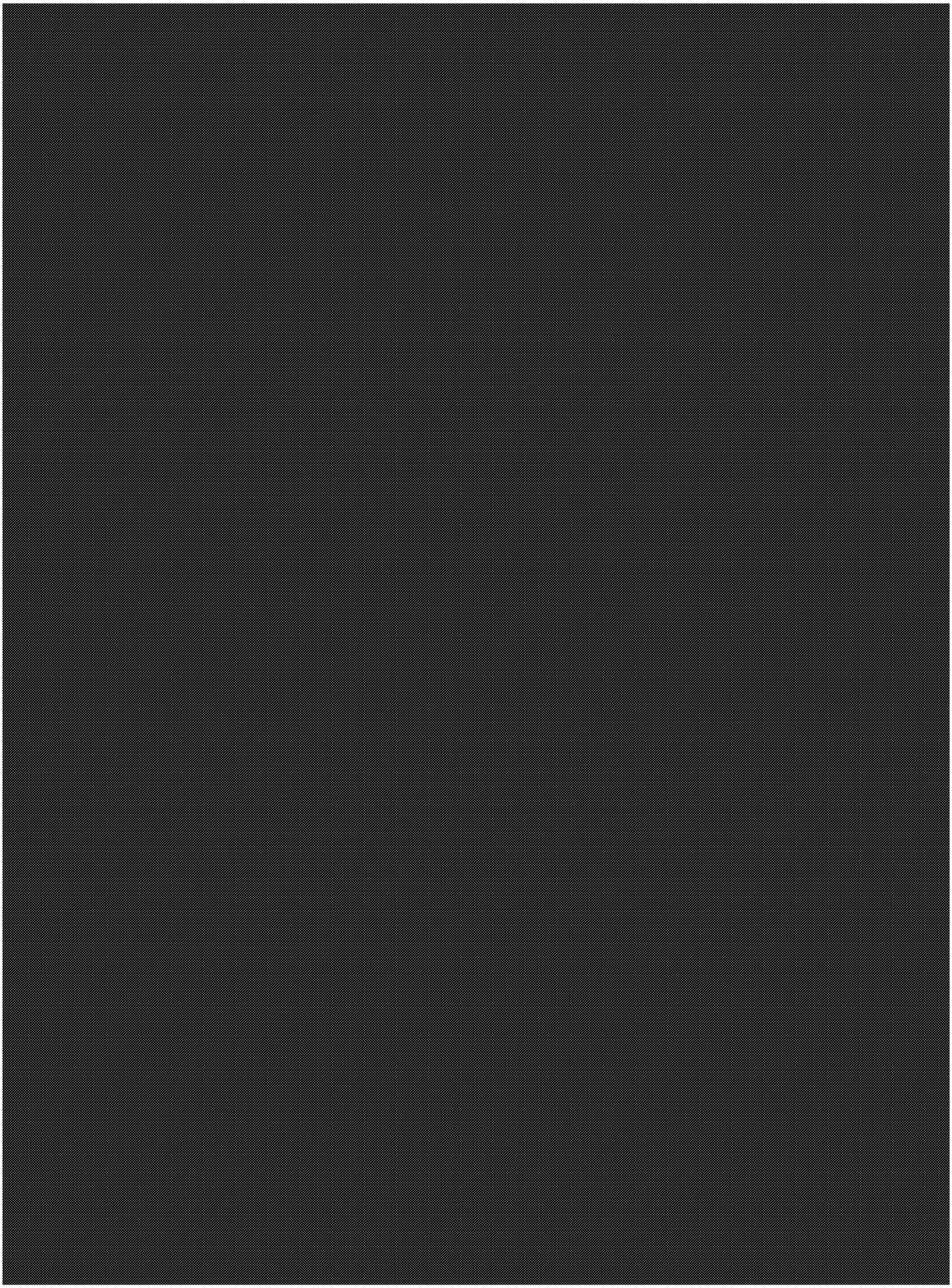
LEADFRAME DESIGN AND MANUFACTURING ROBUSTNESS ACTIONS THAT MAY HAVE AFFECTED OSS RELIABILITY POST-RECALL

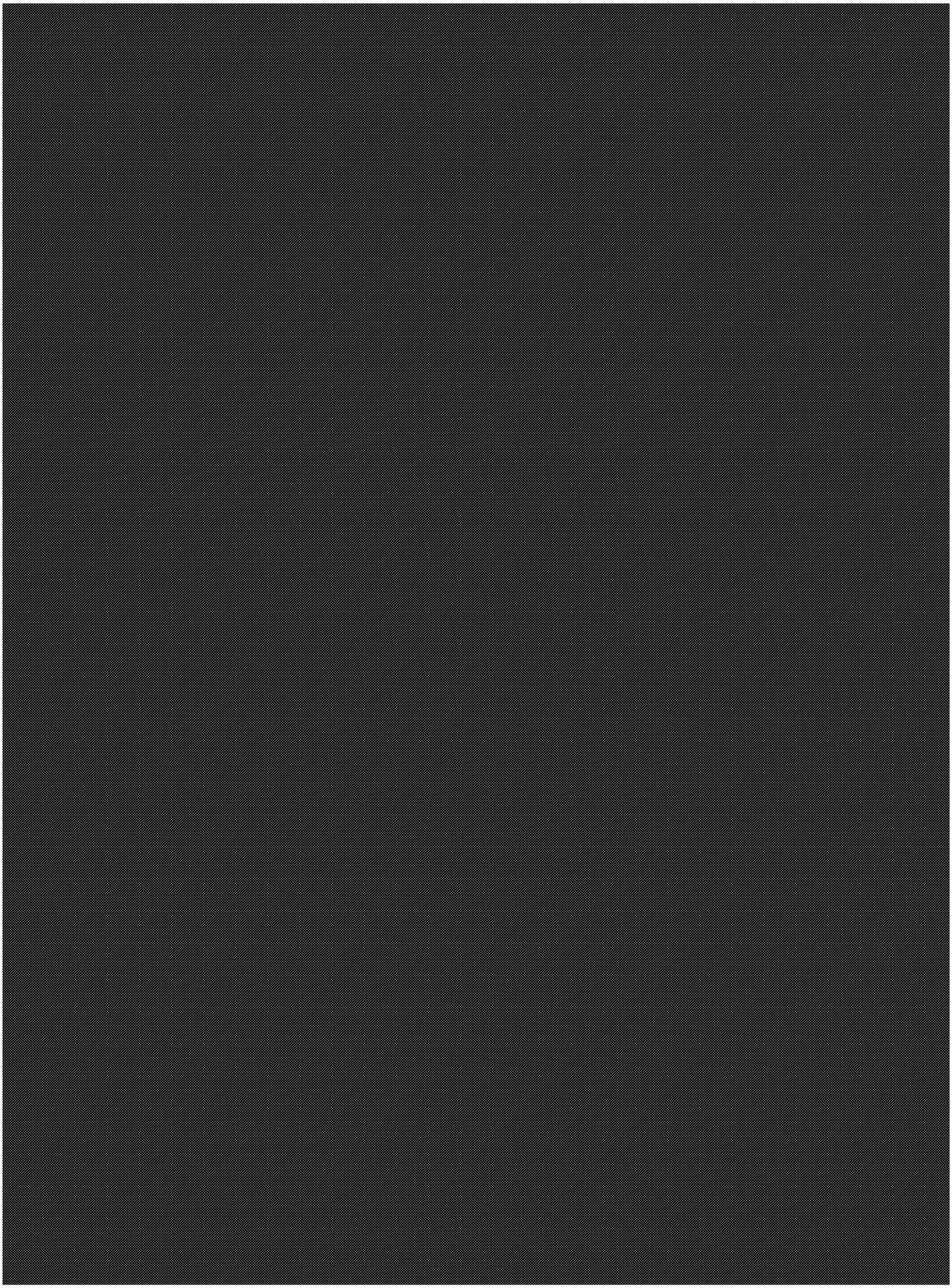


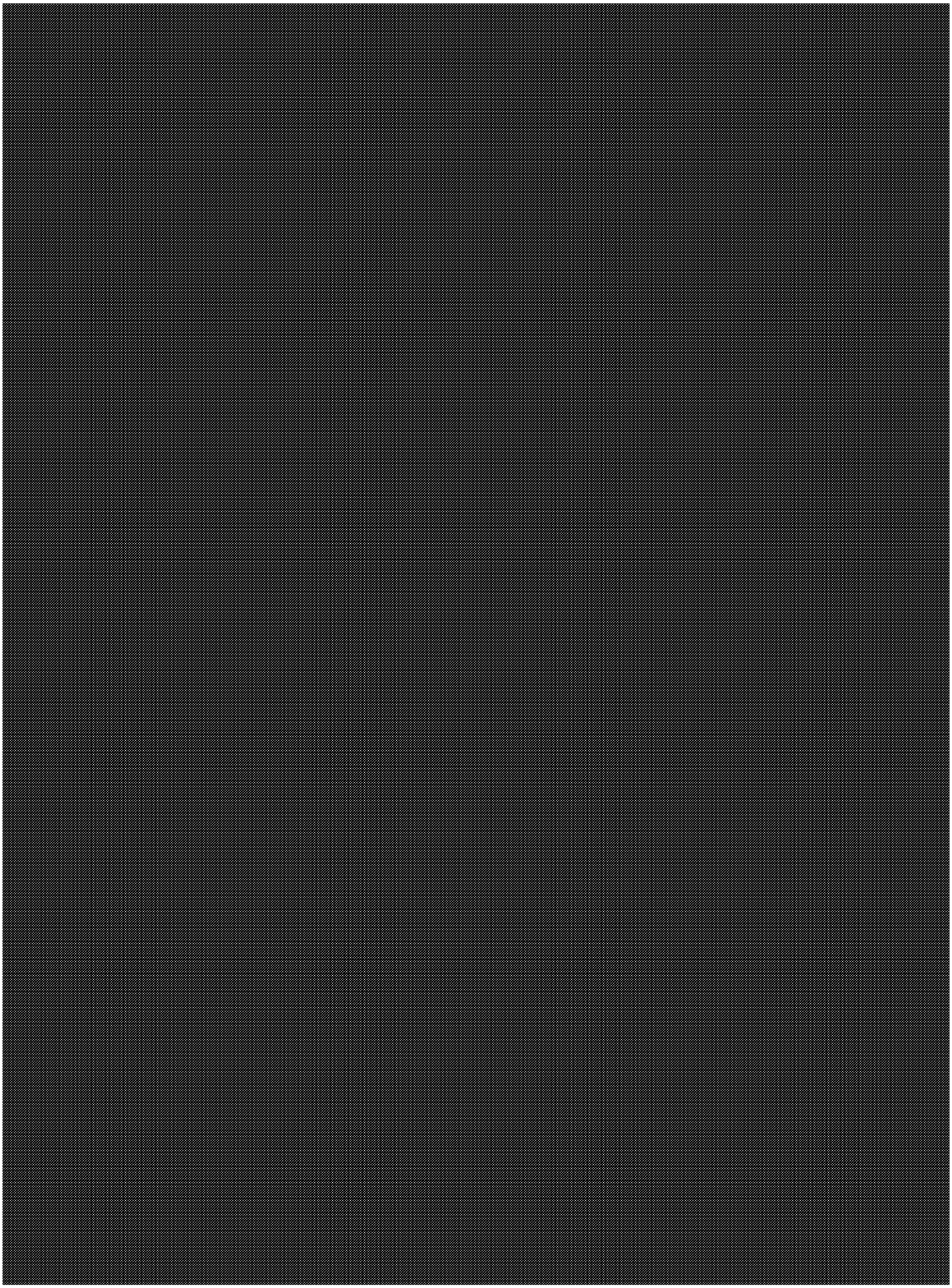




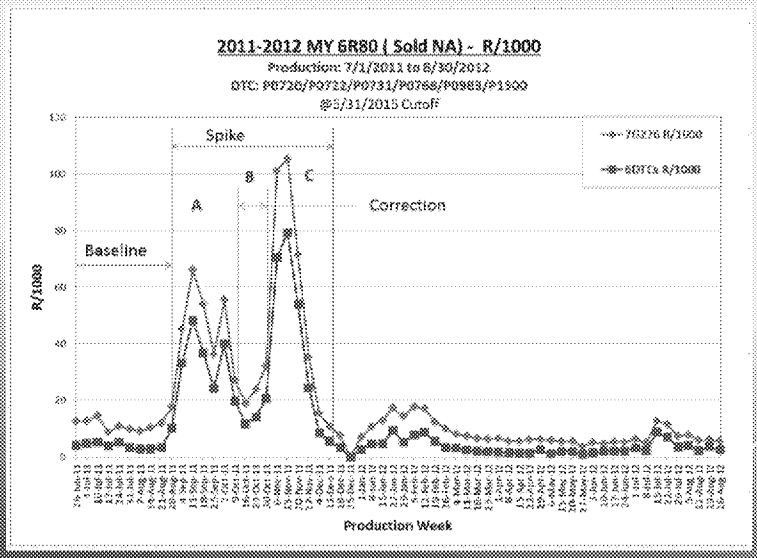


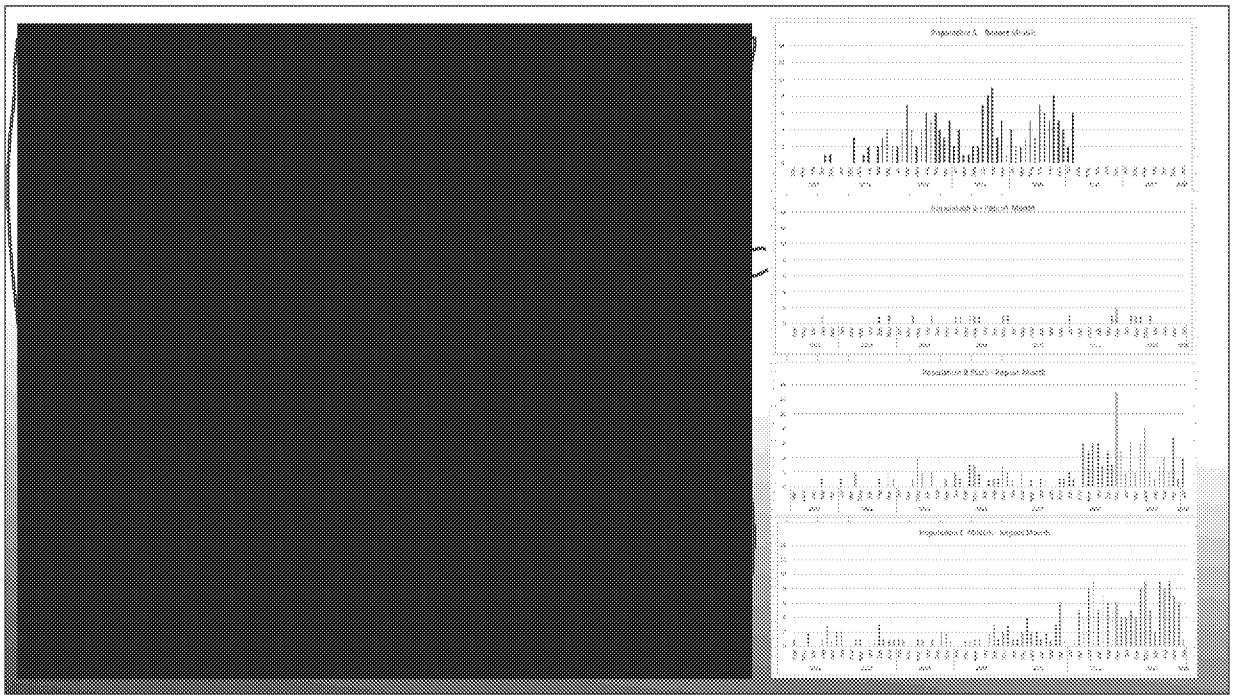


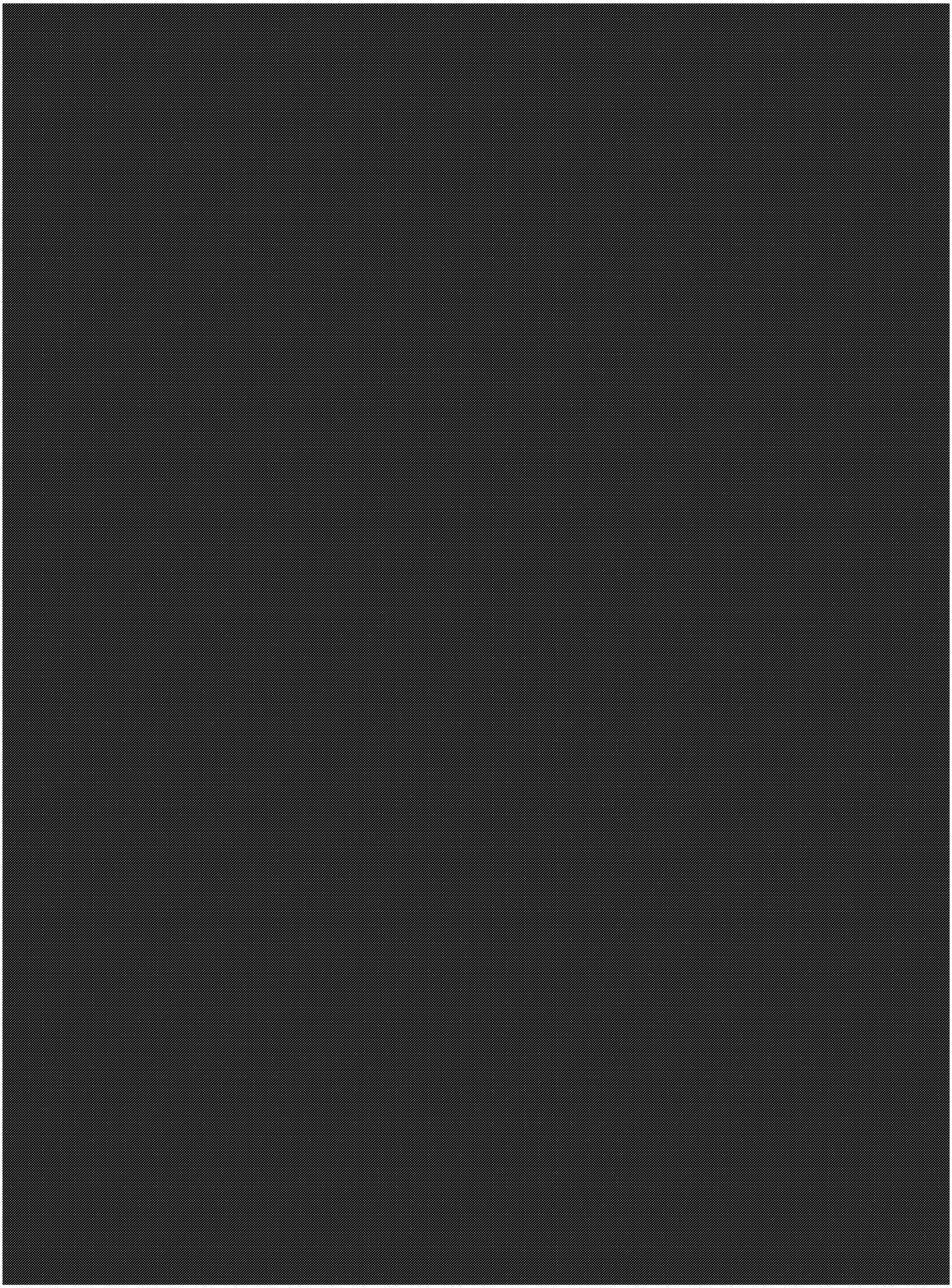


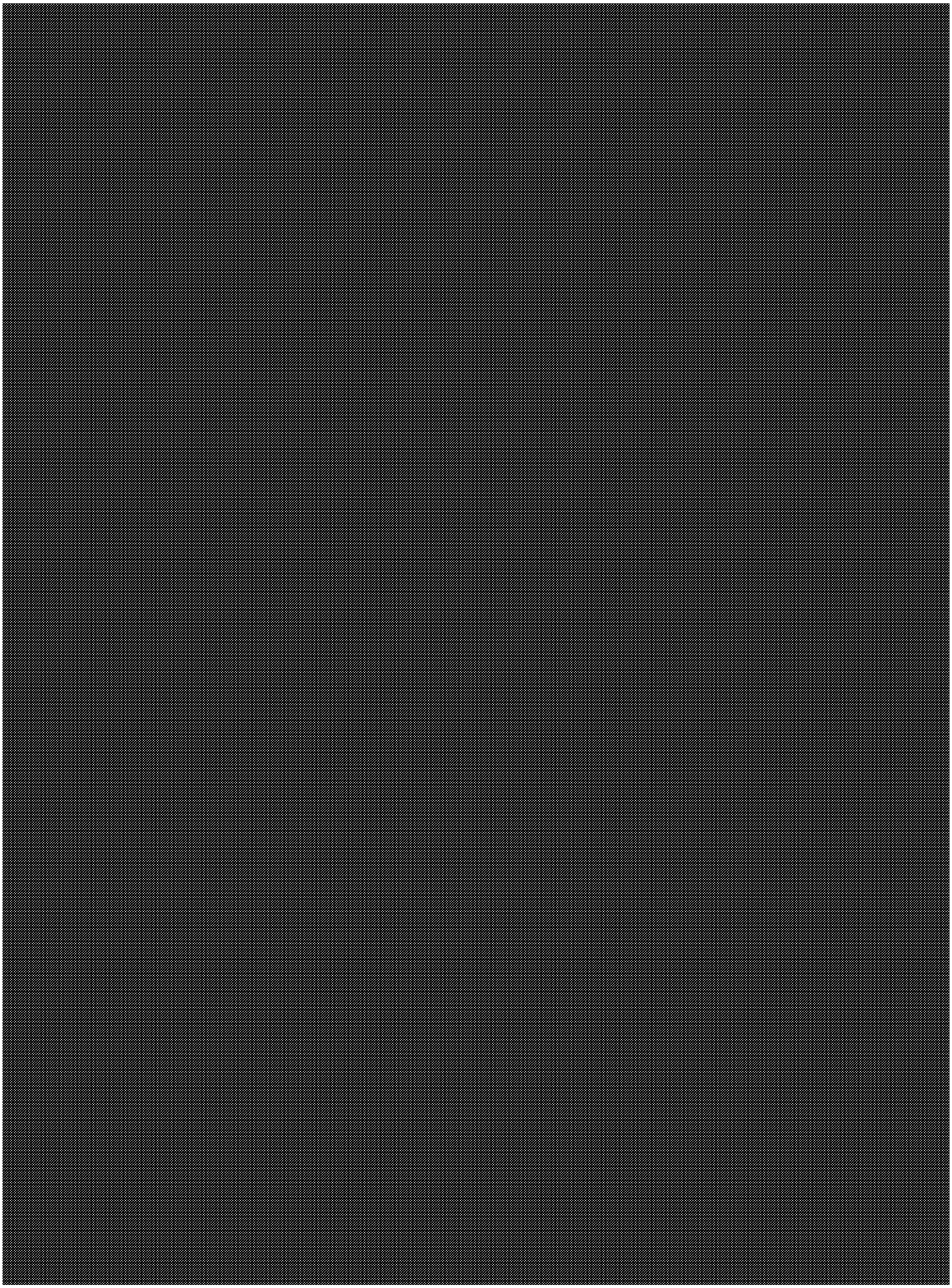


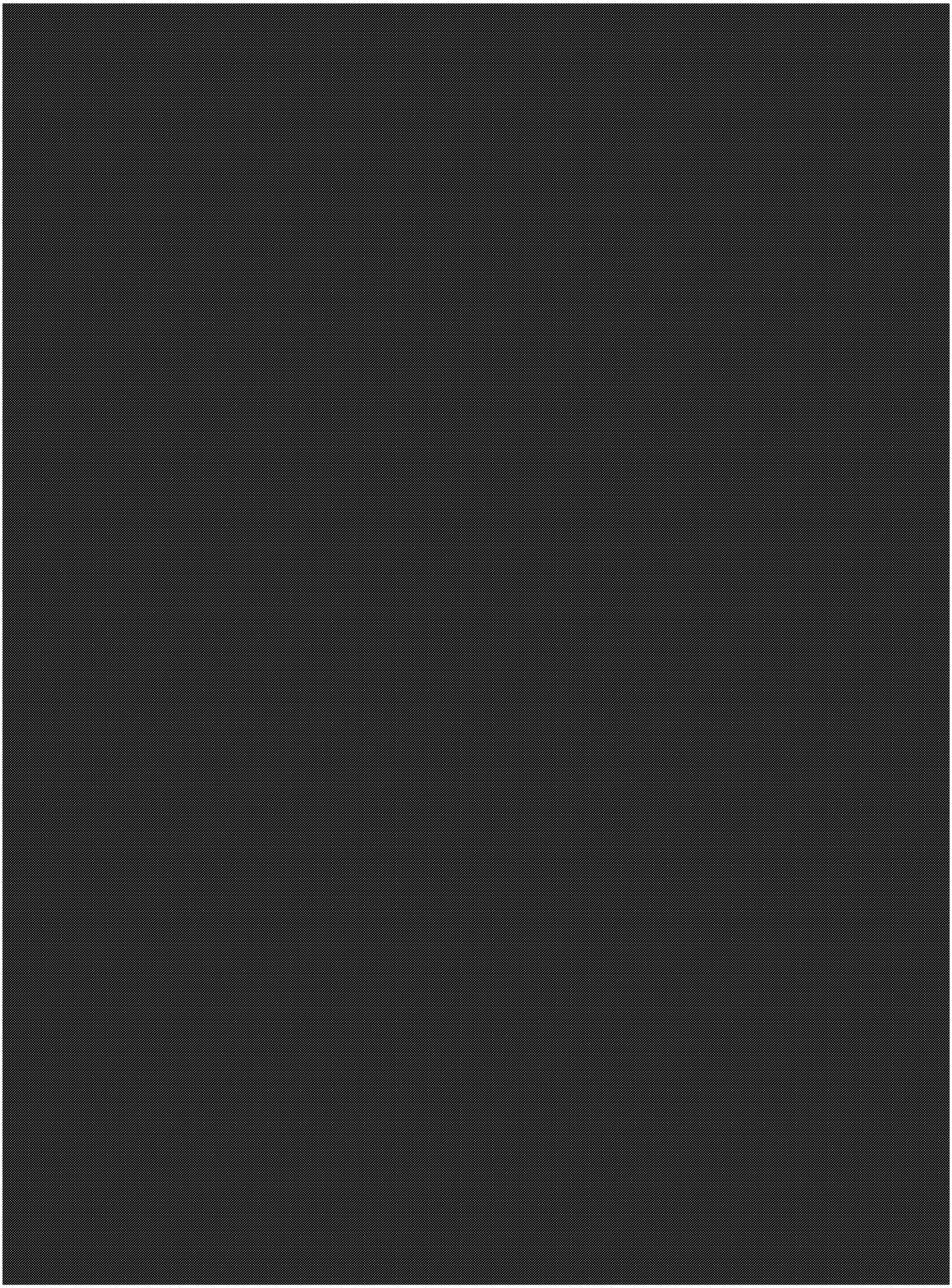
MAY 2015 PRA

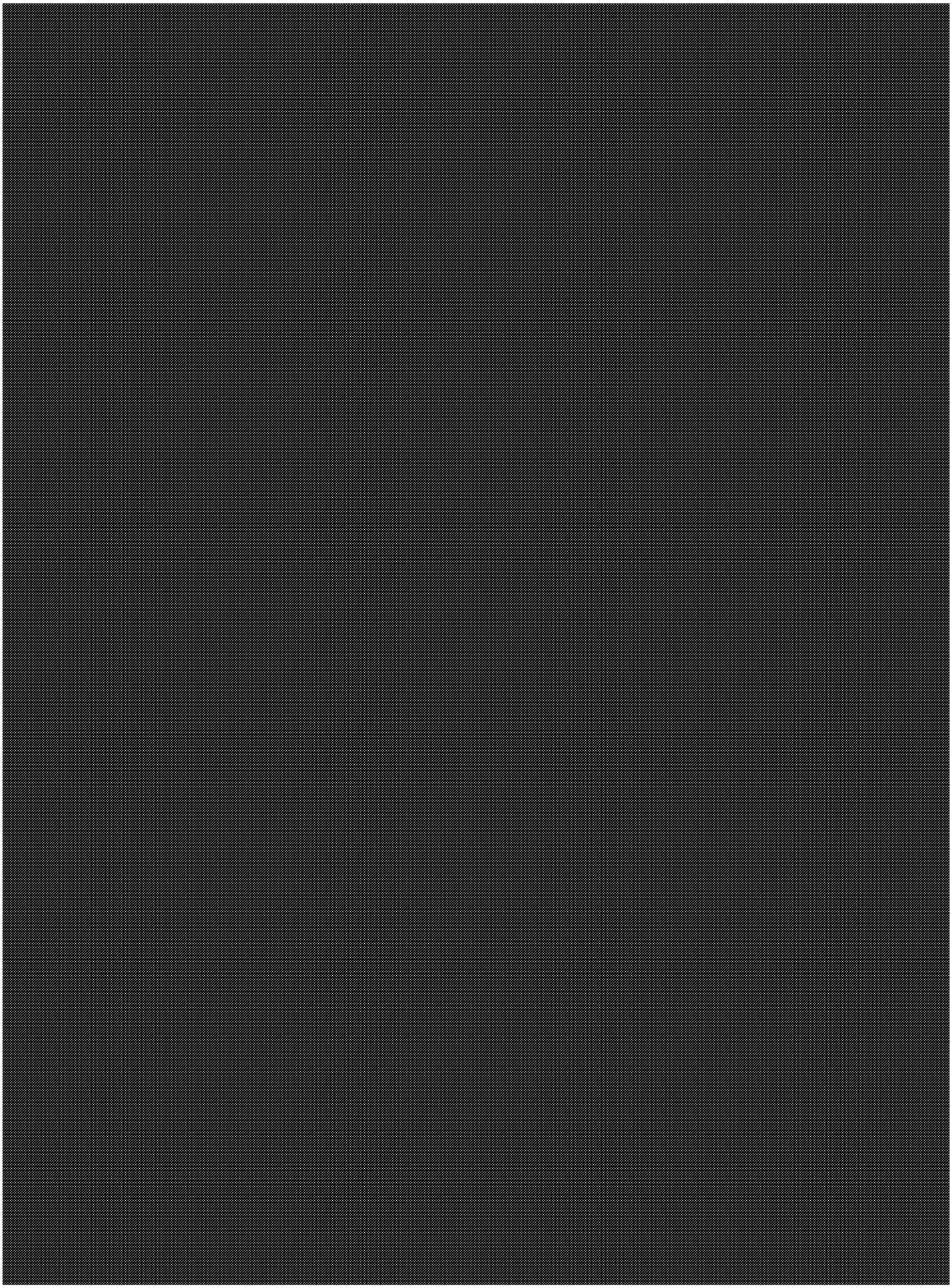

2011-2012 MY 6R80 (Sold NA) - R/1000
Production: 7/1/2011 to 8/30/2012
DTC: P0720/P0721/P0731/P0766/P0983/P1900
@5/31/2015 Cutoff
Spike
A
B
C
Correction
Baseline
R/1000
Production Week

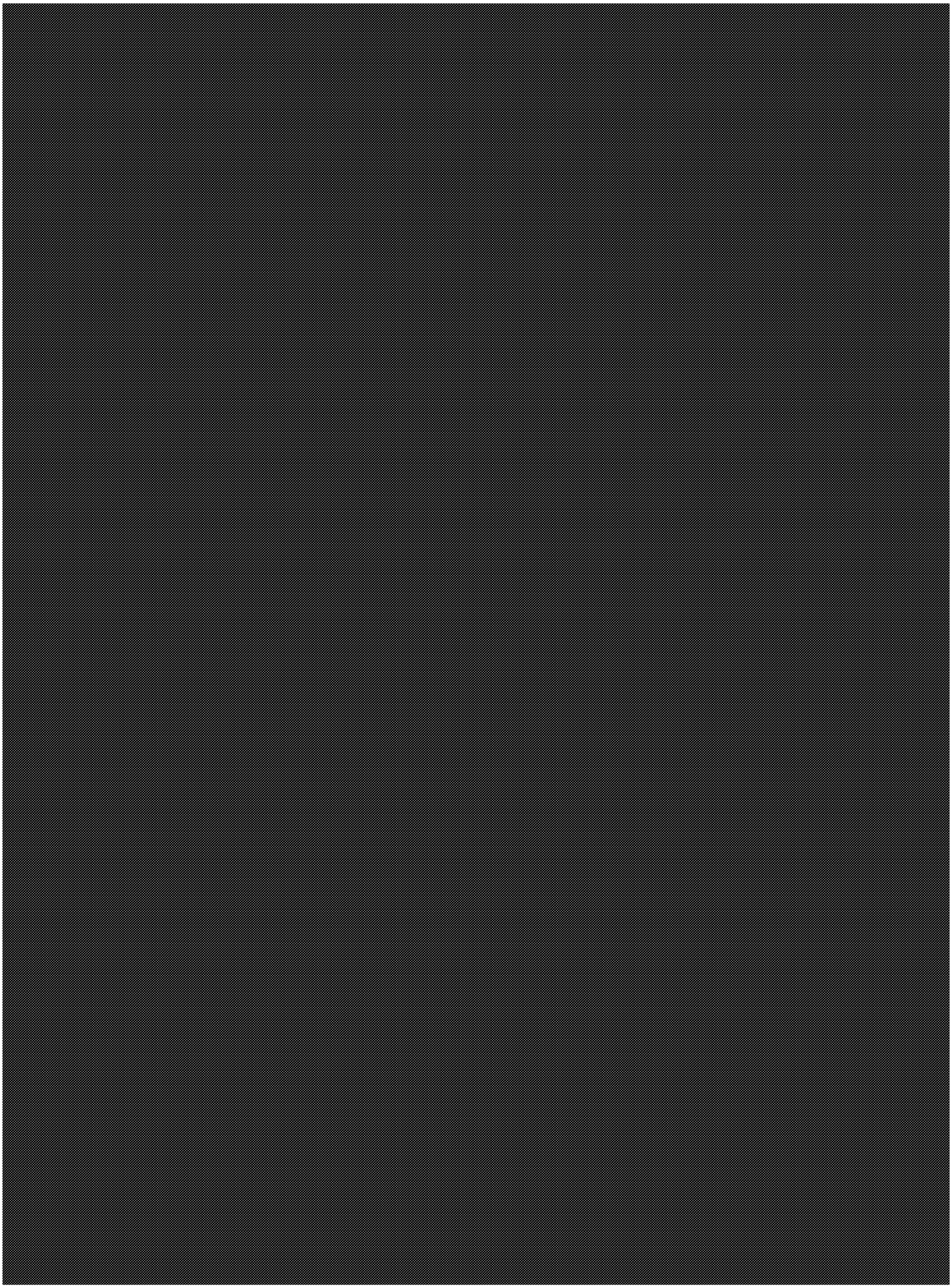






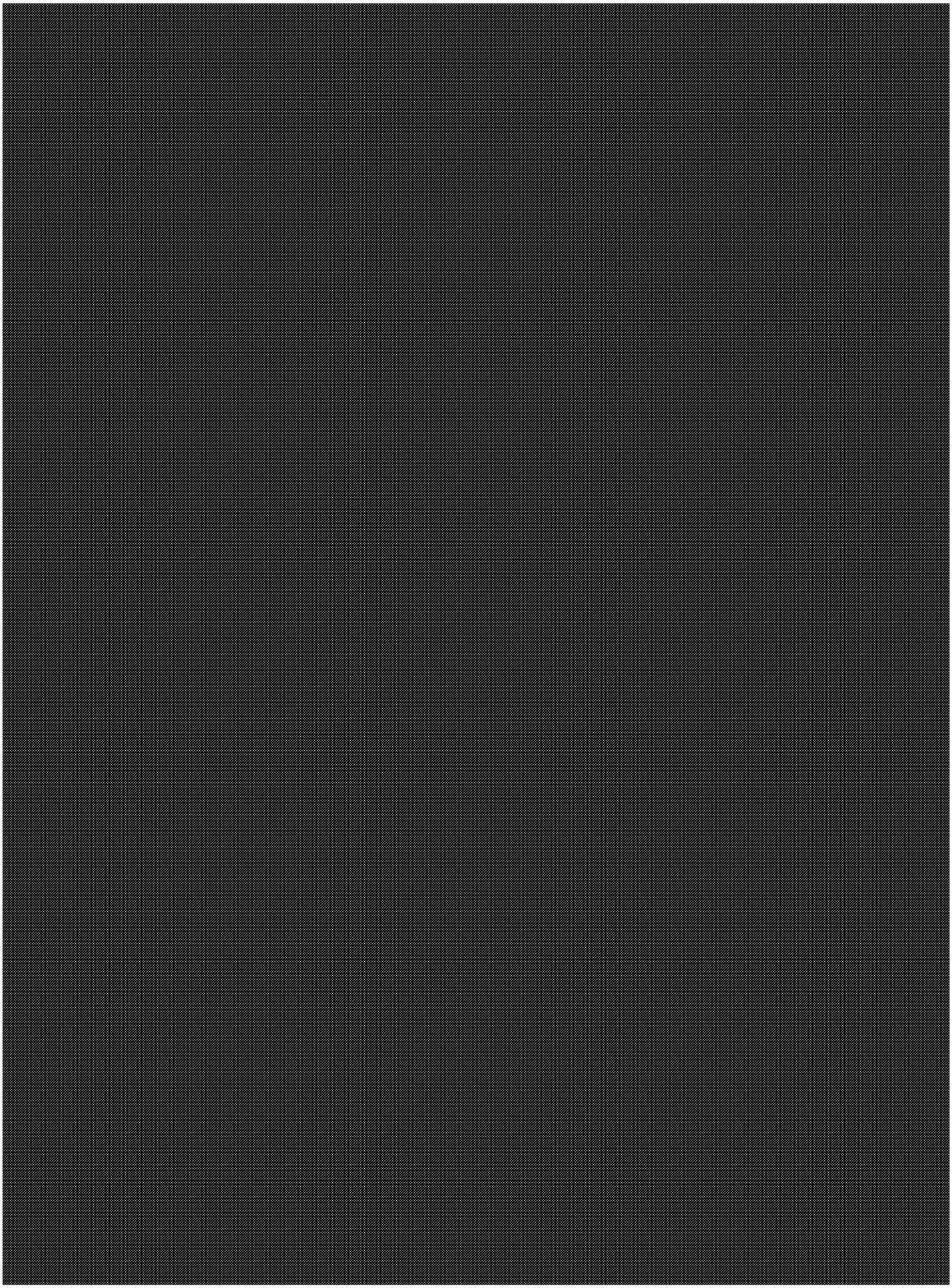


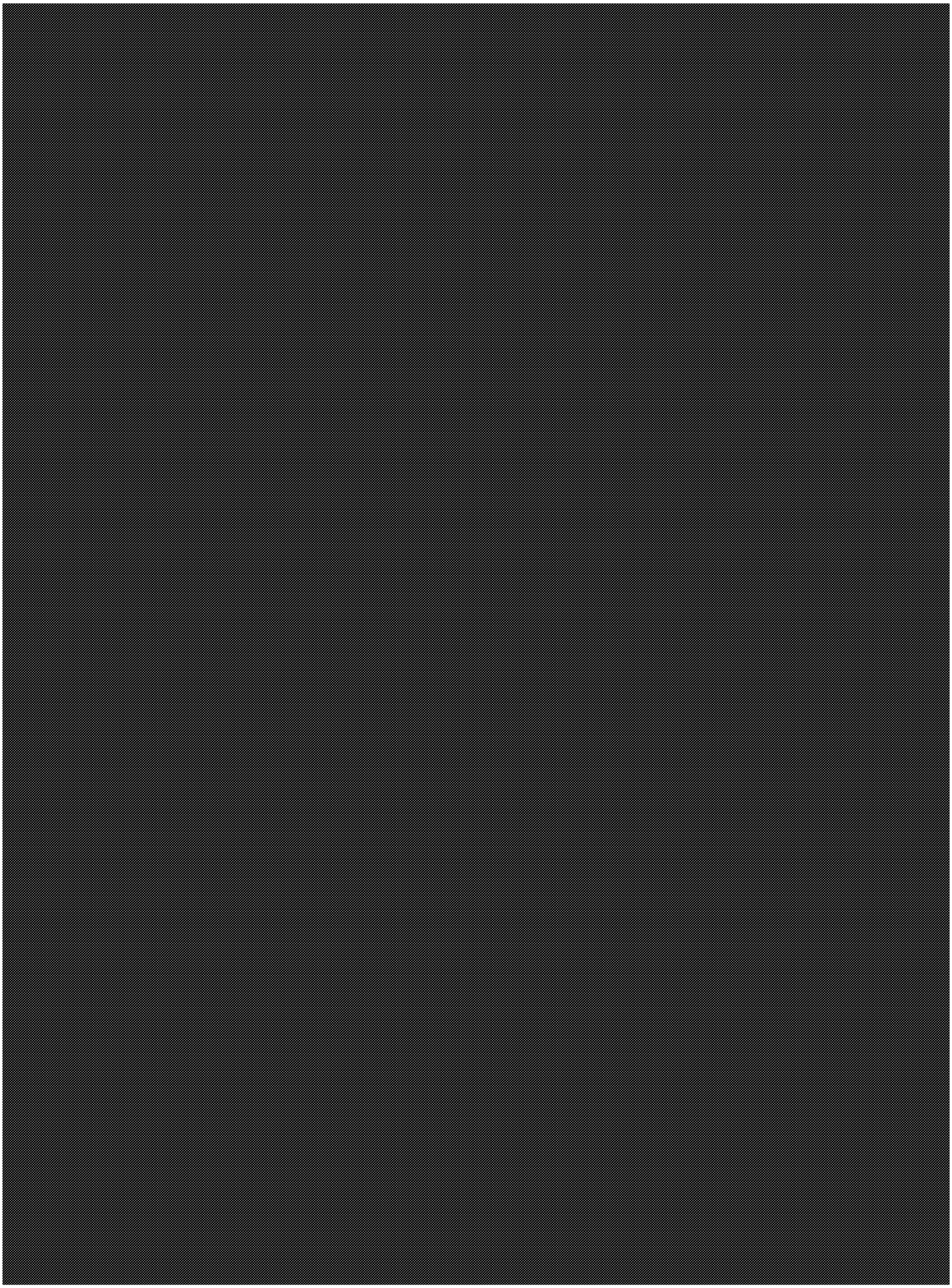




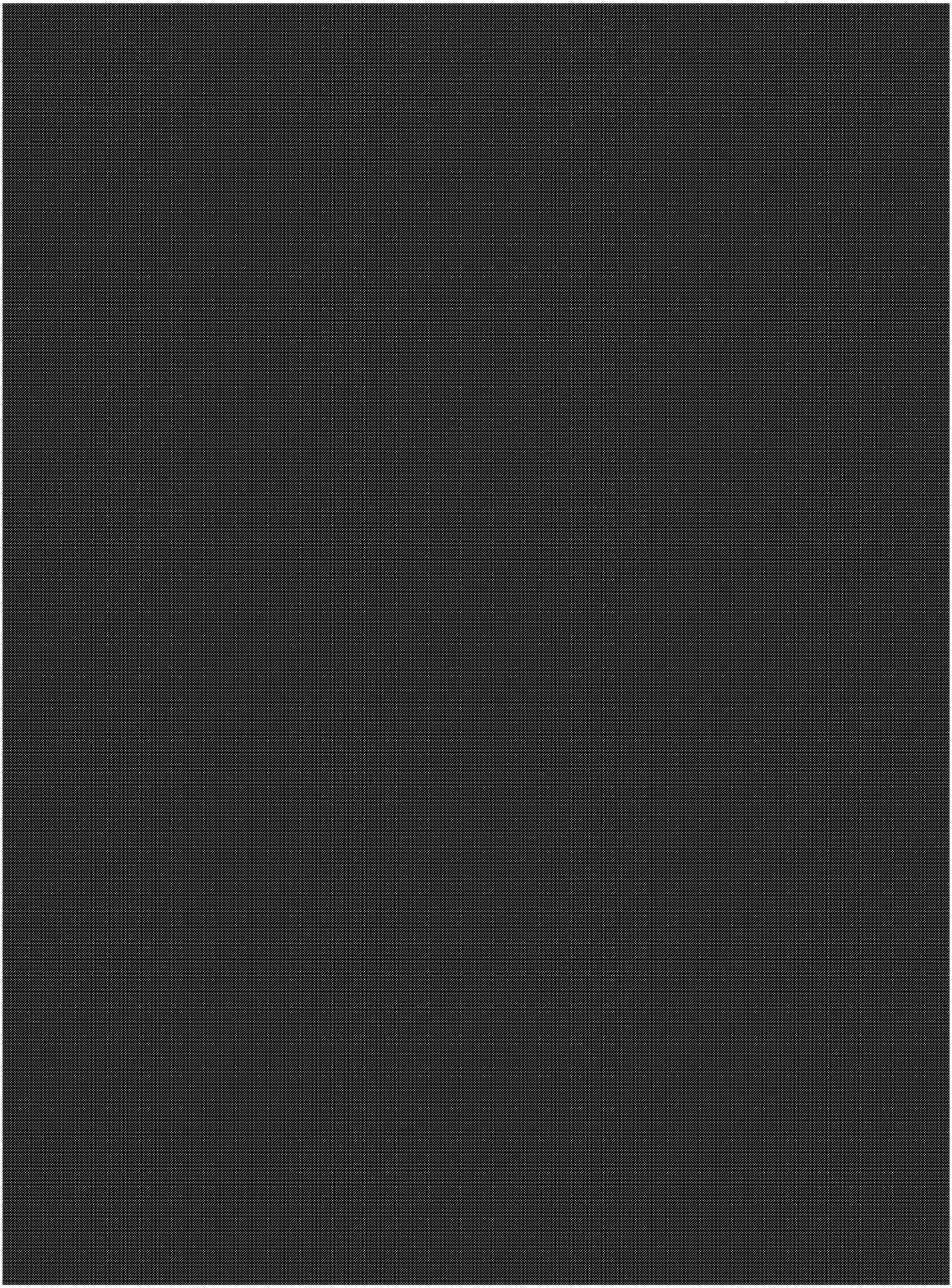
6R80 Downshift Rate Comparison

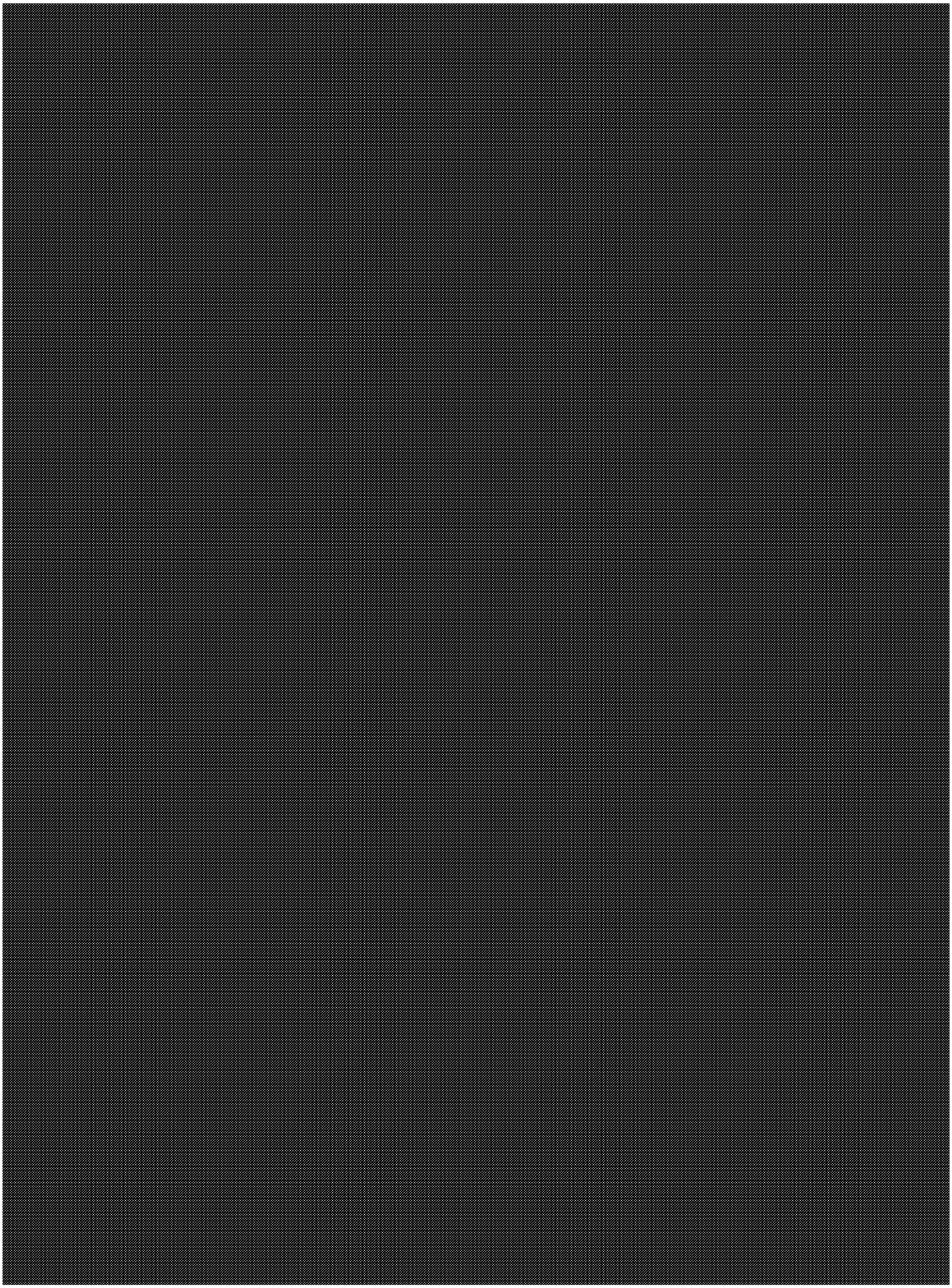
10/7/2020





2011-2013 MY F150 Rate



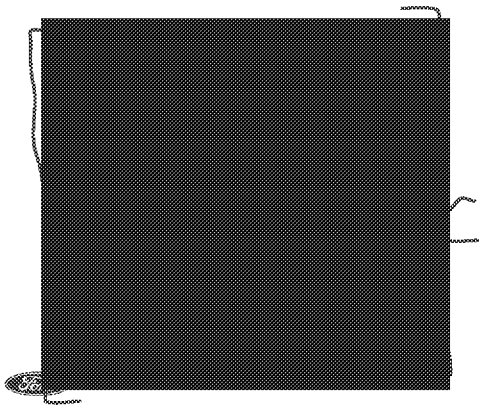


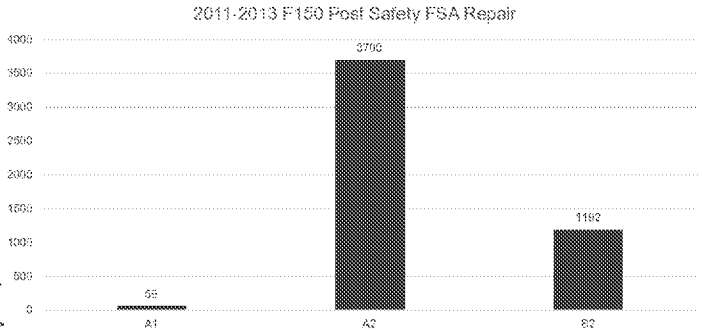
Data update

2011-2013 F-150 Post Safety FSA PCM reflash

Sources:

- AWS, GCQIS, FMC360, Legal





Category	Allegation
A1	Wheel Lock-Up due to Sudden (Unexpected) Downshift
A2	Sudden (Unexpected) Transmission Downshift
B1	Wheel Lock-Up Unknown Cause
B2	Harsh Downshift and Other Downshifting Issues

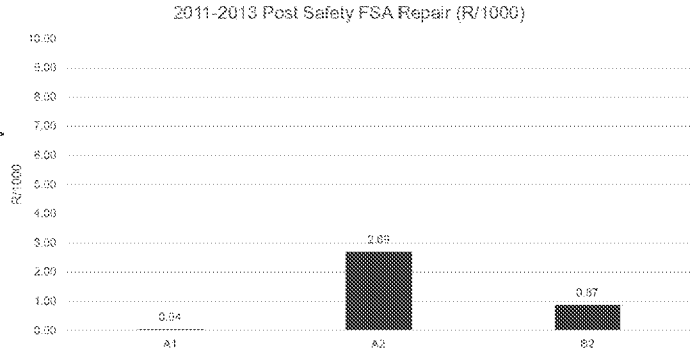
* Reports claiming ambiguous symptoms of 16S19, 19S07, or 19S19 were classified as A2

7

Data update

2011-2013 F-150 Post Safety FSA PCM reflash





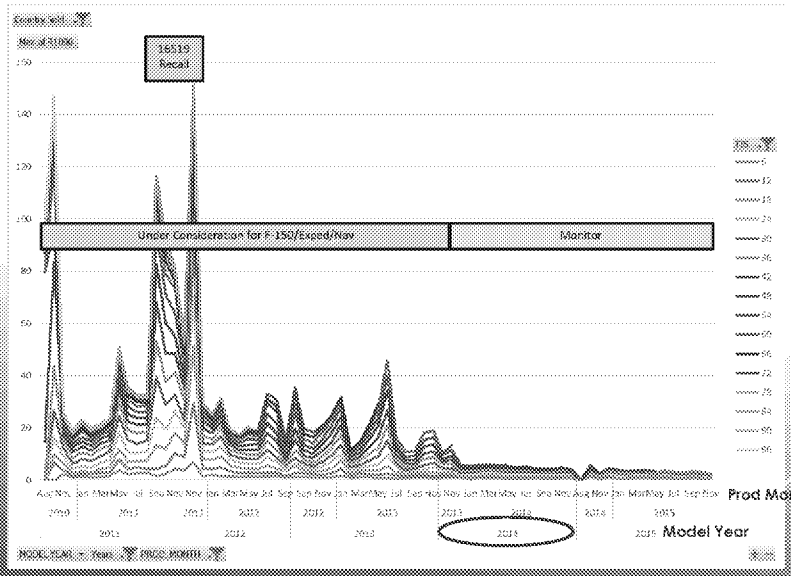
Category	Allegation
A1	Wheel Lock-Up due to Sudden (Unexpected) Downshift
A2	Sudden (Unexpected) Transmission Downshift
B1	Wheel Lock-Up Unknown Cause
B2	Harsh Downshift and Other Downshifting Issues

* Reports claiming ambiguous symptoms of 16S19, 19S07, or 19S19 were classified as A2

2014 MY F150 Rate

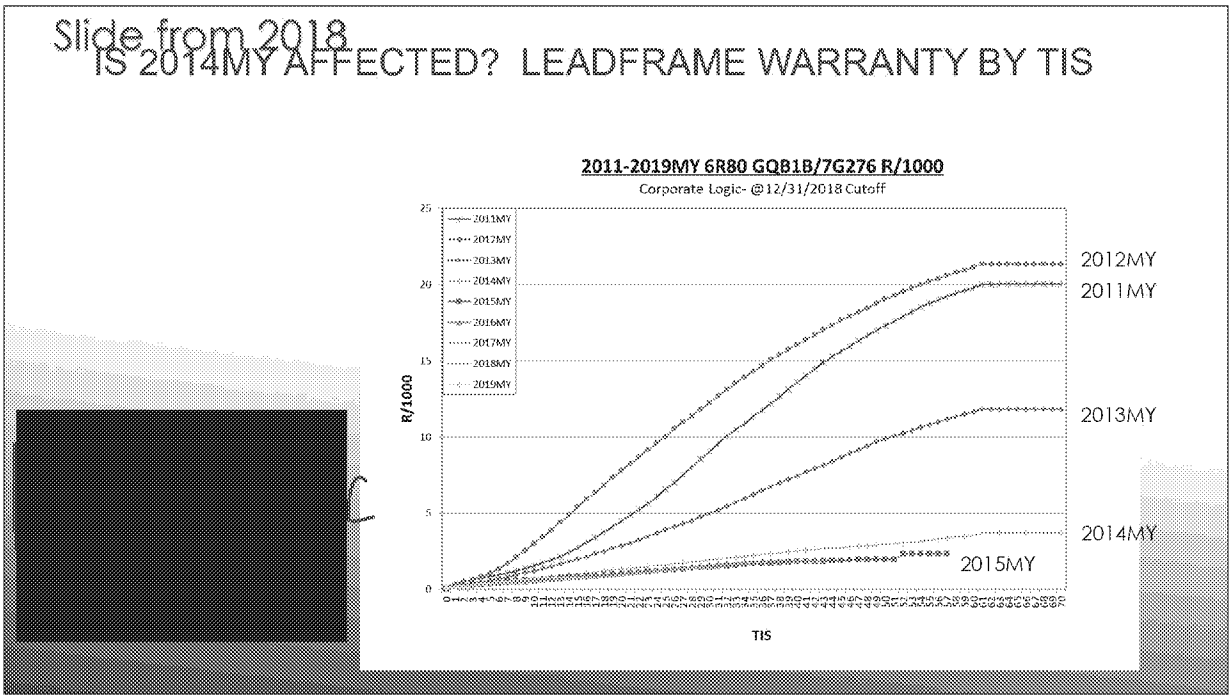
Slide from 2018

ALL 6R80 LEADFRAME WARRANTY BY TIS



Slide from 2018

IS 2014MY AFFECTED? LEADFRAME WARRANTY BY TIS



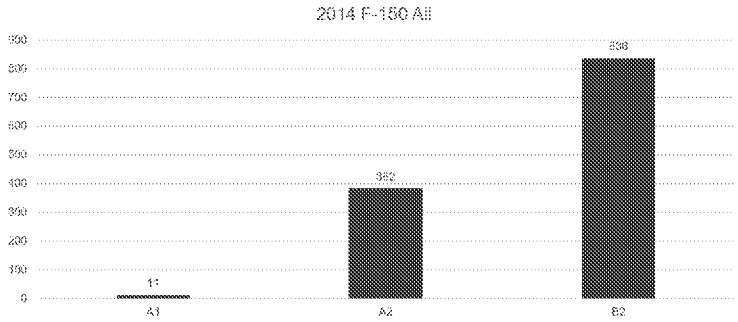
Data update

2014 F-150 6R80 Sudden Downshift

Sources:

- AWS, GCQIS, FMC360, Legal

No Accidents or Injuries

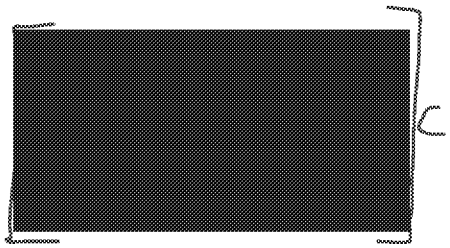


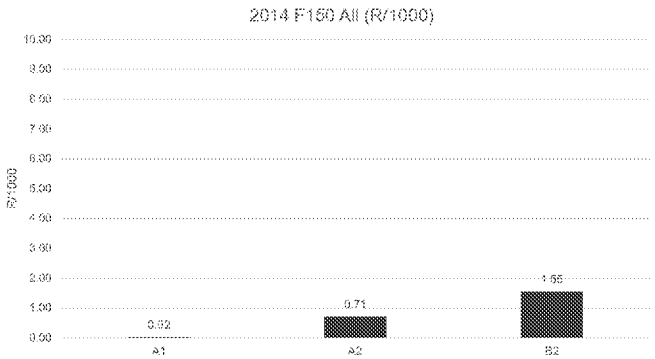
Category	Allegation
A1	Wheel Lock-Up due to Sudden (Unexpected) Downshift
A2	Sudden (Unexpected) Transmission Downshift
B1	Wheel Lock-Up Unknown Cause
B2	Harsh Downshift and Other Downshifting Issues

* Reports claiming ambiguous symptoms of 16S19, 19S07, or 19S19 were classified as A2

Data update

2014 F-150 6R80 Sudden Downshift



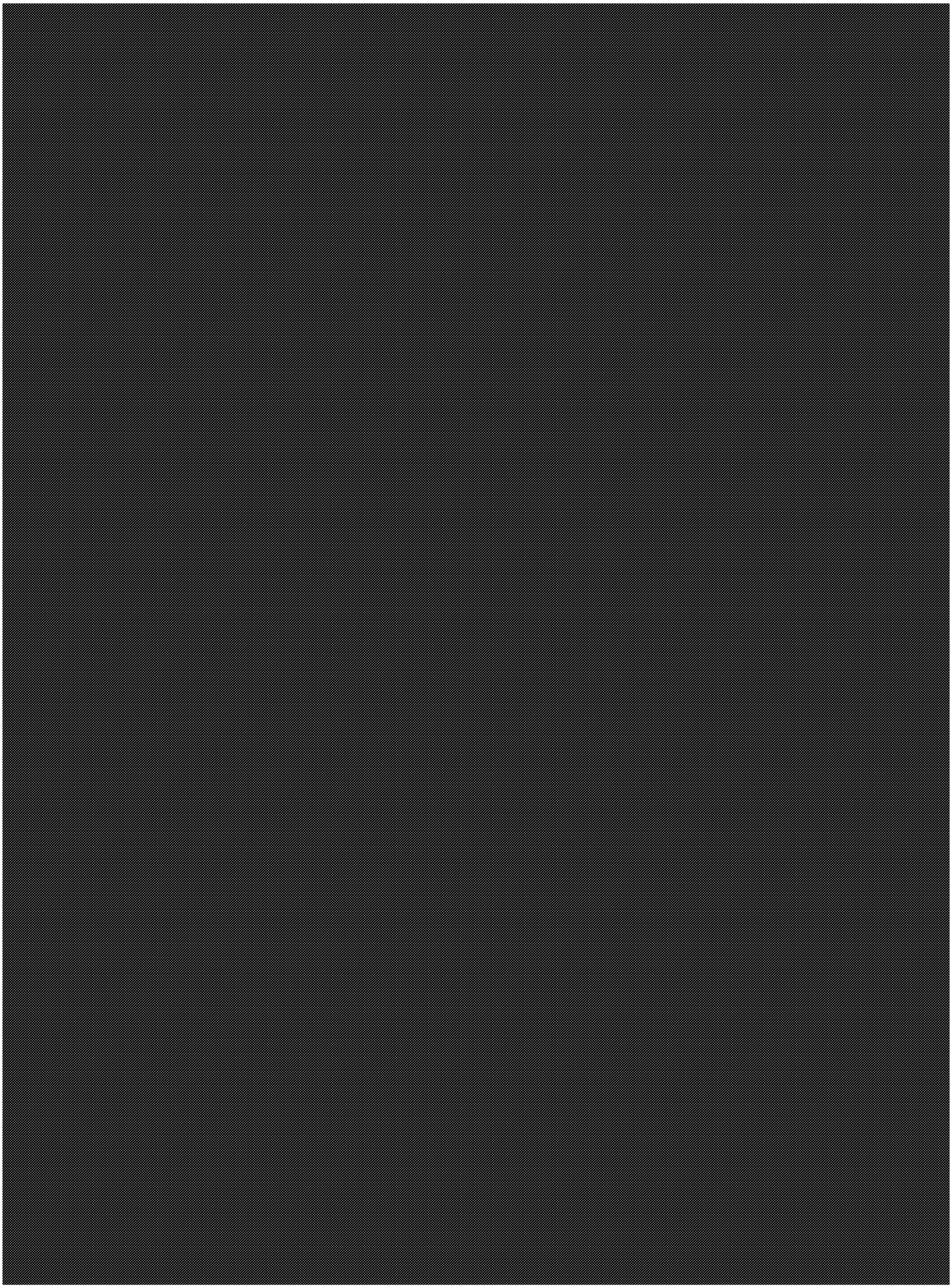


Category	Allegation
A1	Wheel Lock-Up due to Sudden (Unexpected) Downshift
A2	Sudden (Unexpected) Transmission Downshift
B1	Wheel Lock-Up Unknown Cause
B2	Harsh Downshift and Other Downshifting Issues

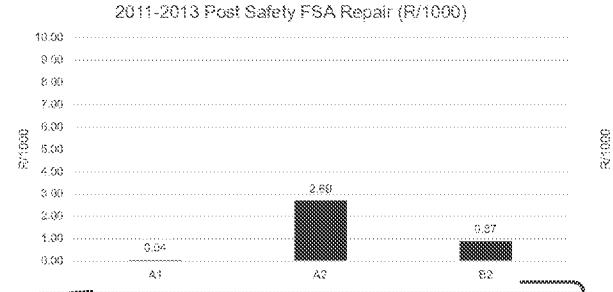
* Reports claiming ambiguous symptoms of 16S19, 19S07, or 19S19 were classified as A2

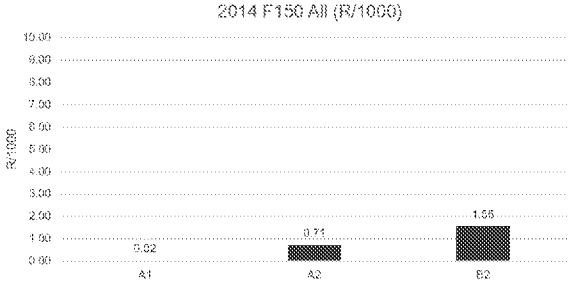
Rate Comparison:

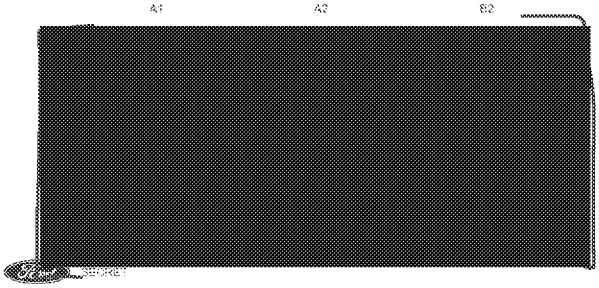
- Rate at time of Recall
-2011-2013 MY F150 Post FSA Repair
-2014 MY F150



Data update



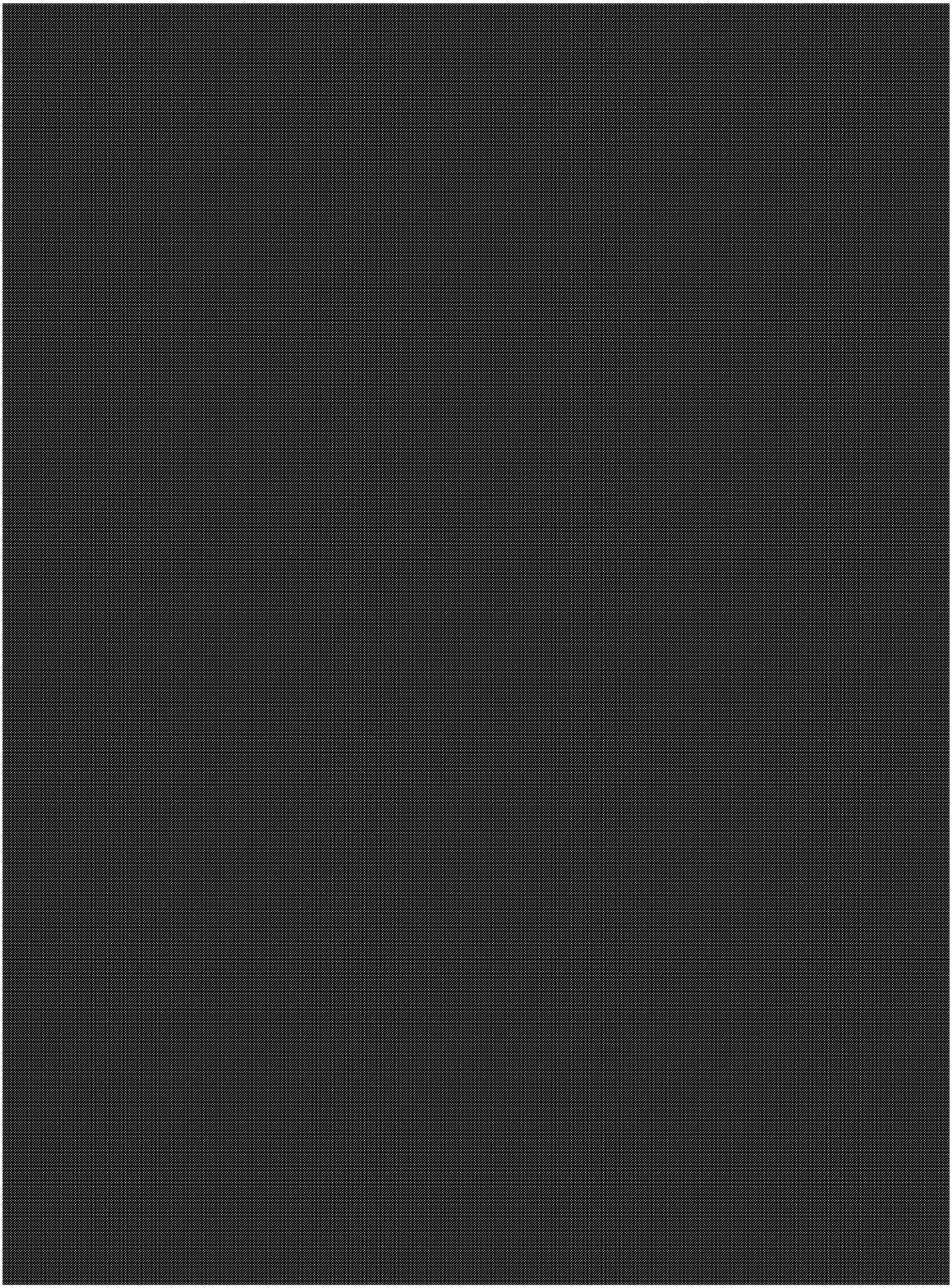


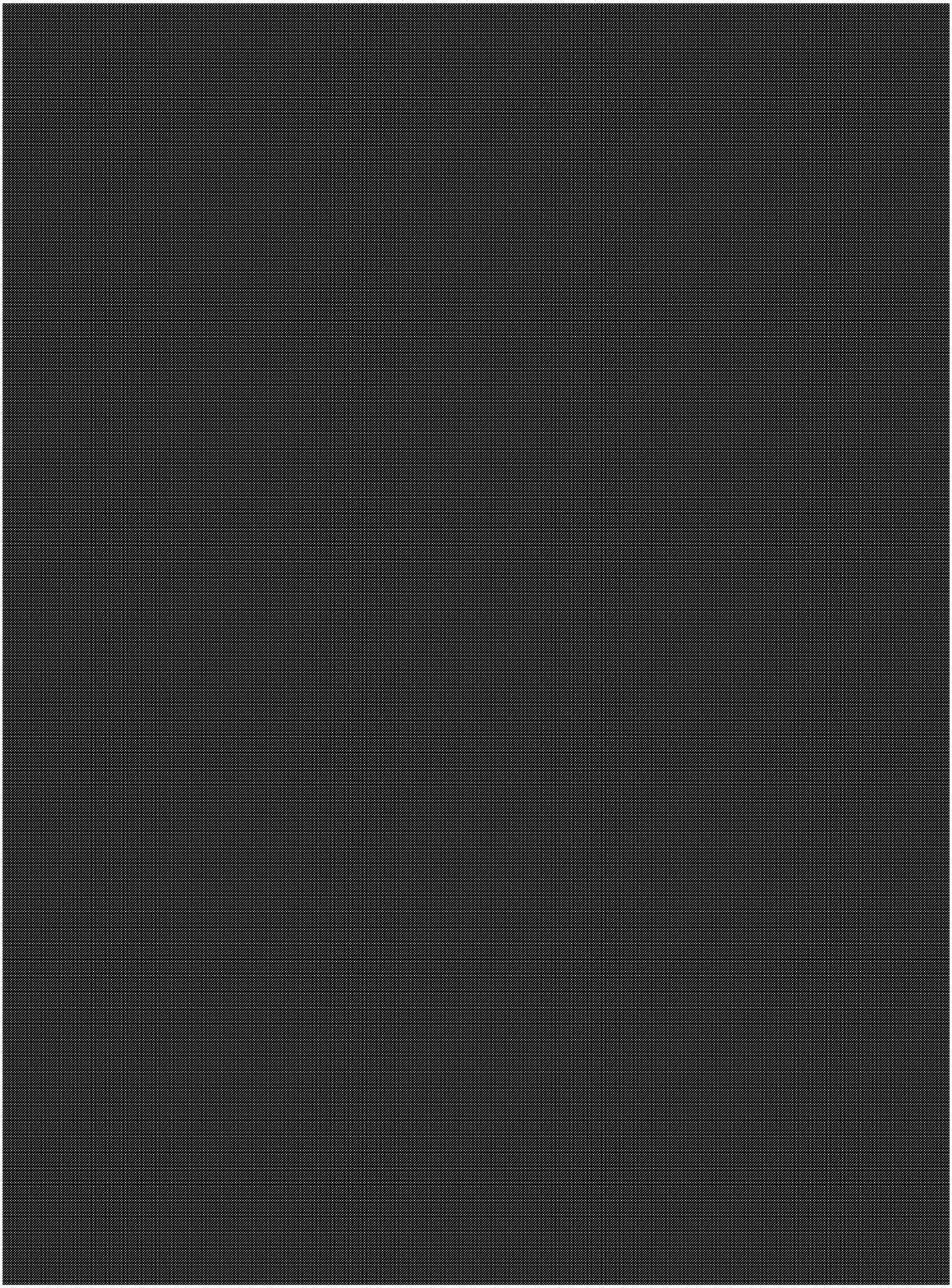


Category	Allegation
A1	Wheel Lock-Up due to Sudden (Unexpected) Downshift
A2	Sudden (Unexpected) Transmission Downshift
B1	Wheel Lock-Up Unknown Cause
B2	Harsh Downshift and Other Downshifting Issues

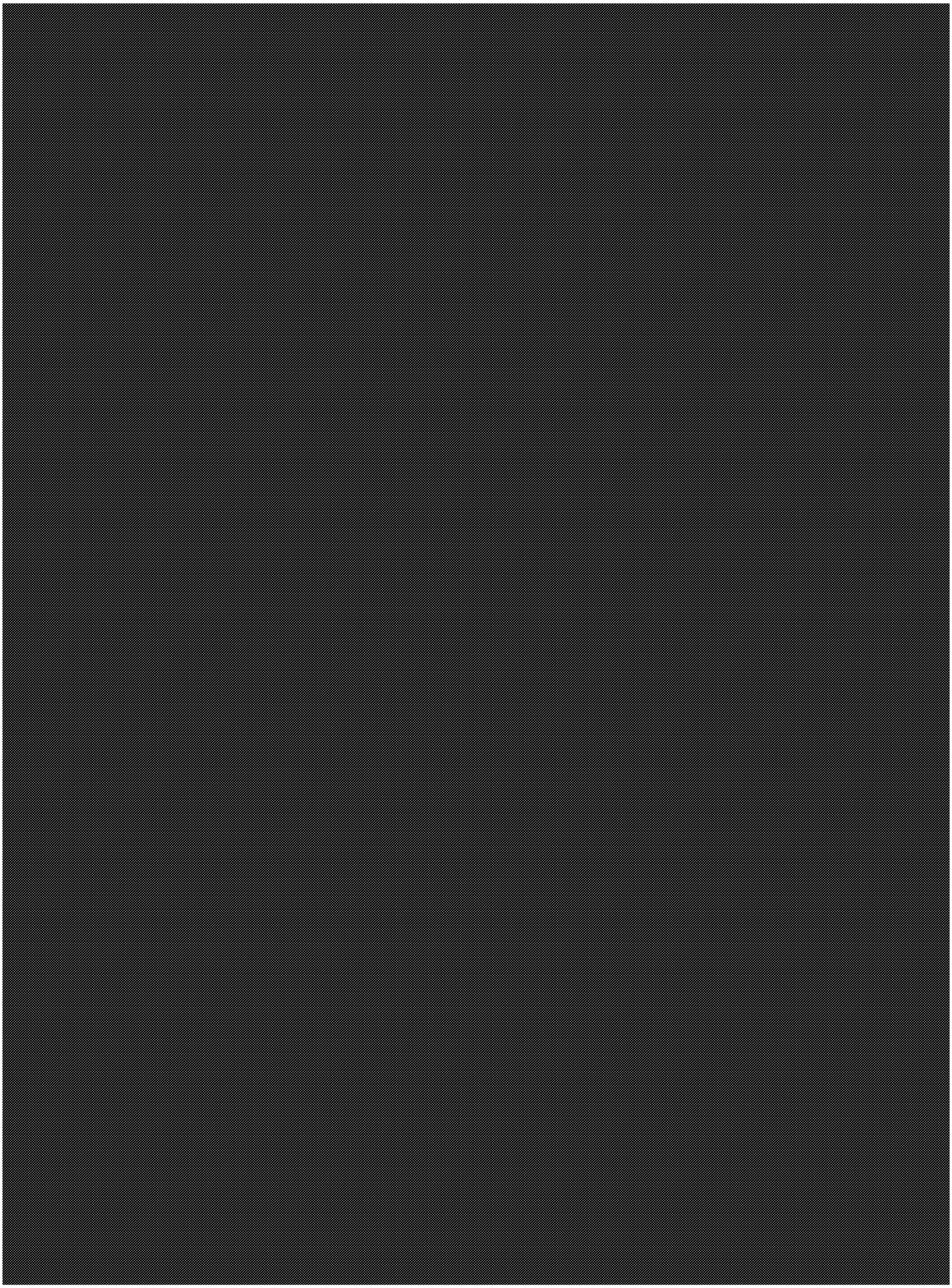
* Reports claiming ambiguous symptoms of 16S19, 19S07, or 19S19 were classified as A2

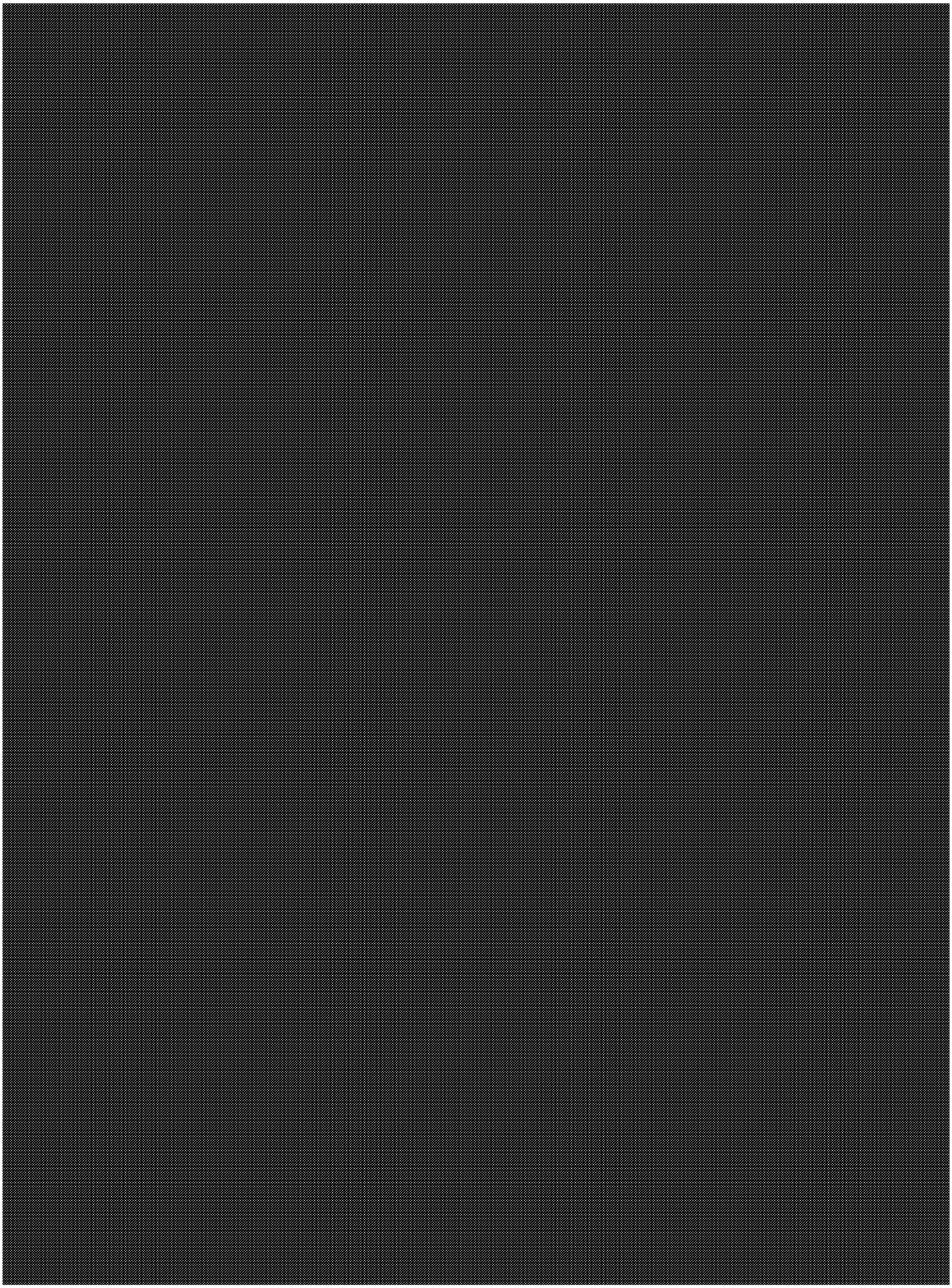
16

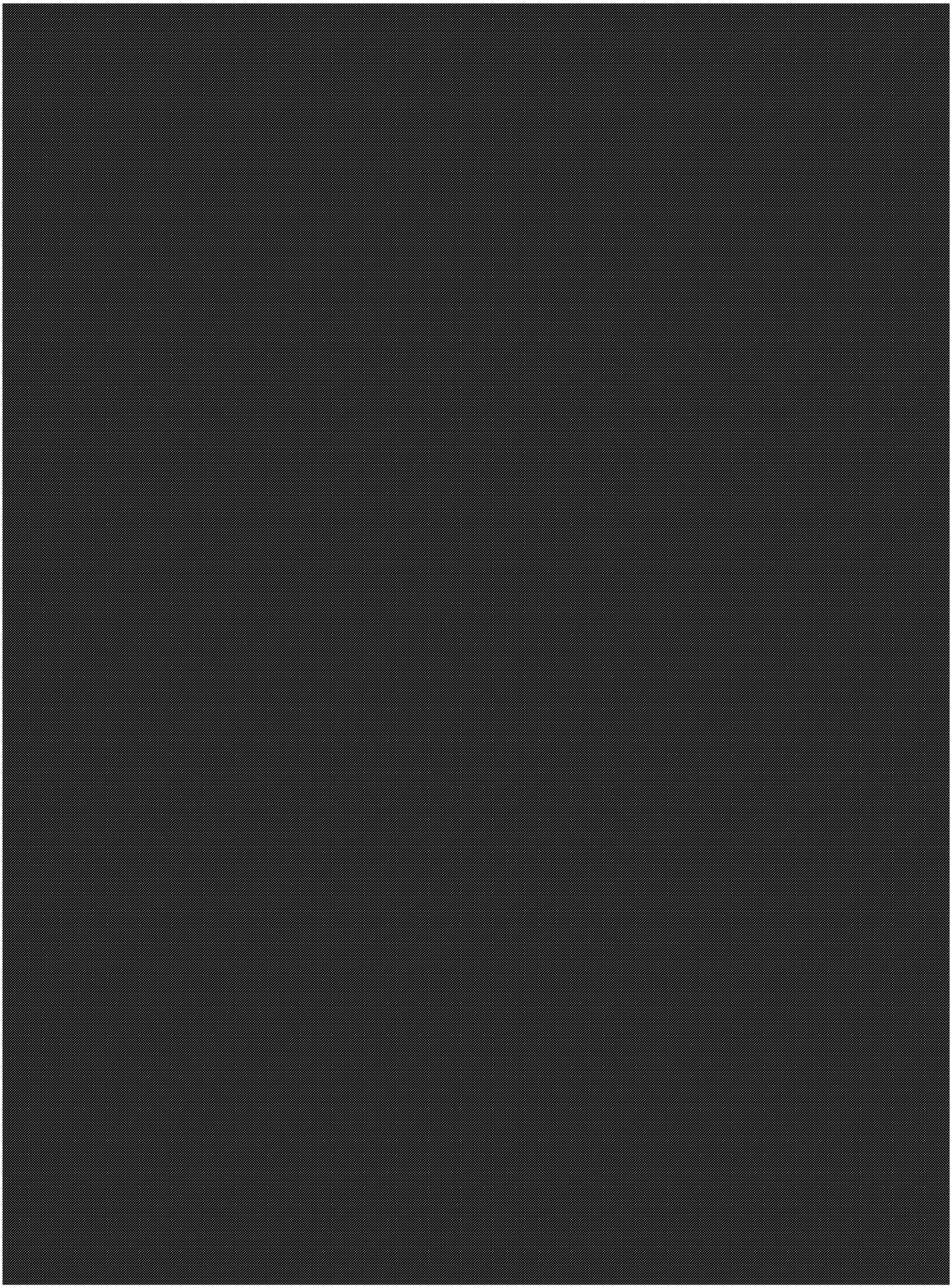





SECRET
19

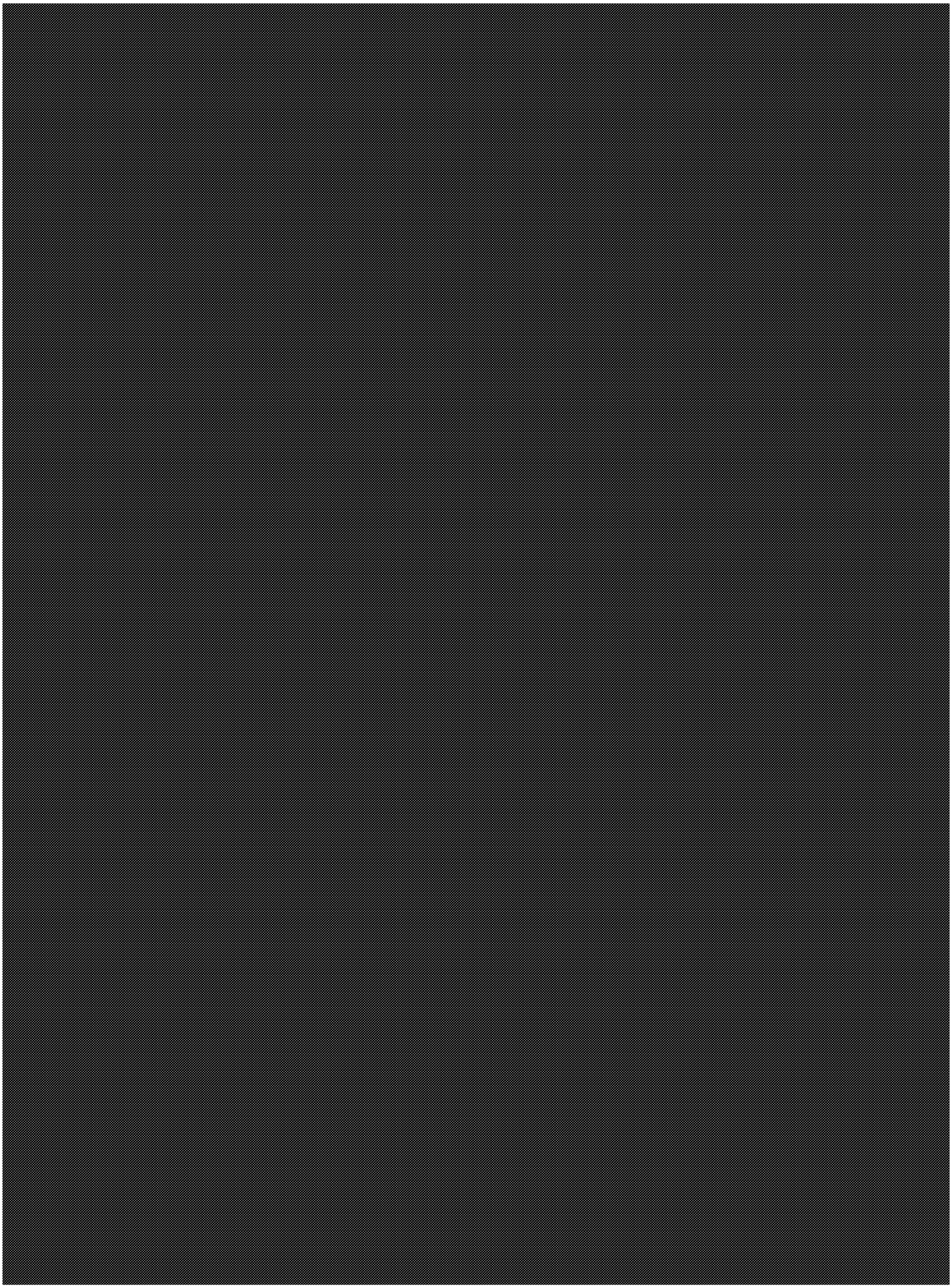


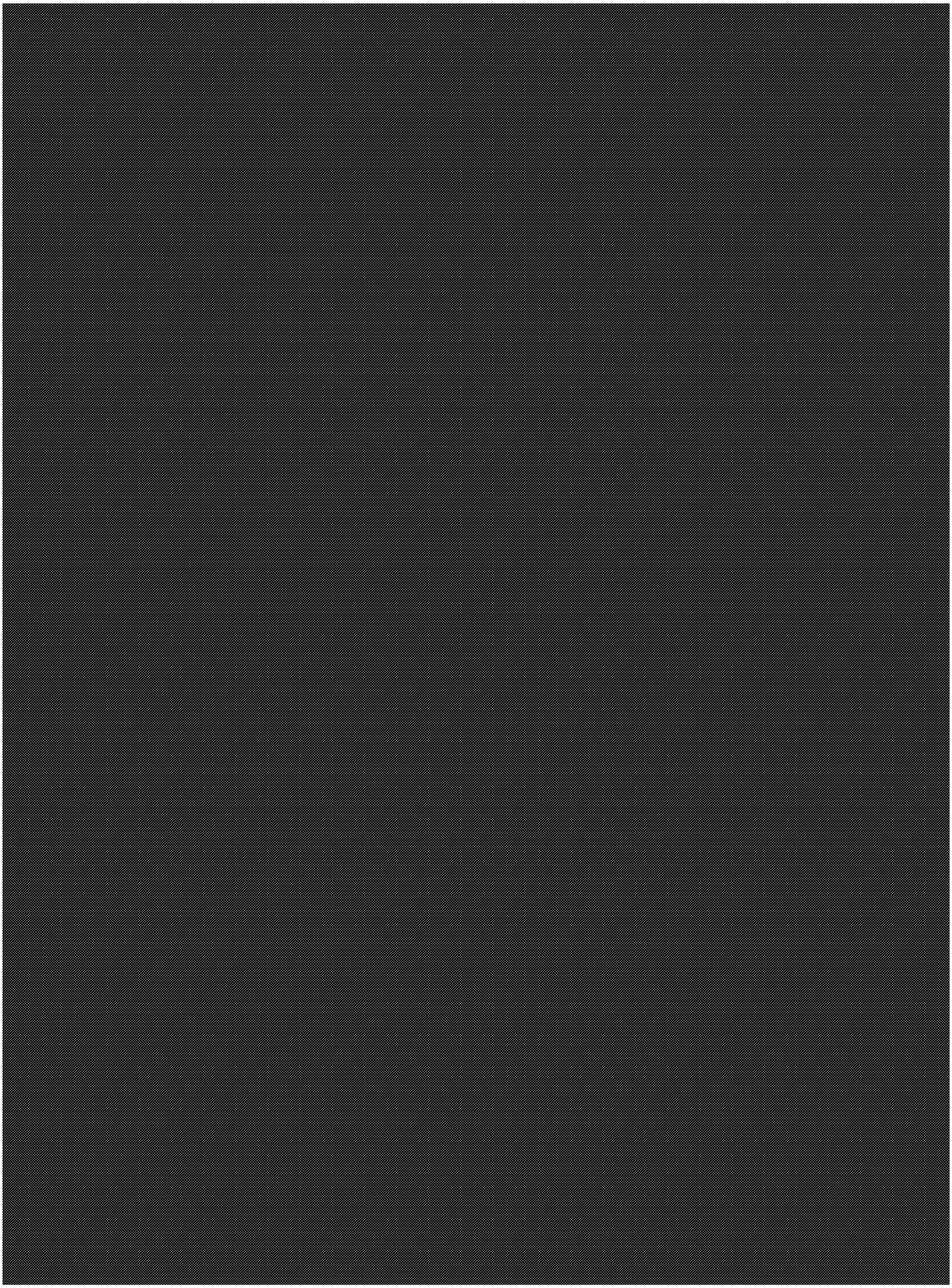


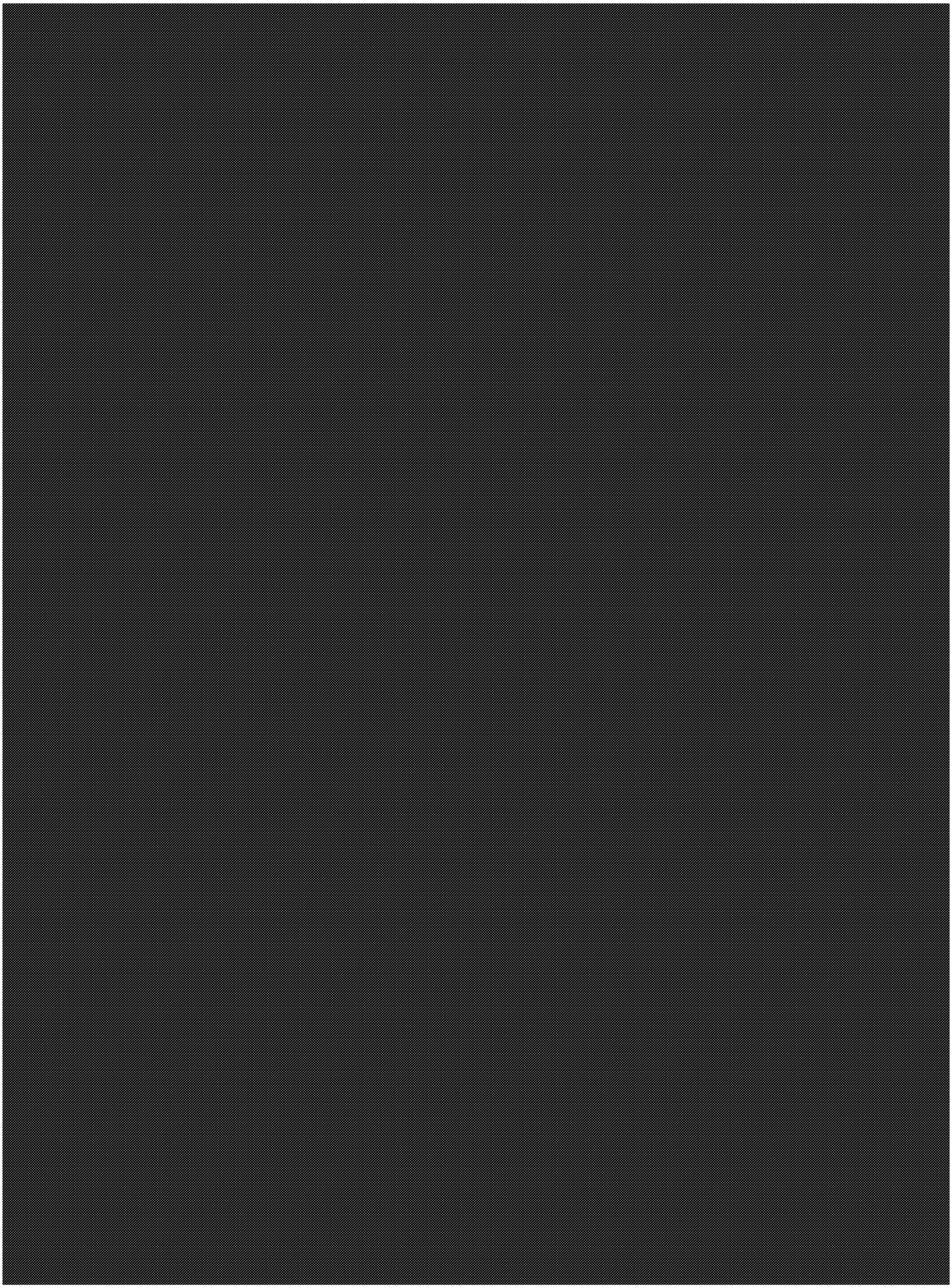


2011-2014 F150 6R80 Sudden Downshift

8/19/2020 NHTSA Deep Dive

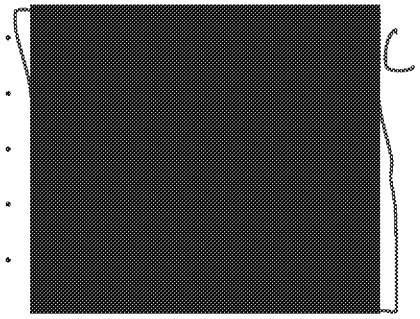


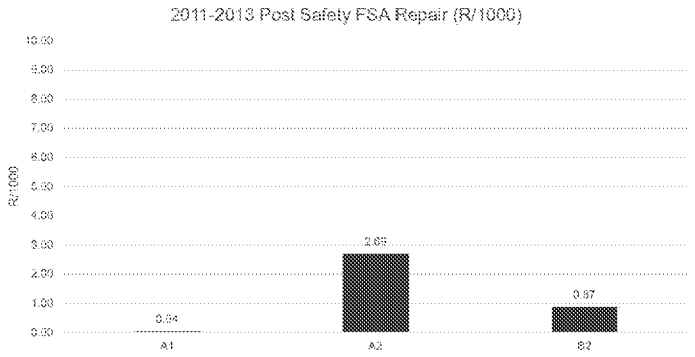




Data update

2011-2013 F-150 Post Safety FSA PCM reflash



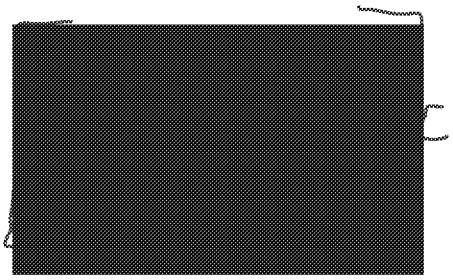


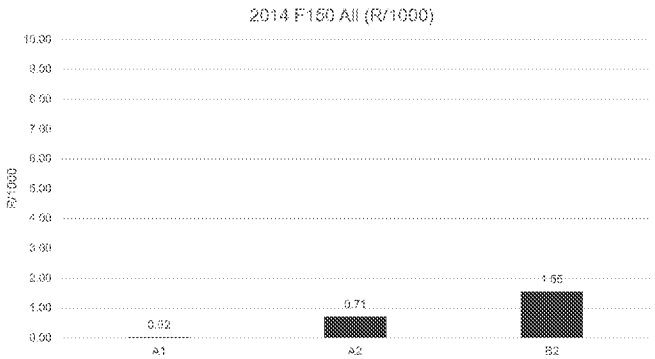
Category	Allegation
A1	Wheel Lock-Up due to Sudden (Unexpected) Downshift
A2	Sudden (Unexpected) Transmission Downshift
B1	Wheel Lock-Up Unknown Cause
B2	Harsh Downshift and Other Downshifting Issues

* Reports claiming ambiguous symptoms of 16S19, 19S07, or 19S19 were classified as A2

Data update

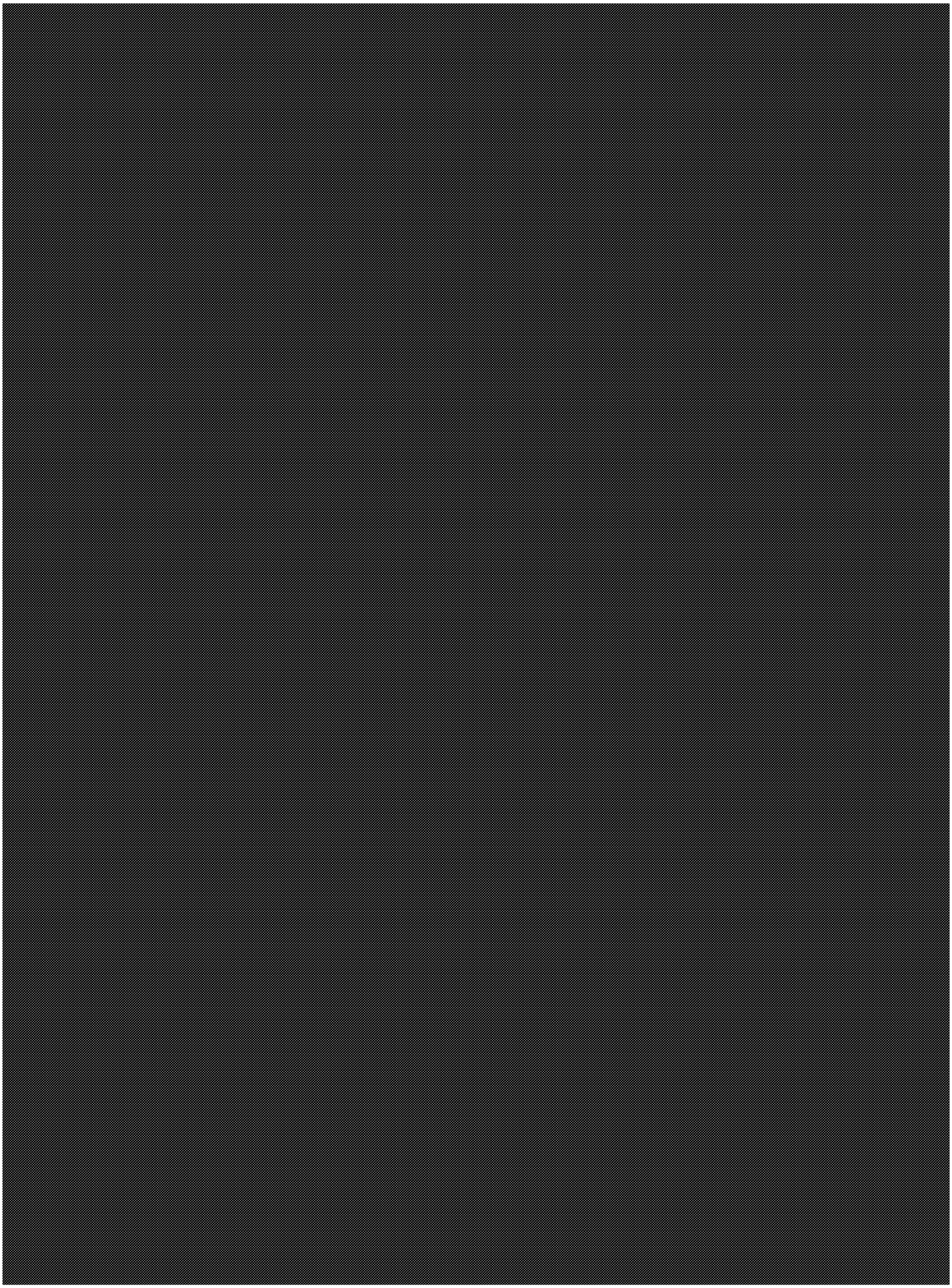
2014 F-150 6R80 Sudden Downshift





Category	Allegation
A1	Wheel Lock-Up due to Sudden (Unexpected) Downshift
A2	Sudden (Unexpected) Transmission Downshift
B1	Wheel Lock-Up Unknown Cause
B2	Harsh Downshift and Other Downshifting Issues

* Reports claiming ambiguous symptoms of 16S19, 19S07, or 19S19 were classified as A2



Backup

PROGRAM TERMS

This program extends the warranty coverage of the automatic transmission molded leadframe to 10 years of service or 150,000 miles from the warranty start date of the vehicle, whichever occurs first. This is a one-time repair program. If a vehicle has already exceeded either the time or mileage limits, this extended warranty coverage will last through December 31, 2016. Coverage is automatically transferred to subsequent owners.

VEHICLES COVERED BY THIS PROGRAM

Vehicle	Model Year	Assembly Plant	Build Dates
F-150	2011-2012	Dearborn	February 11, 2011 through September 8, 2012
		Kansas City	April 5, 2011 through June 13, 2012
Expedition	2012	Kentucky	August 26, 2011 through June 6, 2012
Navigator			August 26, 2011 through February 29, 2012
Mustang		Flat Rock	August 9, 2011 through February 24, 2012

Affected vehicles are identified in OASIS.

REASON FOR PROVIDING EXTENDED COVERAGE

In some of the affected vehicles, an intermittent output shaft speed (OSS) sensor failure may result in an illuminated malfunction indicator light (MIL) and/or wrench light in the instrument cluster with diagnostic trouble codes (DTCs) P0720, P0722, P0731 and/or P1500 stored in the powertrain control module (PCM). Additionally, some vehicles may experience an unintended downshift into first gear.

SERVICE ACTION

If an affected vehicle exhibits this condition, dealers are to replace the molded leadframe. This service must be performed at no charge to the vehicle owner.

PROGRAM TERMS

This program extends the warranty coverage of the automatic transmission molded leadframe to 10 years of service or 150,000 miles from the warranty start date of the vehicle, whichever occurs first.

This is a one-time repair program.

If a vehicle has already exceeded either the time or the mileage limits, this extended warranty coverage will last through October 31, 2019.

Coverage is automatically transferred to subsequent owners.

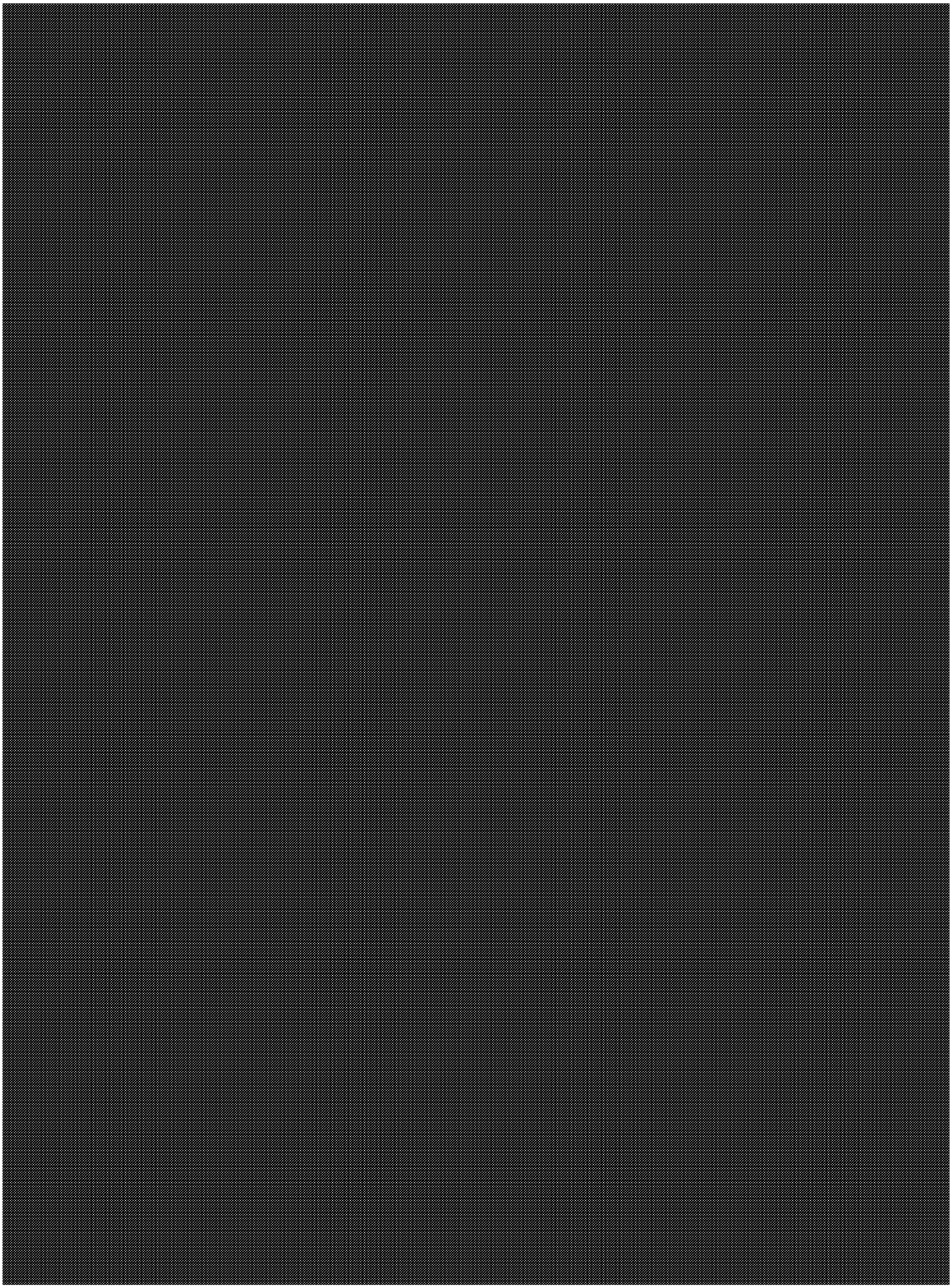
VEHICLES COVERED BY THIS PROGRAM

Vehicle	Model Year	Assembly Plant	Build Dates
F-150	2011-2013	Dearborn	April 28, 2010 through October 26, 2013
		Kansas City	May 18, 2010 through November 18, 2013
Expedition/Navigator	2012-2013	Kentucky Truck	April 11, 2011 through August 16, 2013

Affected vehicles are identified in OASIS.

REASON FOR PROVIDING EXTENDED WARRANTY COVERAGE

In some of the affected vehicles, an output shaft speed (OSS) sensor failure may result in an illuminated malfunction indicator light (MIL) and/or wrench light in the instrument cluster with diagnostic trouble codes (DTCs) P0720, P0722, P0731 and/or P1500 stored in the powertrain control module (PCM).



From: Gaduski, Michael (M.) [/o=ExchangeLabs/ou=Exchange Administrative Group [redacted] MGADUSKI]
Sent:
To: Beyer, Laura (L.D.) [lbeyer4@ford.com]

Subject: TC Prep - 6R80
Attachments: 2011-2014 F150 Sudden Downshift TC Update_02162023.pptx
Location: Webex

Start: 2/14/2023 9:30:00 PM
End: 2/14/2023 10:00:00 PM
Show Time As: Tentative

Required Attendees: Beyer, Laura (L.D.)

Review my presentation draft and discuss approach/edits.

_~_

-- Do not delete or change any of the following text. --

Join Meeting

[redacted]

If you are a host, click here and login site to view host information.

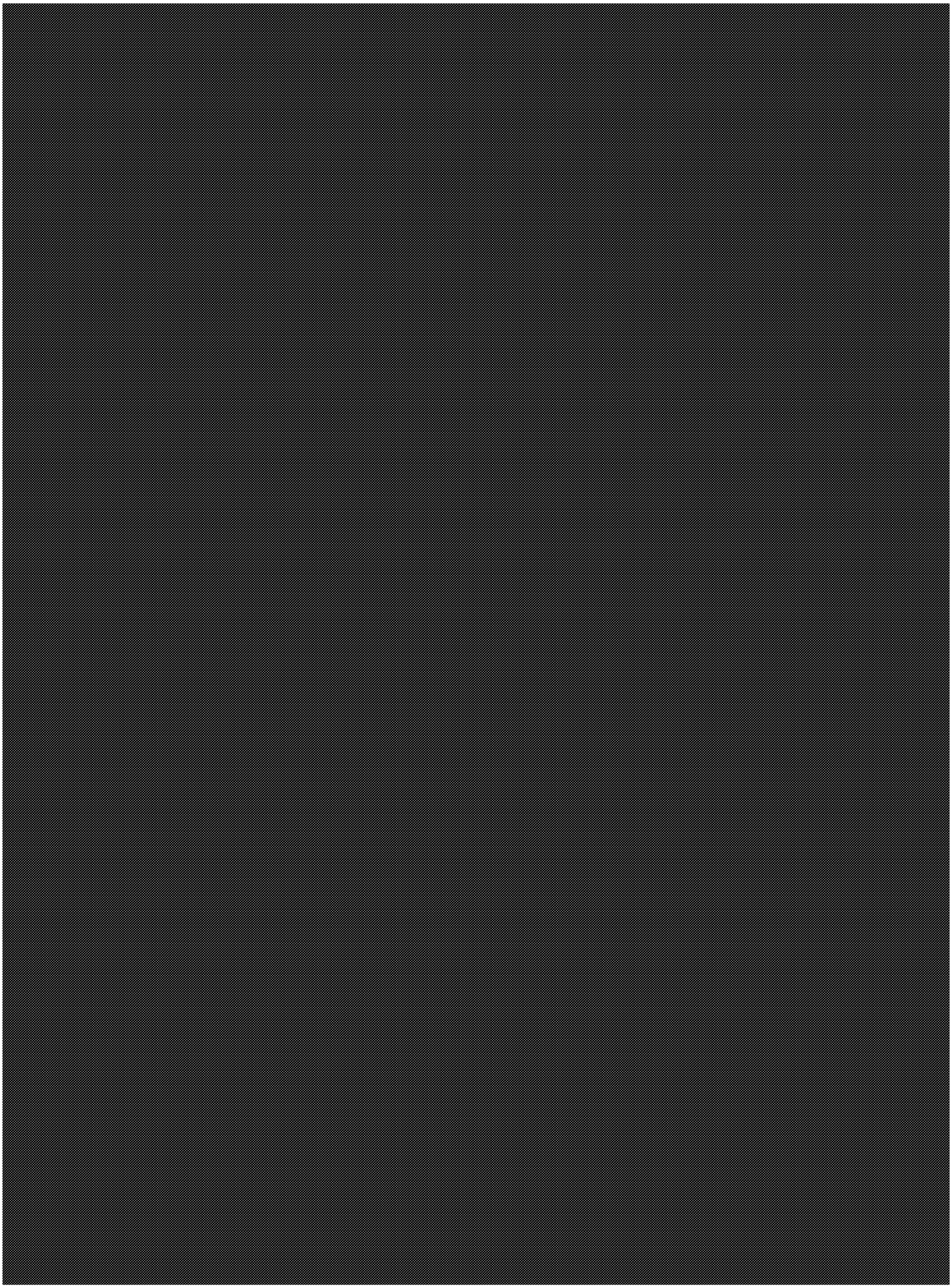
NOTICE: ***Protecting and Properly Using Company Assets: We are careful not to disclose Ford information, even accidentally. If we share non-public information outside of Ford, we follow applicable procedures and obtain proper approvals and ensure appropriate confidentiality agreements are in place. · We follow Ford's information and records retention protocols and programs. · We do not destroy information if there is a legal requirement to maintain it, such as a suspension order or other litigation hold.***

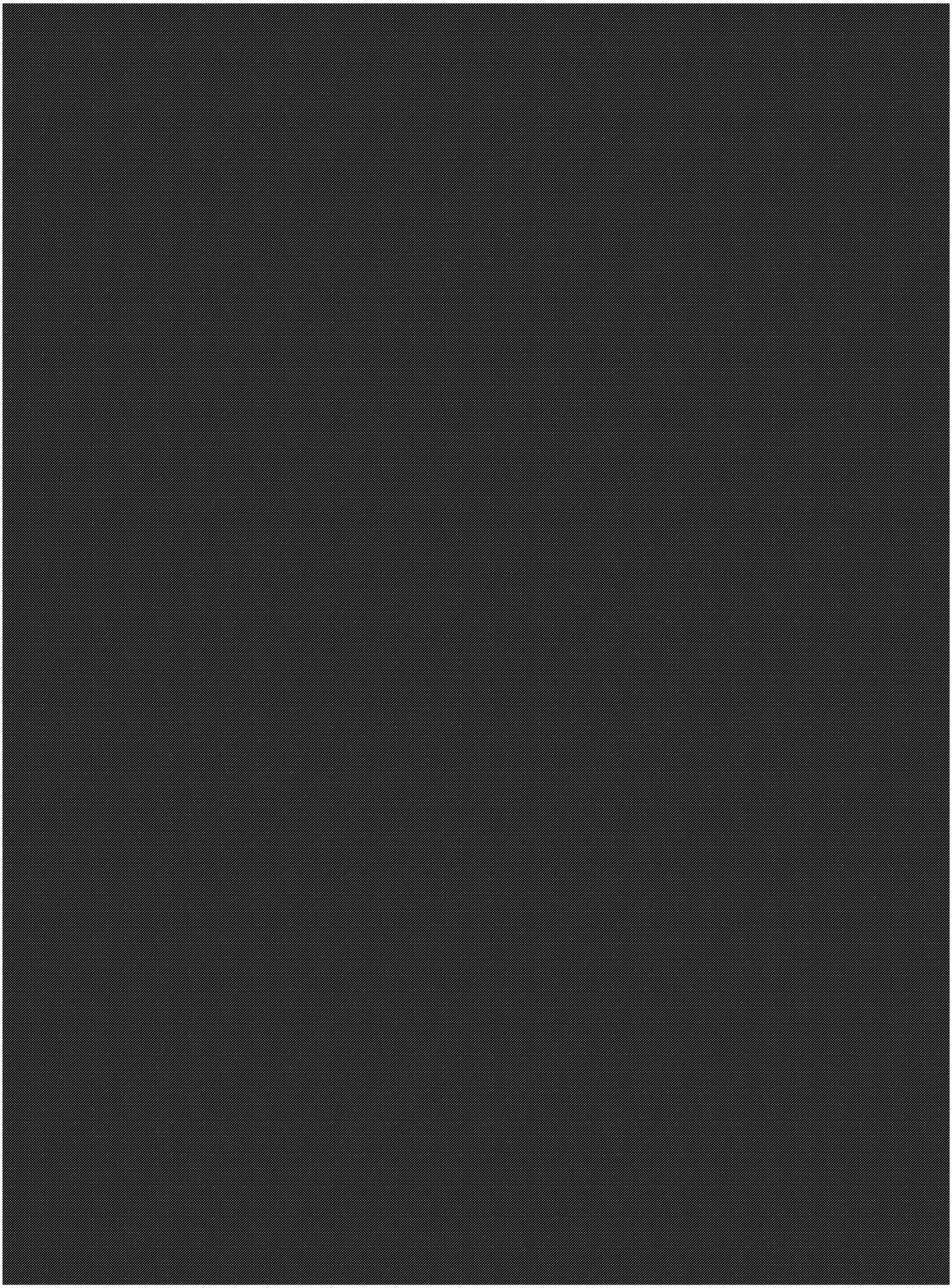
For company policies on recording: Click Here to Download
For additional help joining Webex meetings: WebEx Help
Can't join the meeting? Ford users submit a ticket: Contact Support

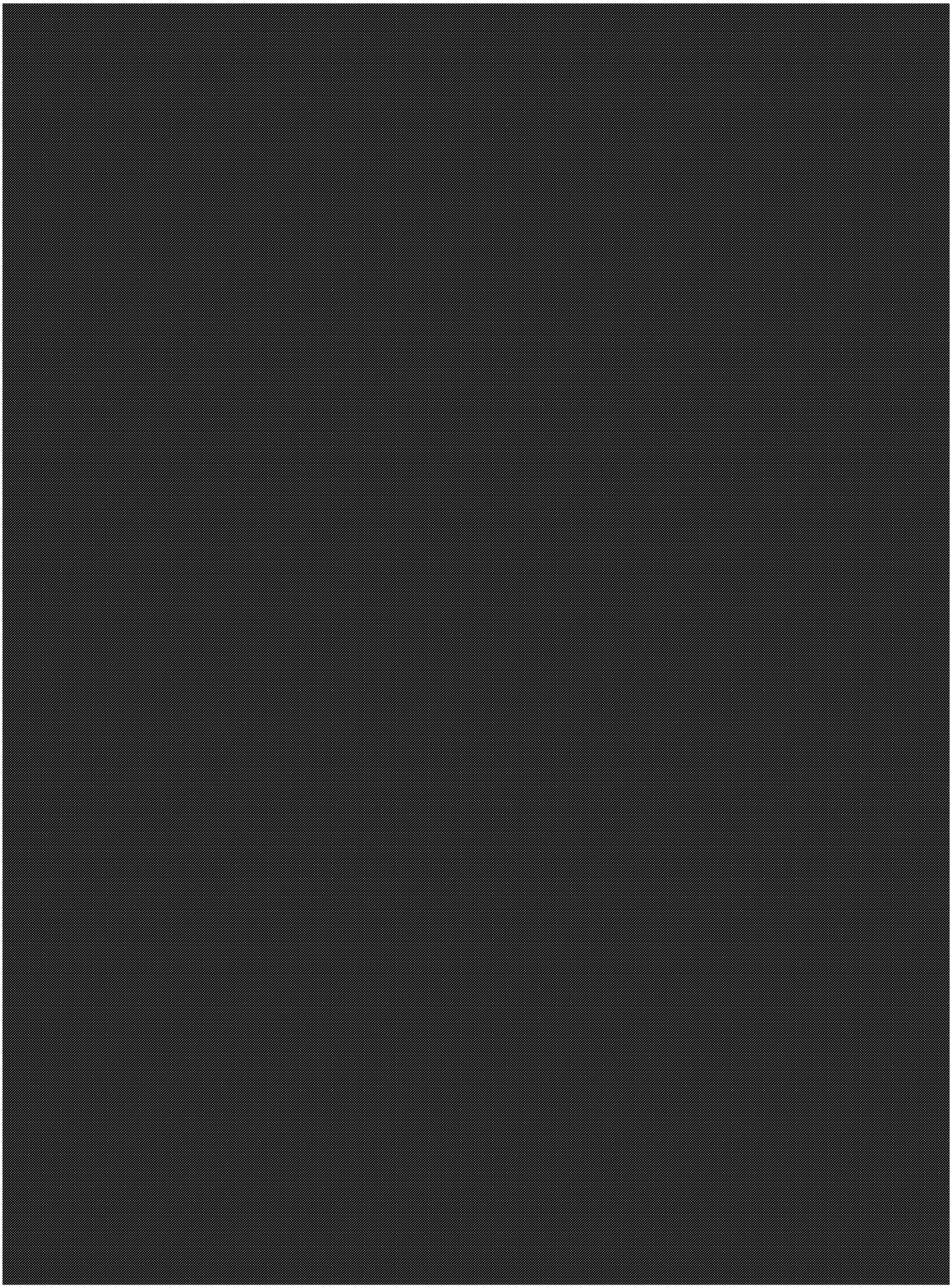
T32MC04

2011-2014 F150 6R80 Sudden Downshift

2/16/2023 TC Semi-Annual Meeting



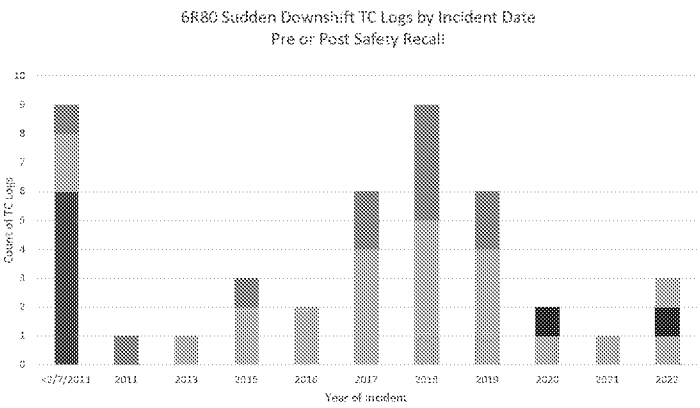




TC Log Update 2011-2013MY F-150

2011-2013 F-150
PCM Reflash

[redacted]



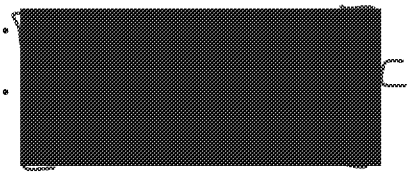
[redacted]

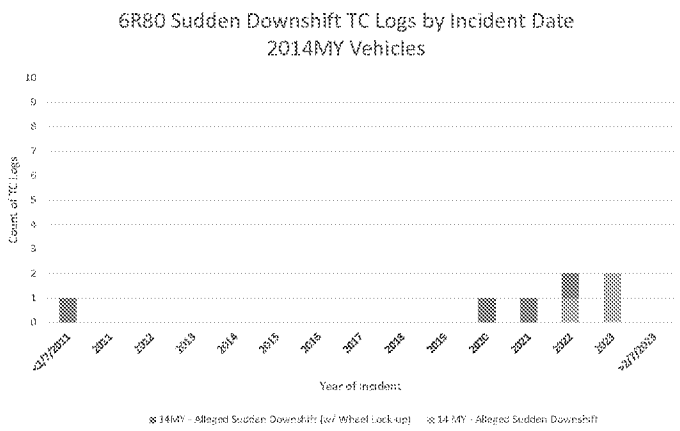
SECRET

5

TC Log Update 2014MY F-150

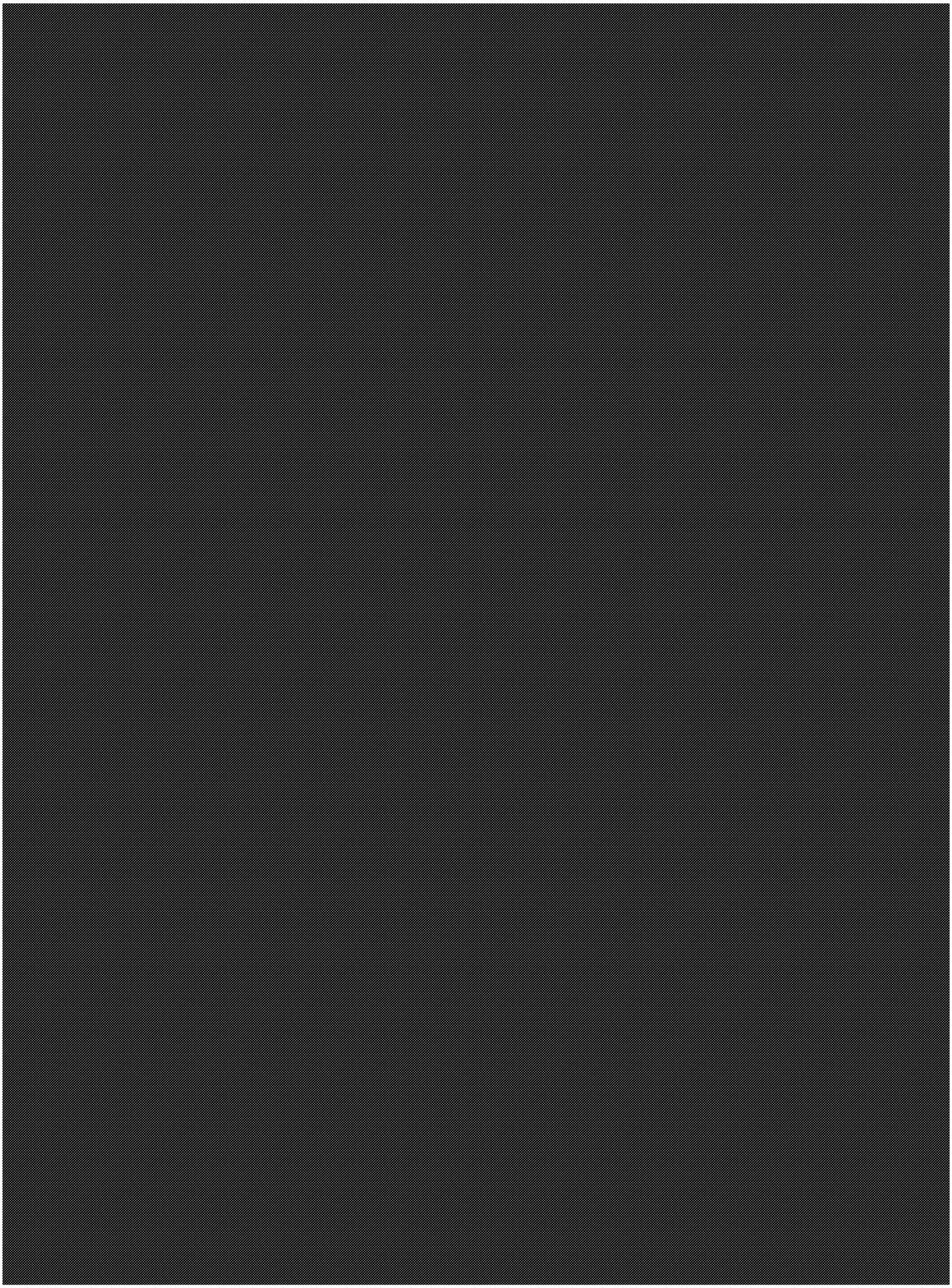
2011-2013 F-150 Sudden Downshift

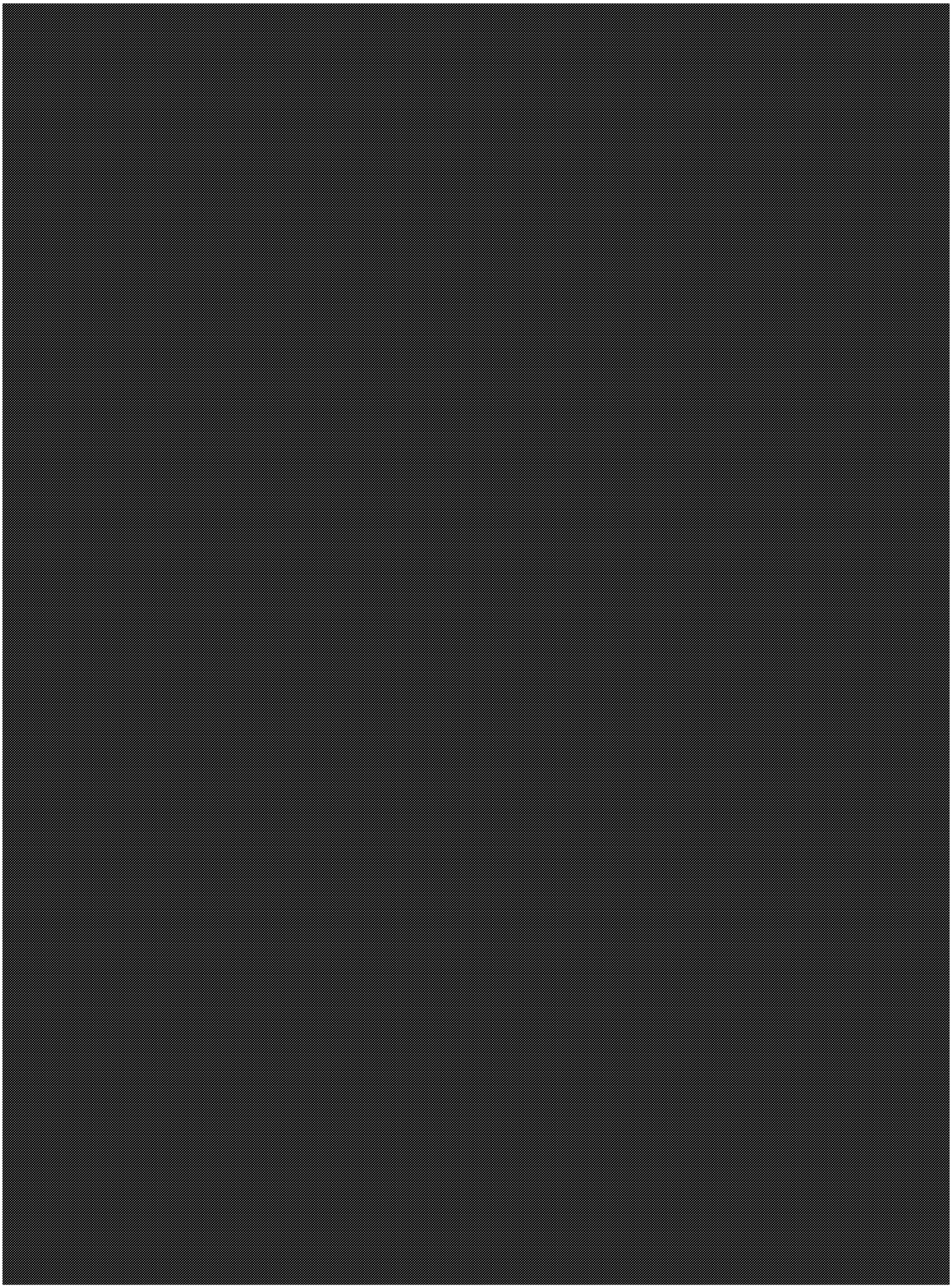




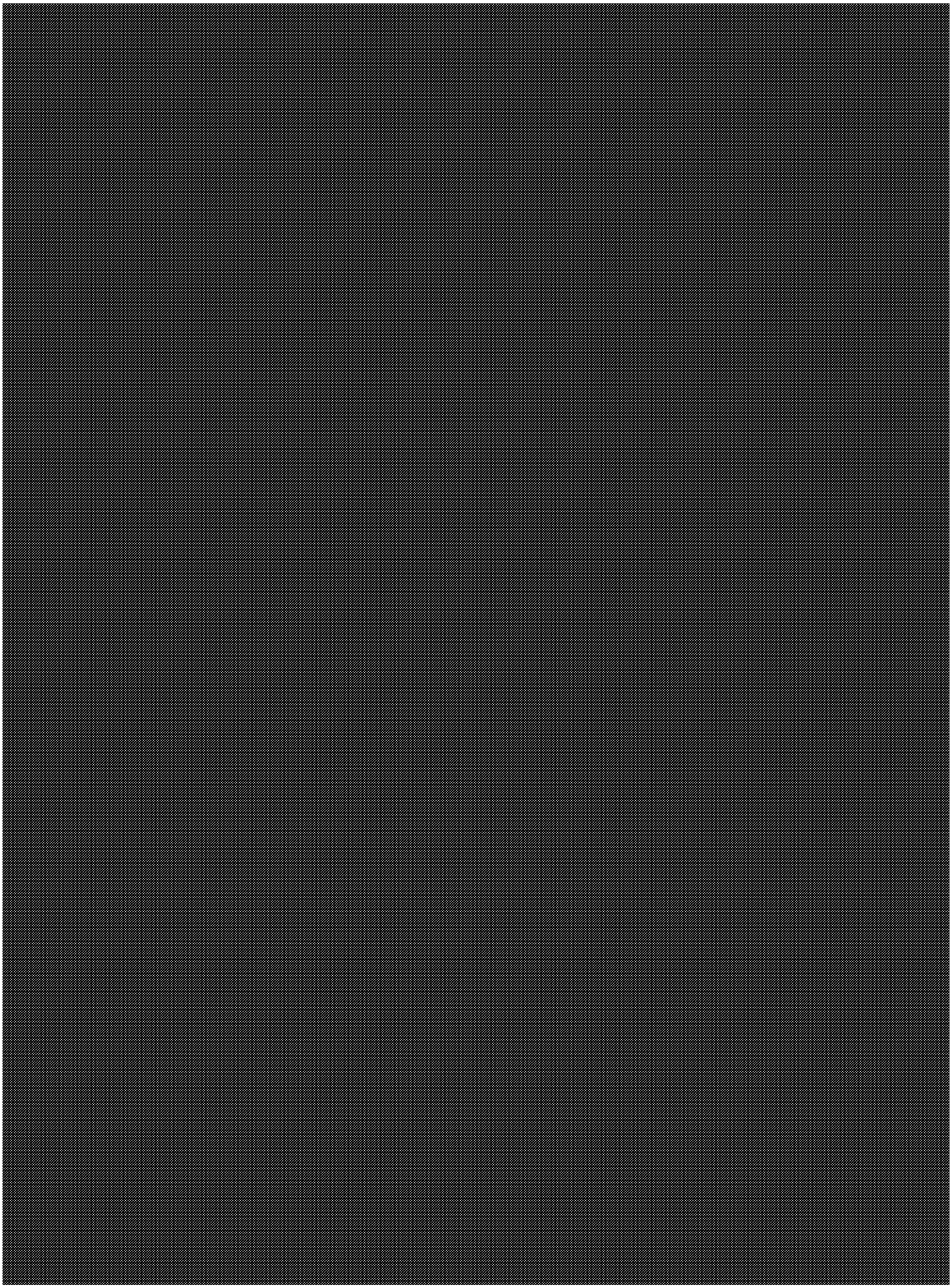
SECRET

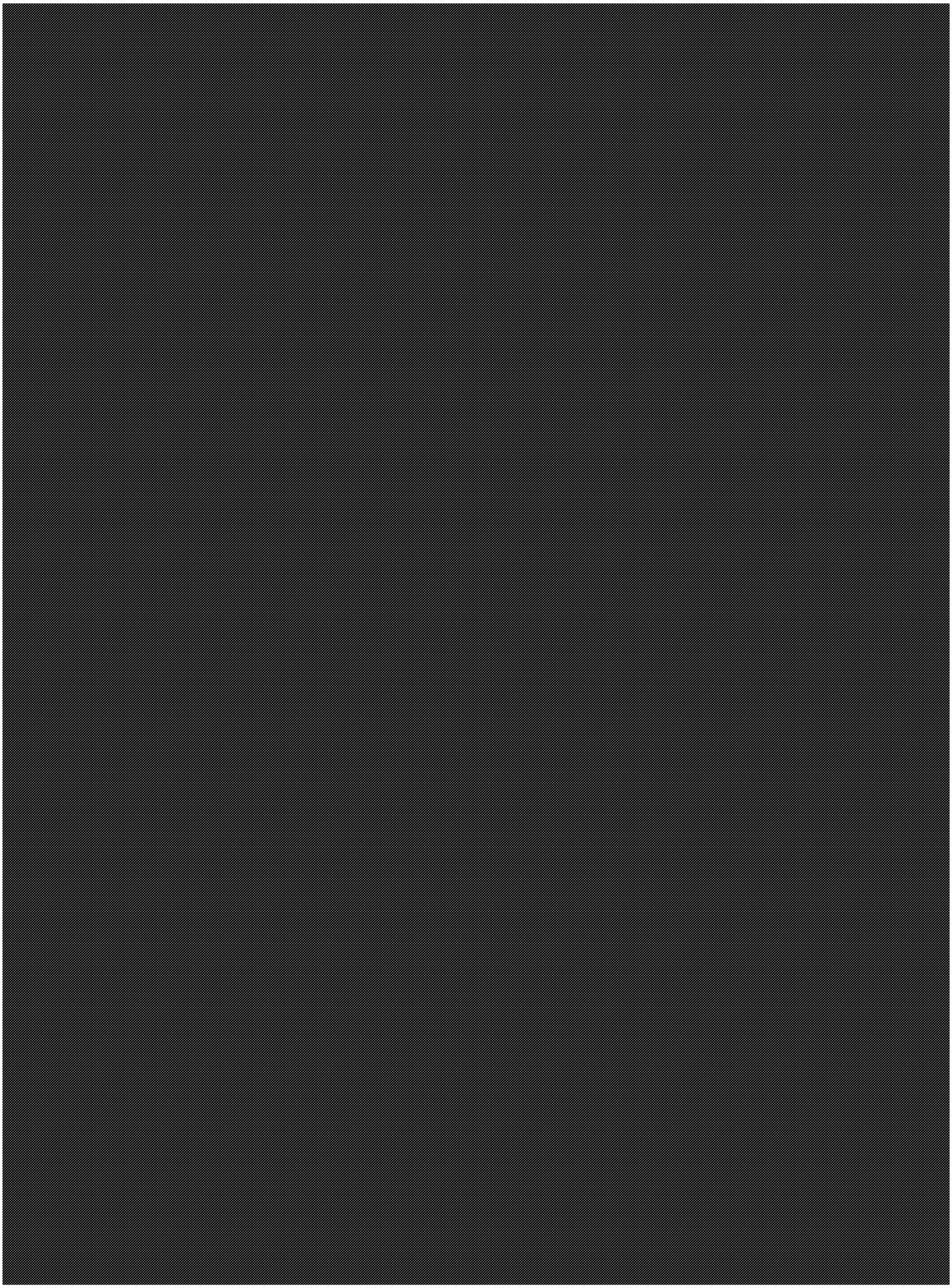
6





Back-up



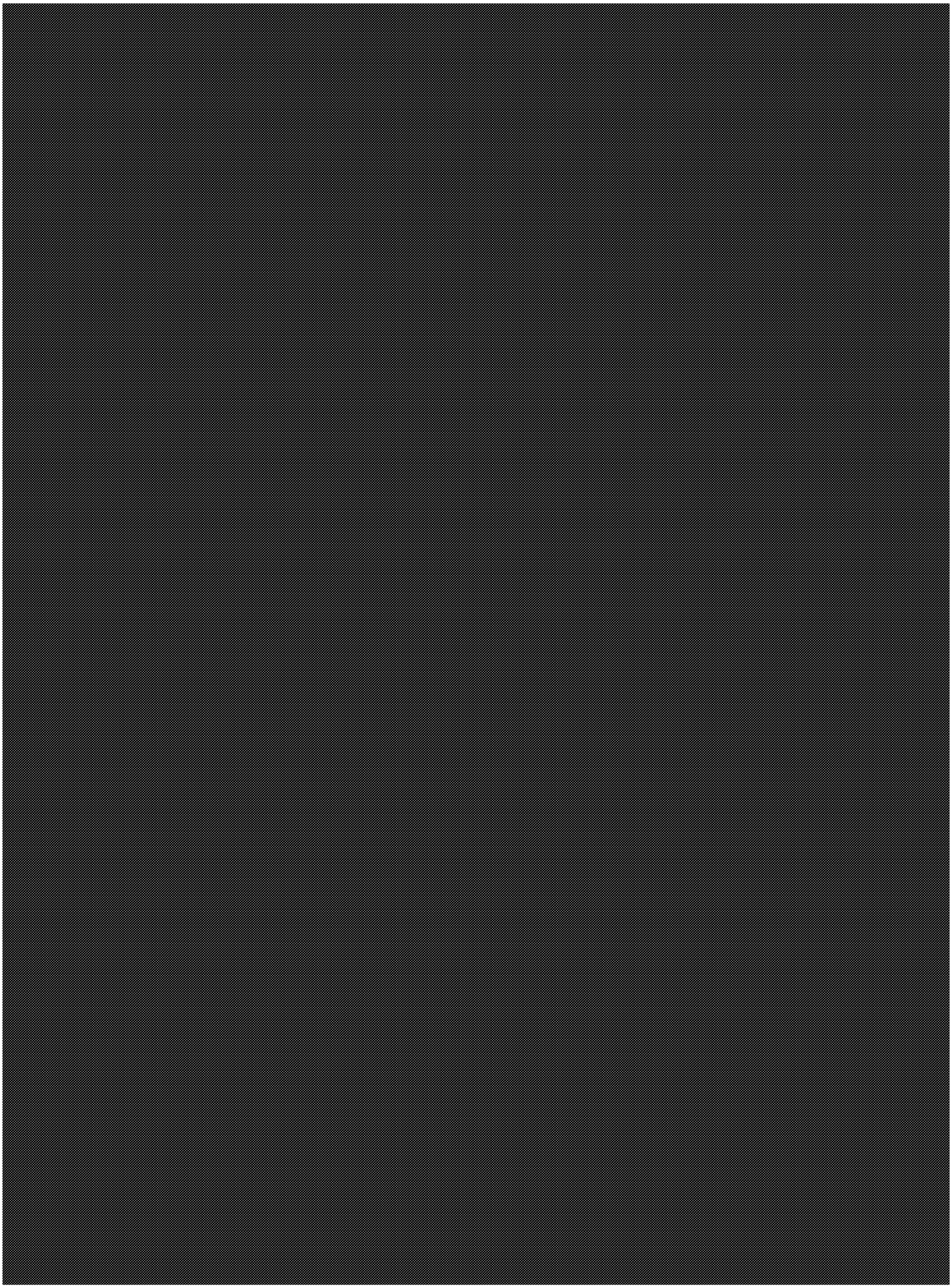


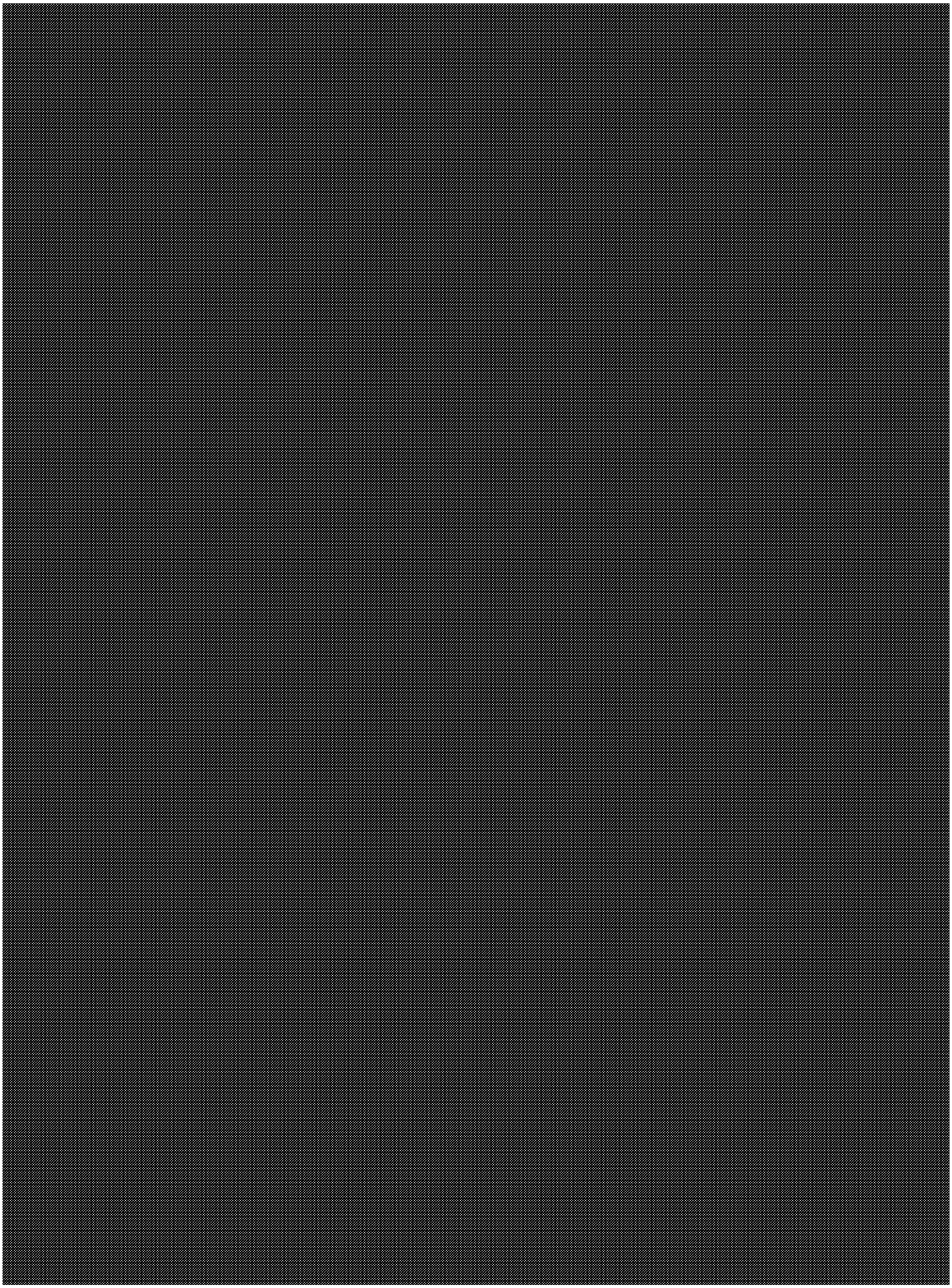
From: Gaduski, Michael (M.) [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP [redacted]-MGADUSKI]
Sent: 2/16/2023 12:03:35 PM
To: Beyer, Laura (L.D.) [lbeyer4@ford.com]
CC: Diaz, Adrian (A.D.) [adiaz41@ford.com]
Subject: 6R80 TC Presentation
Attachments: 2011-2014 F150 Sudden Downshift TC Update_02162023v2.pptx

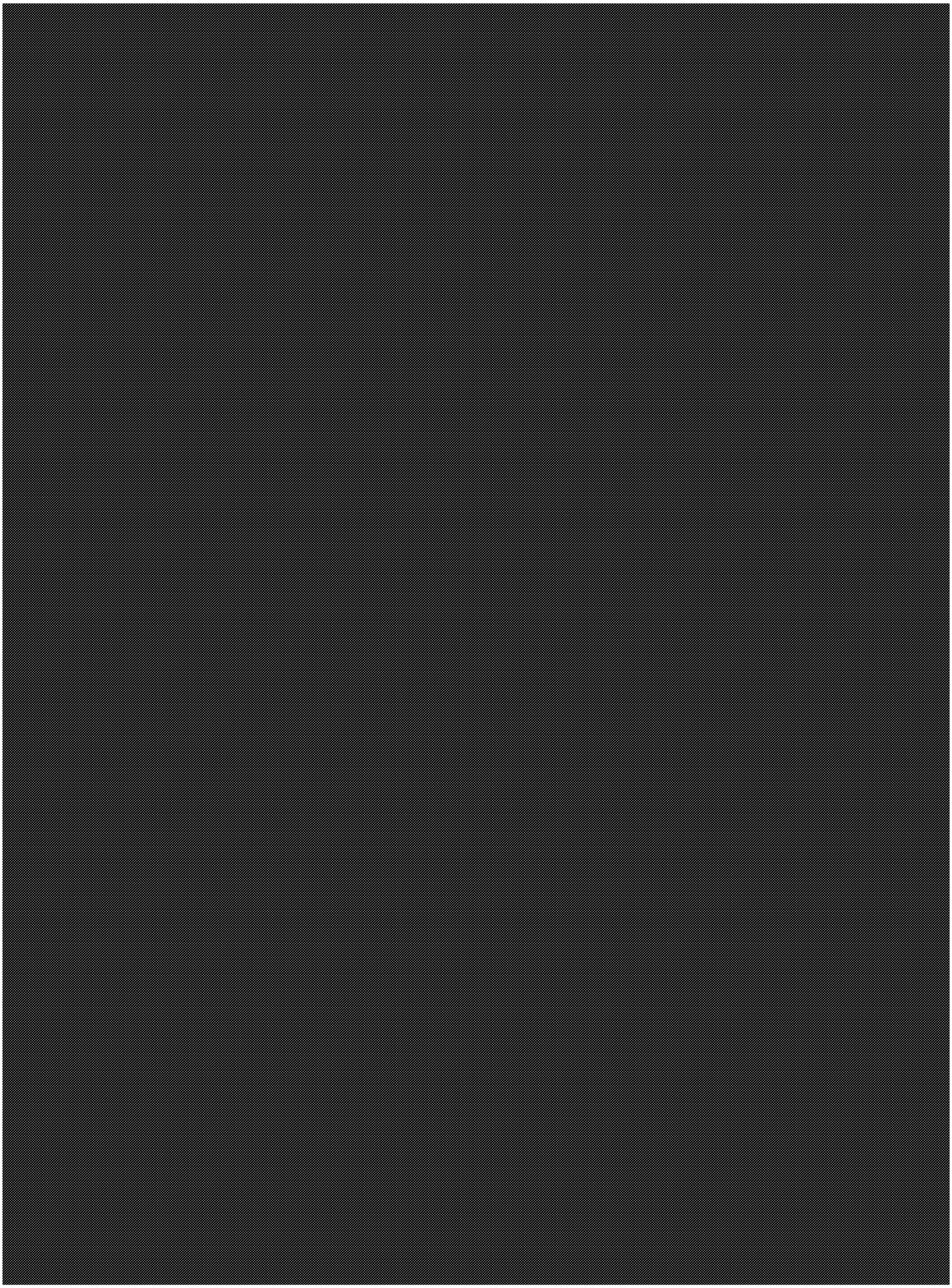
Mike Gaduski
Safety Investigations Engineer
FPS| Suite 500
O: 313-845-8445
mgaduski@ford.com

2011-2014 F150 6R80 Sudden Downshift

2/16/2023 TC Semi-Annual Meeting



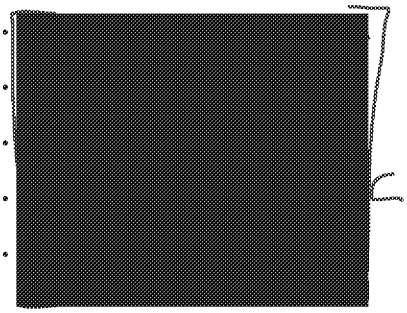


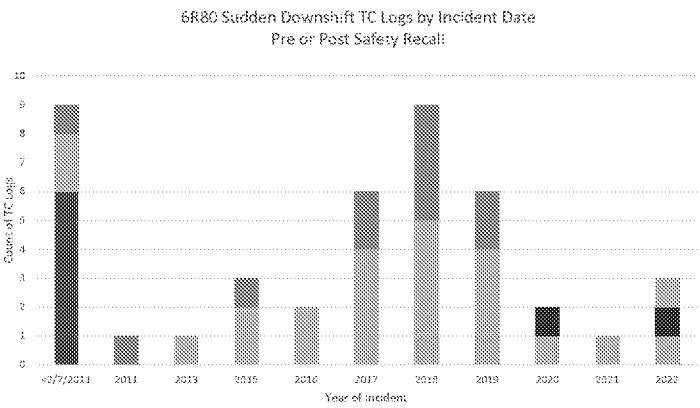


TC Log Update 2011-2013MY F-150

2011-2013 F-150
PCM Reflash

- [redacted]







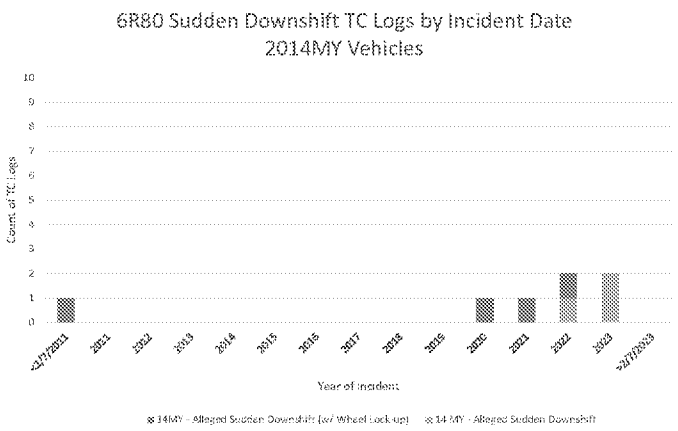
SECRET

5

TC Log Update 2014MY F-150

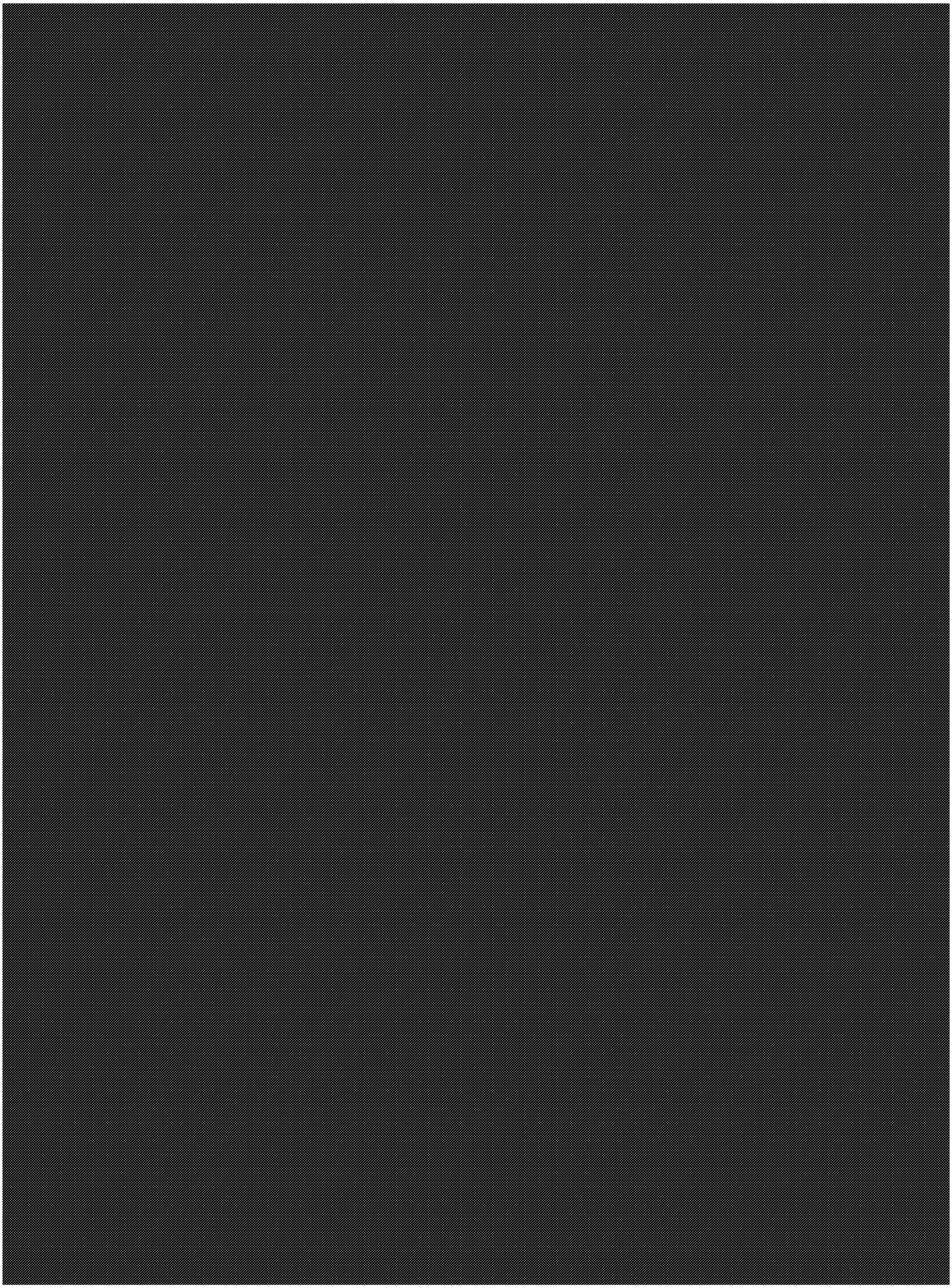
2014 F-150 Sudden Downshift

- [redacted]
- [redacted]



SECRET

6



From: Gaduski, Michael (M.) [/o=ExchangeLabs/ou=Exchange Administrative Group [redacted]-MGADUSKI]
Sent: 1/16/2024 7:57:59 PM
To: Henney, Travis (J.) [thenney@ford.com]

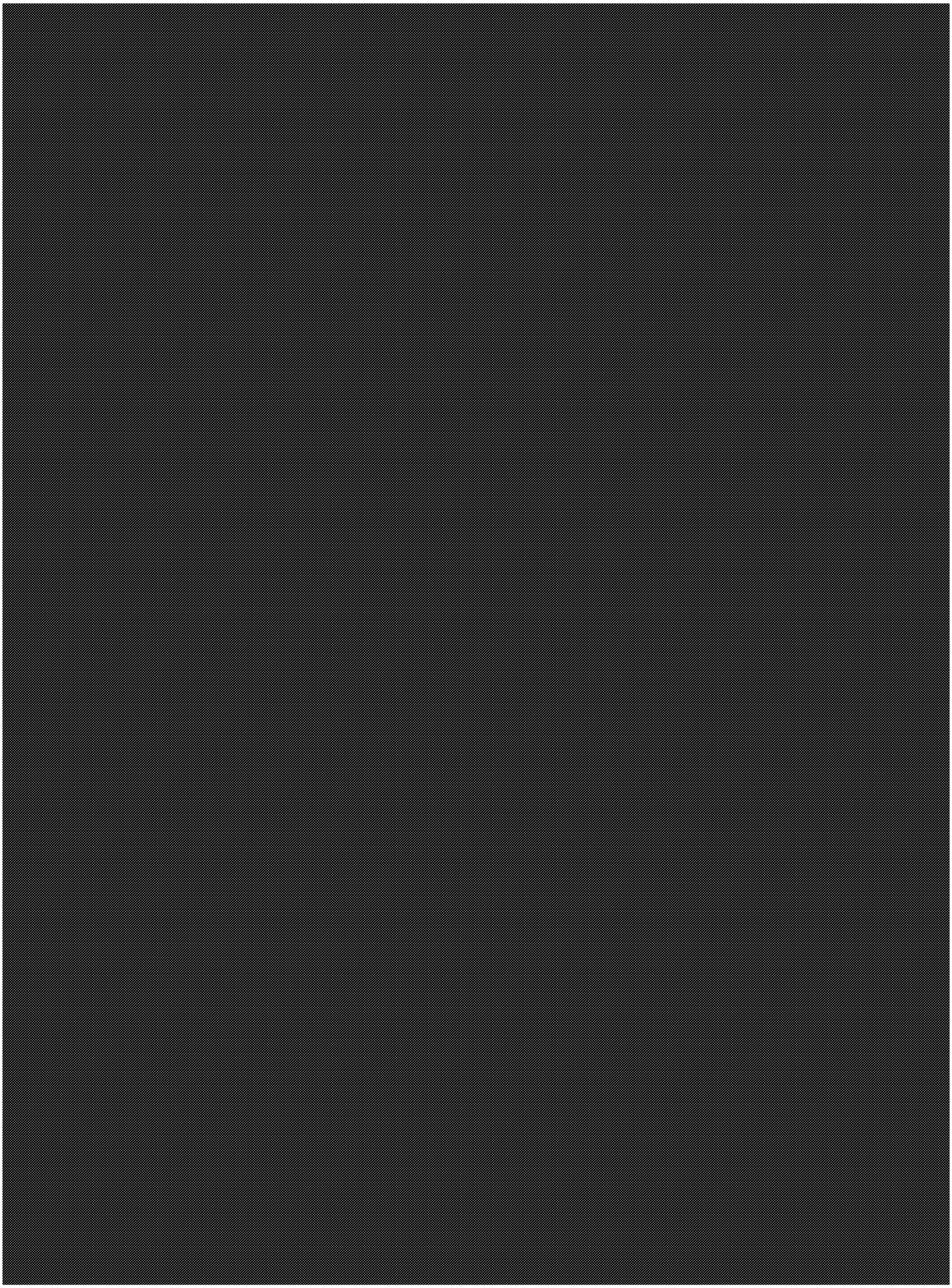
Subject: Tentative: Review 2015-2017 F-150 & Expedition 6R80 Claims
Attachments: 2011-2014 F150 6R80 Sudden Downshift TRG.pptx; Appendix C.pdf

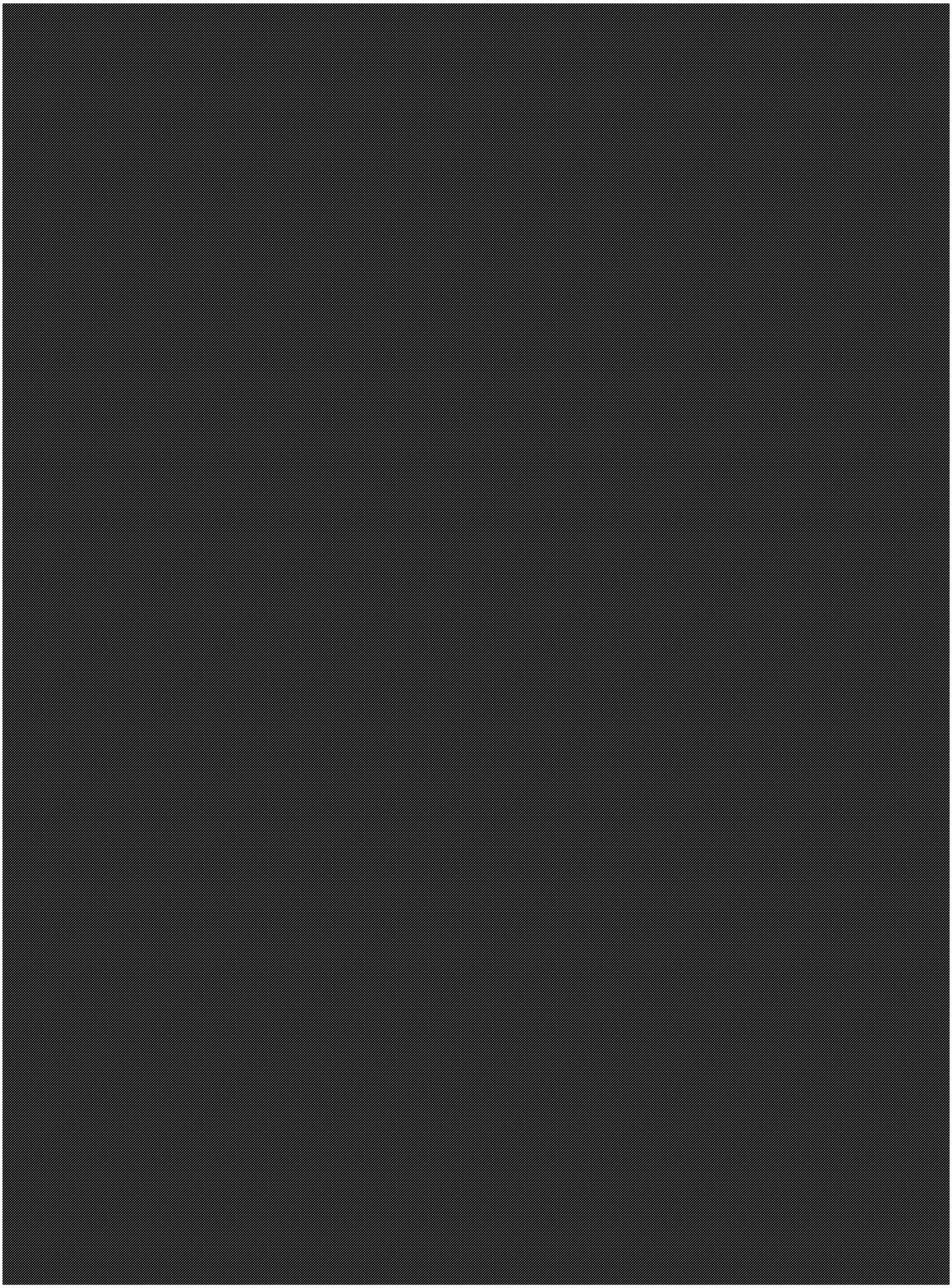
Start: 1/17/2024 8:00:00 PM
End: 1/17/2024 8:30:00 PM
Show Time As: Busy

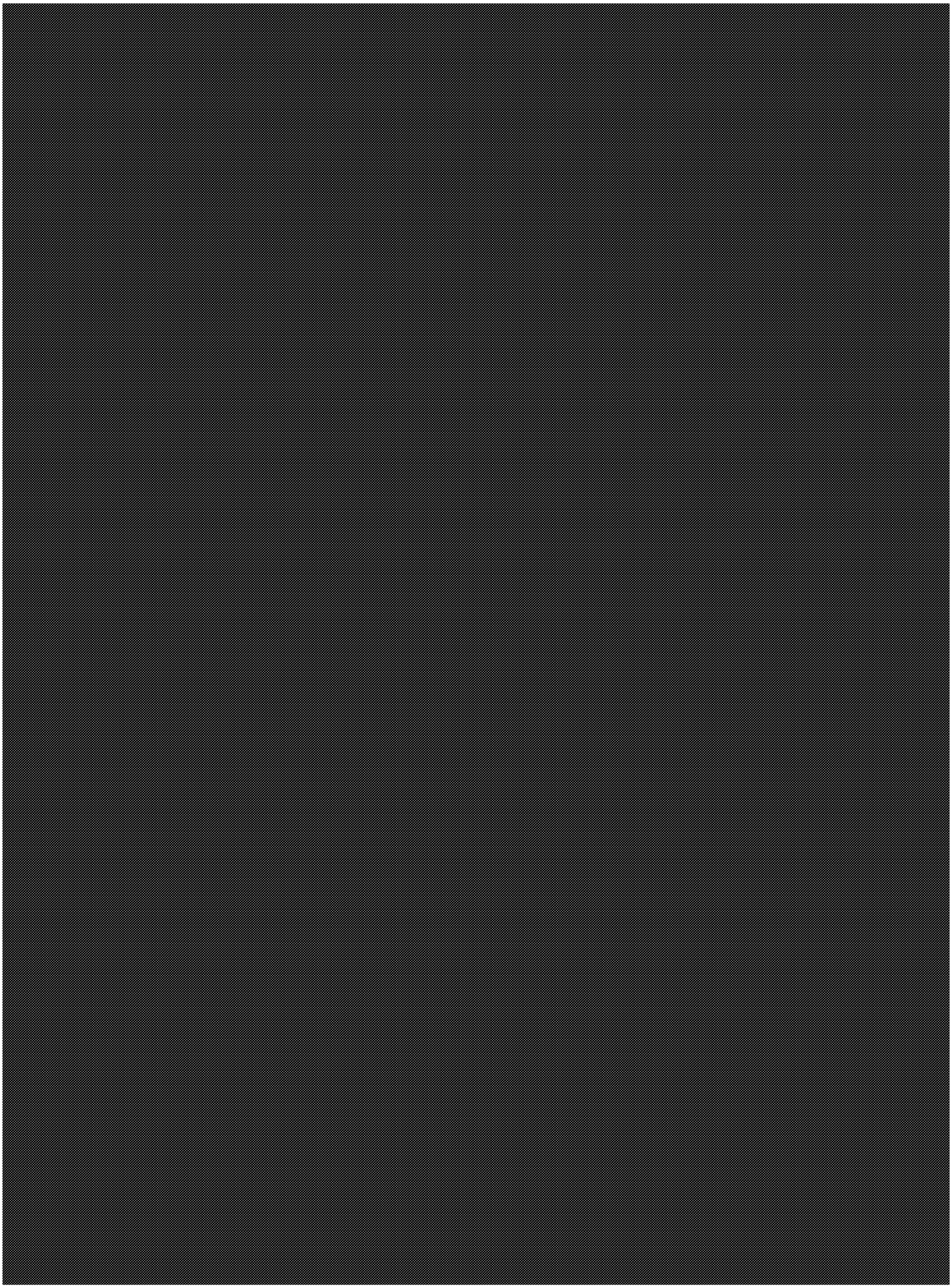
Travis, I have a dentist appointment tomorrow at 3:00 so I won't be able to attend. Here's my last TRG presentation of the 2011-2014 6R80 downshift concern and the DVP test results for the plausibility check PCA implemented for 2015MY

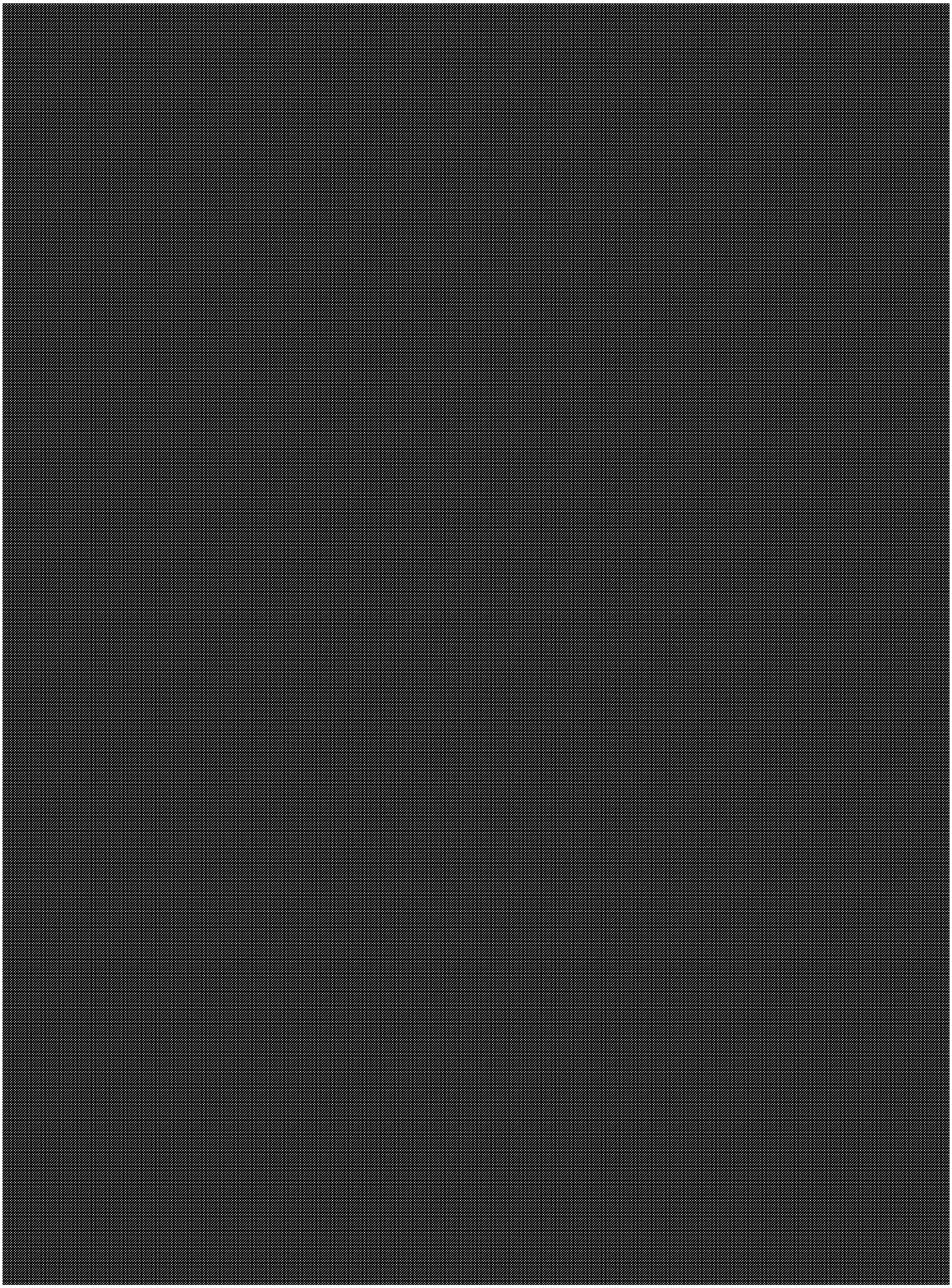
2011-2014 F150 6R80 Sudden Downshift

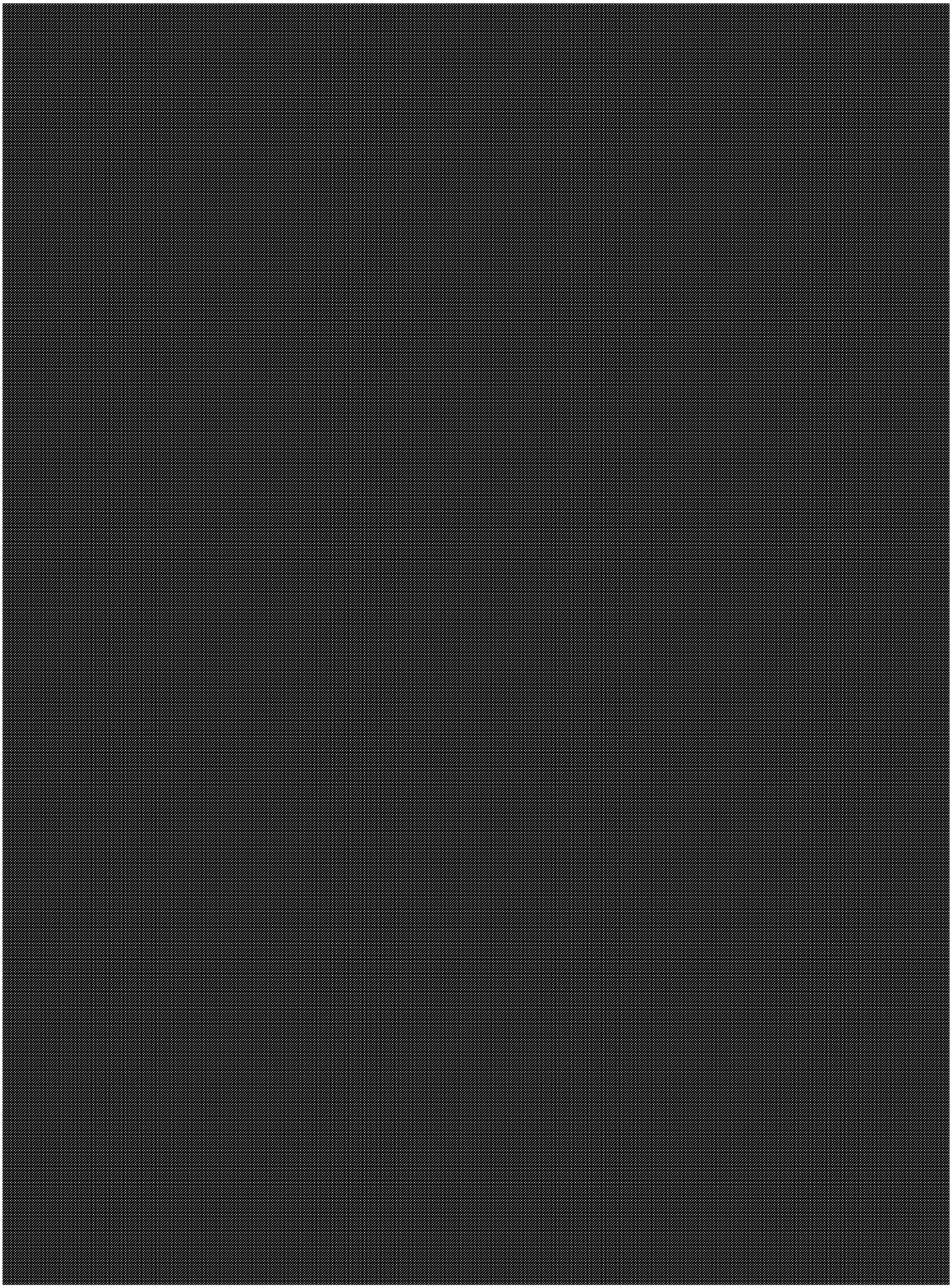
5/6/2021 EMM

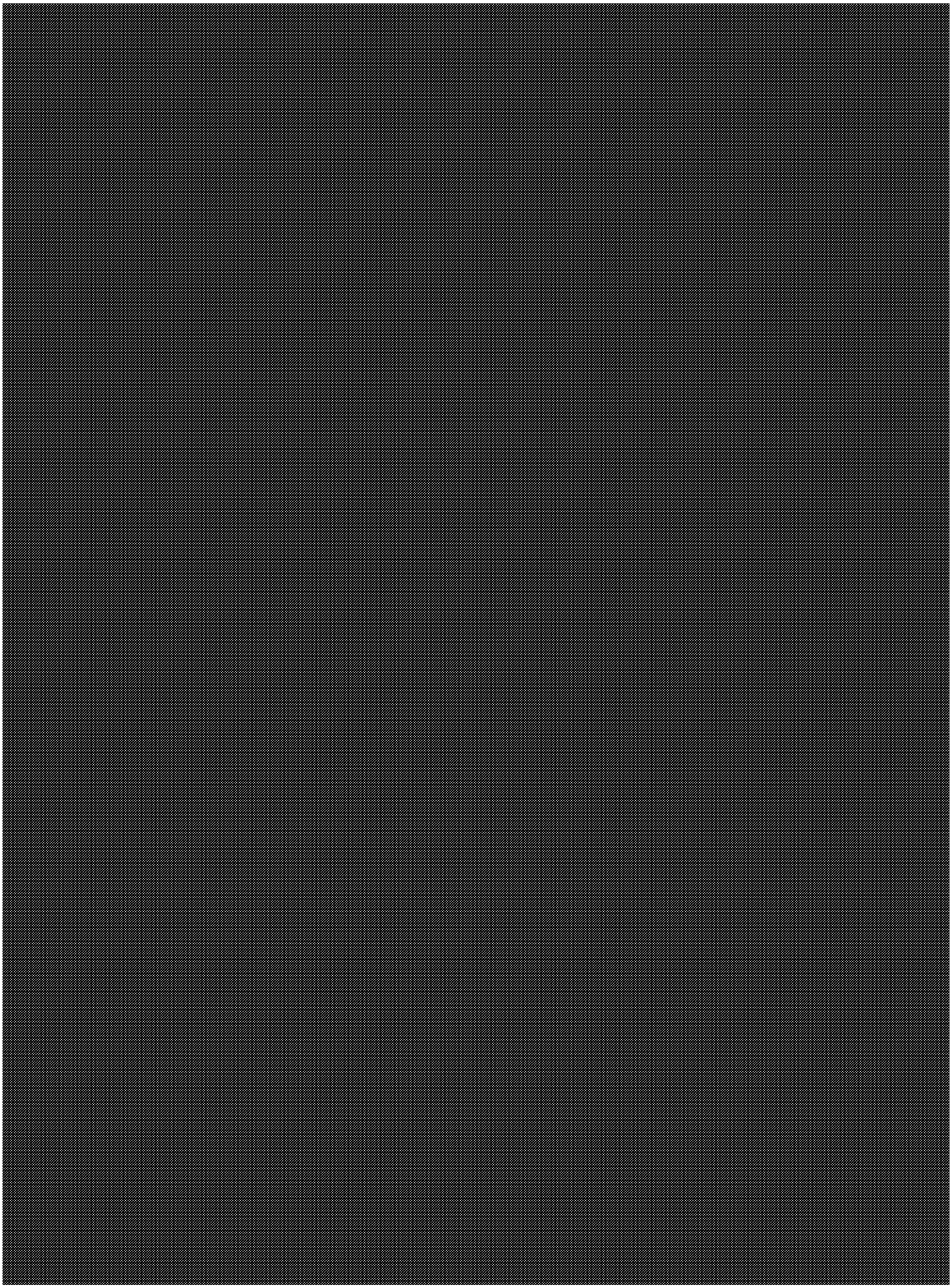






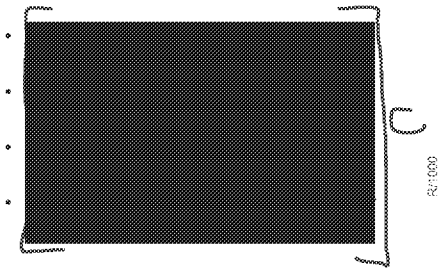






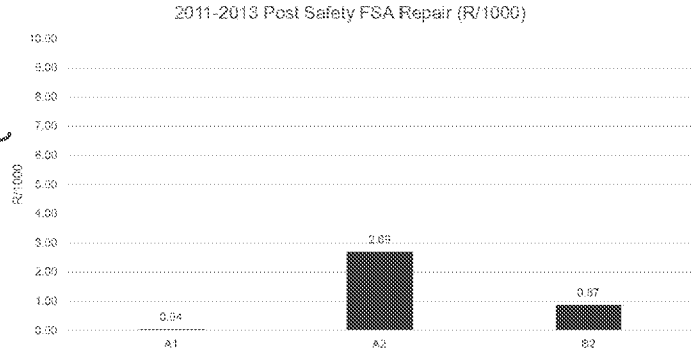
Data update (7/20/2020)

Population #1 2011-2013 F-150 Post Safety FSA PCM reflash



805 VOQs
(40 in last 6 months)

* Reports may be prior to FSA repairs



Category	Allegation
A1	Wheel Lock-Up due to Sudden (Unexpected) Downshift
A2	Sudden (Unexpected) Transmission Downshift
B1	Wheel Lock-Up Unknown Cause
B2	Harsh Downshift and Other Downshifting Issues

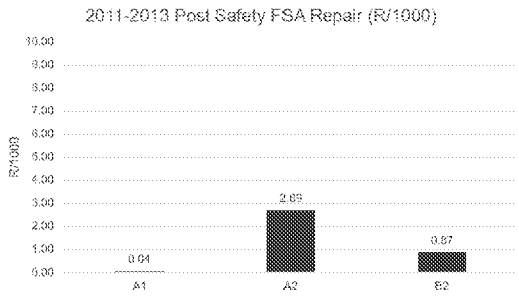
* Reports claiming ambiguous symptoms of 16S19, 19S07, or 19S19 were classified as A2

SECRET

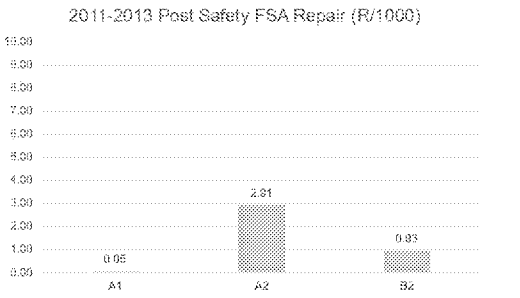
8

Population # 1: 2011-2013 F-150 Post Safety FSA PCM reflash data update

Data update (7/20/2020)

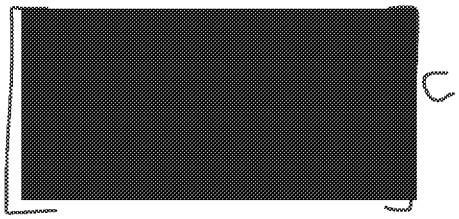


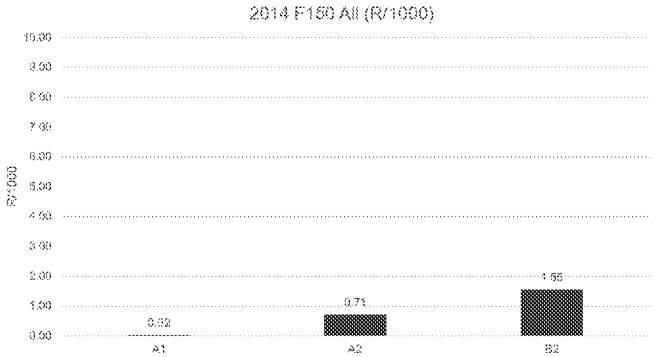
Data update (3/5/2021)



Data update (7/20/2020)

Population #2: 2014 F-150 6R80 Sudden Downshift





Category	Allegation
A1	Wheel Lock-Up due to Sudden (Unexpected) Downshift
A2	Sudden (Unexpected) Transmission Downshift
B1	Wheel Lock-Up Unknown Cause
B2	Harsh Downshift and Other Downshifting Issues

41 VOQs
(2 in last 6 months)

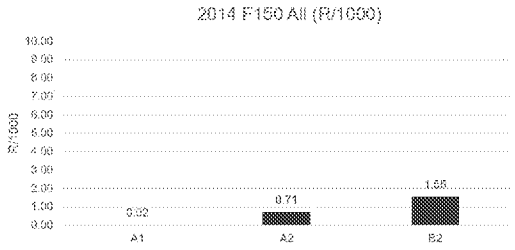
* Reports claiming ambiguous symptoms of 16S19, 19S07, or 19S19 were classified as A2

SECRET

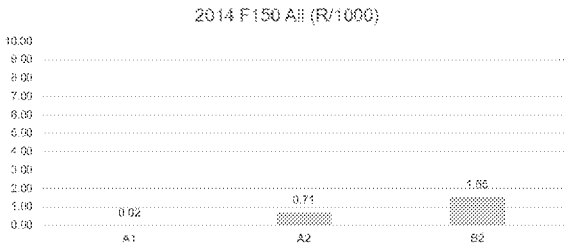
10

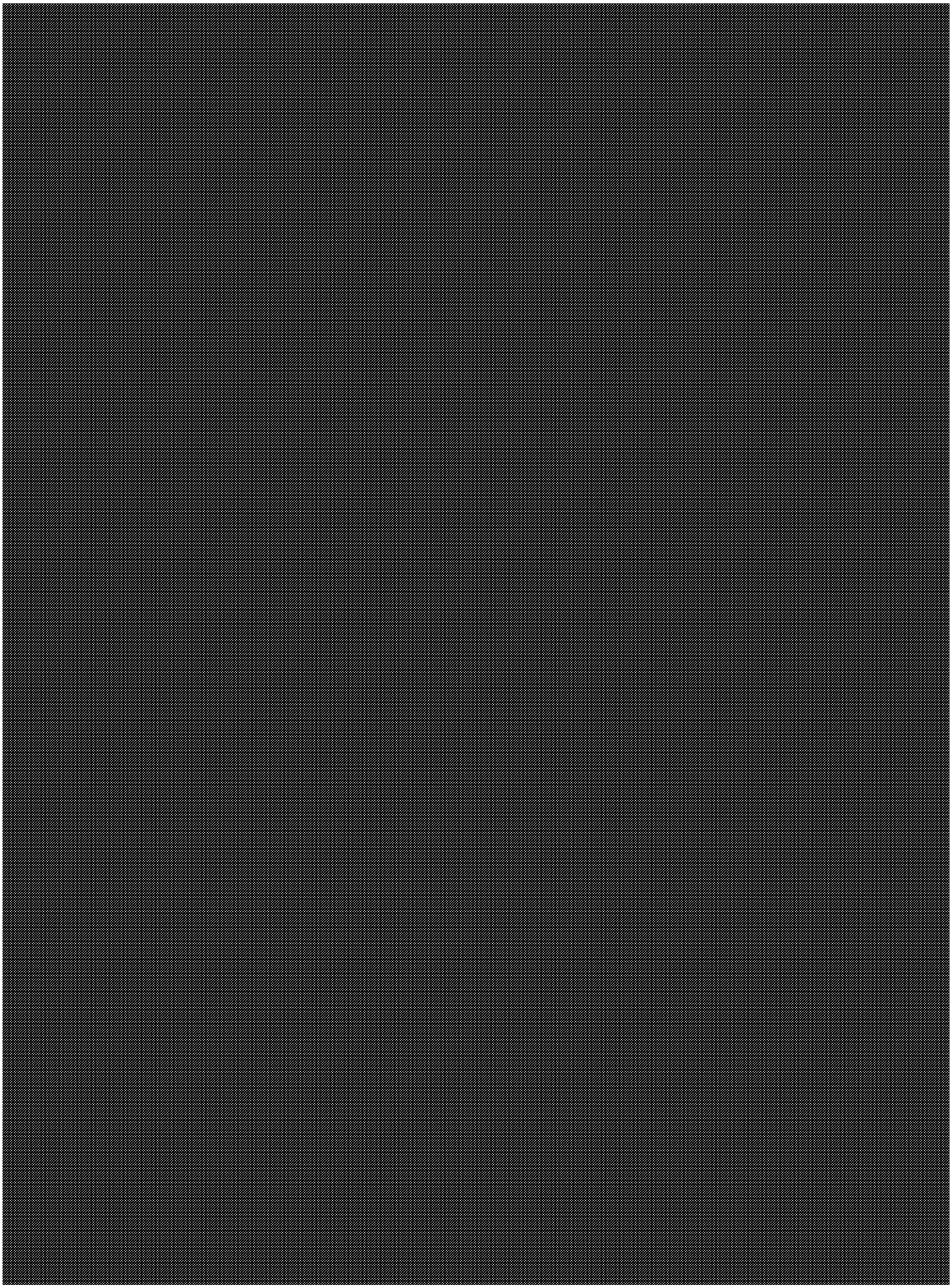
Population #2: 2014 F-150 6R80 Sudden Downshift Data Update

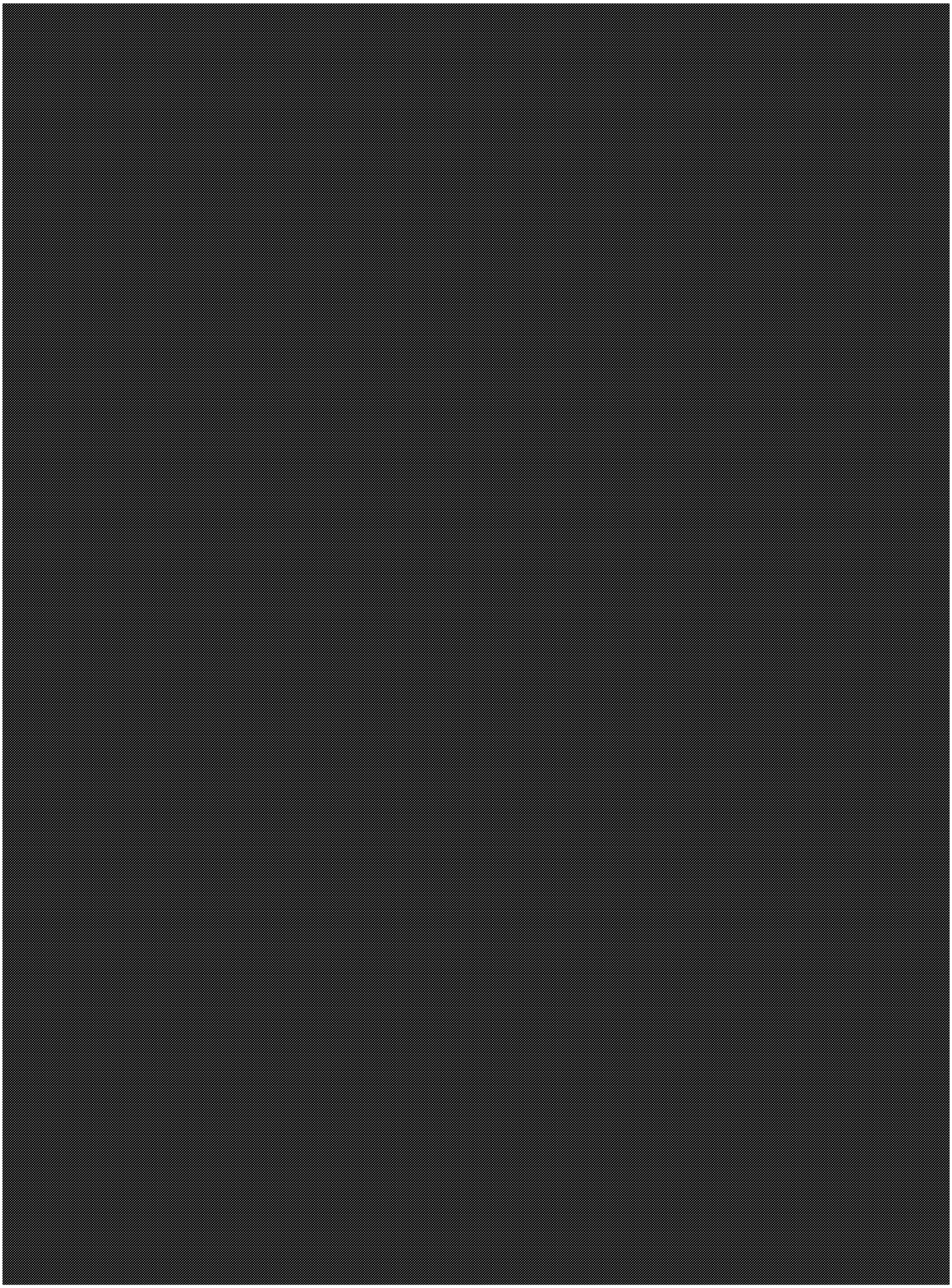
Data update (7/20/2020)



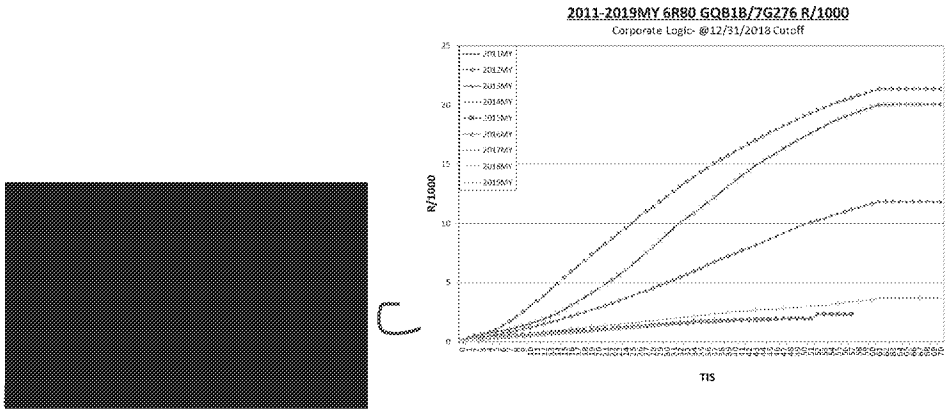
Data update (3/5/2021)



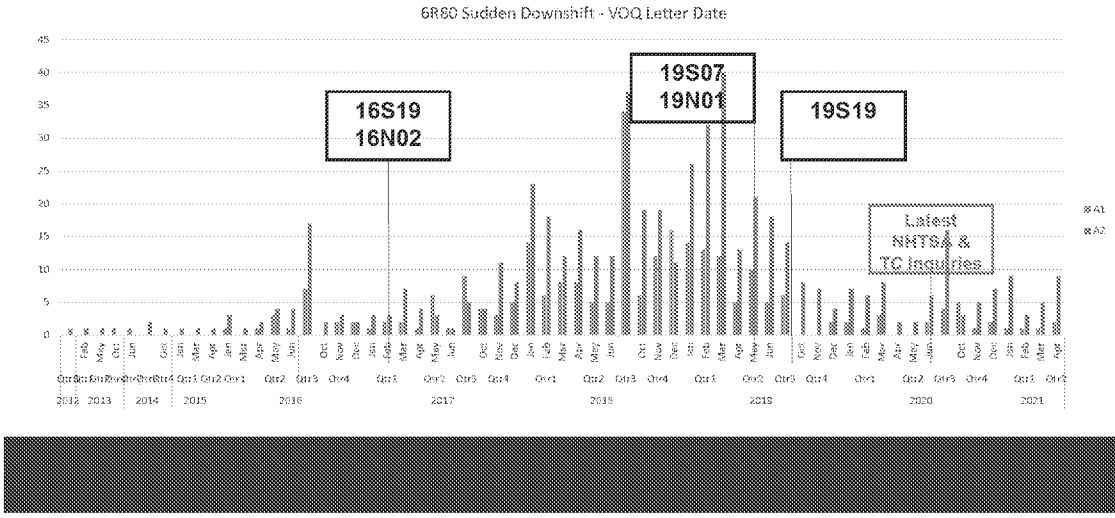




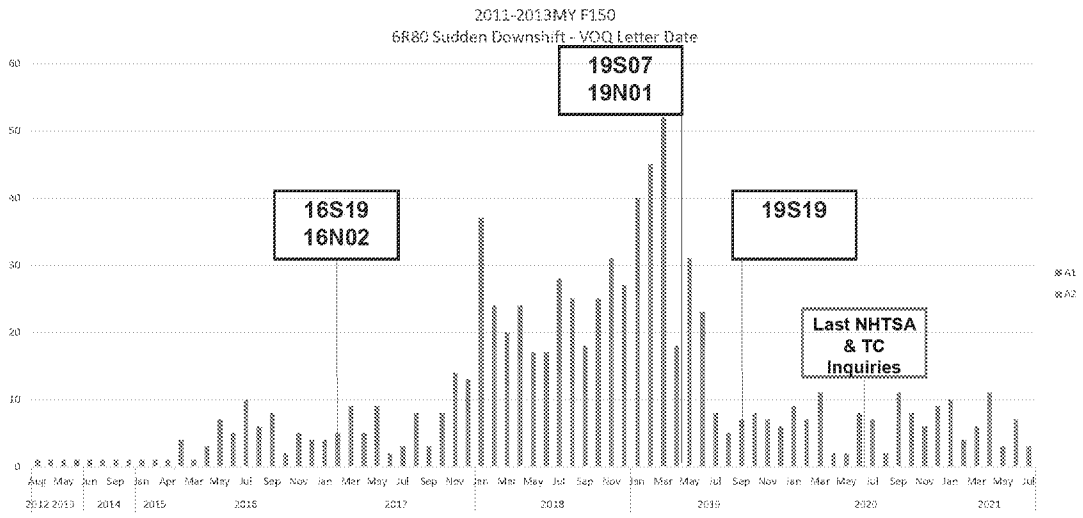
Leadframe warranty by TIS



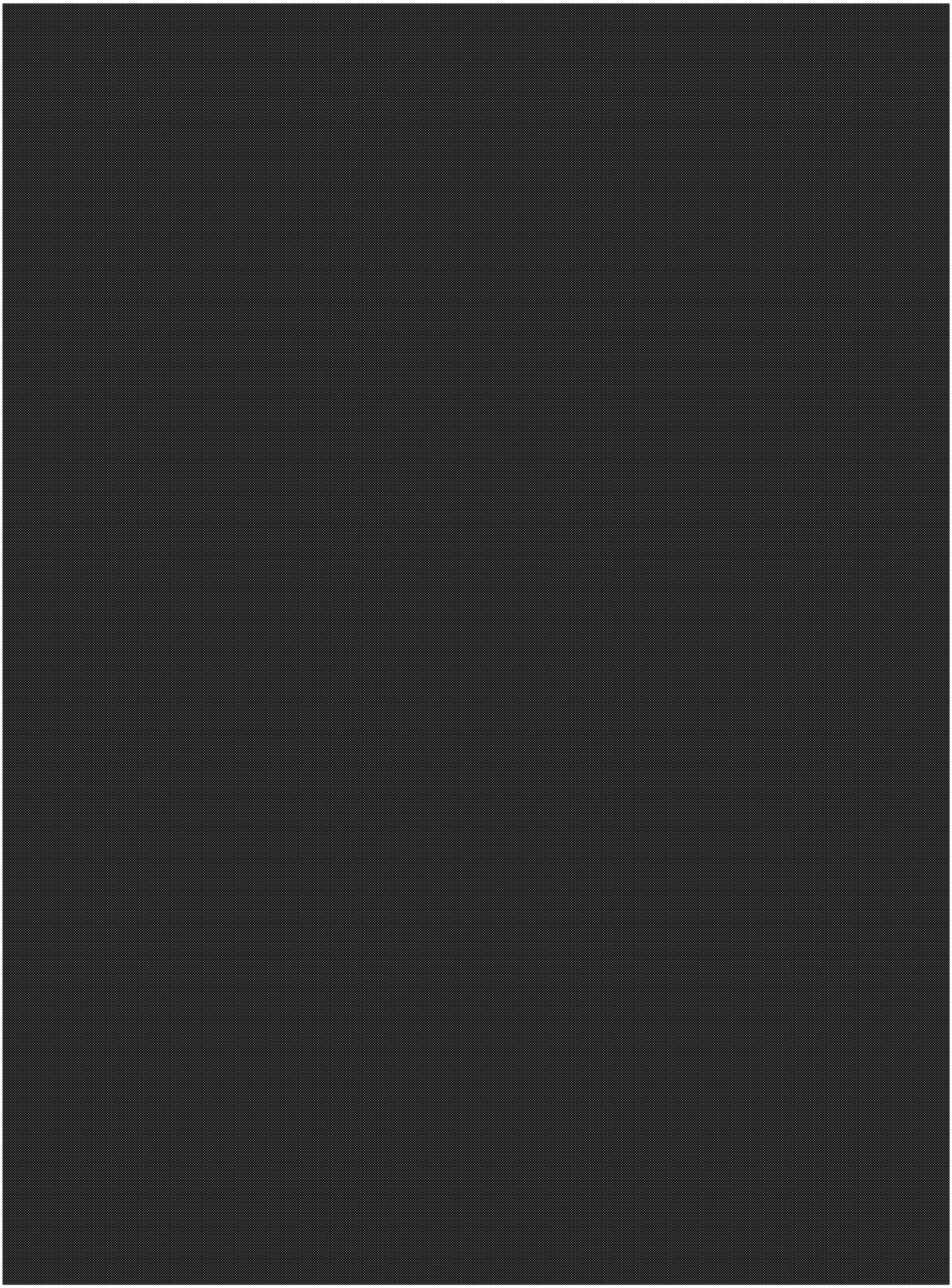
VOQ update

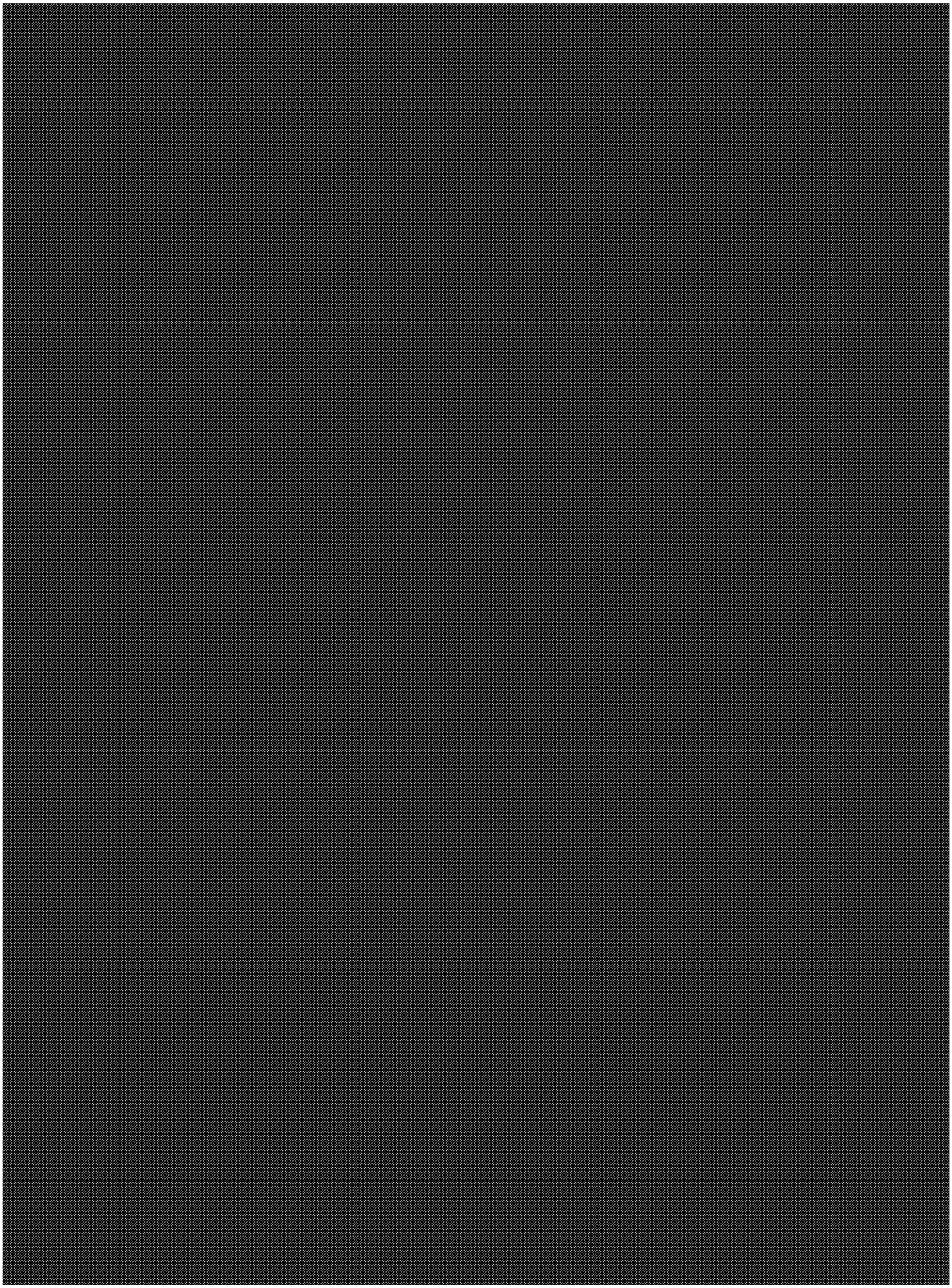

6R80 Sudden Downshift - VOQ Letter Date
16S19
16N02
19S07
19N01
19S19
Latest
NHTSA &
TC inquiries
A1
A2
2012
2013
2014
2015
2016
2017
2018
2019
2020
2021

VOQ Update 7/28/2021



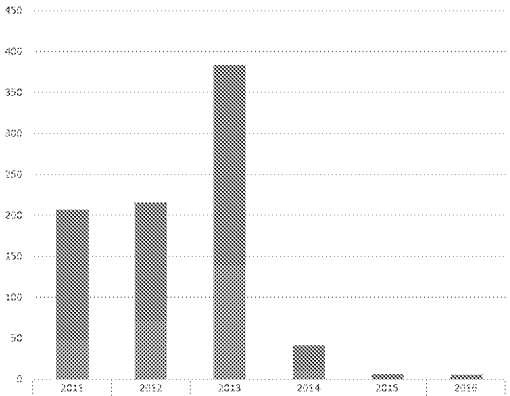
SECRET





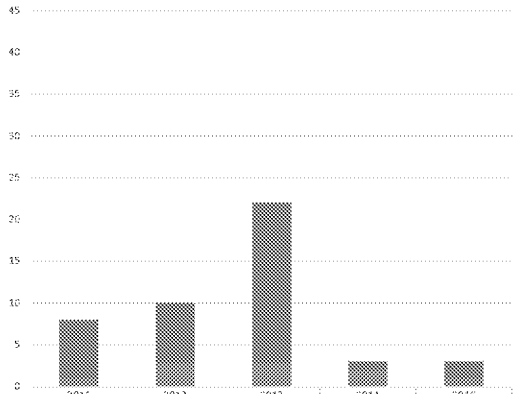
VOQ update with 2015-2016MY P552

F-150 6R80 Downshift VOQs Cumulative
May 2021 Update



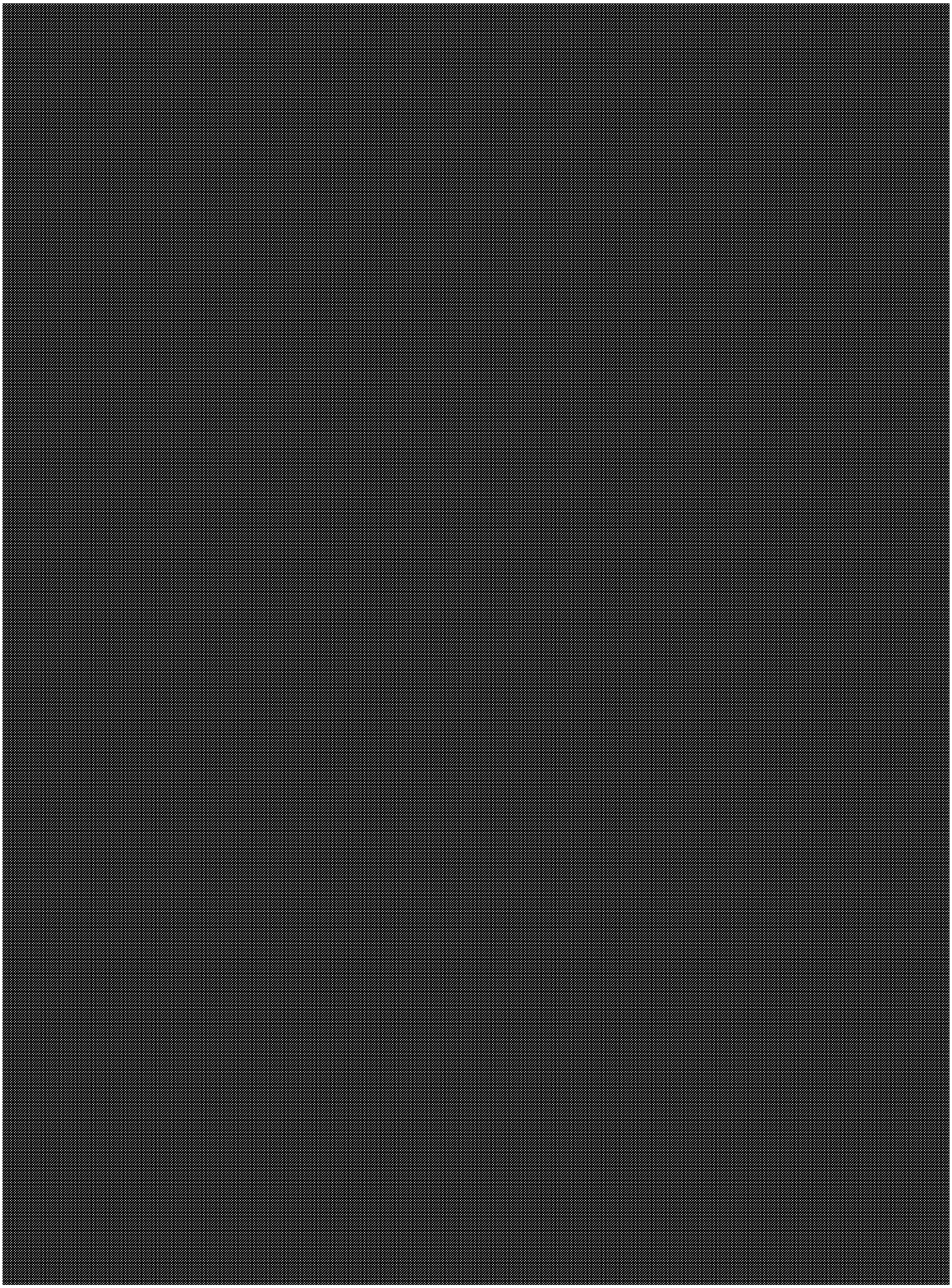
	2011	2012	2013	2014	2015	2016
※A2	159	144	245	29	0	5
※A1	48	71	140	10		2

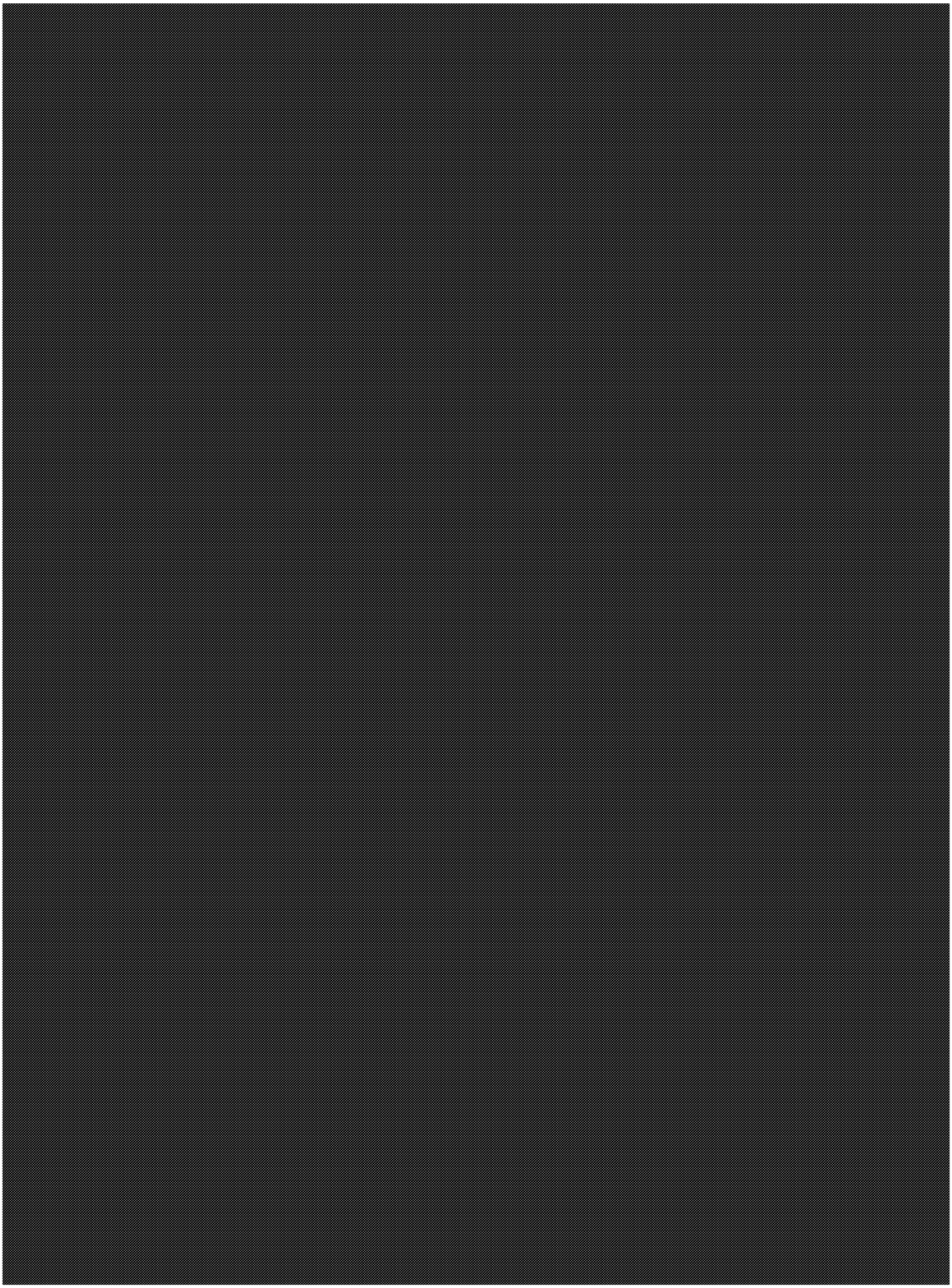
F-150 6R80 Downshift VOQs Last 6 Months
May 2021 Update



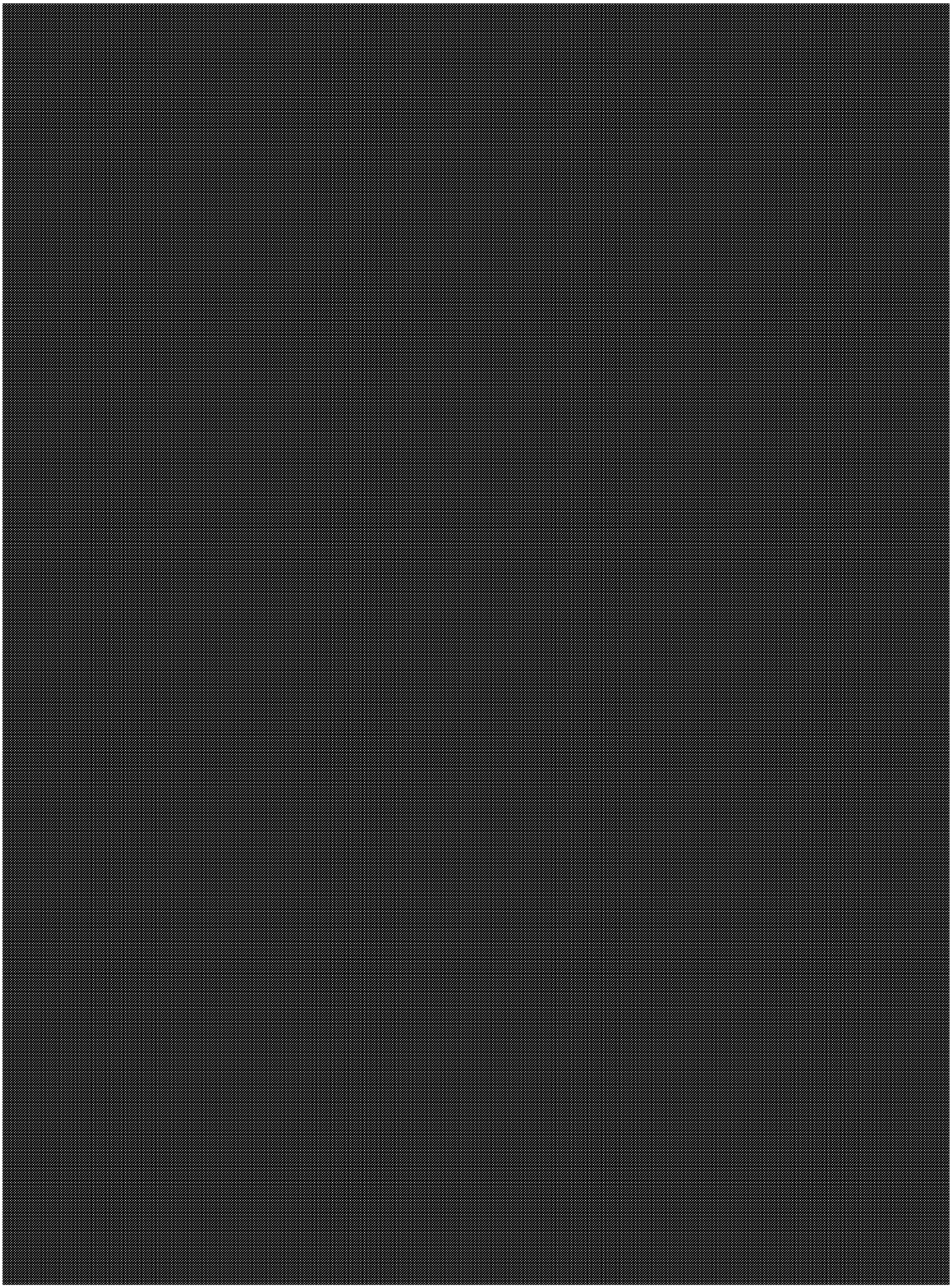
	2011	2012	2013	2014	2016
※A2	7	7	19	1	2
※A1	1	3	9	1	1

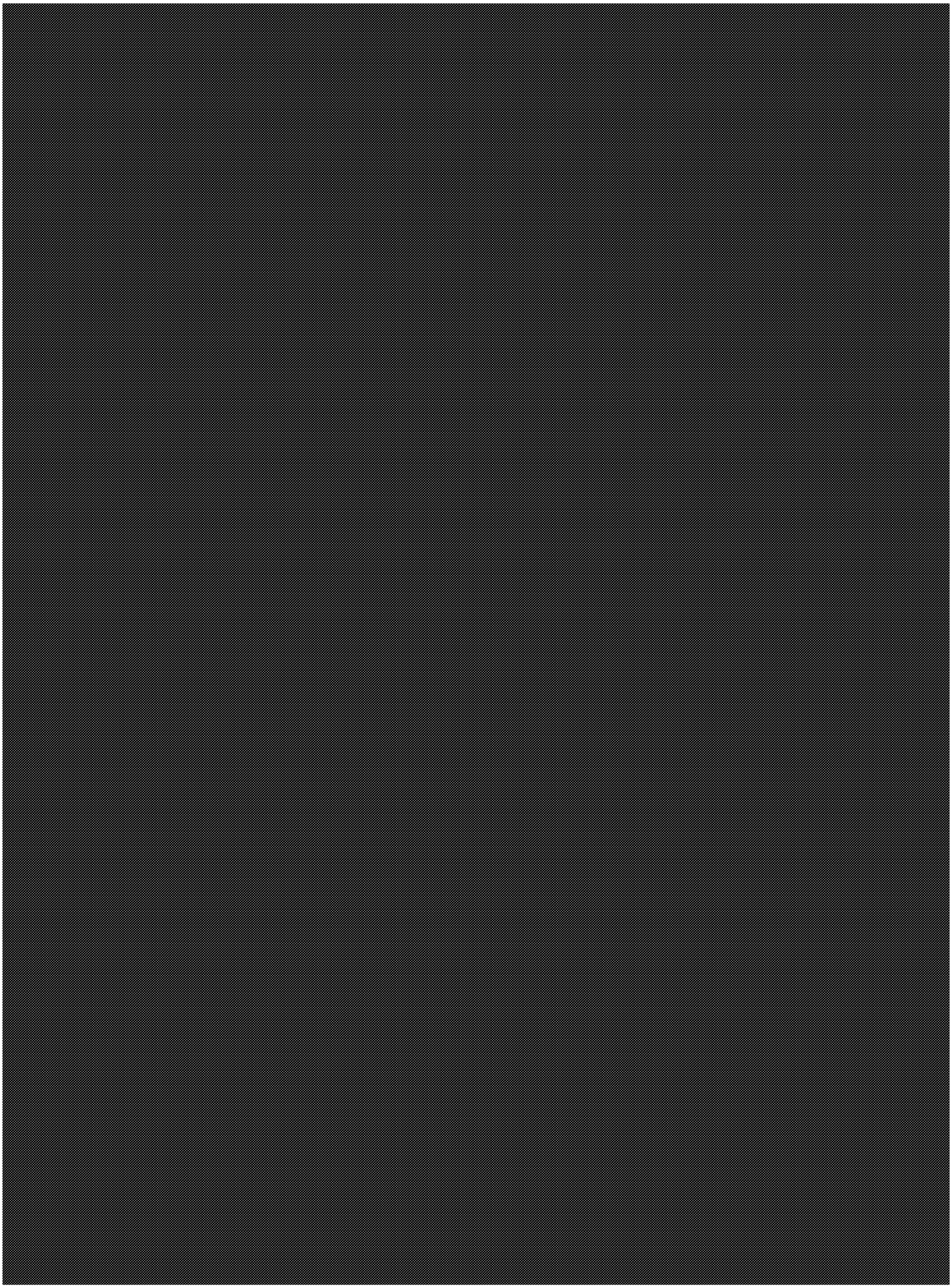
SECRET

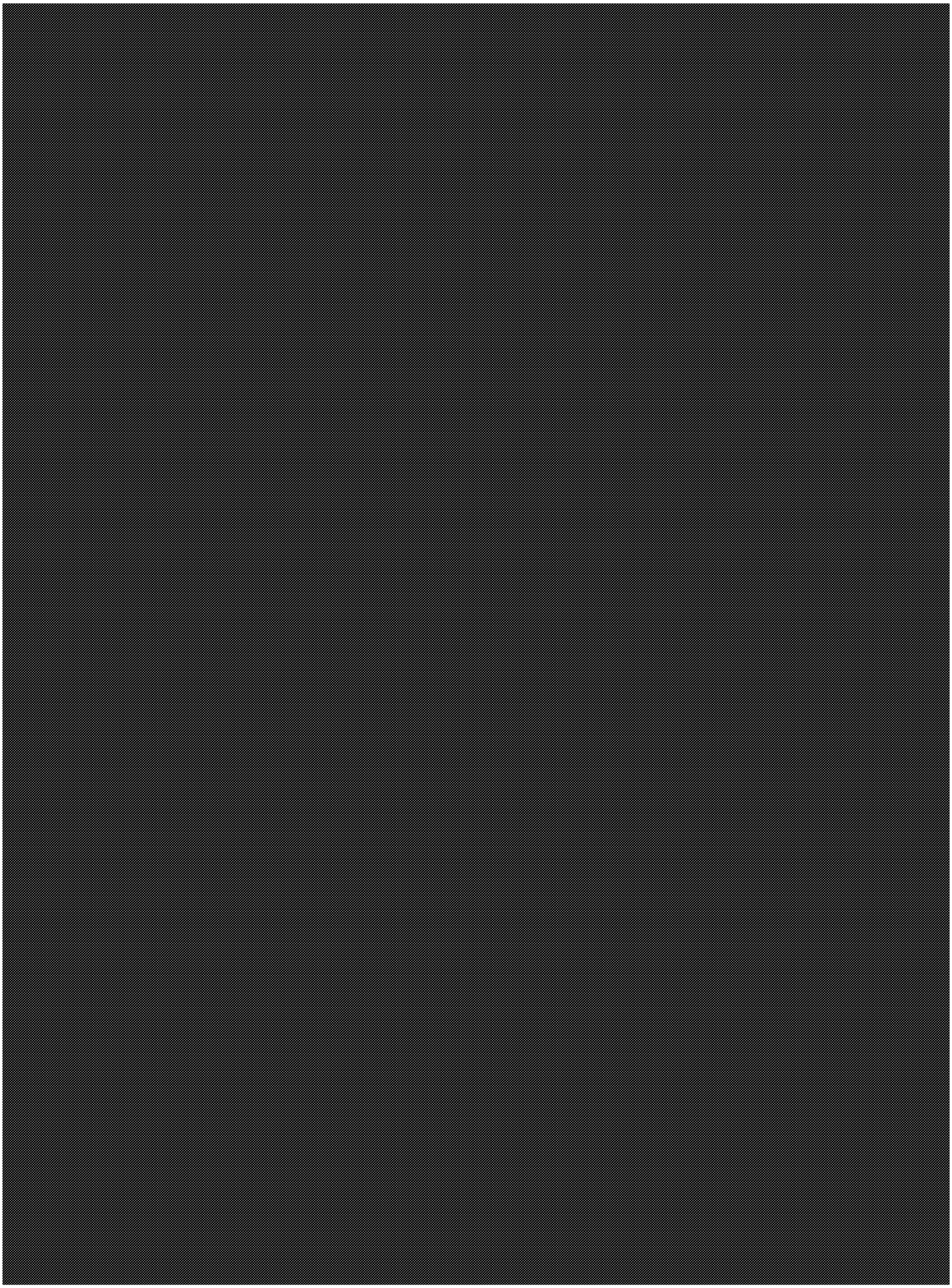


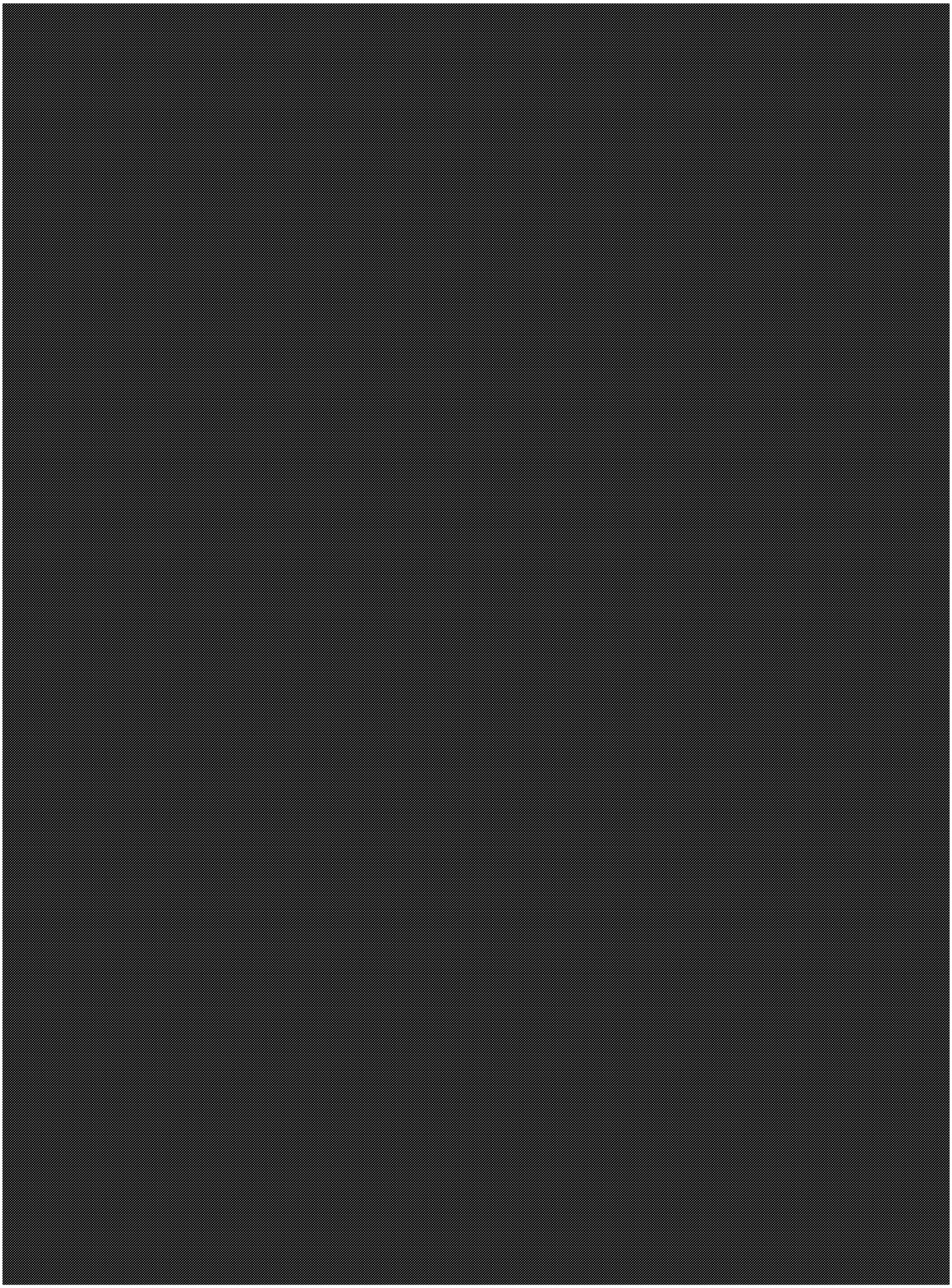


Backup









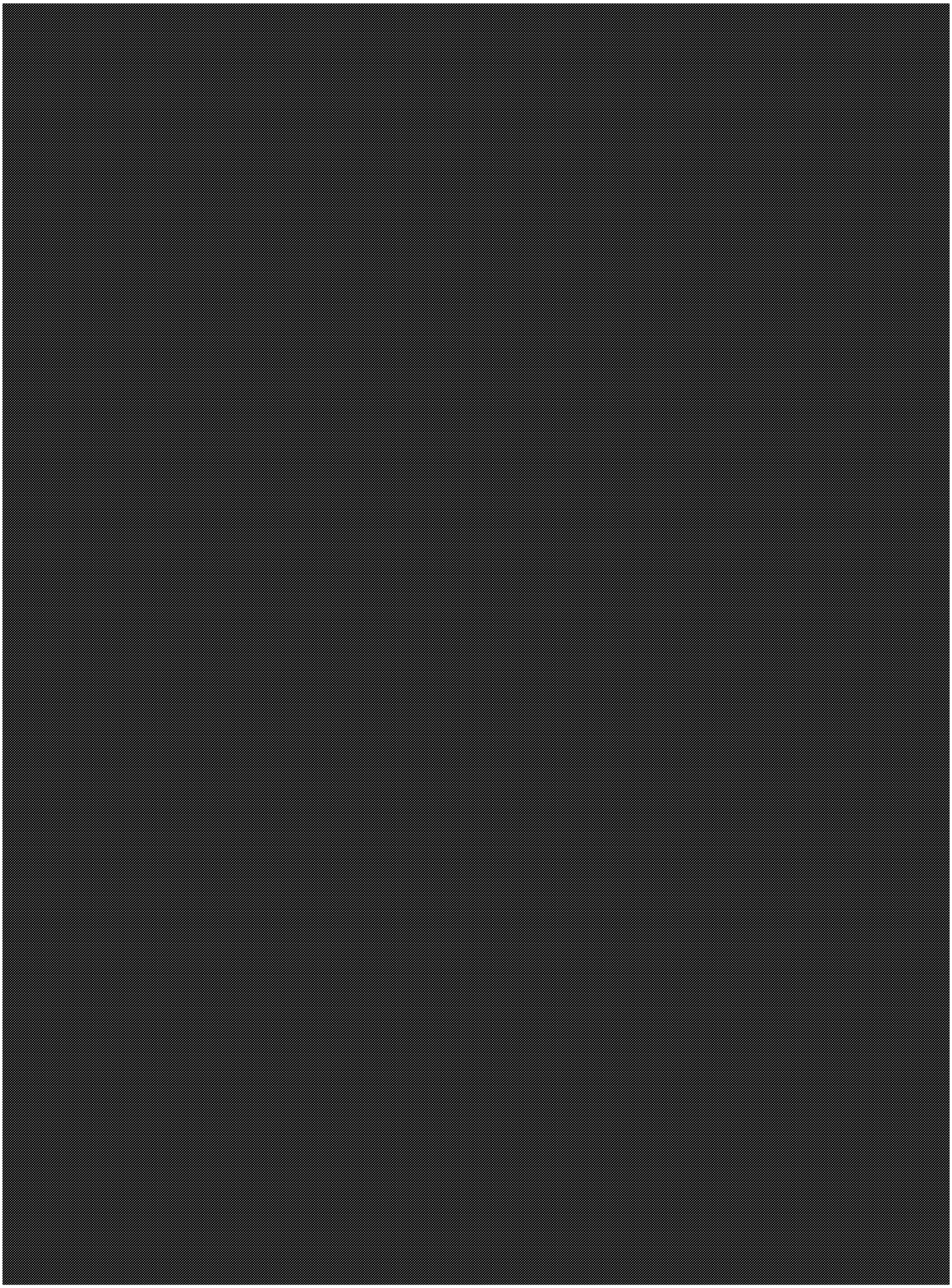


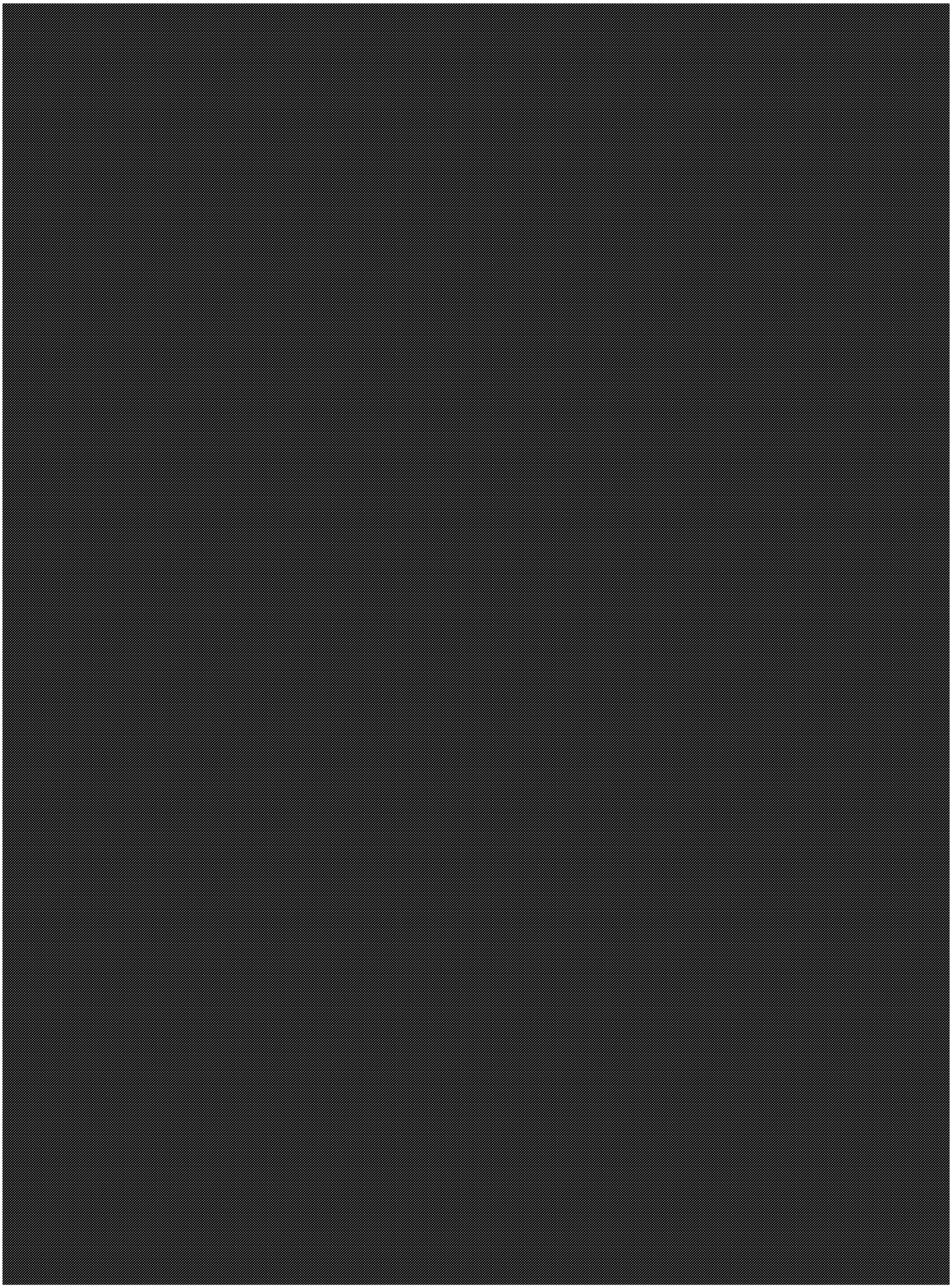


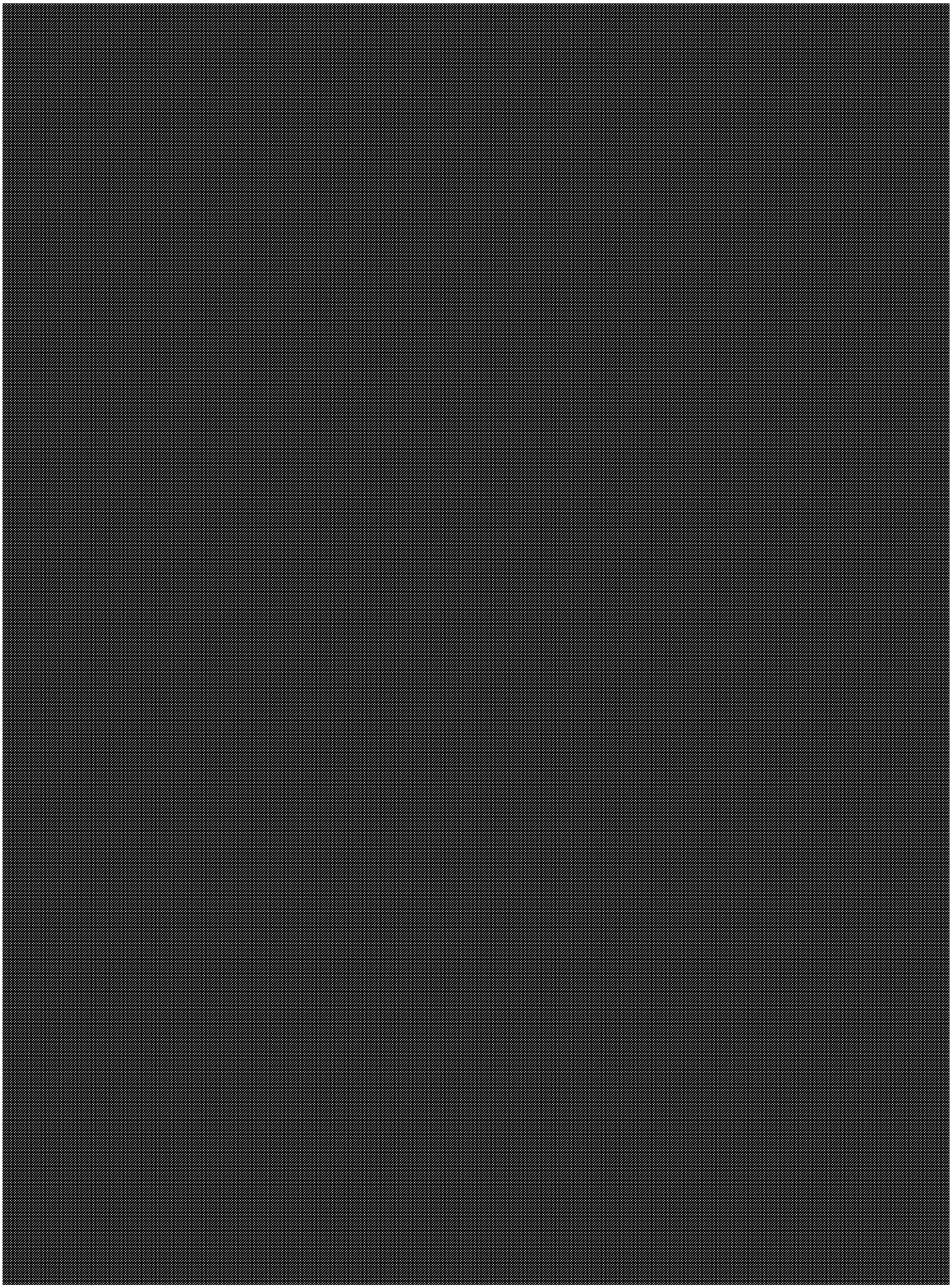


2011-2014 F150 6R80 Sudden Downshift

8/19/2020 NHTSA Deep Dive

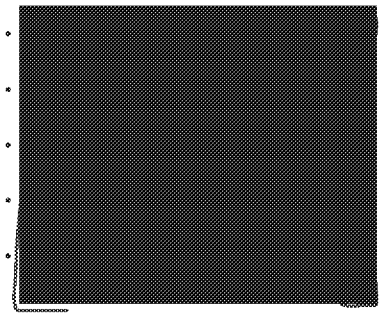


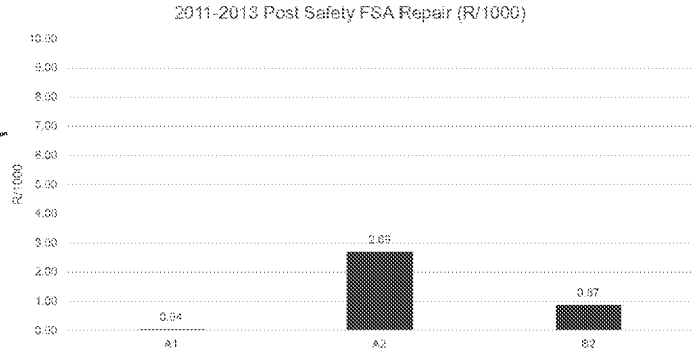




Data update

2011-2013 F-150 Post Safety FSA PCM reflash



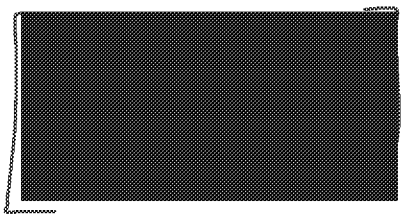


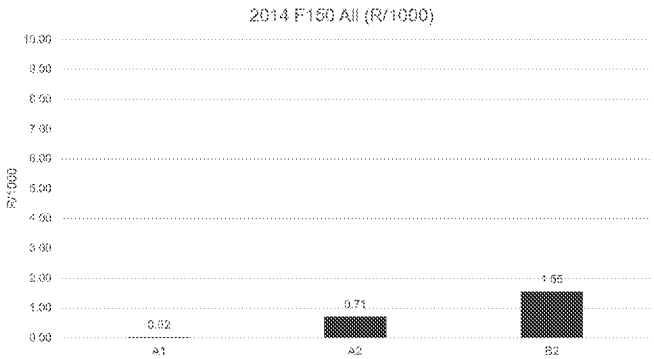
Category	Allegation
A1	Wheel Lock-Up due to Sudden (Unexpected) Downshift
A2	Sudden (Unexpected) Transmission Downshift
B1	Wheel Lock-Up Unknown Cause
B2	Harsh Downshift and Other Downshifting Issues

* Reports claiming ambiguous symptoms of 16S19, 19S07, or 19S19 were classified as A2

Data update

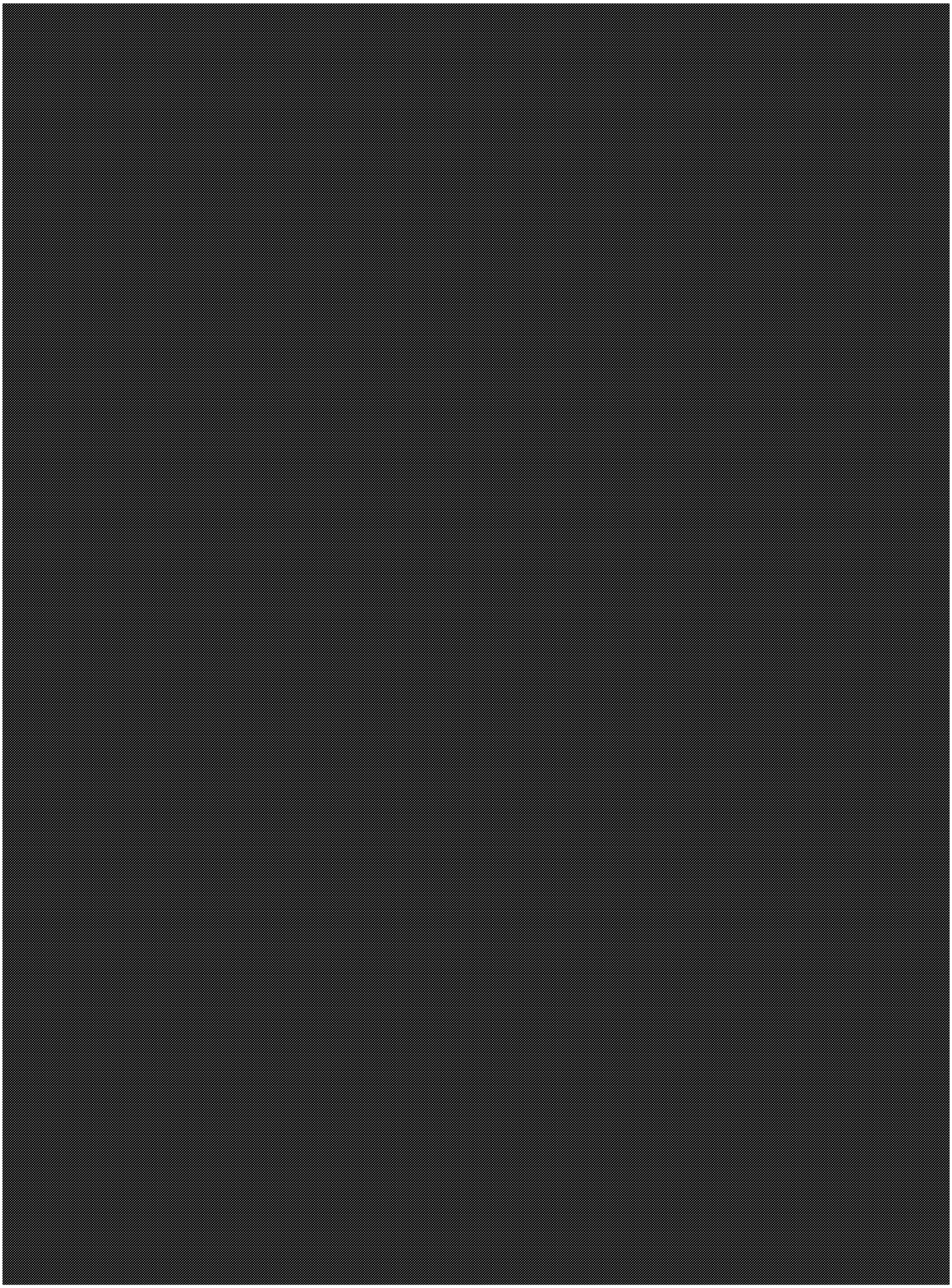
2014 F-150 6R80 Sudden Downshift





Category	Allegation
A1	Wheel Lock-Up due to Sudden (Unexpected) Downshift
A2	Sudden (Unexpected) Transmission Downshift
B1	Wheel Lock-Up Unknown Cause
B2	Harsh Downshift and Other Downshifting Issues

* Reports claiming ambiguous symptoms of 16S19, 19S07, or 19S19 were classified as A2



Backup

PROGRAM TERMS

This program extends the warranty coverage of the automatic transmission molded leadframe to 10 years of service or 150,000 miles from the warranty start date of the vehicle, whichever occurs first. This is a one-time repair program. If a vehicle has already exceeded either the time or mileage limits, this extended warranty coverage will last through December 31, 2016. Coverage is automatically transferred to subsequent owners.

VEHICLES COVERED BY THIS PROGRAM

Vehicle	Model Year	Assembly Plant	Build Dates
F-150	2011-2012	Dearborn	February 11, 2011 through September 8, 2012
		Kansas City	April 5, 2011 through June 13, 2012
Expedition	2012	Kentucky	August 26, 2011 through June 6, 2012
Navigator			August 26, 2011 through February 29, 2012
Mustang		Flat Rock	August 9, 2011 through February 24, 2012

Affected vehicles are identified in OASIS.

REASON FOR PROVIDING EXTENDED COVERAGE

In some of the affected vehicles, an intermittent output shaft speed (OSS) sensor failure may result in an illuminated malfunction indicator light (MIL) and/or wrench light in the instrument cluster with diagnostic trouble codes (DTCs) P0720, P0722, P0731 and/or P1500 stored in the powertrain control module (PCM). Additionally, some vehicles may experience an unintended downshift into first gear.

SERVICE ACTION

If an affected vehicle exhibits this condition, dealers are to replace the molded leadframe. This service must be performed at no charge to the vehicle owner.

PROGRAM TERMS

This program extends the warranty coverage of the automatic transmission molded leadframe to 10 years of service or 150,000 miles from the warranty start date of the vehicle, whichever occurs first.

This is a one-time repair program.

If a vehicle has already exceeded either the time or the mileage limits, this extended warranty coverage will last through October 31, 2019.

Coverage is automatically transferred to subsequent owners.

VEHICLES COVERED BY THIS PROGRAM

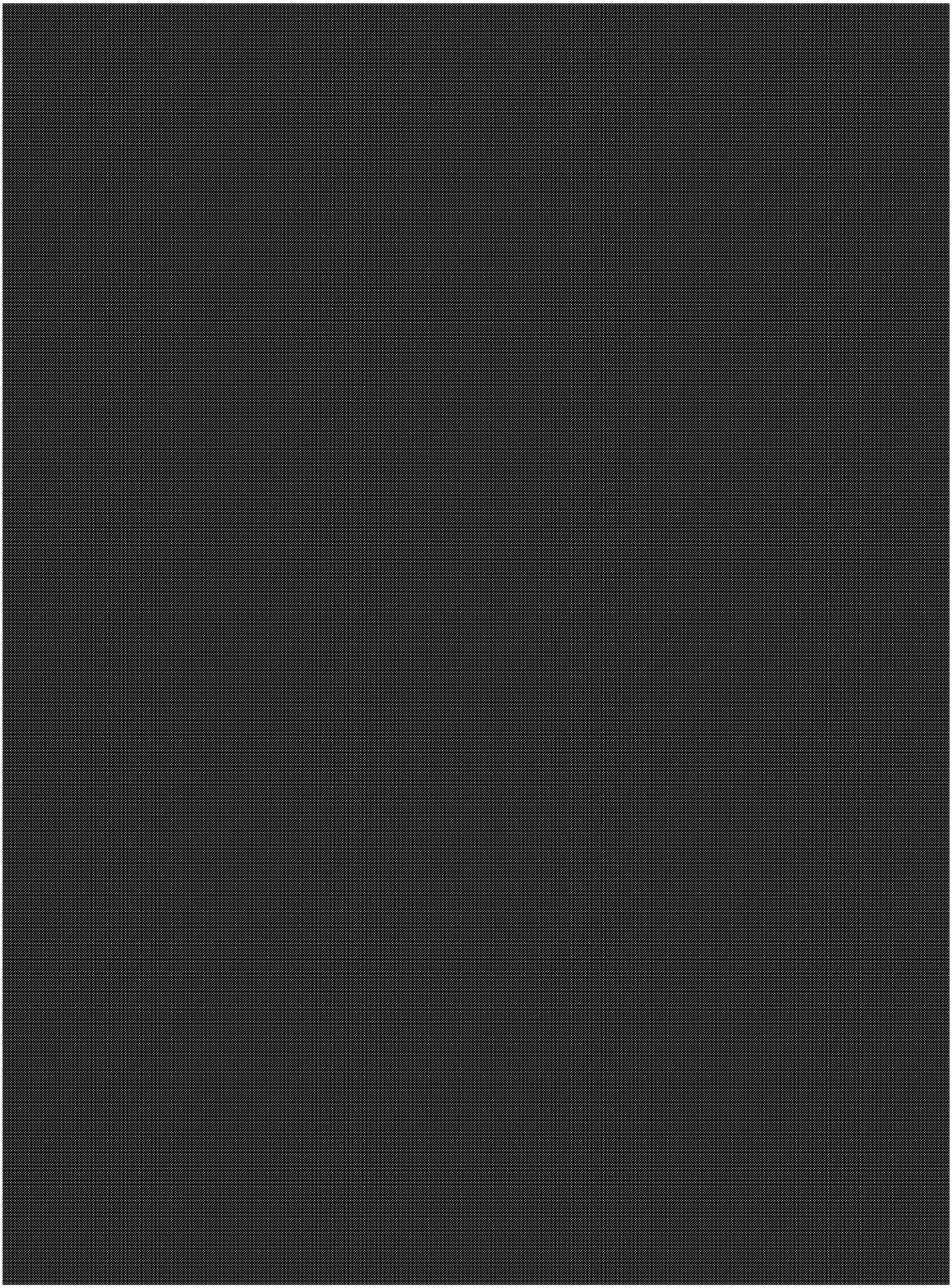
Vehicle	Model Year	Assembly Plant	Build Dates
F-150	2011-2013	Dearborn	April 28, 2010 through October 26, 2013
		Kansas City	May 18, 2010 through November 18, 2013
Expedition/Navigator	2012-2013	Kentucky Truck	April 11, 2011 through August 16, 2013

Affected vehicles are identified in OASIS.

REASON FOR PROVIDING EXTENDED WARRANTY COVERAGE

In some of the affected vehicles, an output shaft speed (OSS) sensor failure may result in an illuminated malfunction indicator light (MIL) and/or wrench light in the instrument cluster with diagnostic trouble codes (DTCs) P0720, P0722, P0731 and/or P1500 stored in the powertrain control module (PCM).

RQ24-005 000401 RC





2011-2014 F-150 Sudden Downshift Warranty Risk Assessment

GDIA Reliability Analytics

Updated: 6 August 2020

Affected Population

- Model Year = 2011-2014MY
- Region Built = NORTH AMERICA[NA]
- Vehicle Line = F 150[F6]
- Claims file: F150 Sudden Downshift Sorted SNAP Output_Combined_JUL 20 2020 V4.xlsx
- Ford Category: A1 & A2





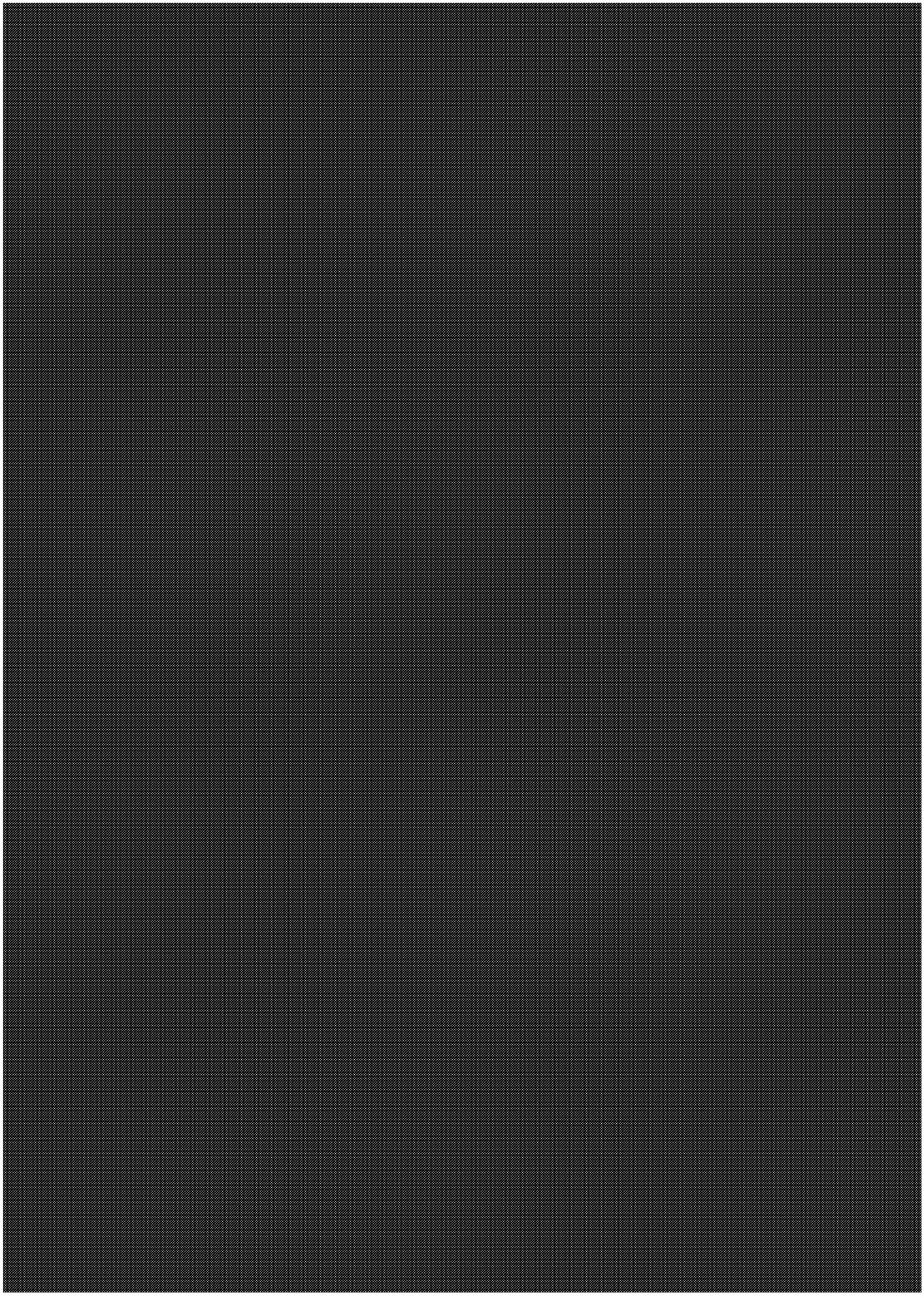




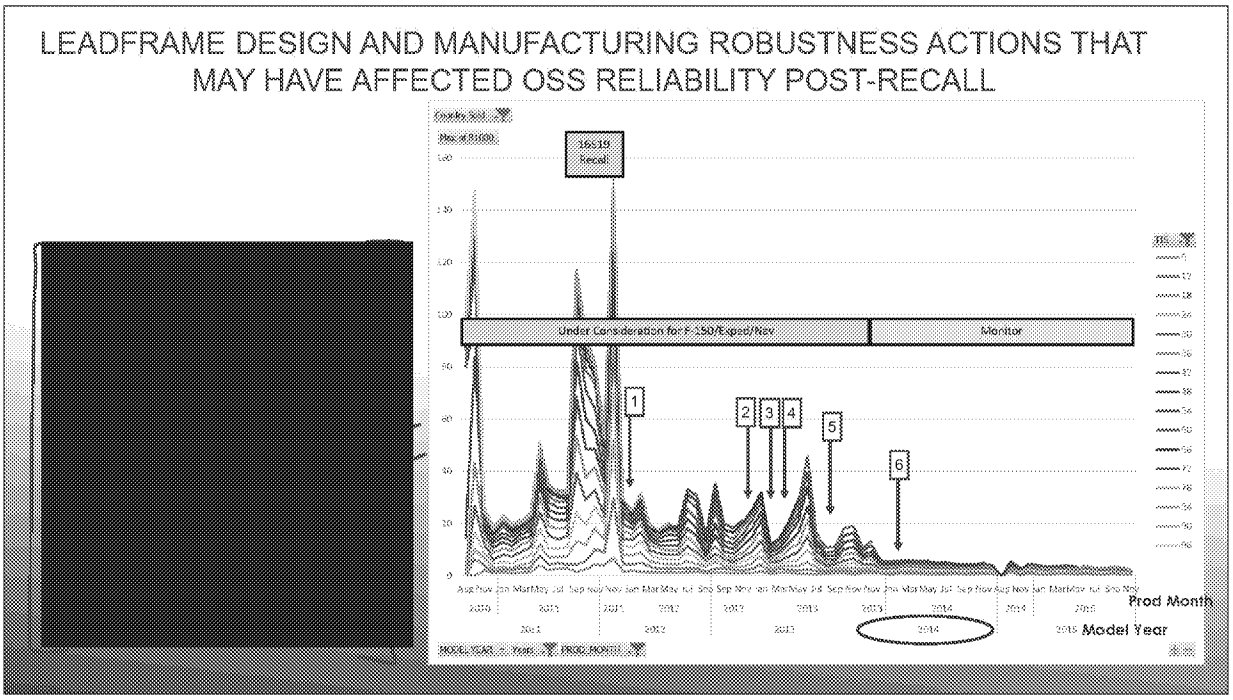
2011-2014 F150 6R80 FSA POPULATIONS

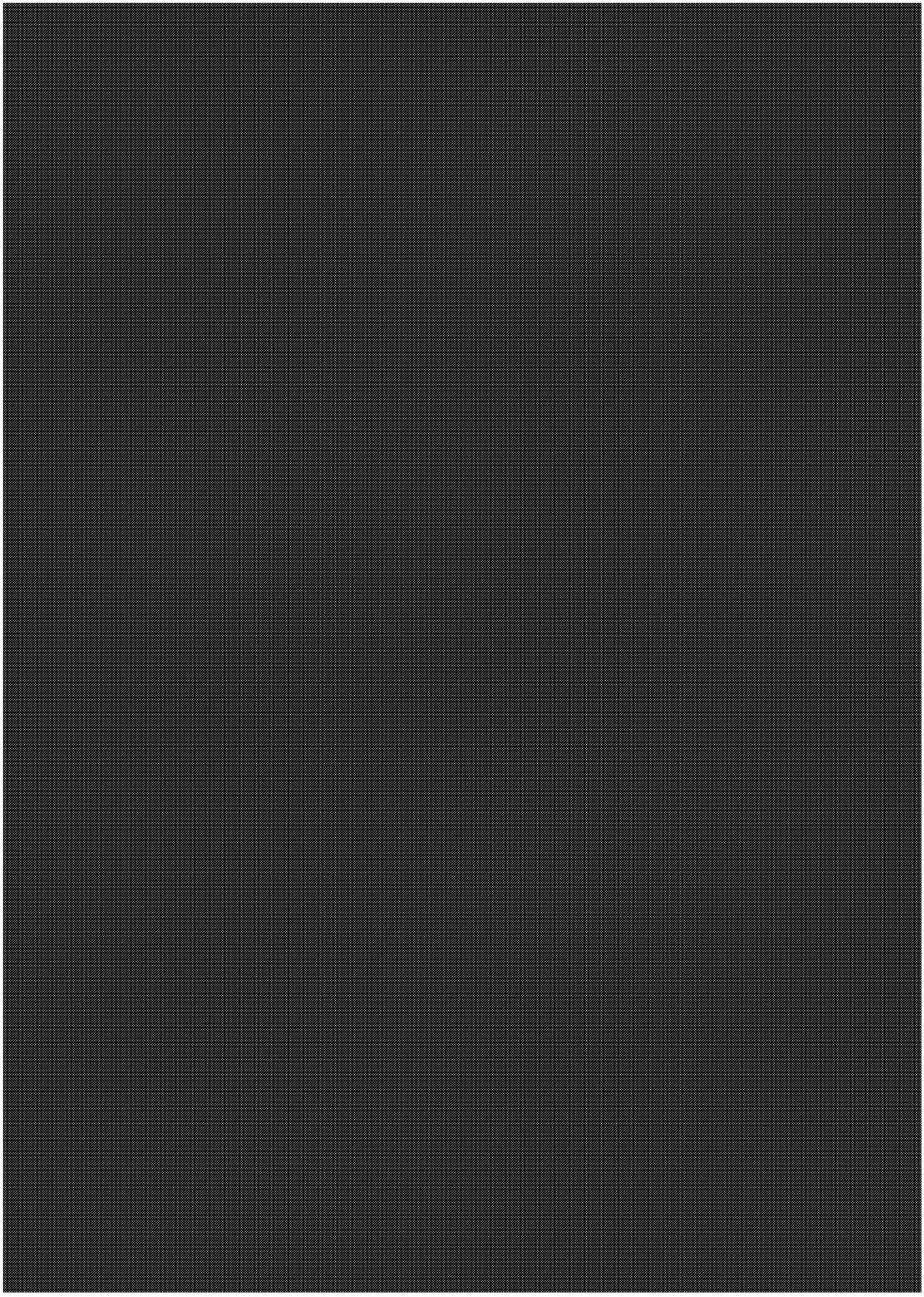
1) **16S19: PCM Software reflash with plausibility check** *(April 2016)*
    1) Model Years: 2011 & 2012
    2) Production Date: (8/19/2011) – (3/9/2012)
2) **16N02: Extended warranty coverage of leadframe to 10Y/150K** *(June 2016)*
    1) Model Years: 2011 & 2012
    2) Production Date: (2/11/2011) – (6/13/2012)
3) **19S07: PCM Software reflash with plausibility check** *(February 2019)*
    1) Model Years: 2011-2013
    2) Production Date: (4/28/2010) – (11/18/2013)
4) **19N01: Extended warranty coverage of leadframe to 10Y/150K** *(March 2019)*
    1) Model Years: 2011-2013
    2) Production Date: (4/28/2010) – (11/18/2013)
5) **19S19: 6.2L & 5.0L vehicles that had received non-updated PCM Reprograming under 19S07** *(June 2019)*
    1) Model Years: 2011-2013
    2) Production Date: (4/18/2012) – (11/18/2013)

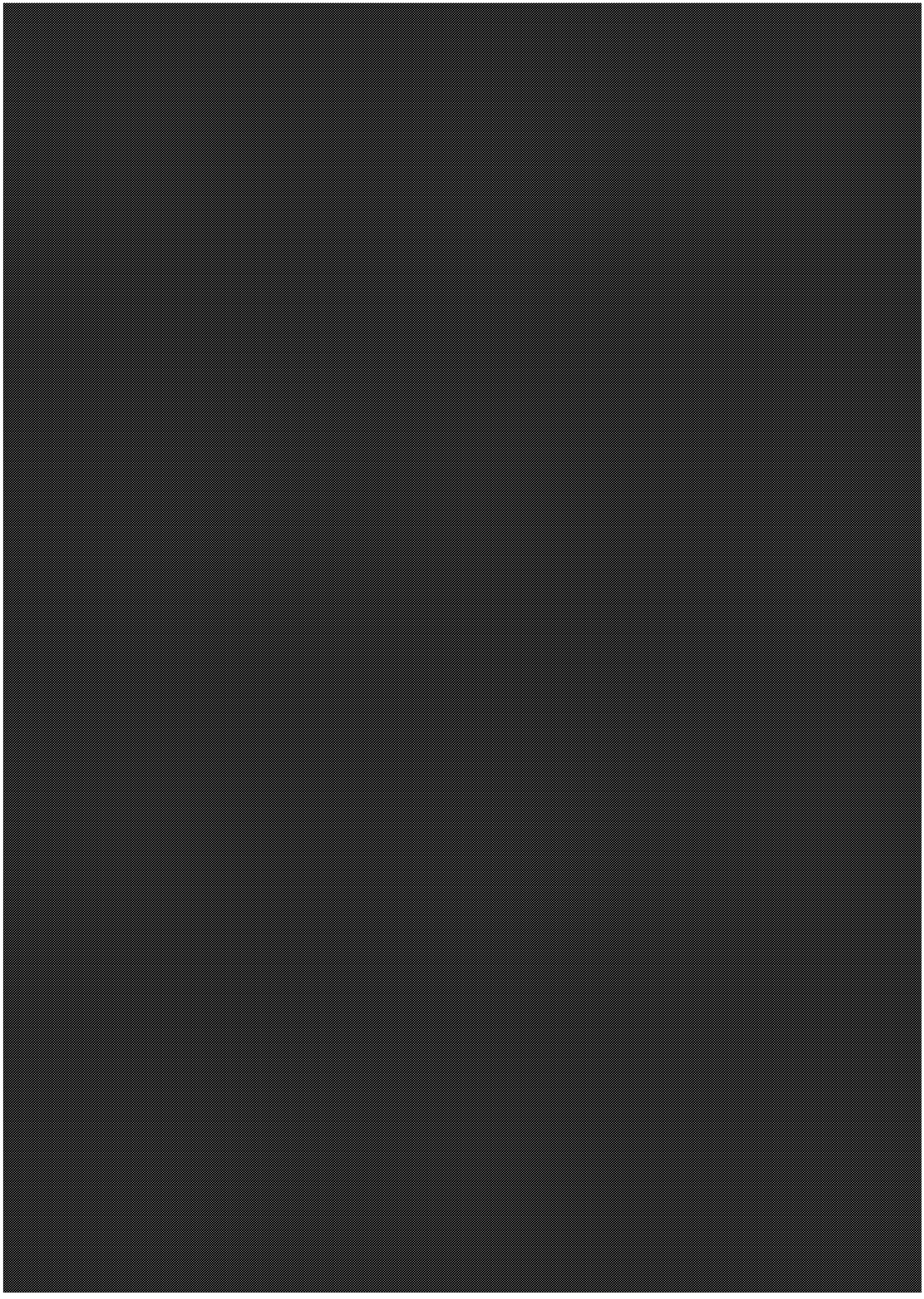


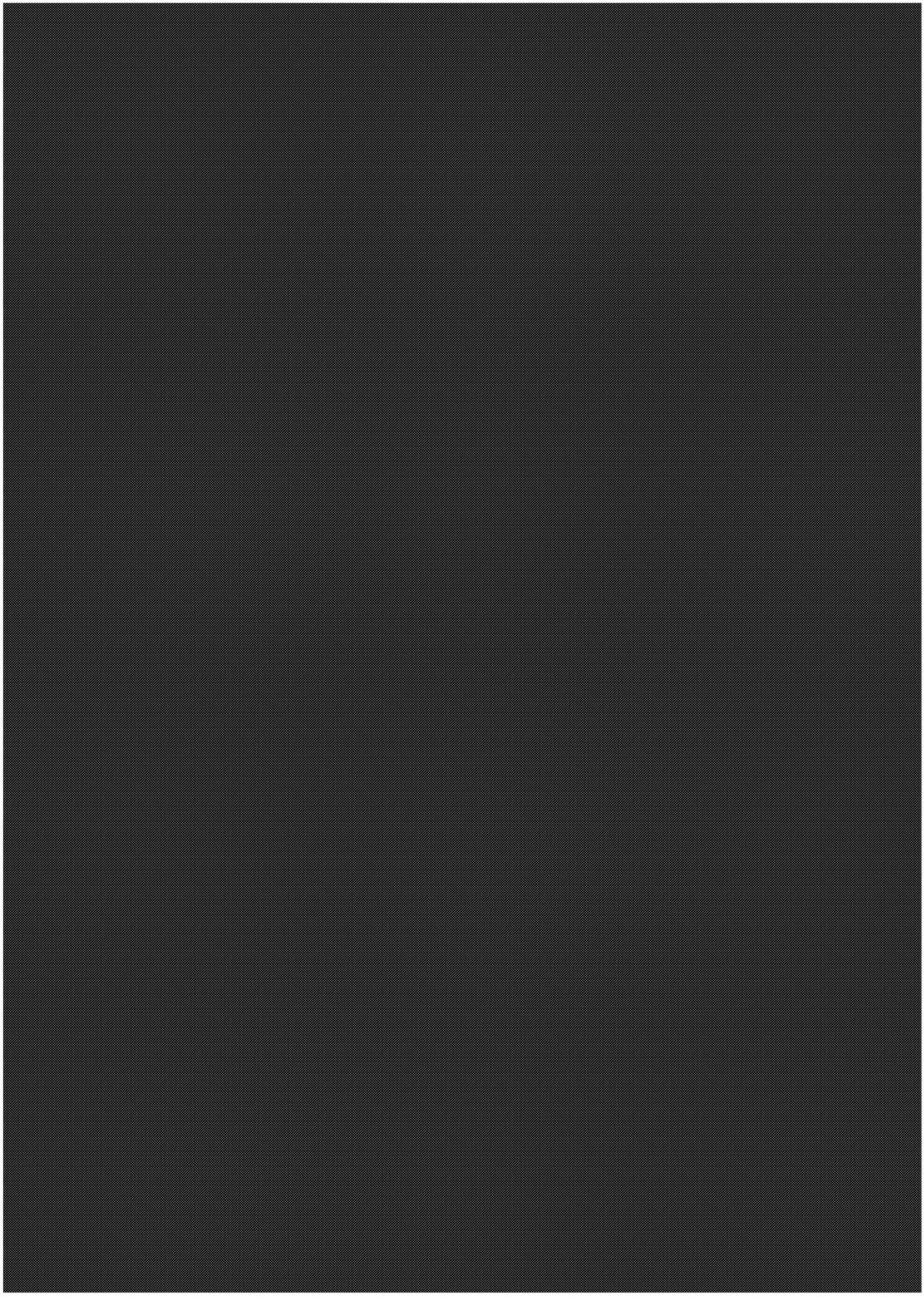


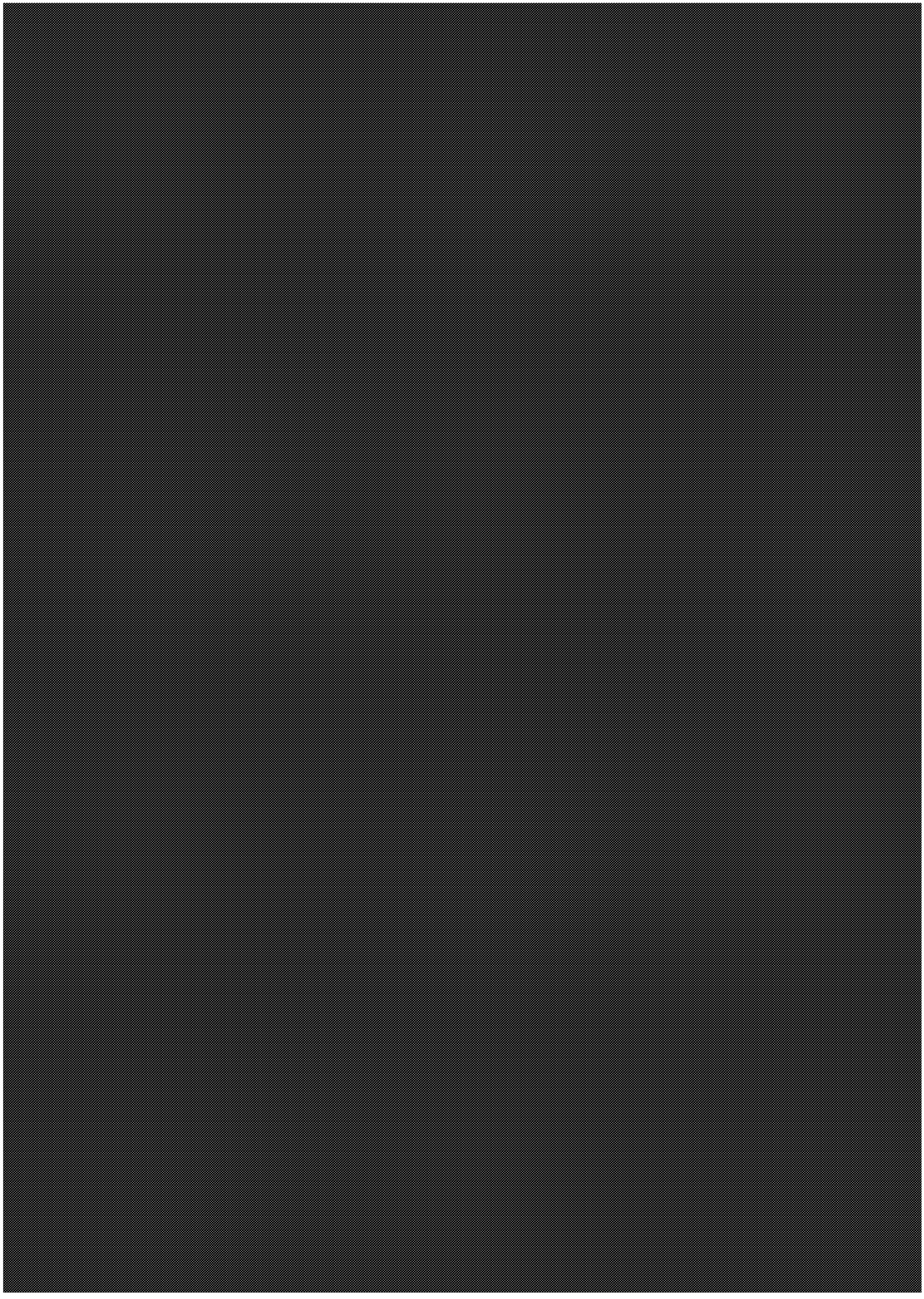
LEADFRAME DESIGN AND MANUFACTURING ROBUSTNESS ACTIONS THAT MAY HAVE AFFECTED OSS RELIABILITY POST-RECALL

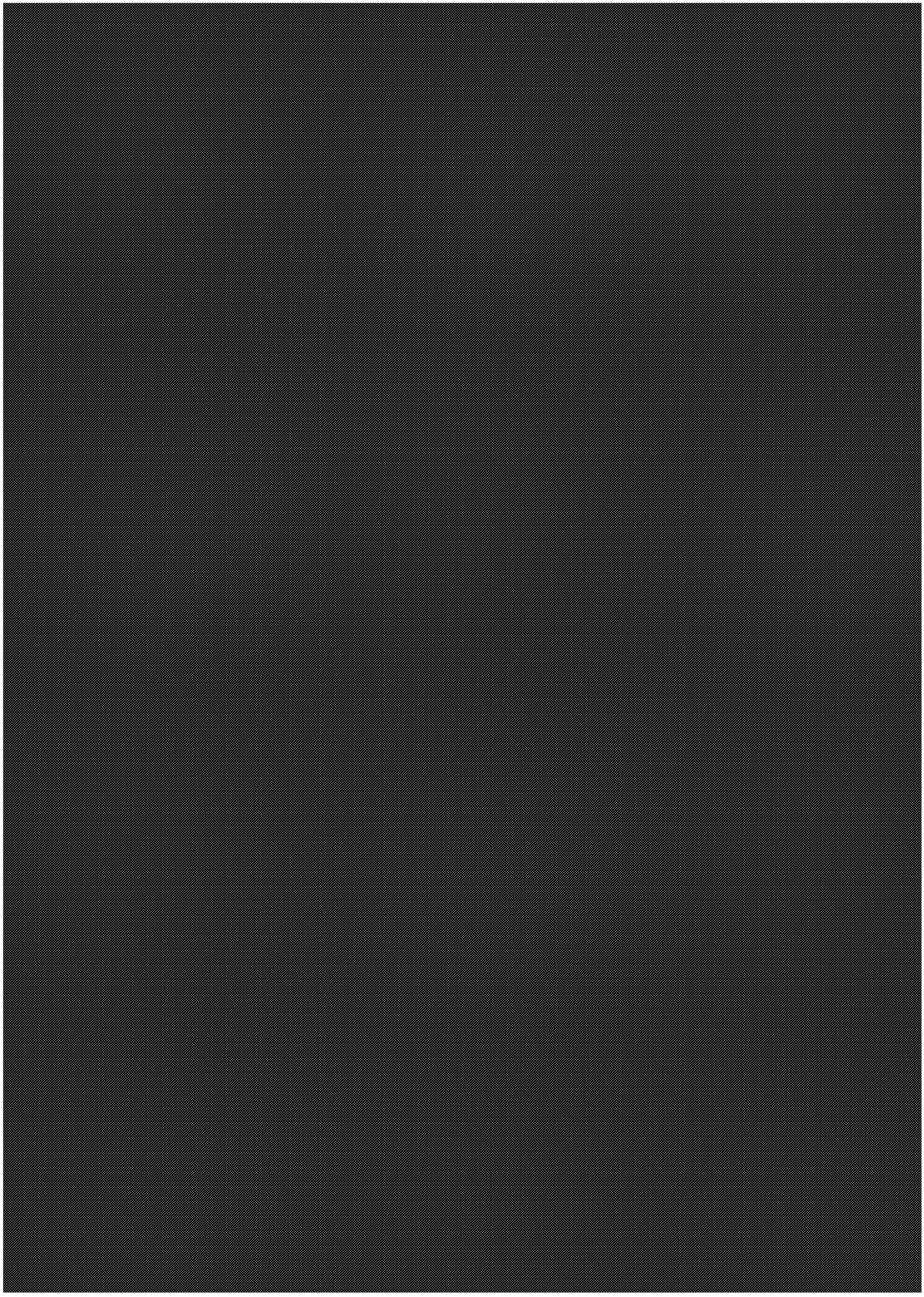


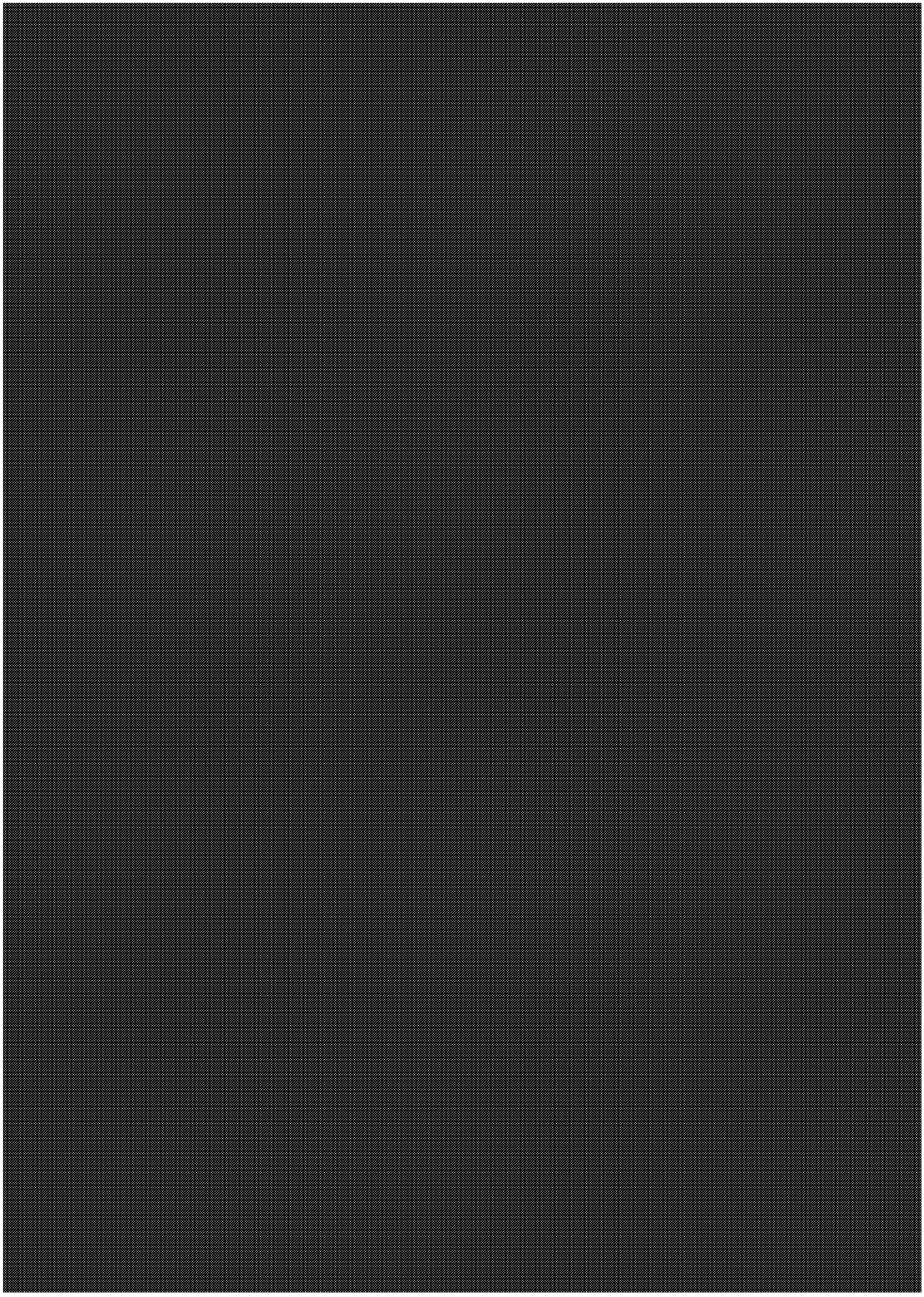




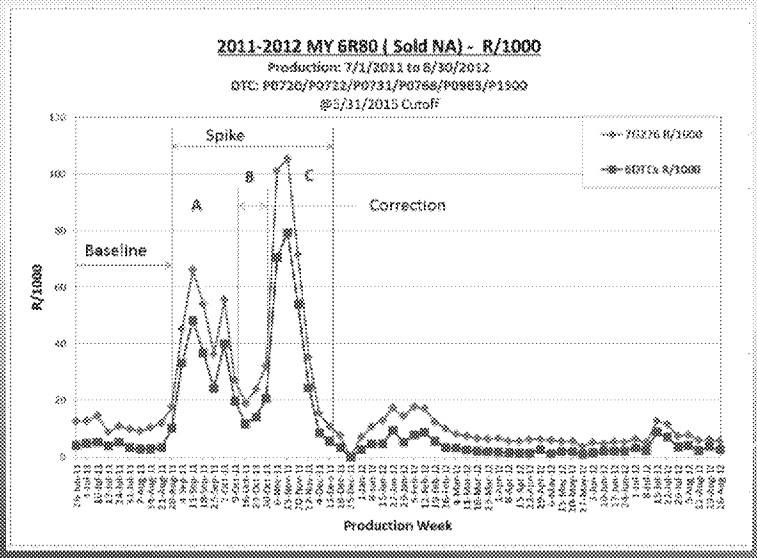


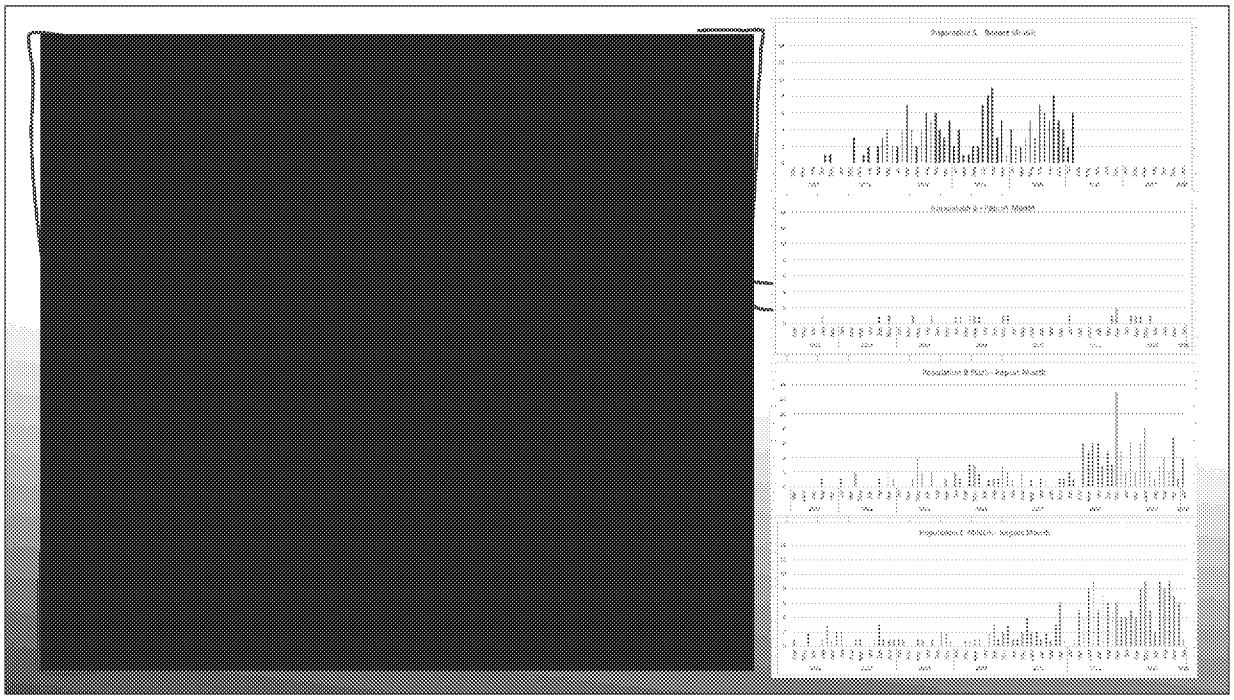


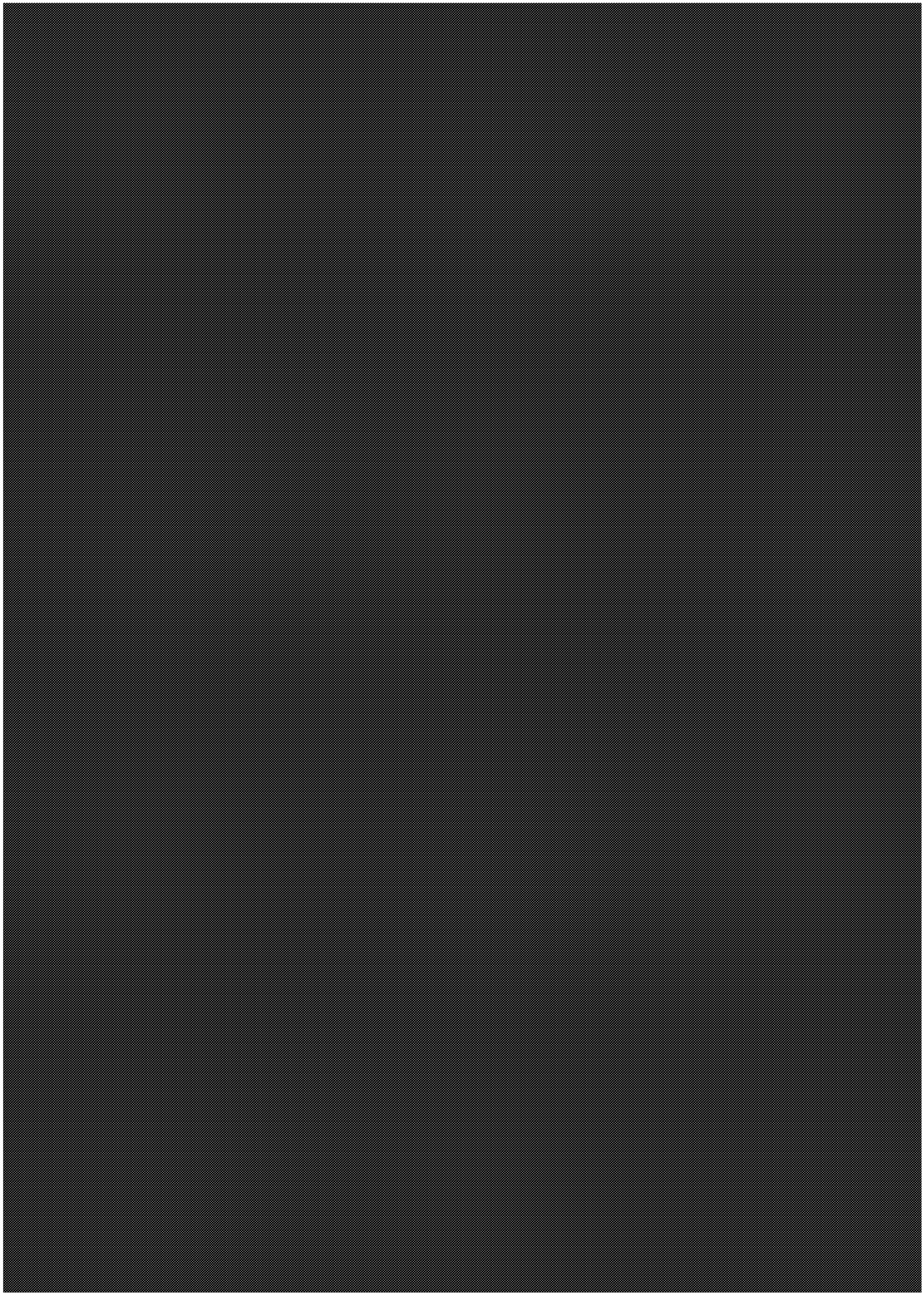


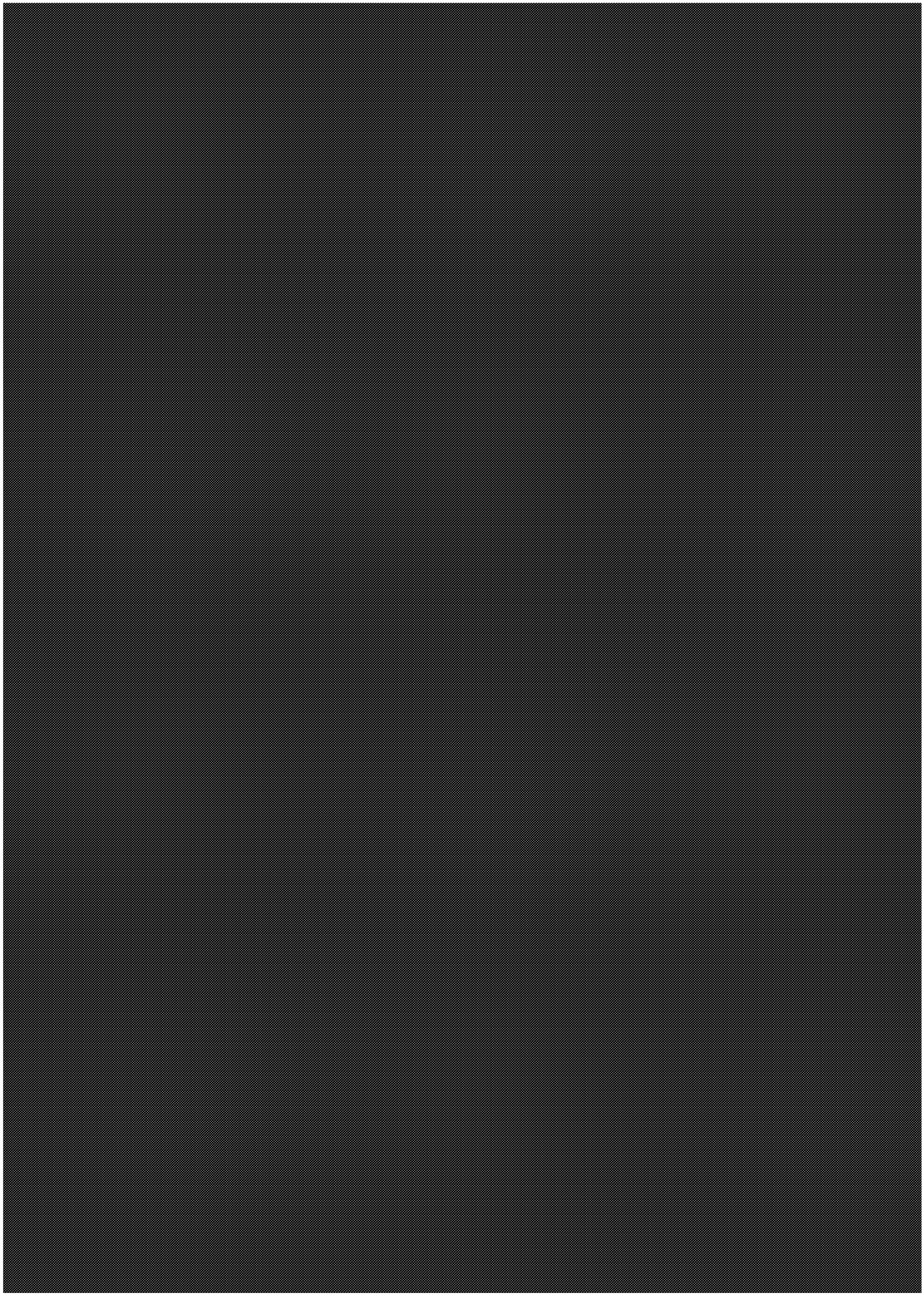


MAY 2015 PRA


2011-2012 MY 6R80 (Sold NA) - R/1000
Production: 7/1/2011 to 8/30/2012
DTC: P0720/P0721/P0731/P0766/P0983/P1900
@5/31/2015 Cutoff
Spike
A
B
C
Correction
Baseline
R/1000
Production Week

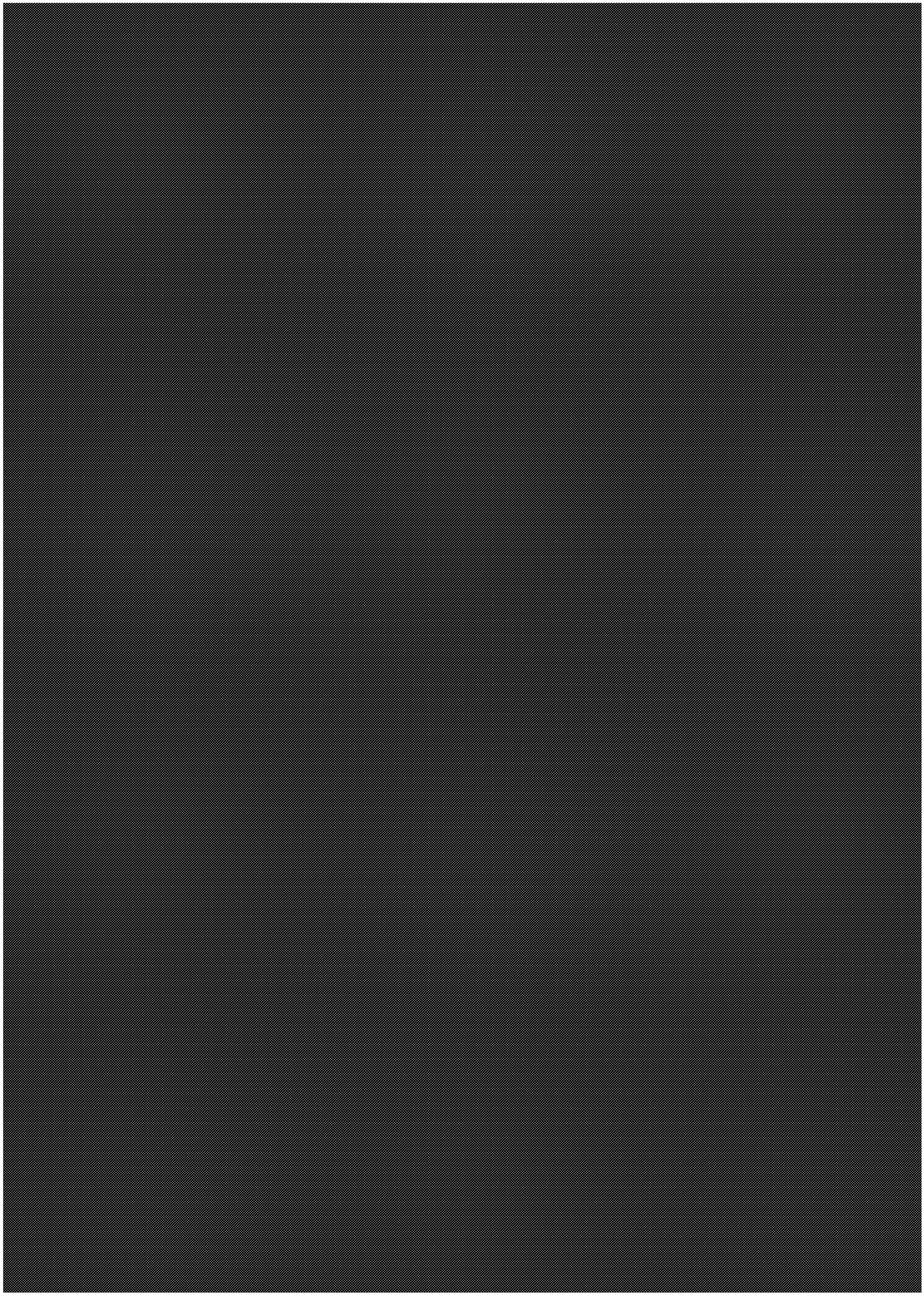


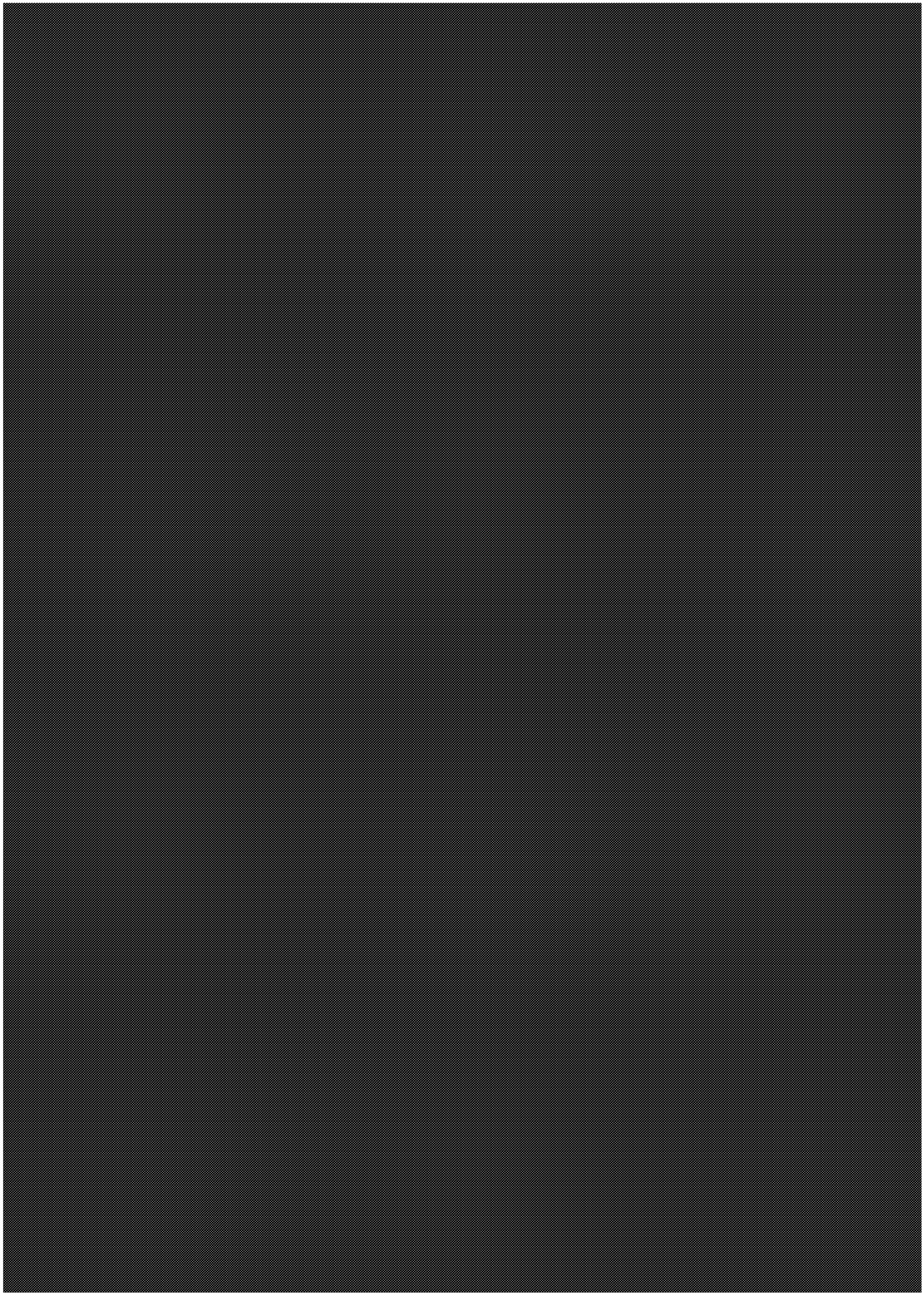


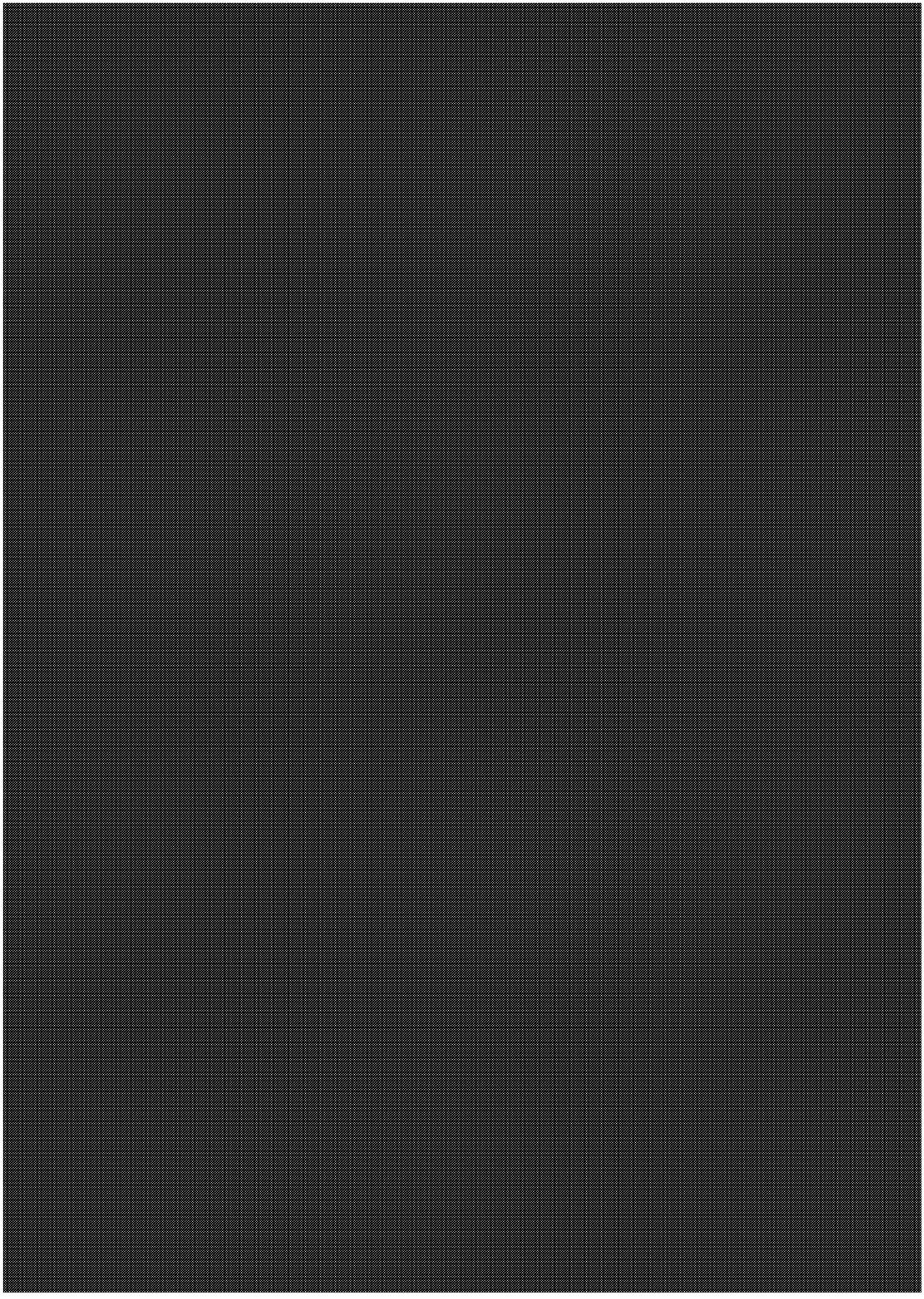


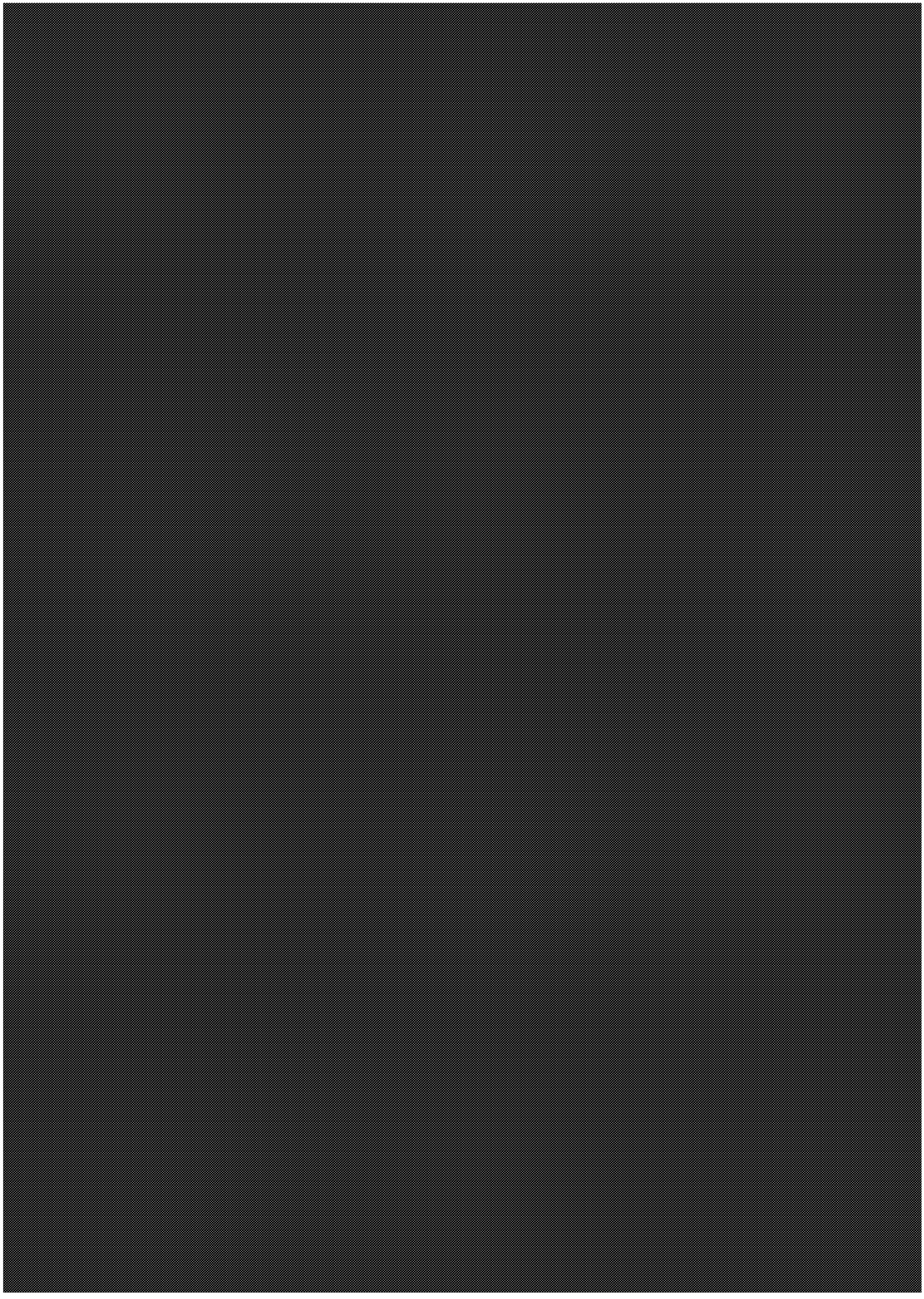
2011-2014 F150 6R80 Sudden Downshift

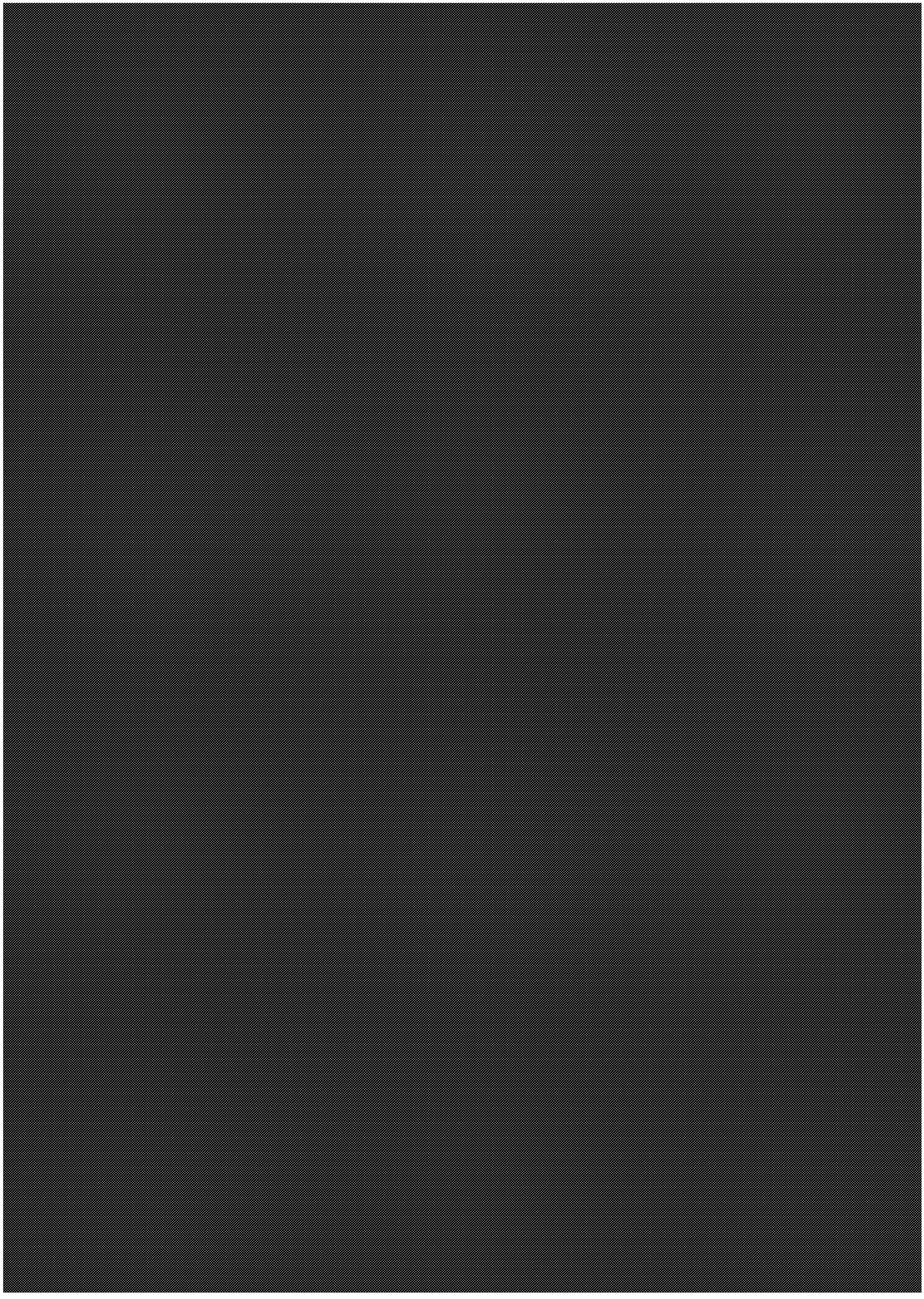
5/6/2021 EMM

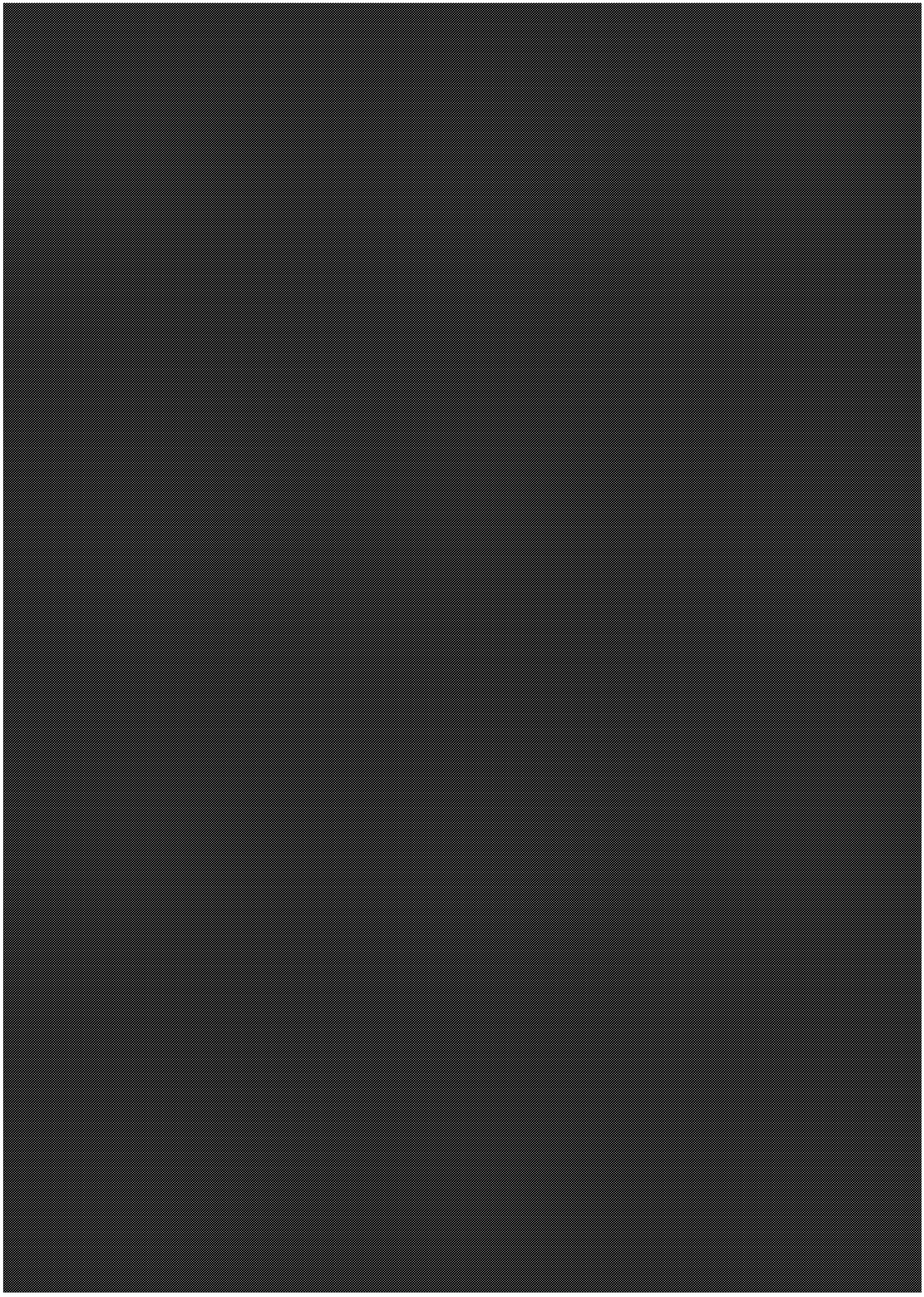






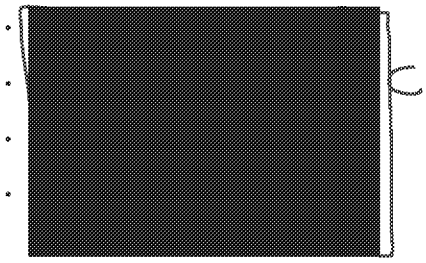






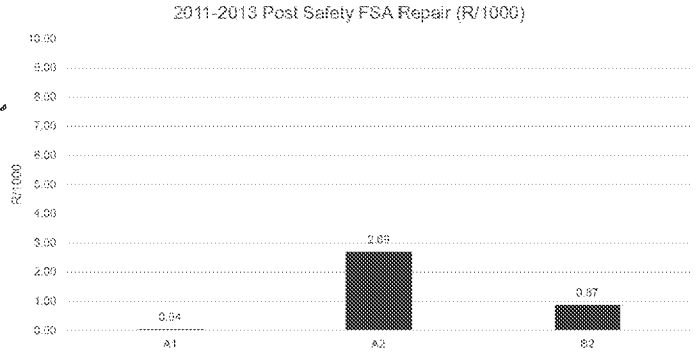
Data update (7/20/2020)

Population #1 2011-2013 F-150 Post Safety FSA PCM reflash



805 VOQs
(40 in last 6 months)

* Reports may be prior to FSA repairs



Category	Allegation
A1	Wheel Lock-Up due to Sudden (Unexpected) Downshift
A2	Sudden (Unexpected) Transmission Downshift
B1	Wheel Lock-Up Unknown Cause
B2	Harsh Downshift and Other Downshifting Issues

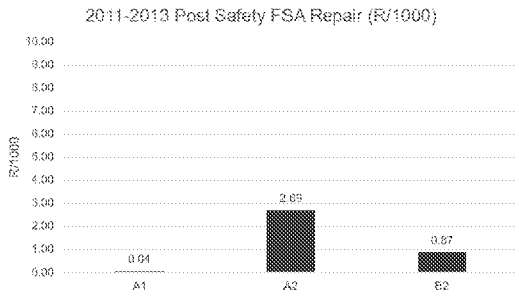
* Reports claiming ambiguous symptoms of 16S19, 19S07, or 19S19 were classified as A2

SECRET

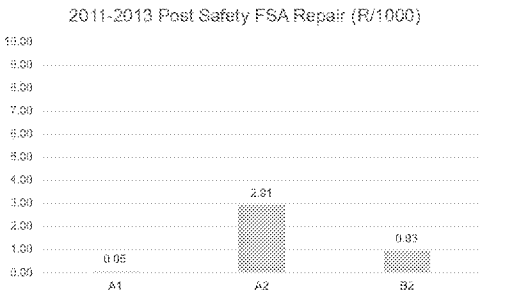
8

Population # 1: 2011-2013 F-150 Post Safety FSA PCM reflash data update

Data update (7/20/2020)



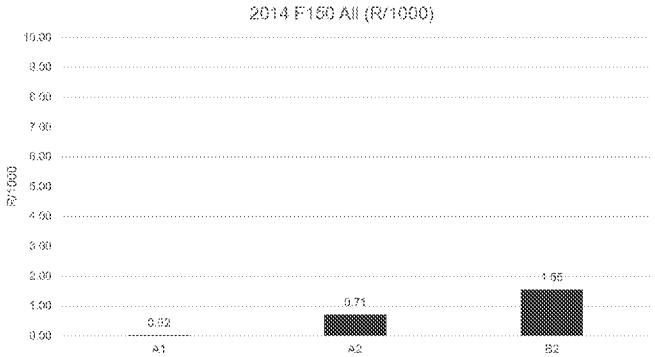
Data update (3/5/2021)



Data update (7/20/2020)

Population #2: 2014 F-150 6R80 Sudden Downshift

[redacted]



Category	Allegation
A1	Wheel Lock-Up due to Sudden (Unexpected) Downshift
A2	Sudden (Unexpected) Transmission Downshift
B1	Wheel Lock-Up Unknown Cause
B2	Harsh Downshift and Other Downshifting Issues

41 VOQs
(2 in last 6 months)

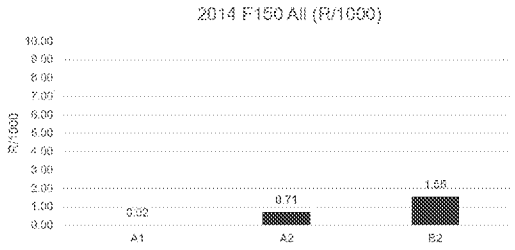
* Reports claiming ambiguous symptoms of 16S19, 19S07, or 19S19 were classified as A2

SECRET

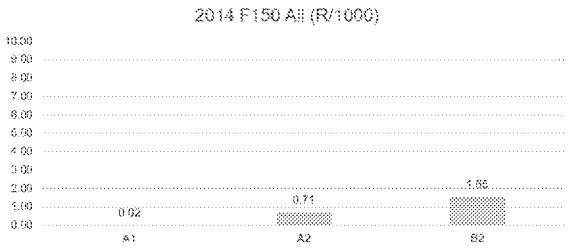
10

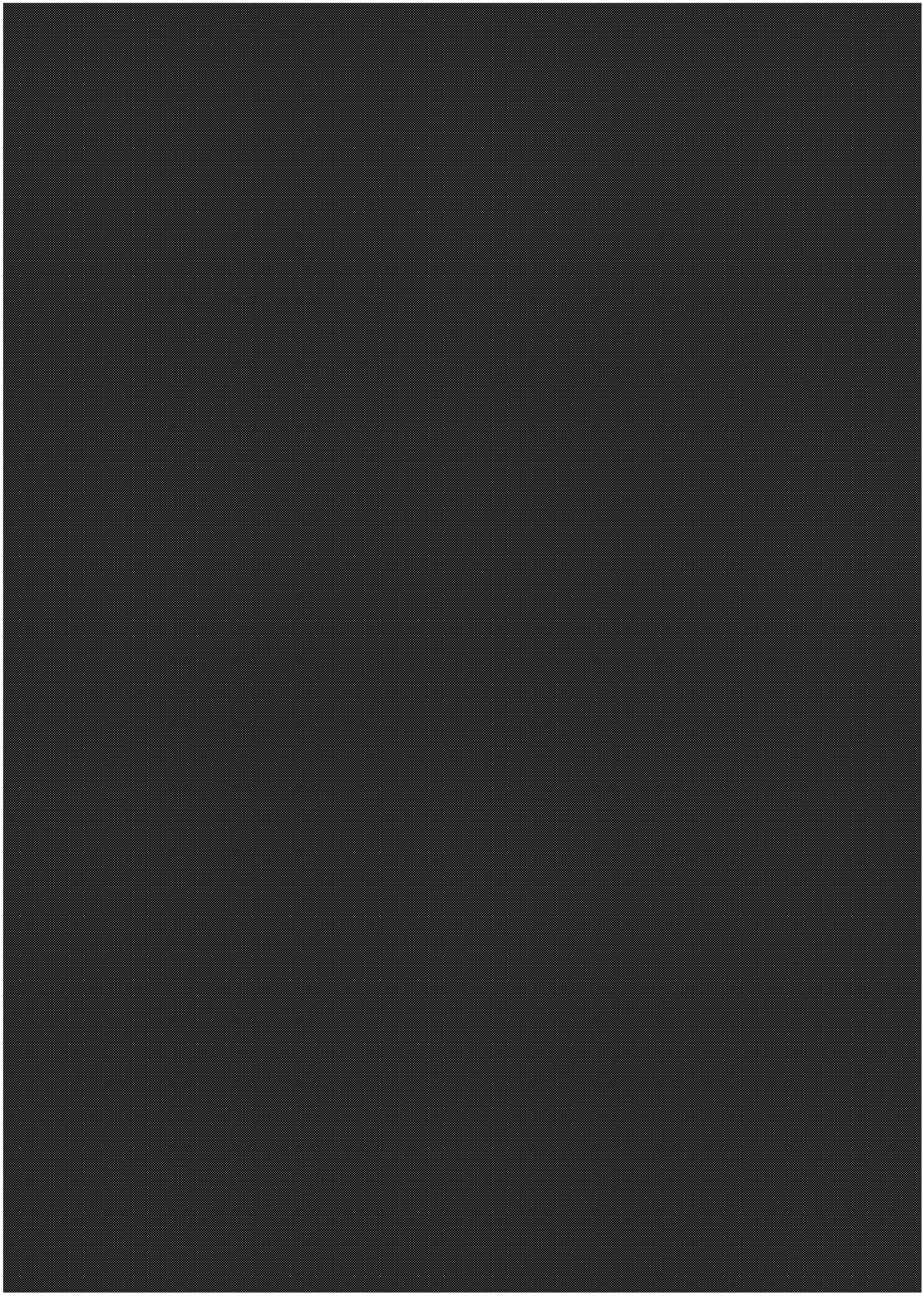
Population #2: 2014 F-150 6R80 Sudden Downshift Data Update

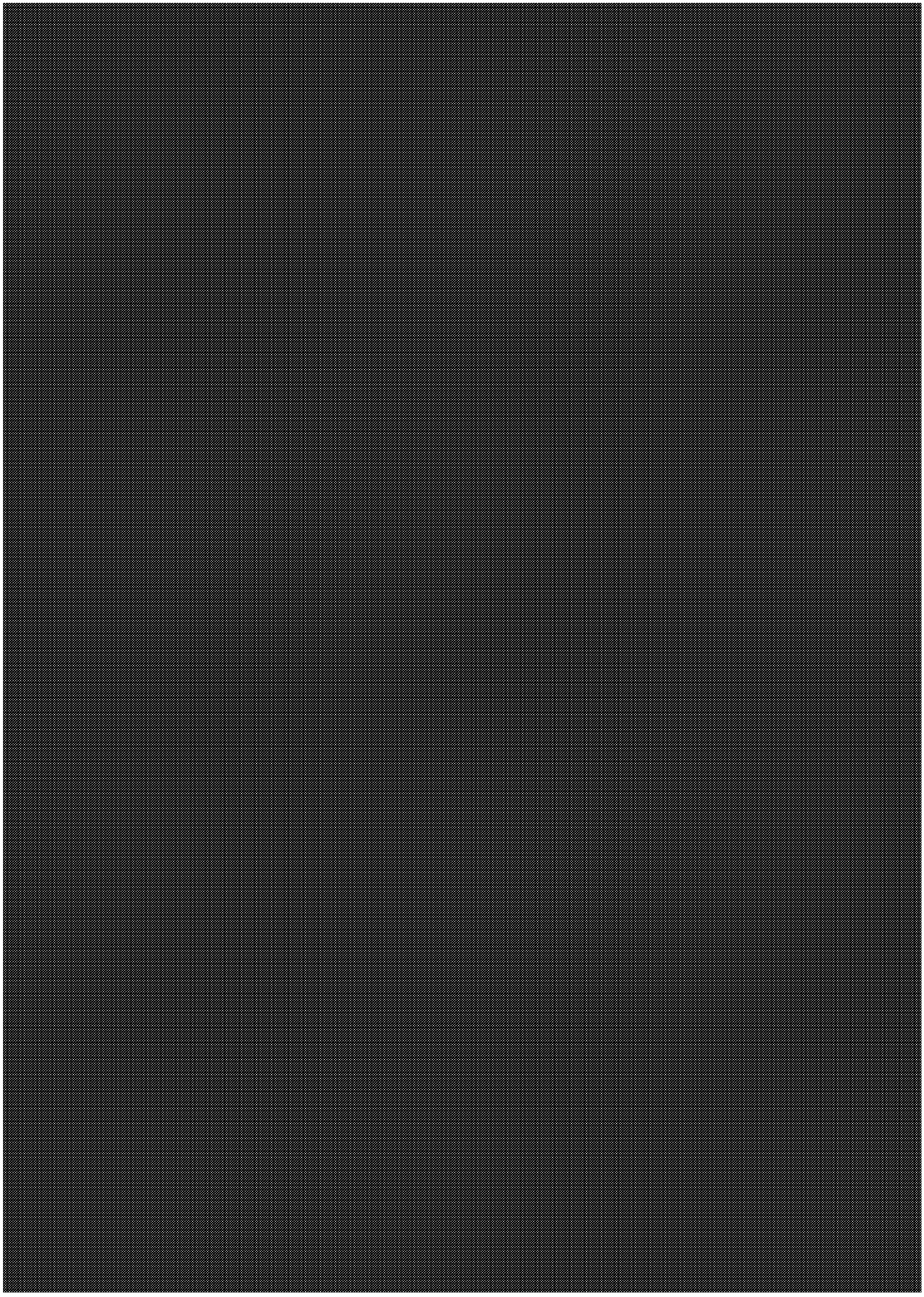
Data update (7/20/2020)



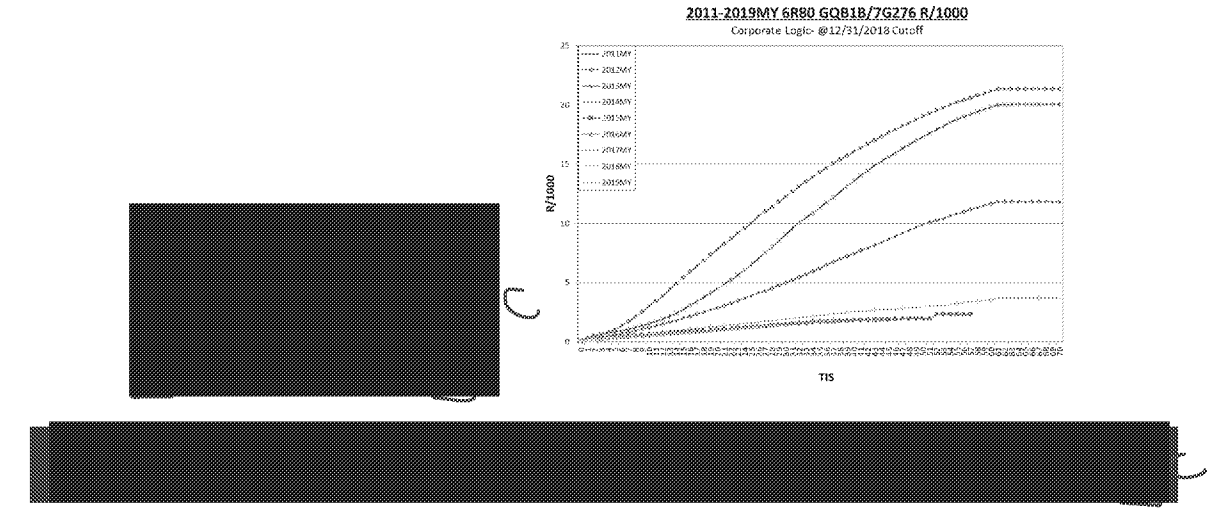
Data update (3/5/2021)



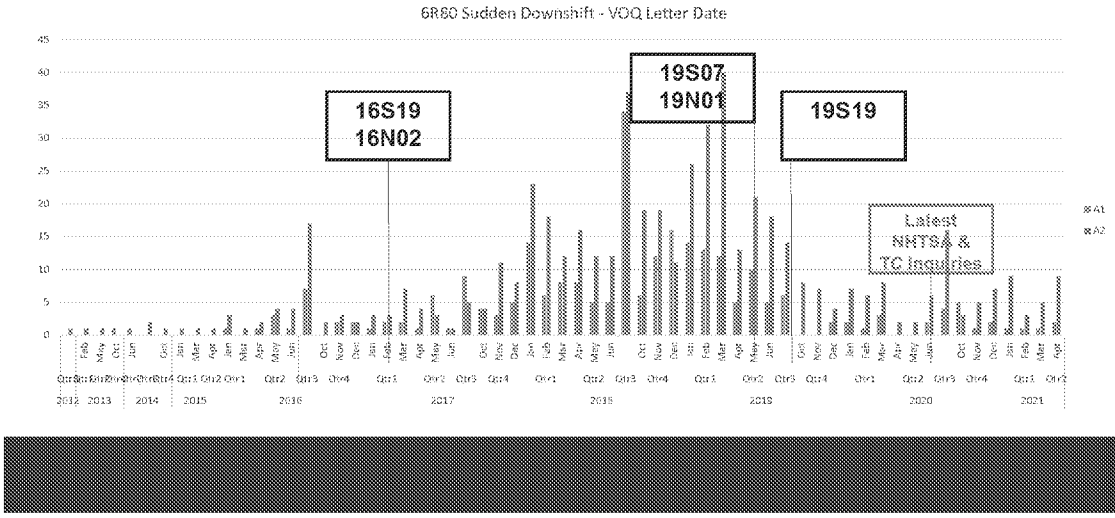




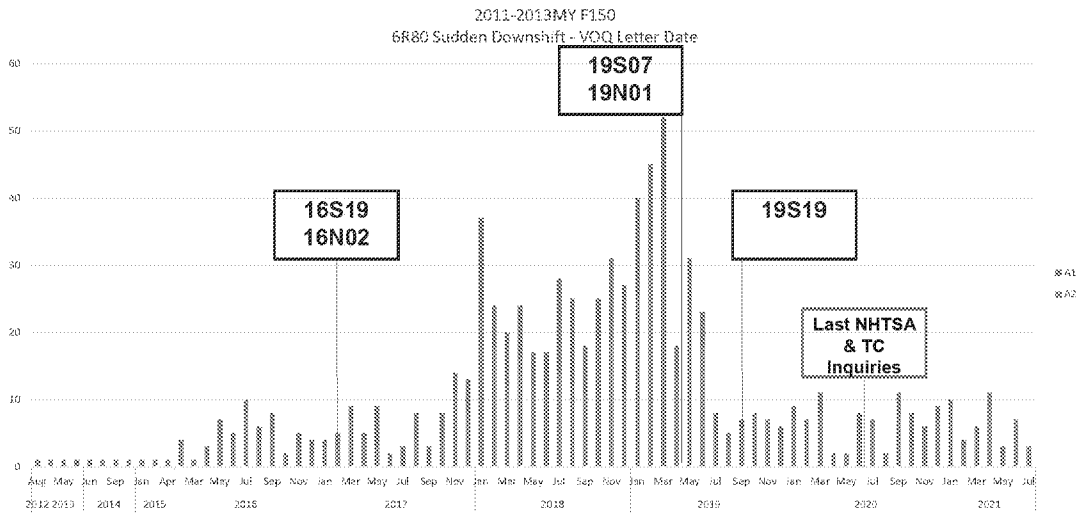
Leadframe warranty by TIS

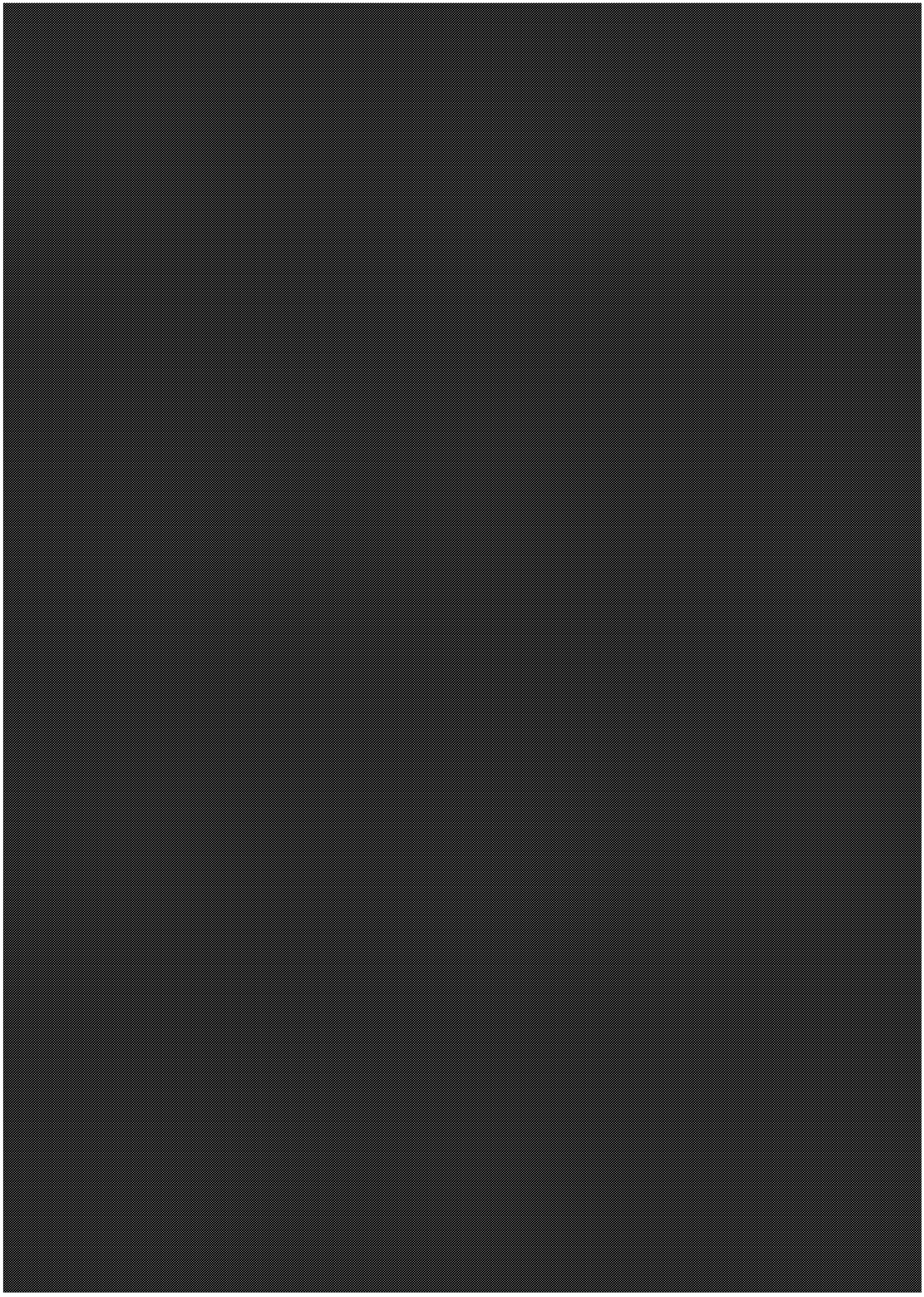


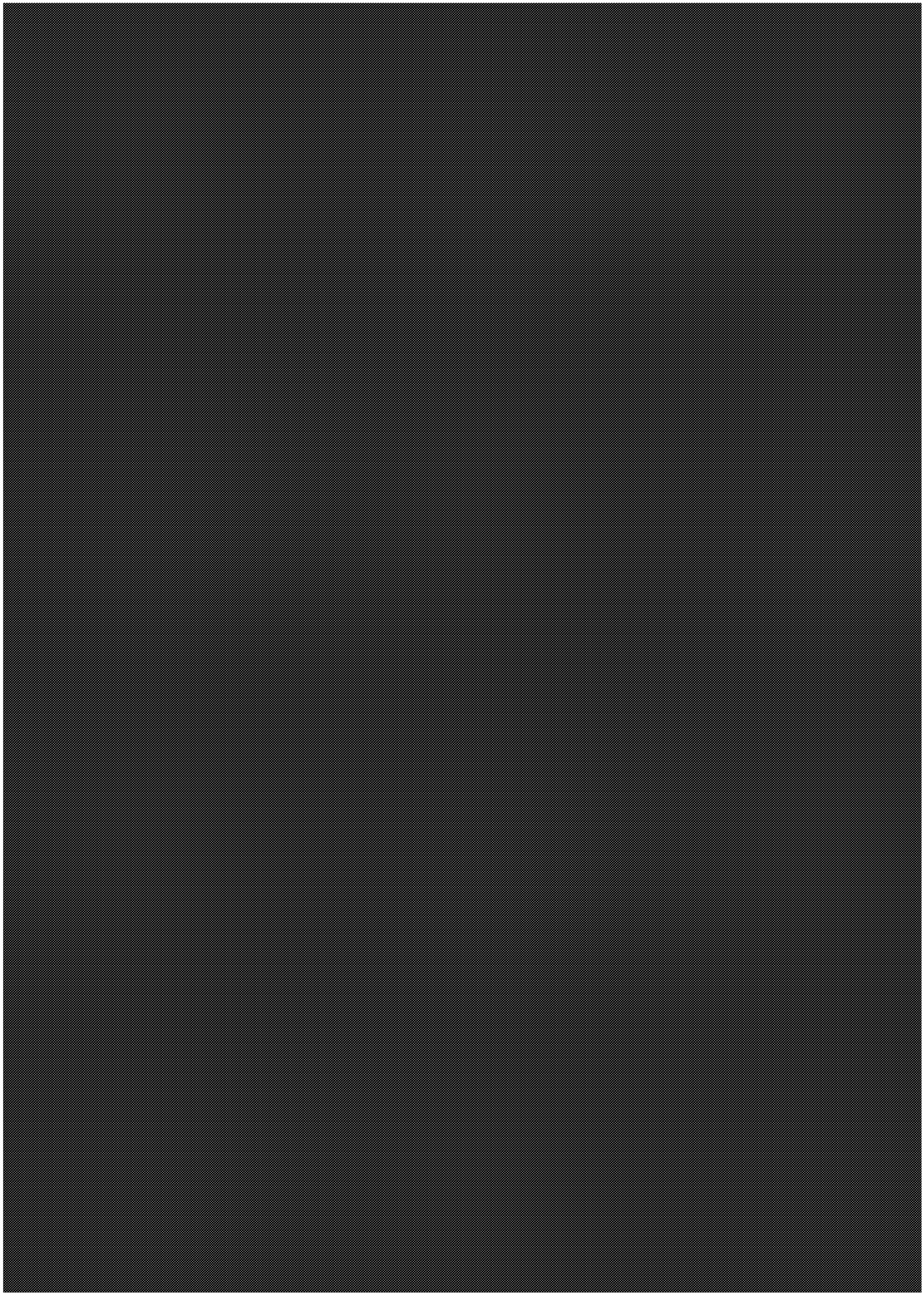
VOQ update


6R80 Sudden Downshift - VOQ Letter Date
16S19
16N02
19S07
19N01
19S19
Latest
NHTSA &
TC inquiries
A1
A2
2012
2013
2014
2015
2016
2017
2018
2019
2020
2021

VOQ Update 7/28/2021

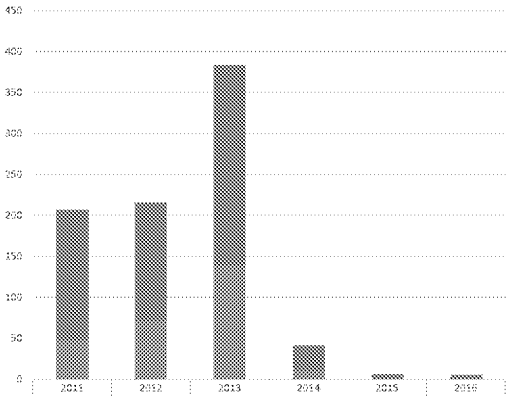






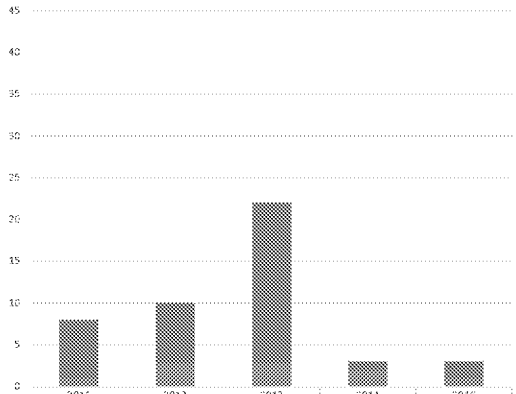
VOQ update with 2015-2016MY P552

F-150 6R80 Downshift VOQs Cumulative
May 2021 Update

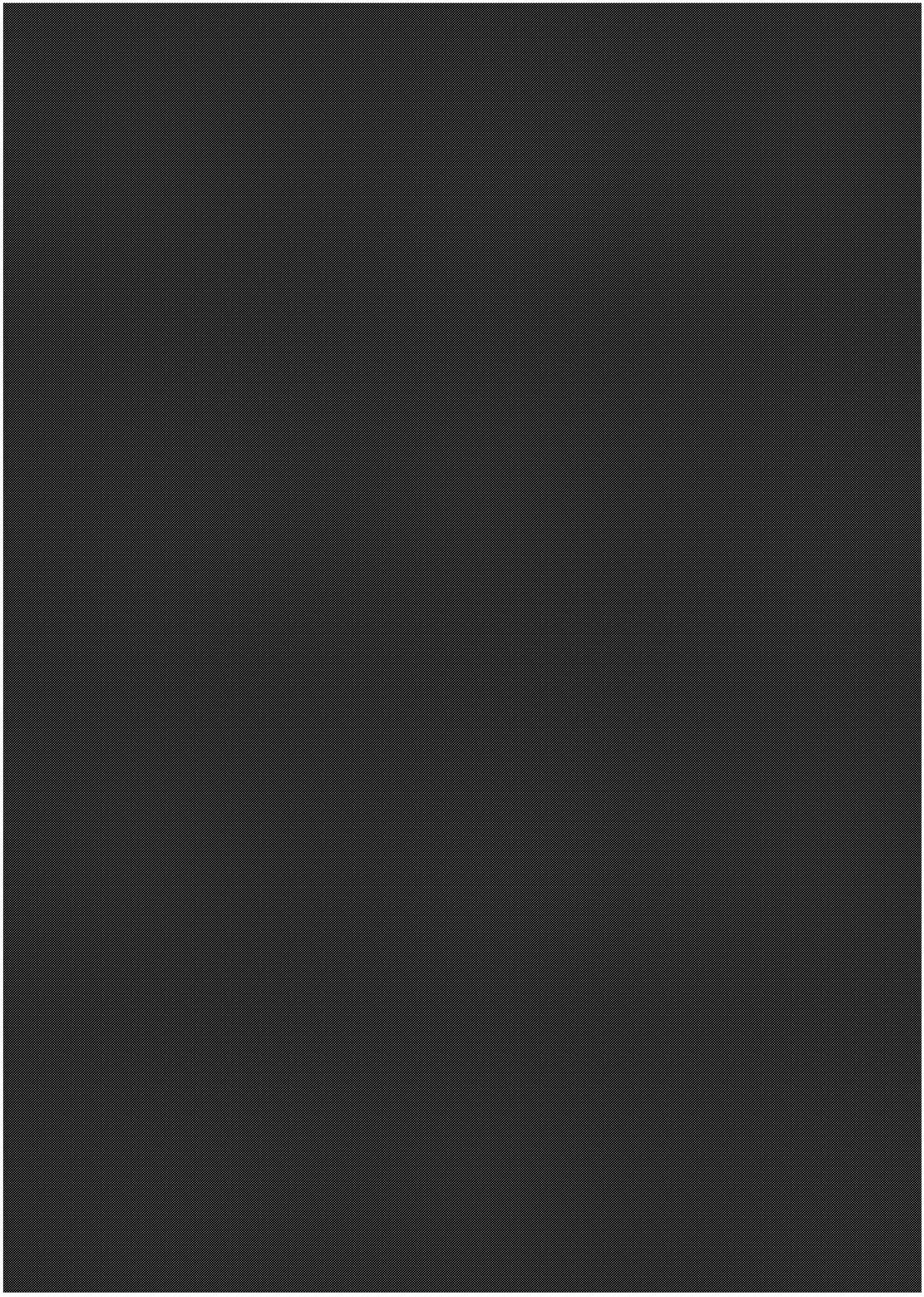


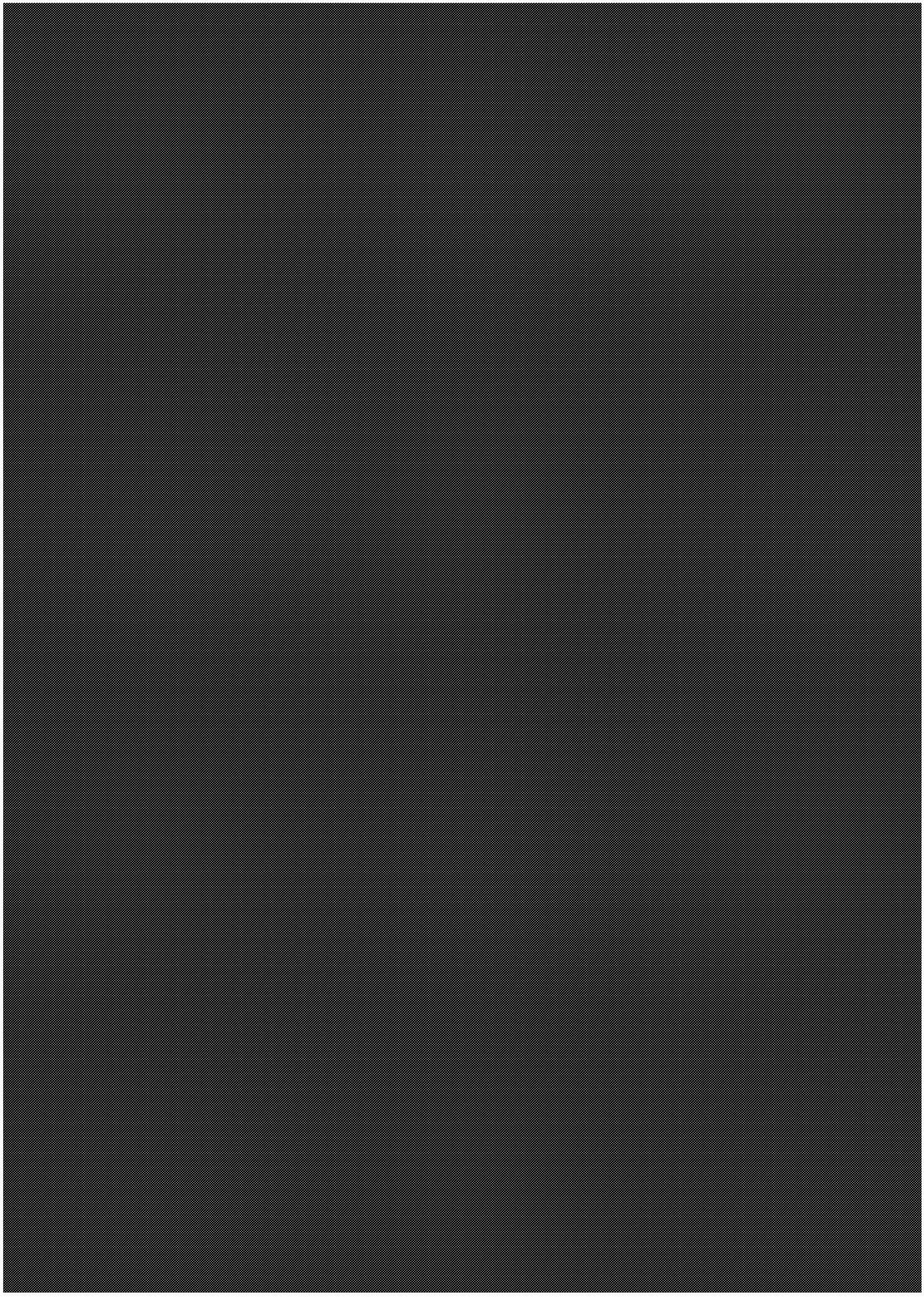
	2011	2012	2013	2014	2015	2016
※A2	159	144	245	29	0	5
※A1	48	71	140	10		2

F-150 6R80 Downshift VOQs Last 6 Months
May 2021 Update

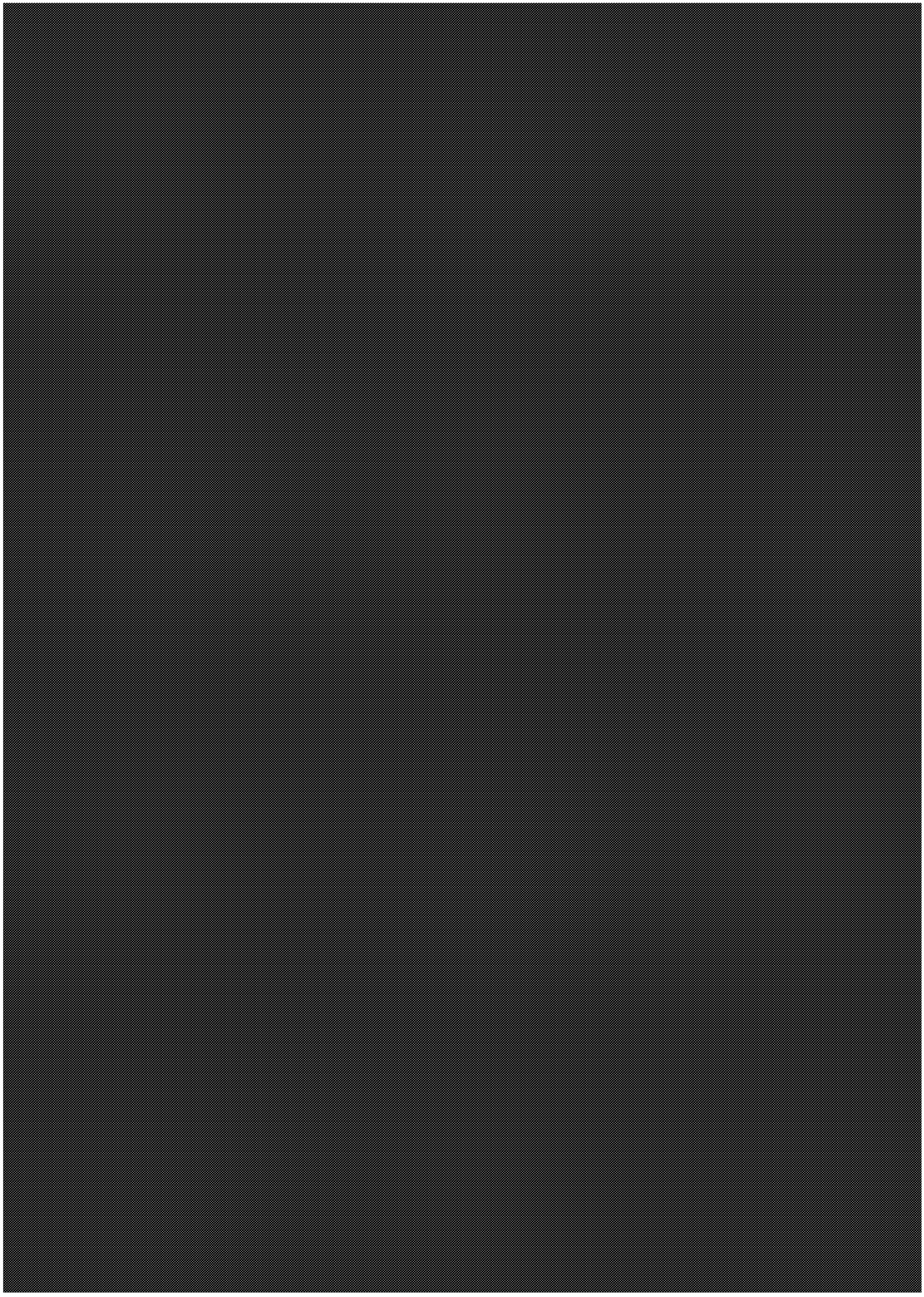


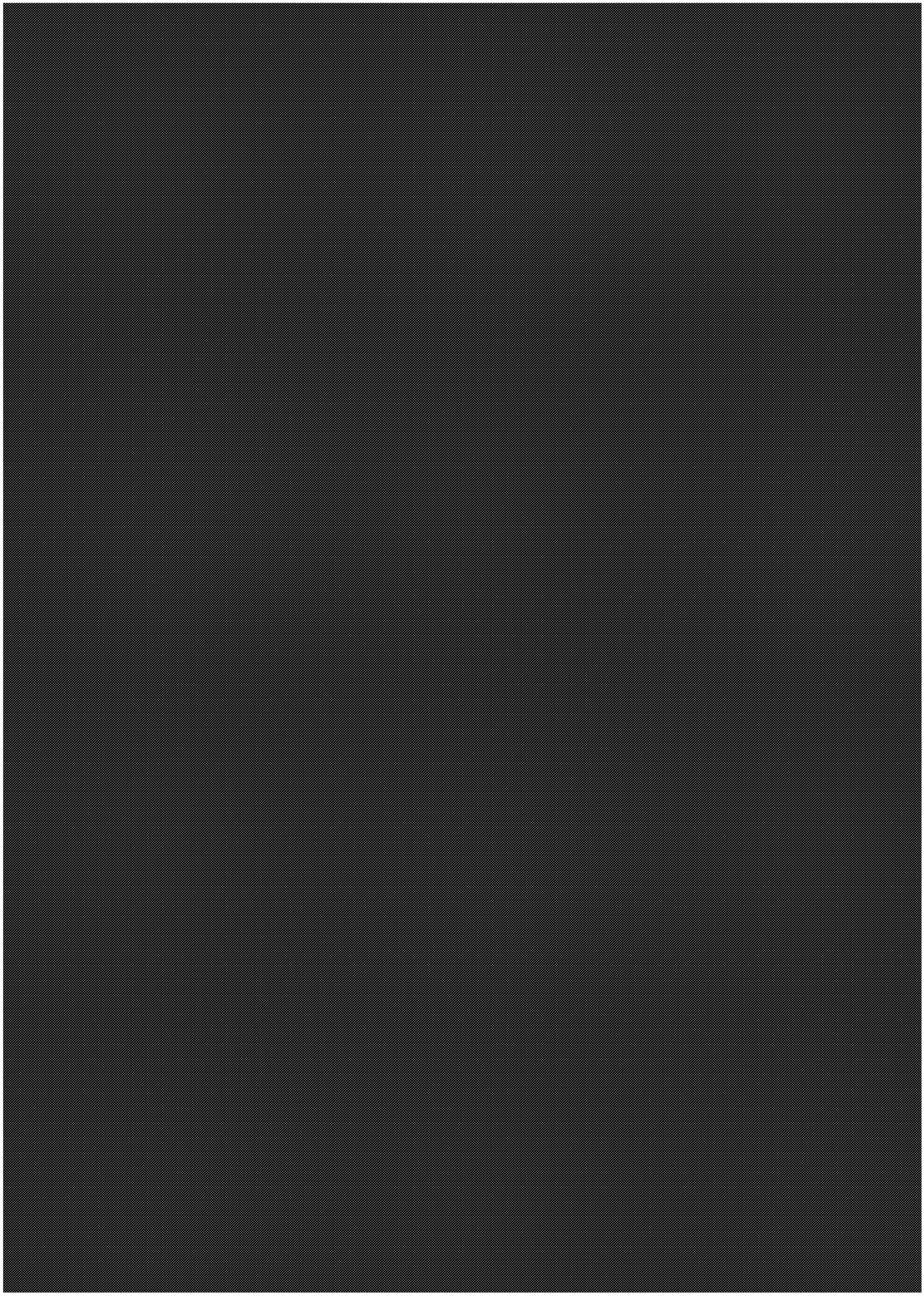
	2011	2012	2013	2014	2016
※A2	7	7	19	1	2
※A1	1	3	9	1	1

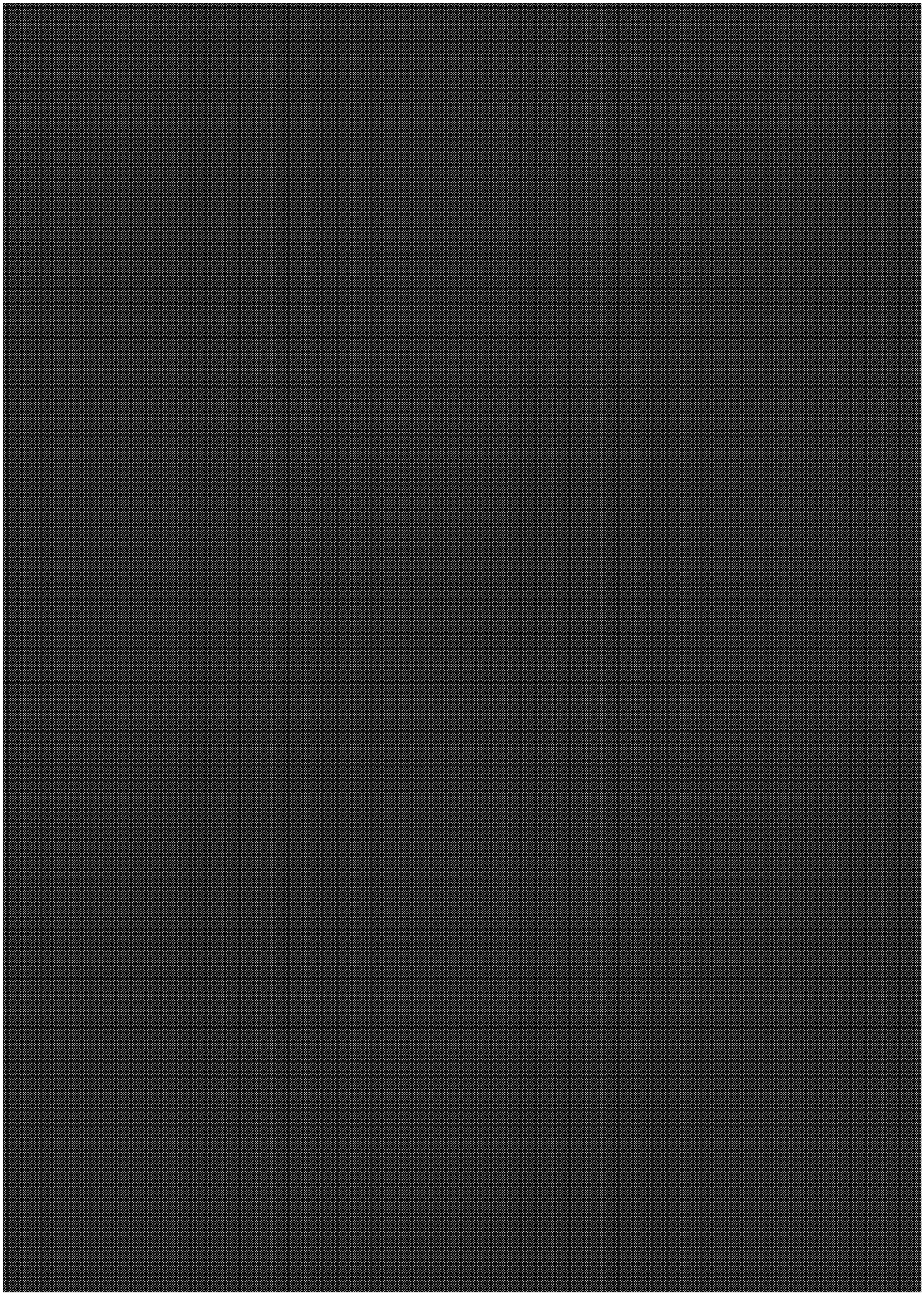


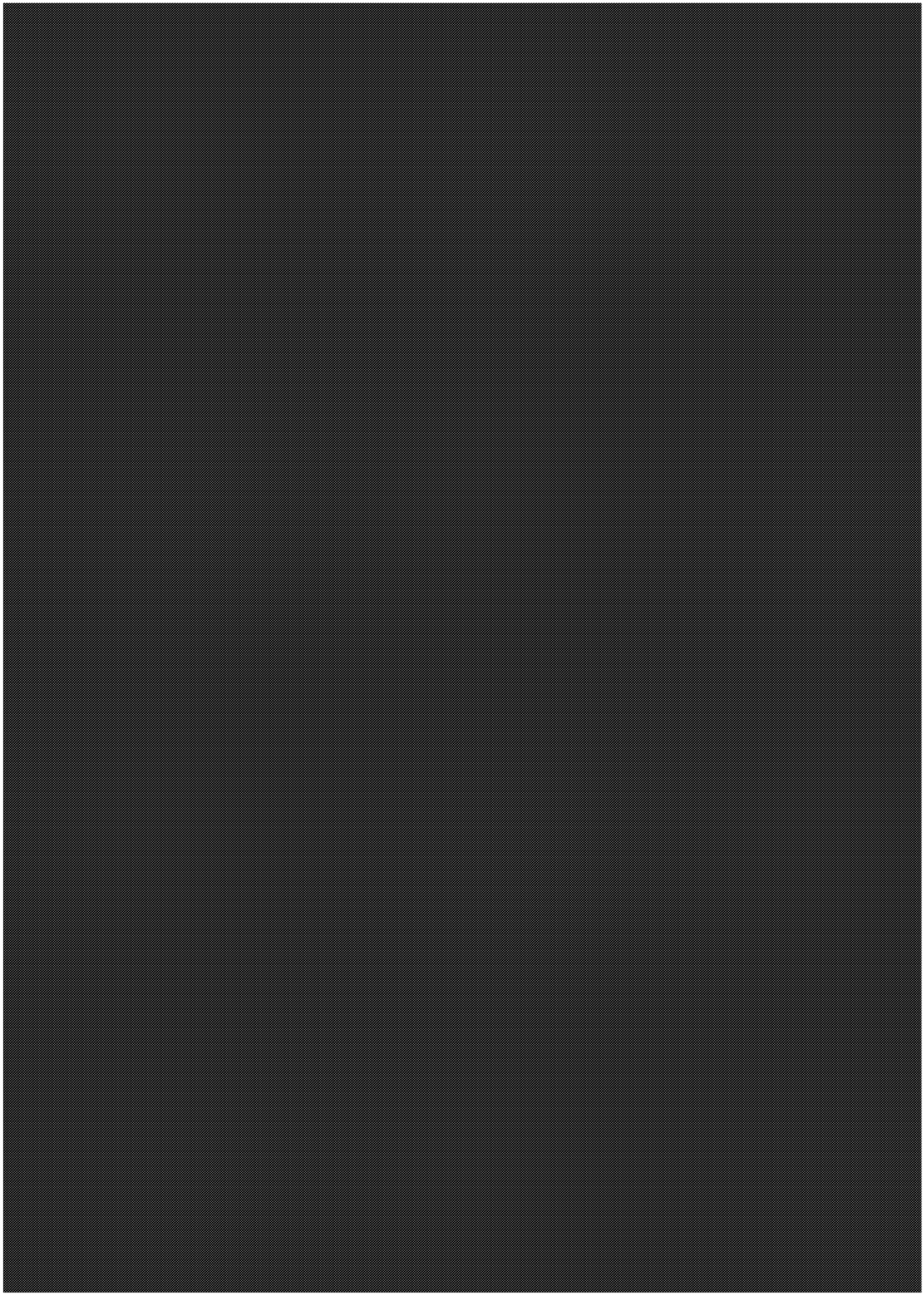


Backup



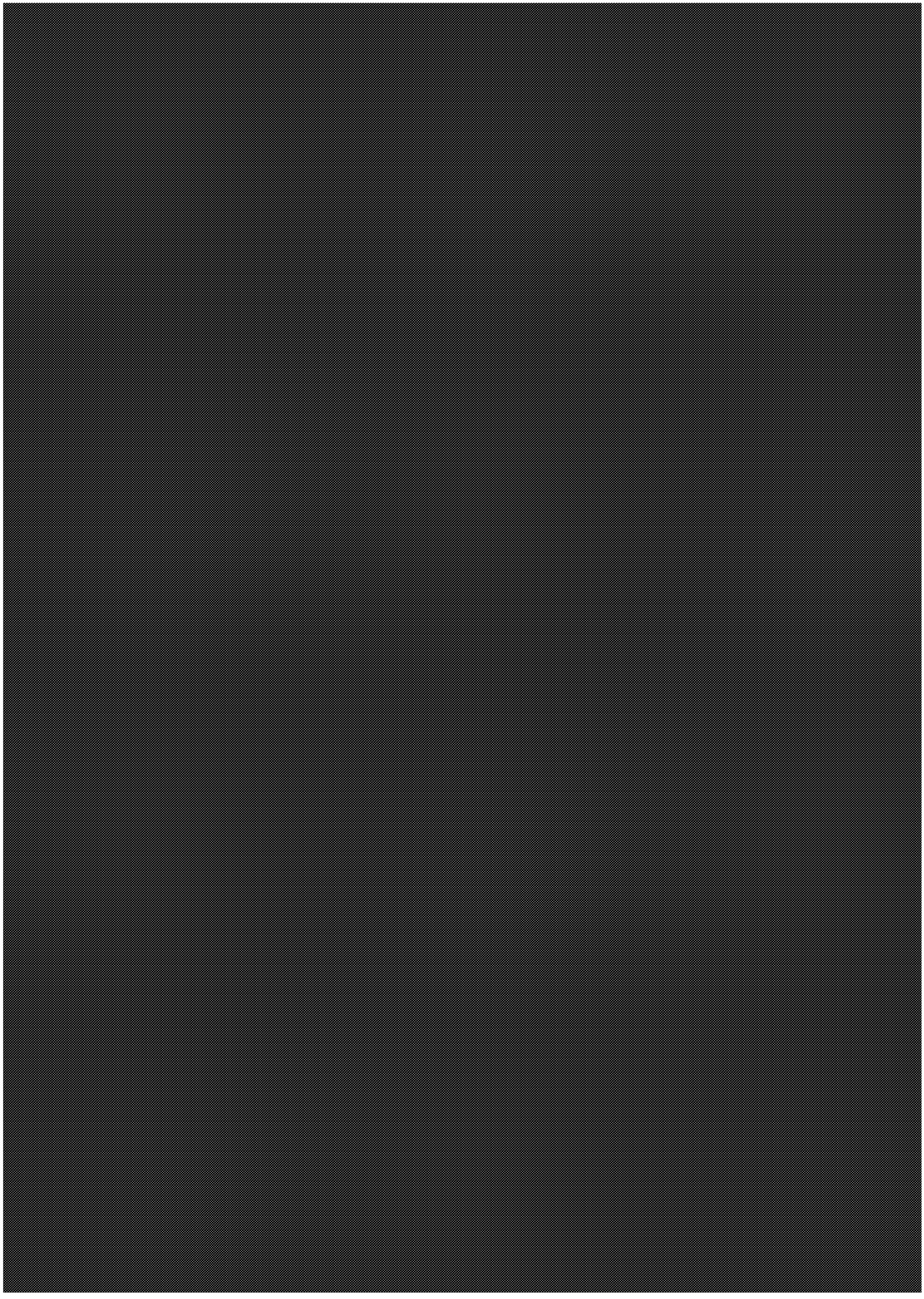


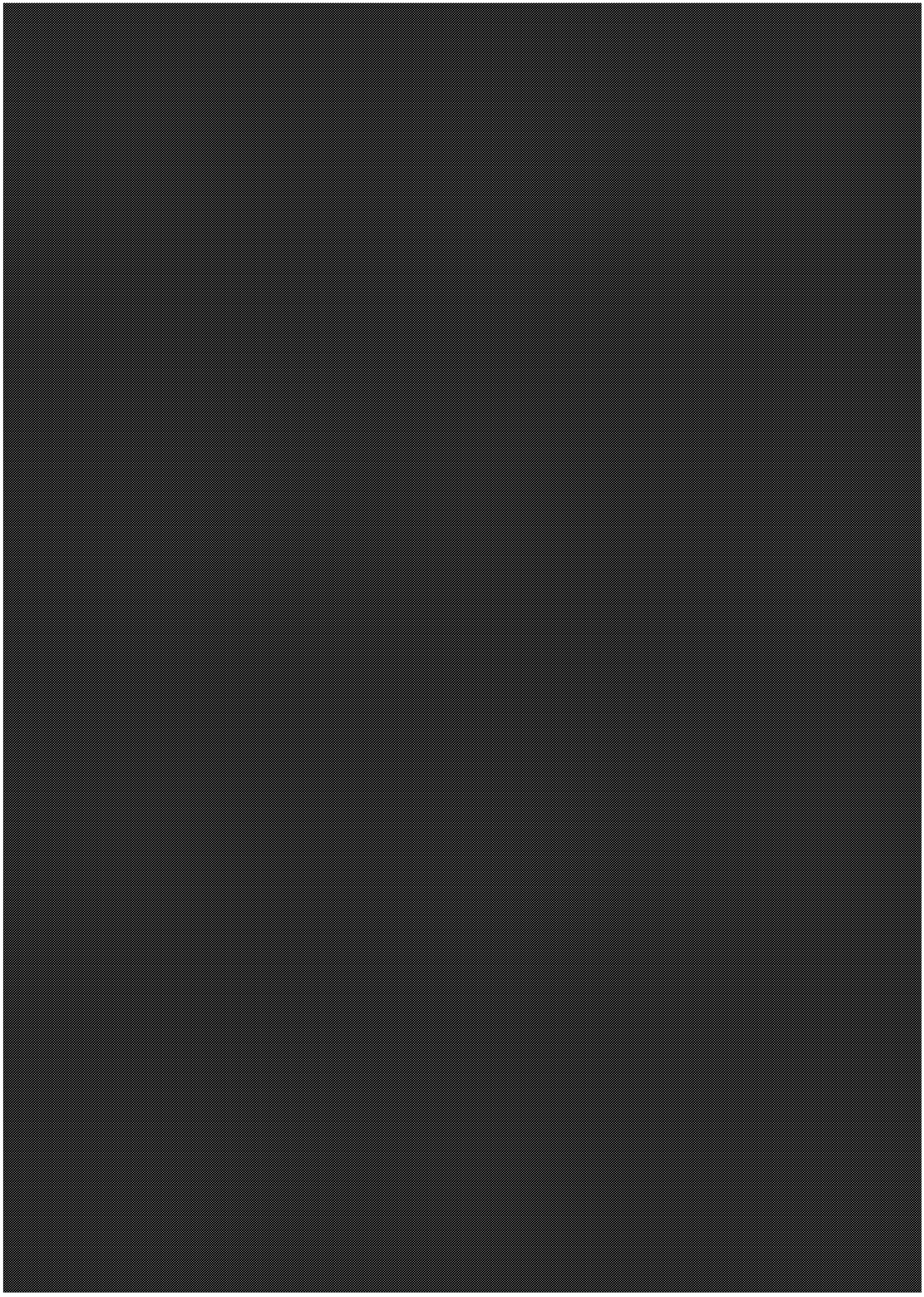


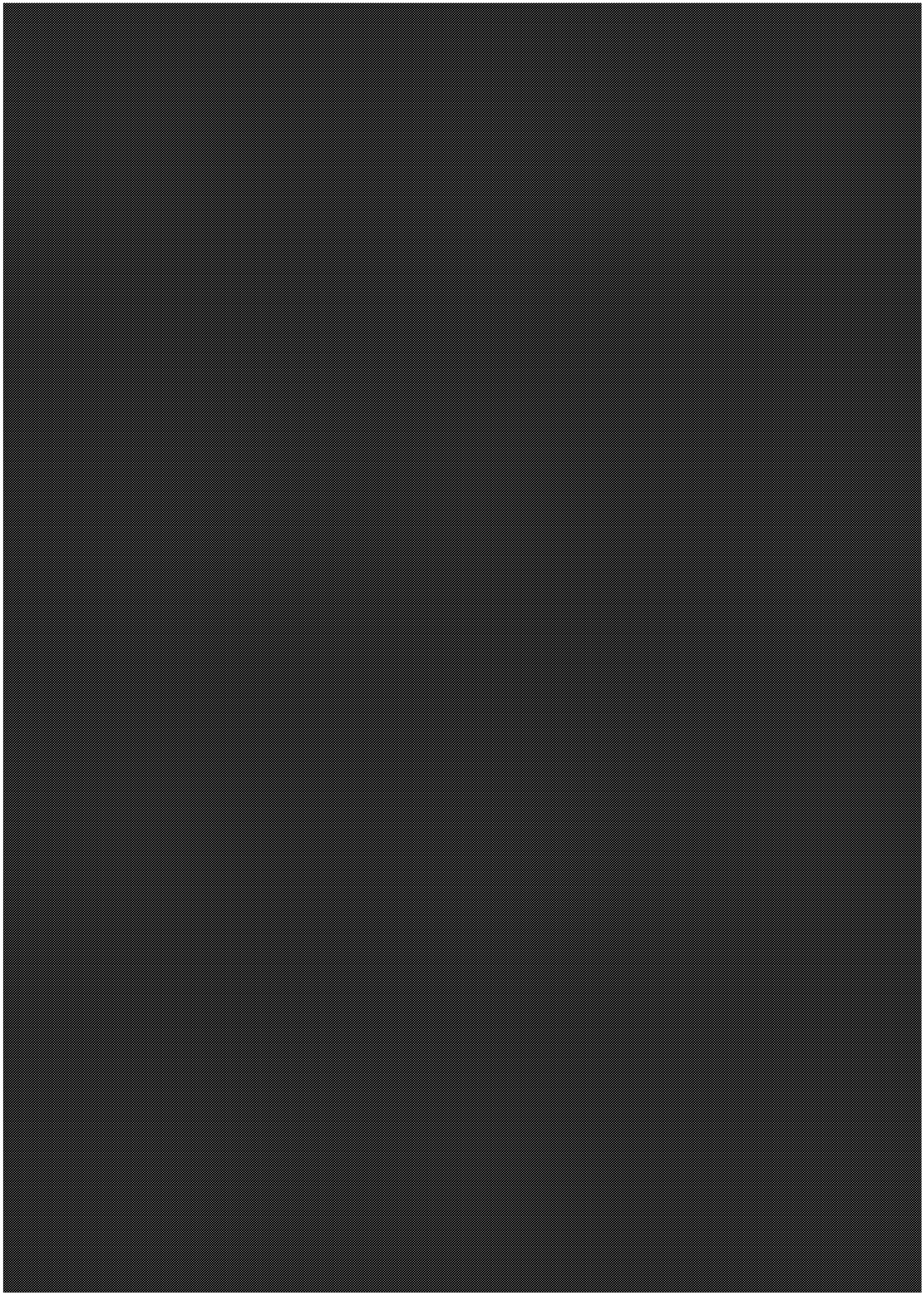


2011-2014 F150 6R80 Sudden Downshift

8/19/2020 NHTSA Deep Dive



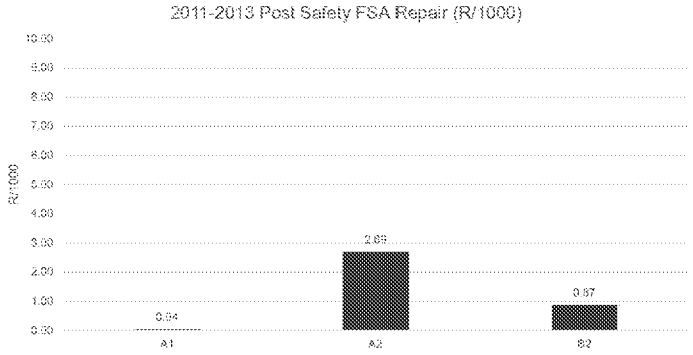




Data update

2011-2013 F-150 Post Safety FSA PCM reflash



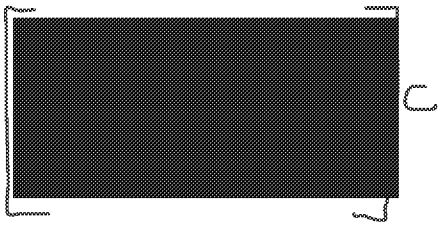


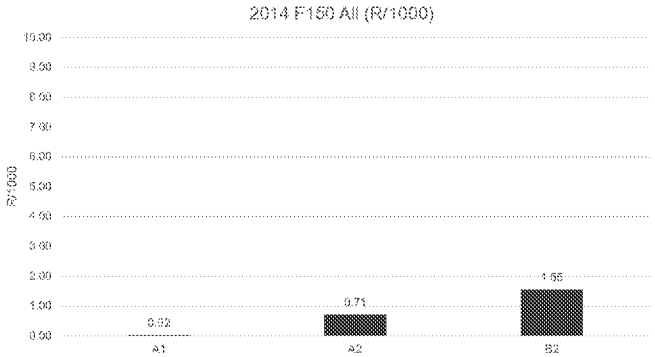
Category	Allegation
A1	Wheel Lock-Up due to Sudden (Unexpected) Downshift
A2	Sudden (Unexpected) Transmission Downshift
B1	Wheel Lock-Up Unknown Cause
B2	Harsh Downshift and Other Downshifting Issues

* Reports claiming ambiguous symptoms of 16S19, 19S07, or 19S19 were classified as A2

Data update

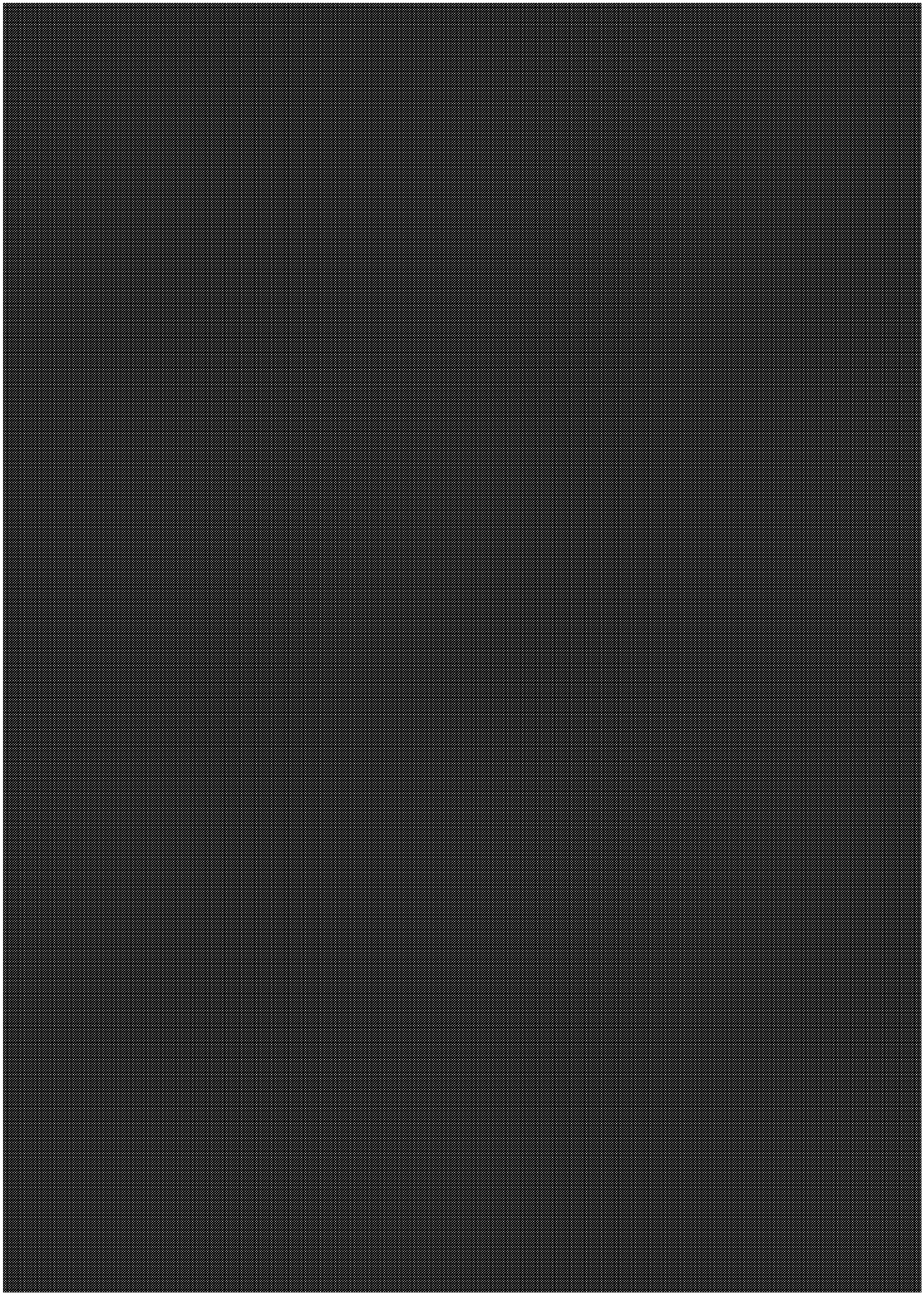
2014 F-150 6R80 Sudden Downshift

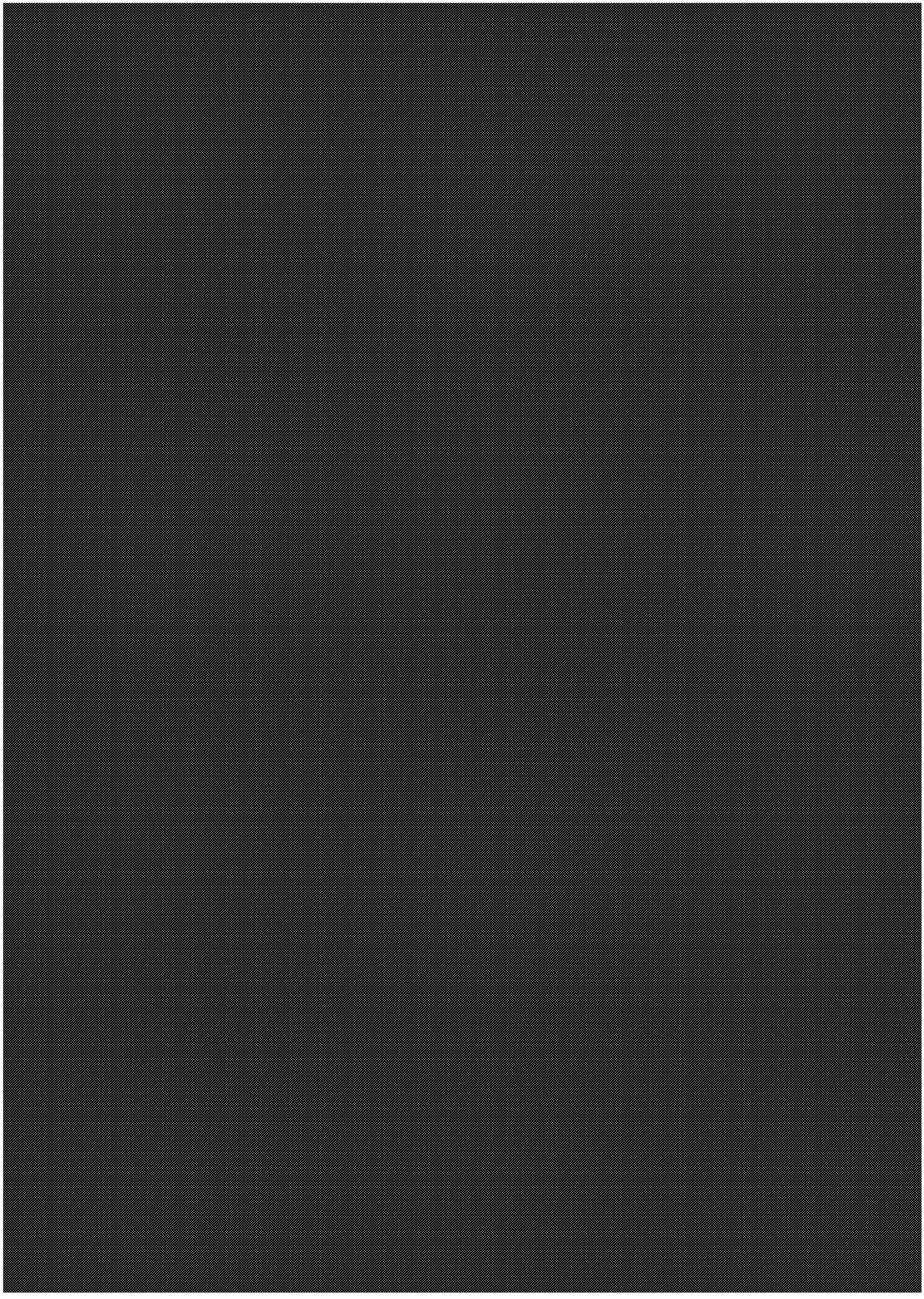




Category	Allegation
A1	Wheel Lock-Up due to Sudden (Unexpected) Downshift
A2	Sudden (Unexpected) Transmission Downshift
B1	Wheel Lock-Up Unknown Cause
B2	Harsh Downshift and Other Downshifting Issues

* Reports claiming ambiguous symptoms of 16S19, 19S07, or 19S19 were classified as A2





Backup

PROGRAM TERMS

This program extends the warranty coverage of the automatic transmission molded leadframe to 10 years of service or 150,000 miles from the warranty start date of the vehicle, whichever occurs first. This is a one-time repair program. If a vehicle has already exceeded either the time or mileage limits, this extended warranty coverage will last through December 31, 2016. Coverage is automatically transferred to subsequent owners.

VEHICLES COVERED BY THIS PROGRAM

Vehicle	Model Year	Assembly Plant	Build Dates
F-150	2011-2012	Dearborn	February 11, 2011 through September 8, 2012
		Kansas City	April 5, 2011 through June 13, 2012
Expedition	2012	Kentucky	August 26, 2011 through June 6, 2012
Navigator			August 26, 2011 through February 29, 2012
Mustang		Flat Rock	August 9, 2011 through February 24, 2012

Affected vehicles are identified in OASIS.

REASON FOR PROVIDING EXTENDED COVERAGE

In some of the affected vehicles, an intermittent output shaft speed (OSS) sensor failure may result in an illuminated malfunction indicator light (MIL) and/or wrench light in the instrument cluster with diagnostic trouble codes (DTCs) P0720, P0722, P0731 and/or P1500 stored in the powertrain control module (PCM). Additionally, some vehicles may experience an unintended downshift into first gear.

SERVICE ACTION

If an affected vehicle exhibits this condition, dealers are to replace the molded leadframe. This service must be performed at no charge to the vehicle owner.

PROGRAM TERMS

This program extends the warranty coverage of the automatic transmission molded leadframe to 10 years of service or 150,000 miles from the warranty start date of the vehicle, whichever occurs first.

This is a one-time repair program.

If a vehicle has already exceeded either the time or the mileage limits, this extended warranty coverage will last through October 31, 2019.

Coverage is automatically transferred to subsequent owners.

VEHICLES COVERED BY THIS PROGRAM

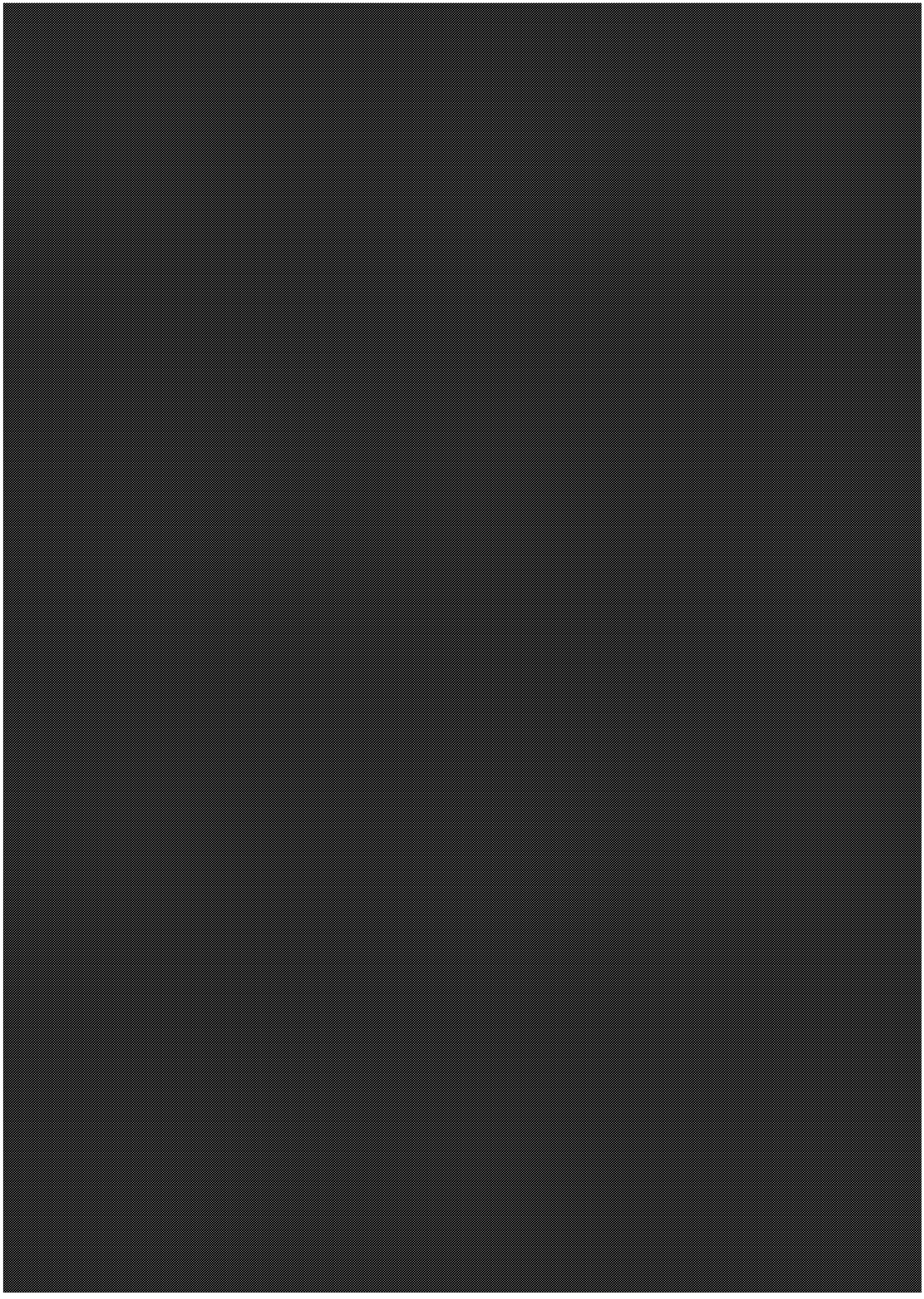
Vehicle	Model Year	Assembly Plant	Build Dates
F-150	2011-2013	Dearborn	April 28, 2010 through October 26, 2013
		Kansas City	May 18, 2010 through November 18, 2013
Expedition/Navigator	2012-2013	Kentucky Truck	April 11, 2011 through August 16, 2013

Affected vehicles are identified in OASIS.

REASON FOR PROVIDING EXTENDED WARRANTY COVERAGE

In some of the affected vehicles, an output shaft speed (OSS) sensor failure may result in an illuminated malfunction indicator light (MIL) and/or wrench light in the instrument cluster with diagnostic trouble codes (DTCs) P0720, P0722, P0731 and/or P1500 stored in the powertrain control module (PCM).

RQ24-005 000457 RC

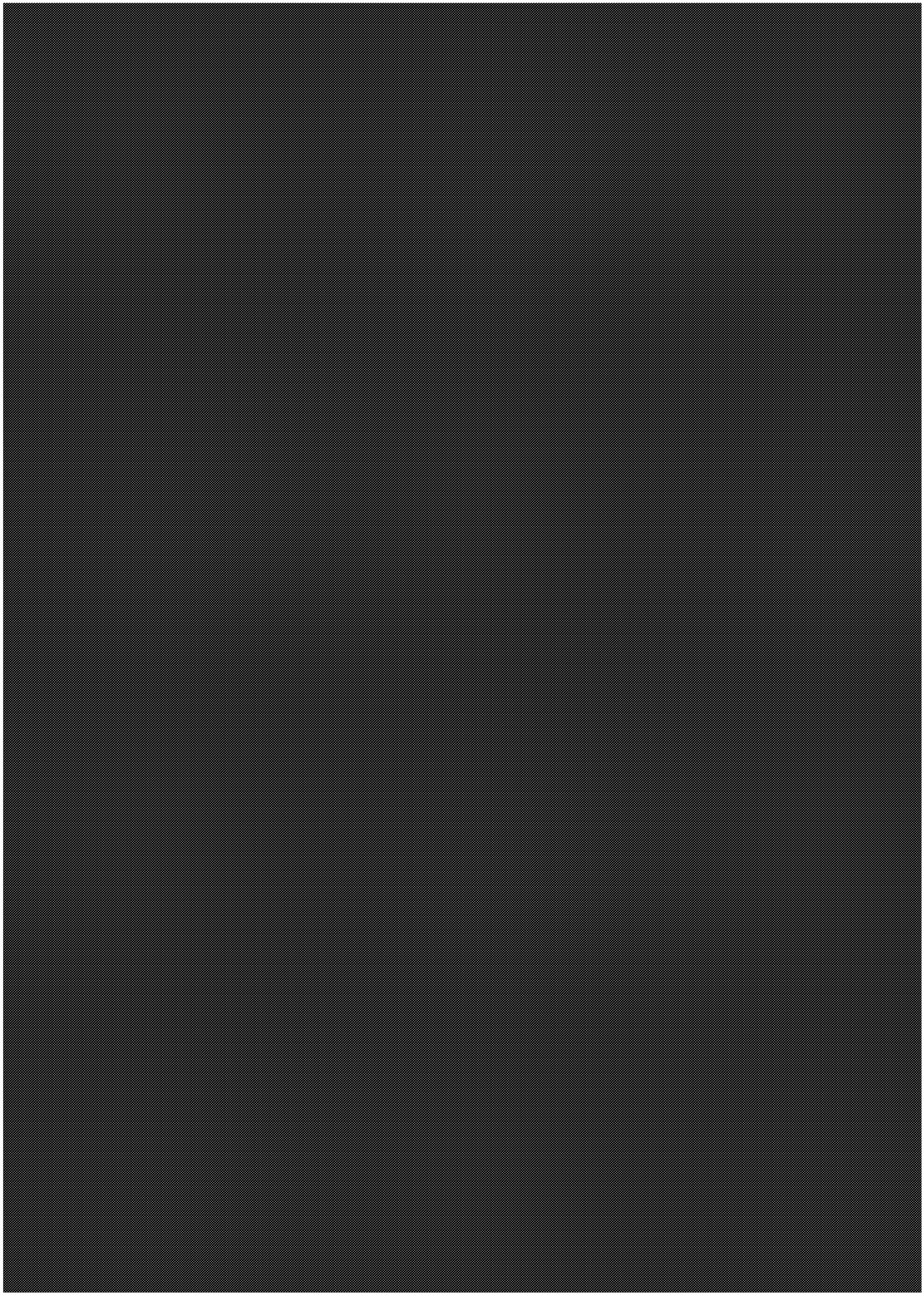


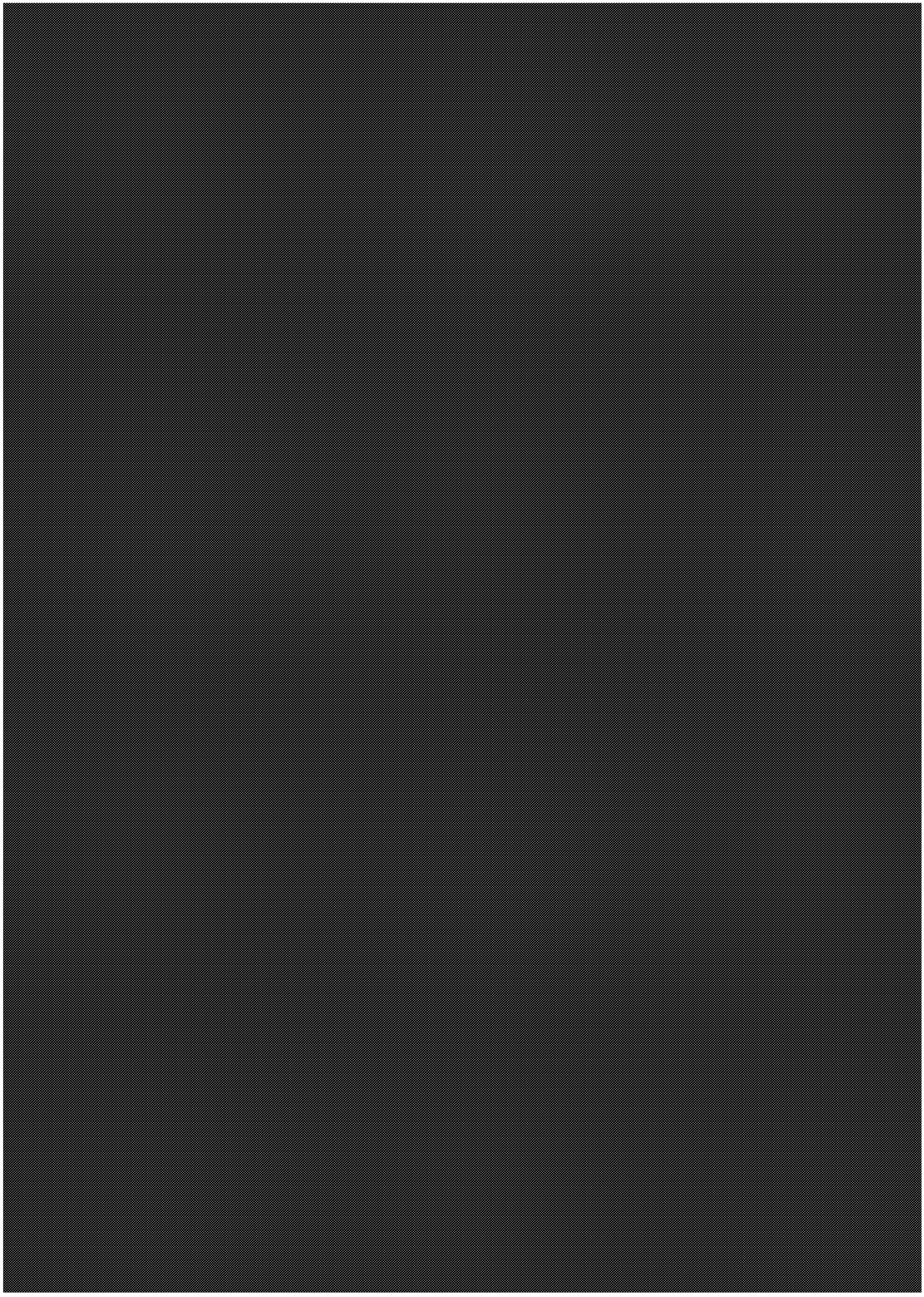
6R80 Sudden Downshift

1/6/2022 EMM

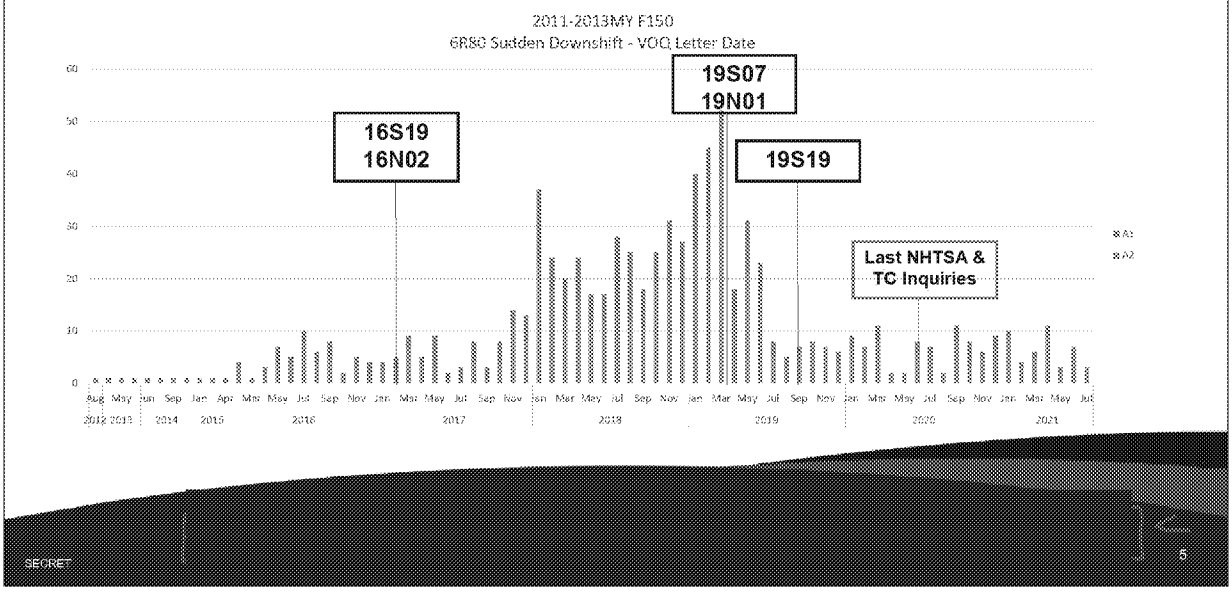
Table of Contents

- FSA history
  - Anatomy of failure
  - North America FSA population
- VOQ Trend
- Recent government involvement
- Parts backlog





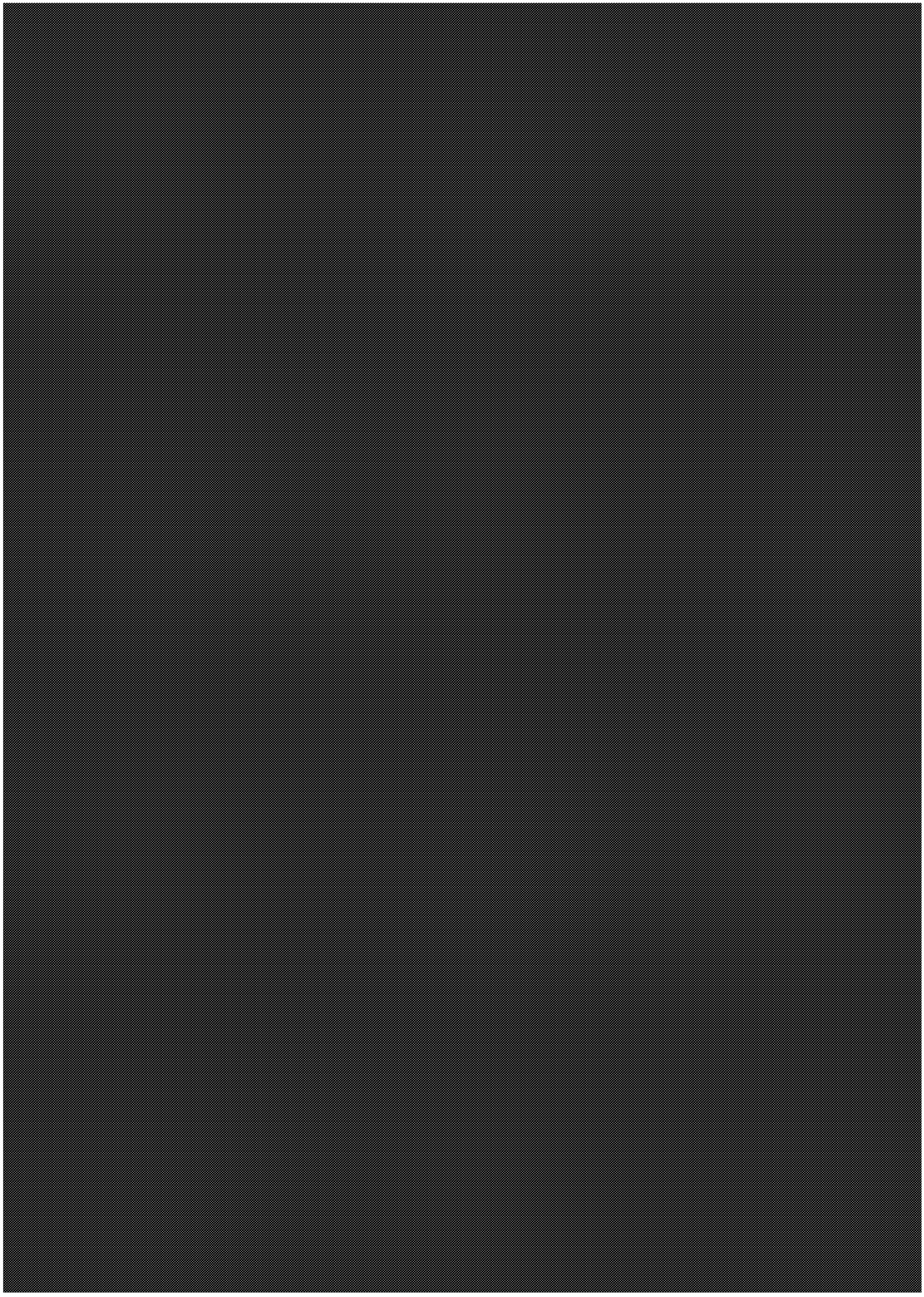
VOQ Update 7/28/2021



SECRET

TEWS 6R80 Sudden Downshift VOQ Monitor

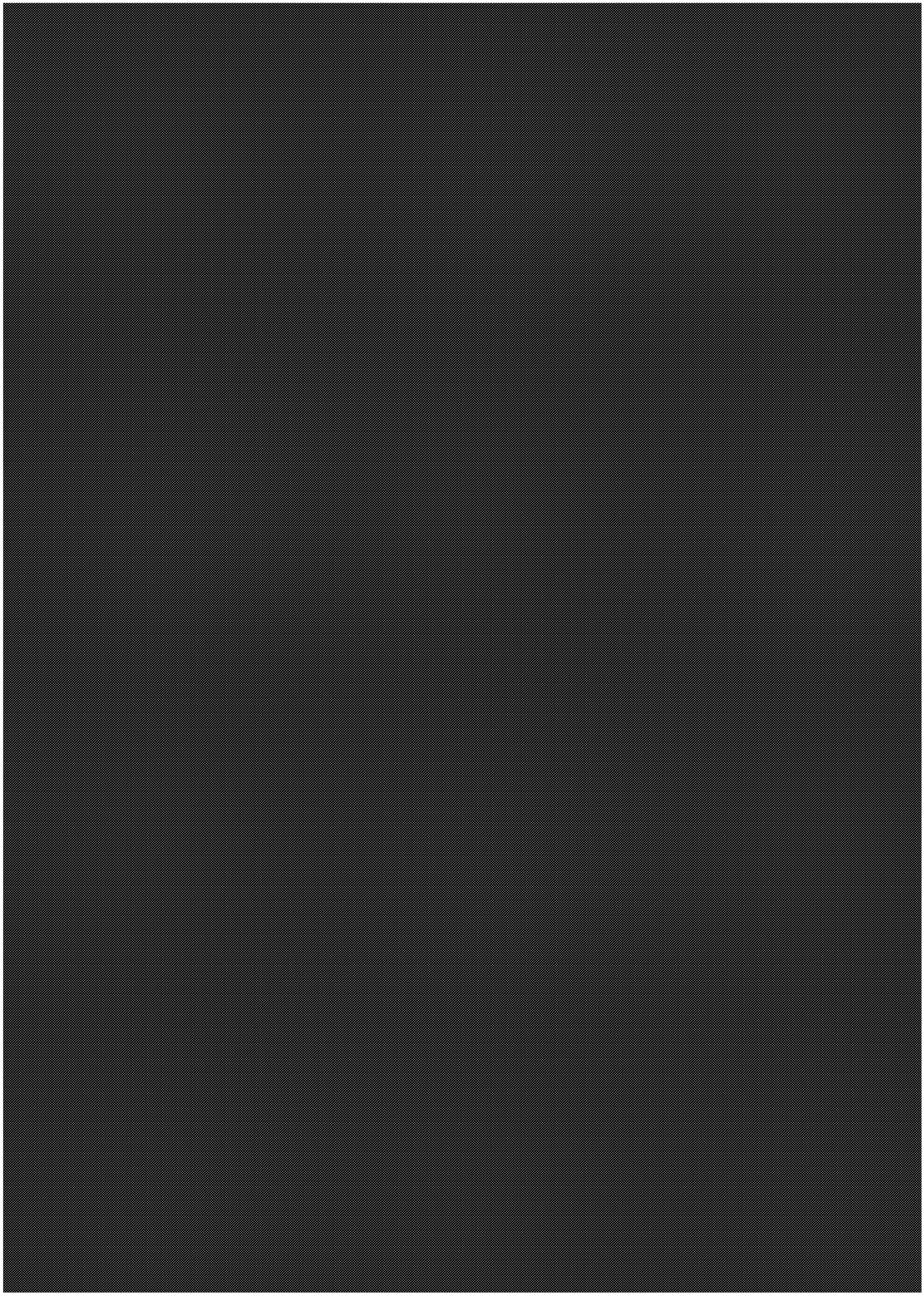
Monitor Period	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Monitor Period Start Date	5/1/2021	06/01/21	07/01/21	8/1/202	09/01/21	10/01/21	11/01/21	12/01/21	01/01/21	2/1/2022	3/1/2022	4/1/2022	5/1/2022	5/23/2022	6/26/2022	7/24/2022	8/28/2022	9/29/2022	11/1/2022	12/1/2022
Monitor Period End Date	5/31/2021	06/30/21	07/31/21	08/31/21	09/30/21	10/31/21	11/30/21	12/31/21	01/30/22	2/26/2022	3/31/2022	4/30/2022	5/22/2022	6/25/2022	7/25/2022	8/27/2022	9/28/2022	10/31/2022	11/30/2022	12/29/2022
VOQ	3	2	4	2	2	1	1	2	4	2	3	1	0	9	8	10	13	18	24	19



Internal Ford Employee Complaint

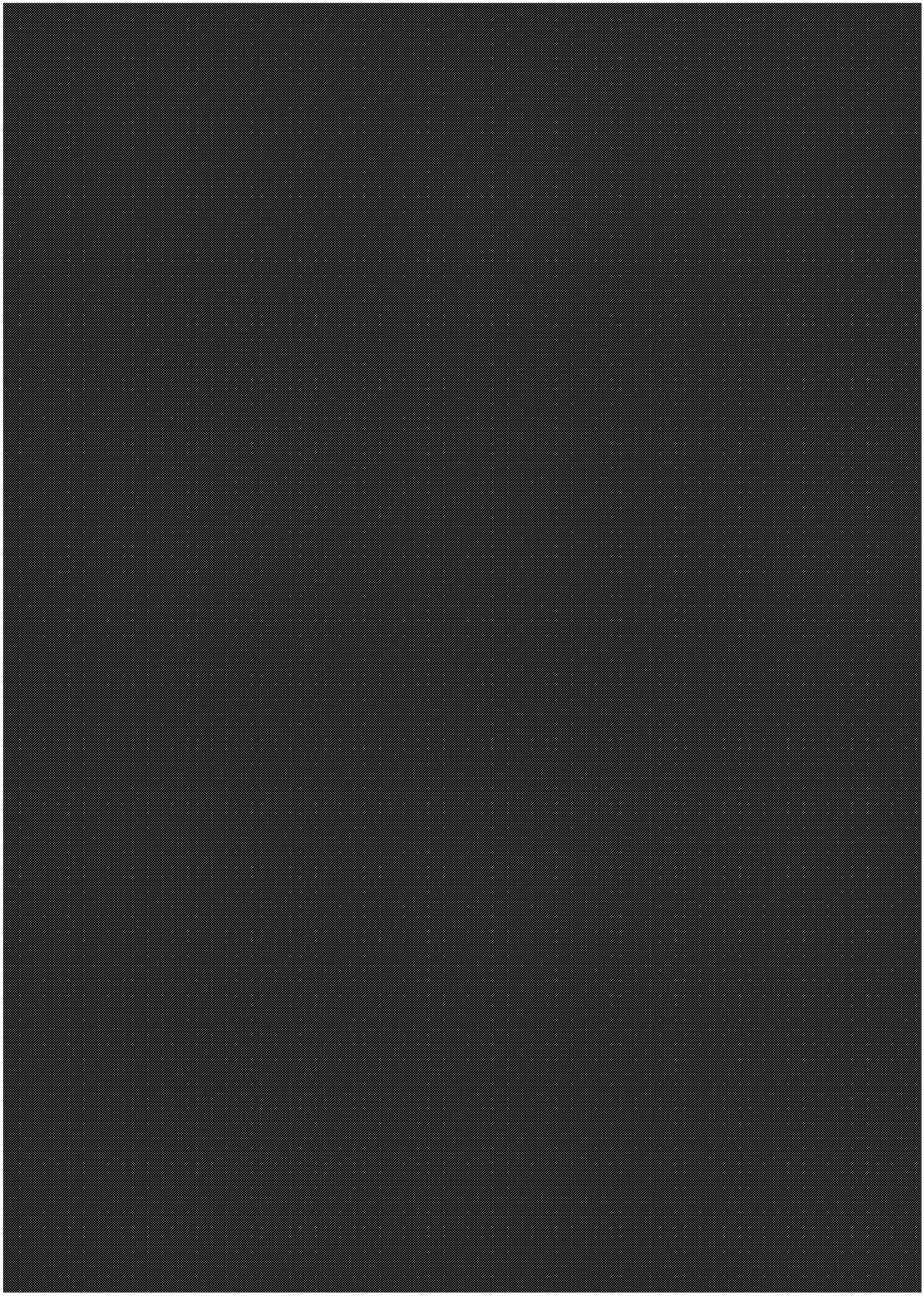
Hello, I hoping that possibly either of you can help me hone on the right department and person where I may be able to get some information on a part (subject title) for my 2015 F-150 (<86k miles). This part is a sensor that controls shifting in the transmission. I have ordered and paid for the part at my local dealership (Southgate Ford) but they informed my this part has been on backorder for approximately 8-9 months now and there is still no ETA on when it may be available. My truck is now undrivable and I still have no idea when I can expect to get is running again. I have been able to deal with not having my truck available for the past couple weeks but I VERY CONCERNED as at this point in time I have no clue on when I can get it repaired. This $200 part has my $50k truck out of commission indefinitely. I desperately need to get some information on when or how I can resolve this asap. Like I said I was told this part has been on nationwide backorder for many months now and still have no idea on when it will be available. How can this be? Please, anything you can do to help me would be greatly appreciated.

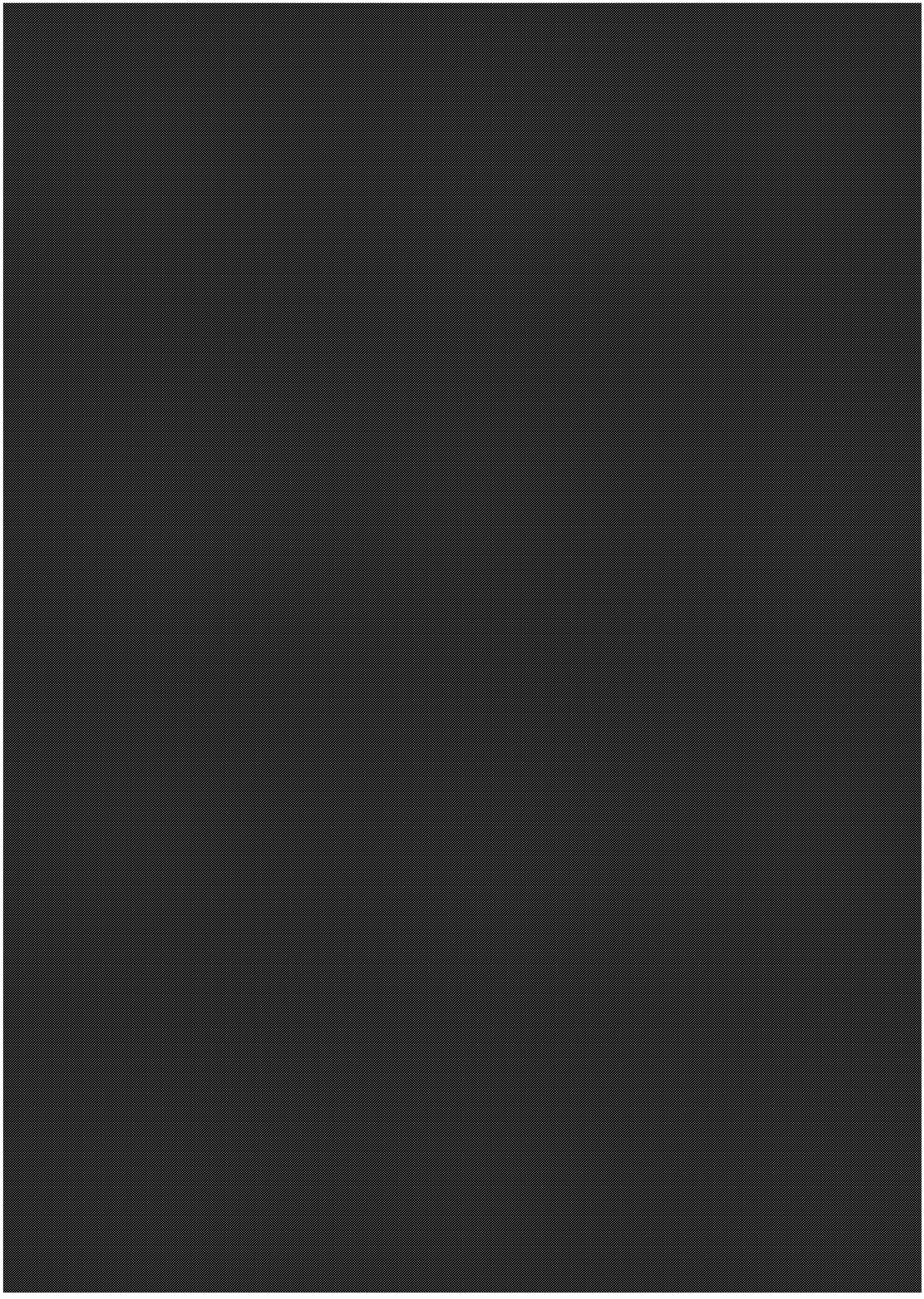
Thank you.

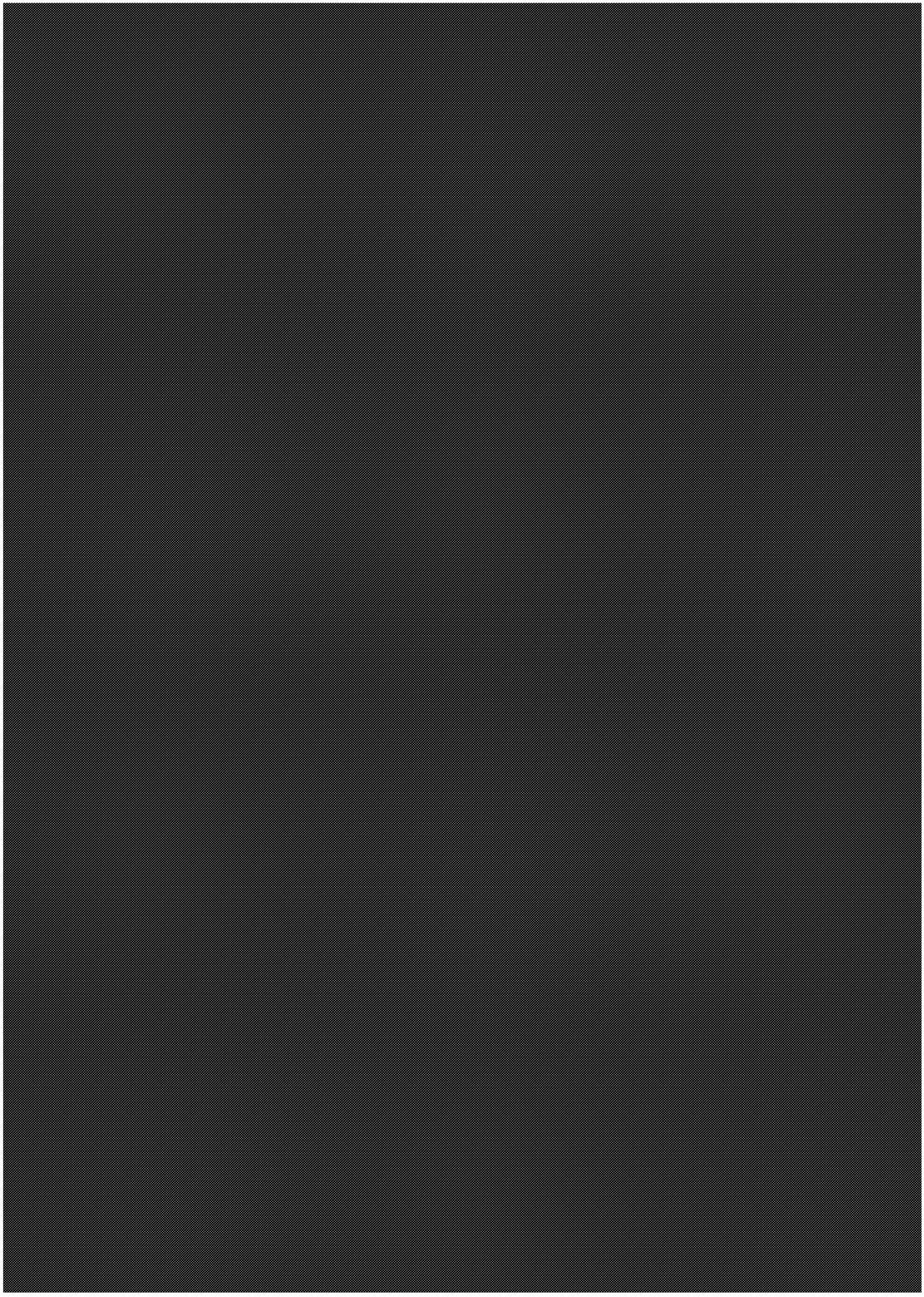


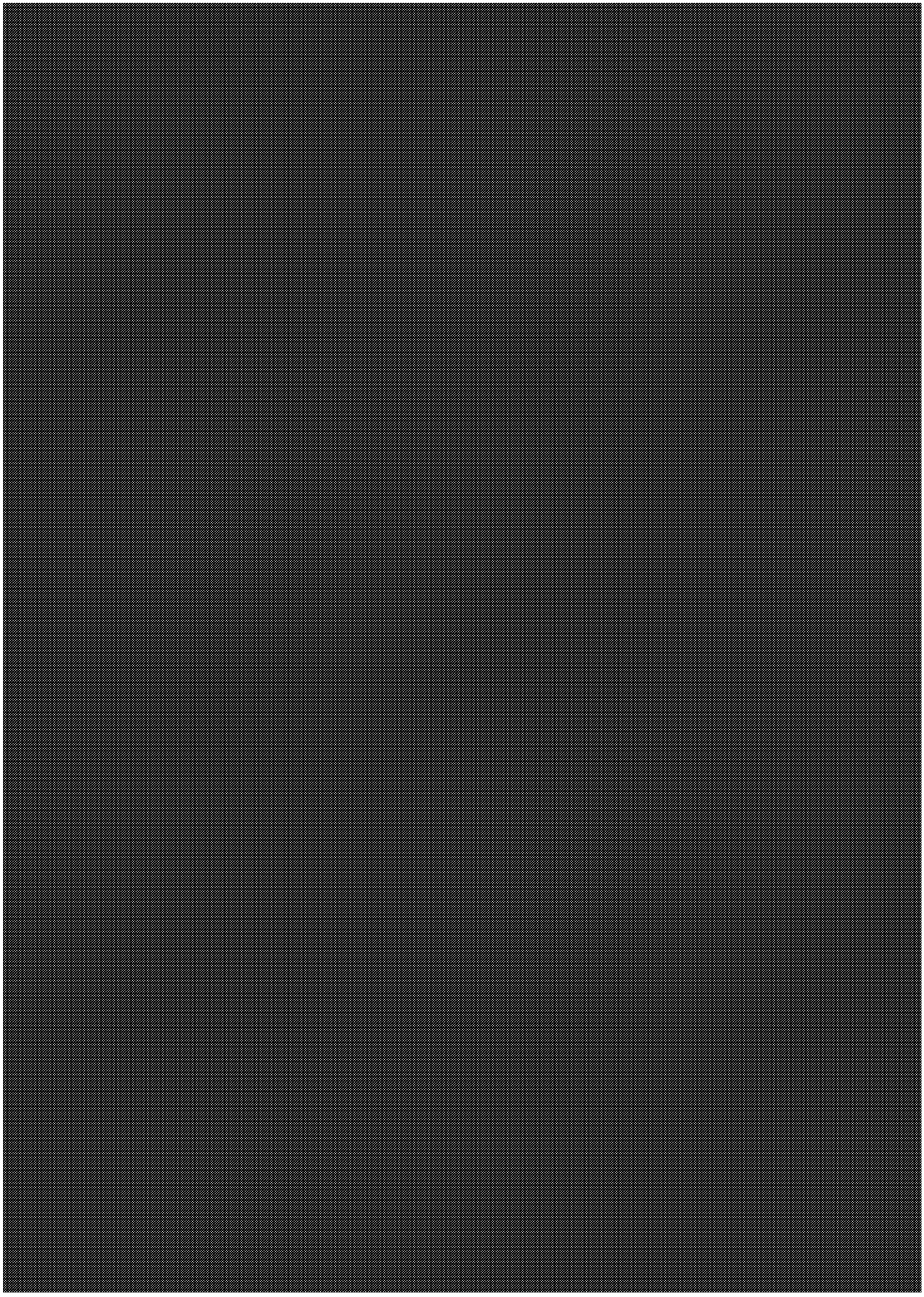
6R80 Sudden Downshift Update

8/12/2020

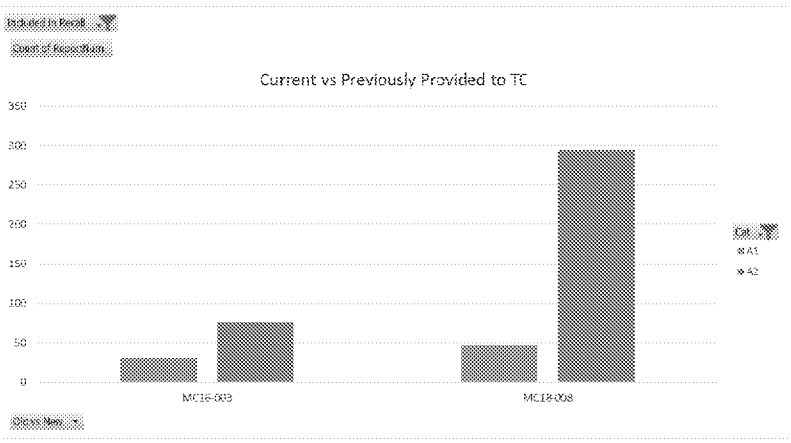




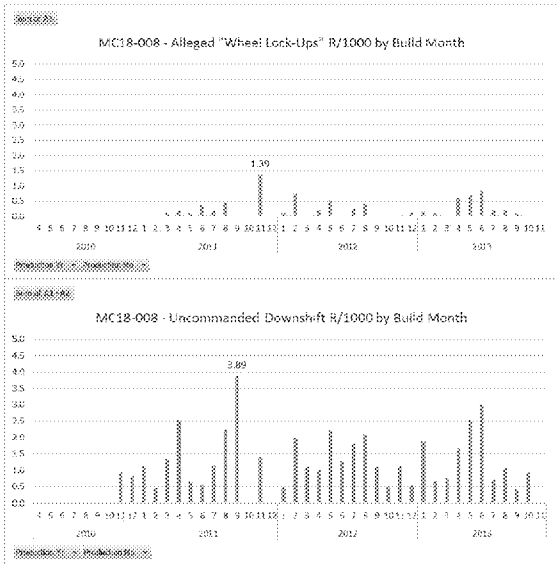


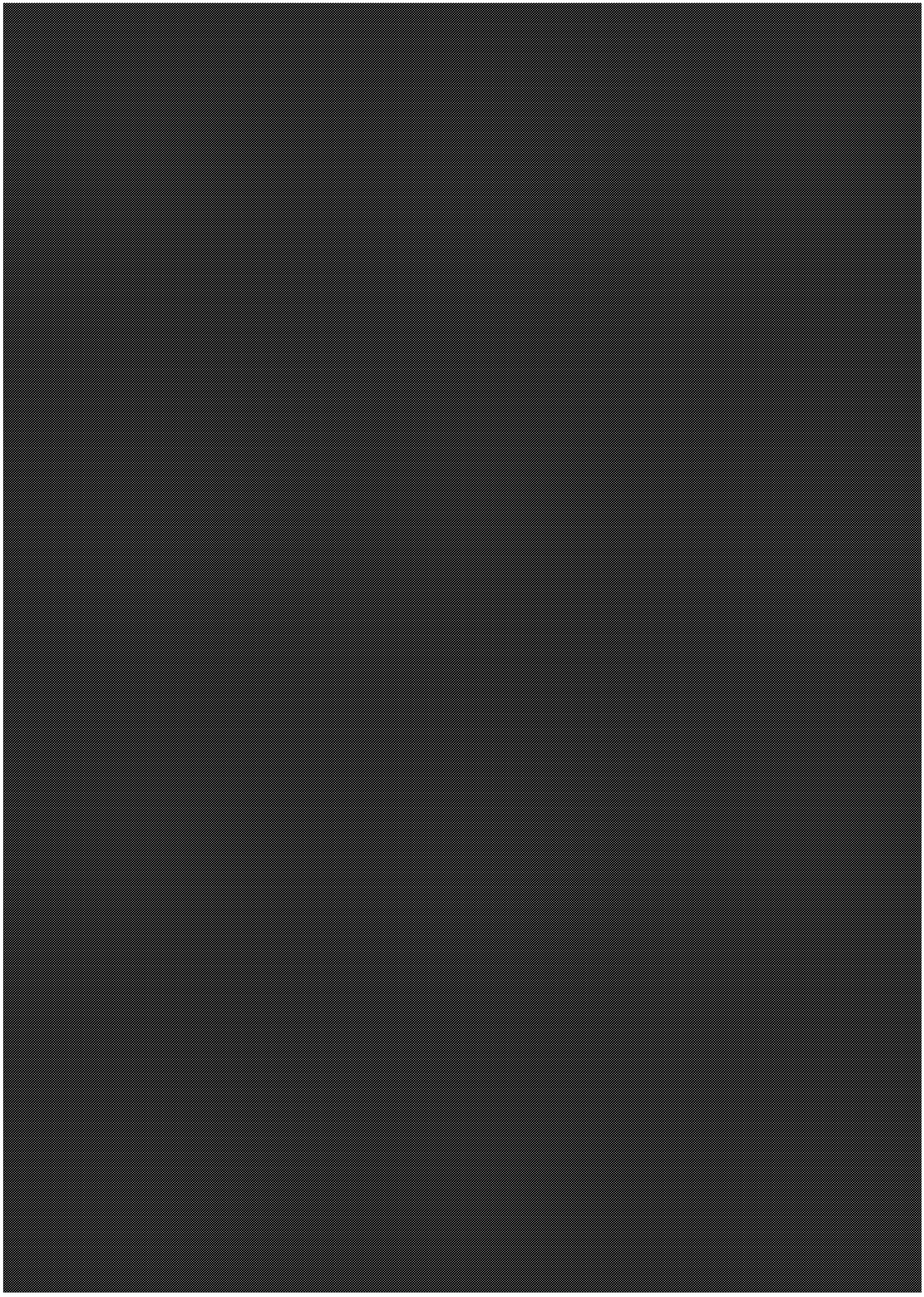


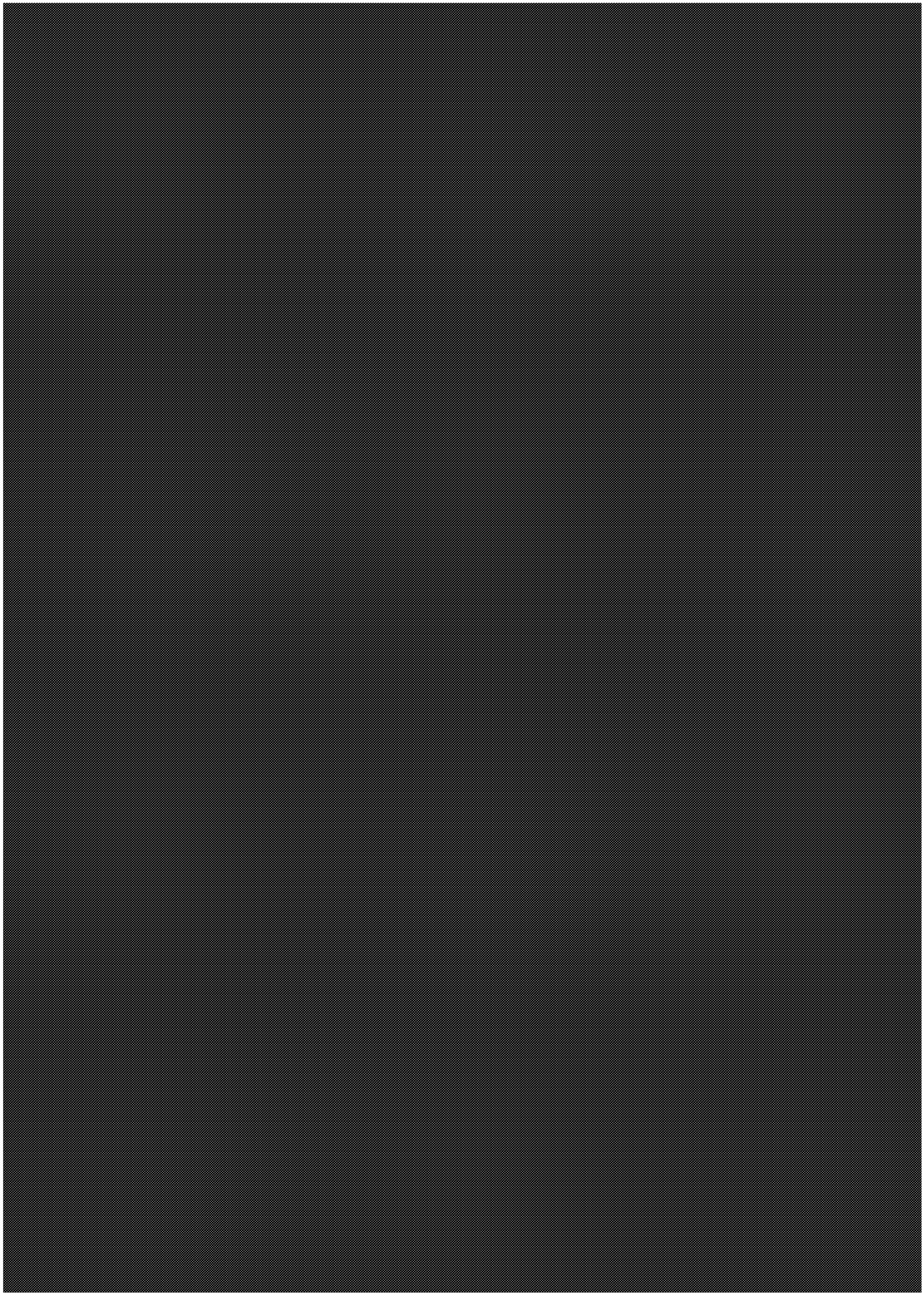
2011-2013 MY F-150/Expedition/Navigator Transmission Sudden Downshift - Canada

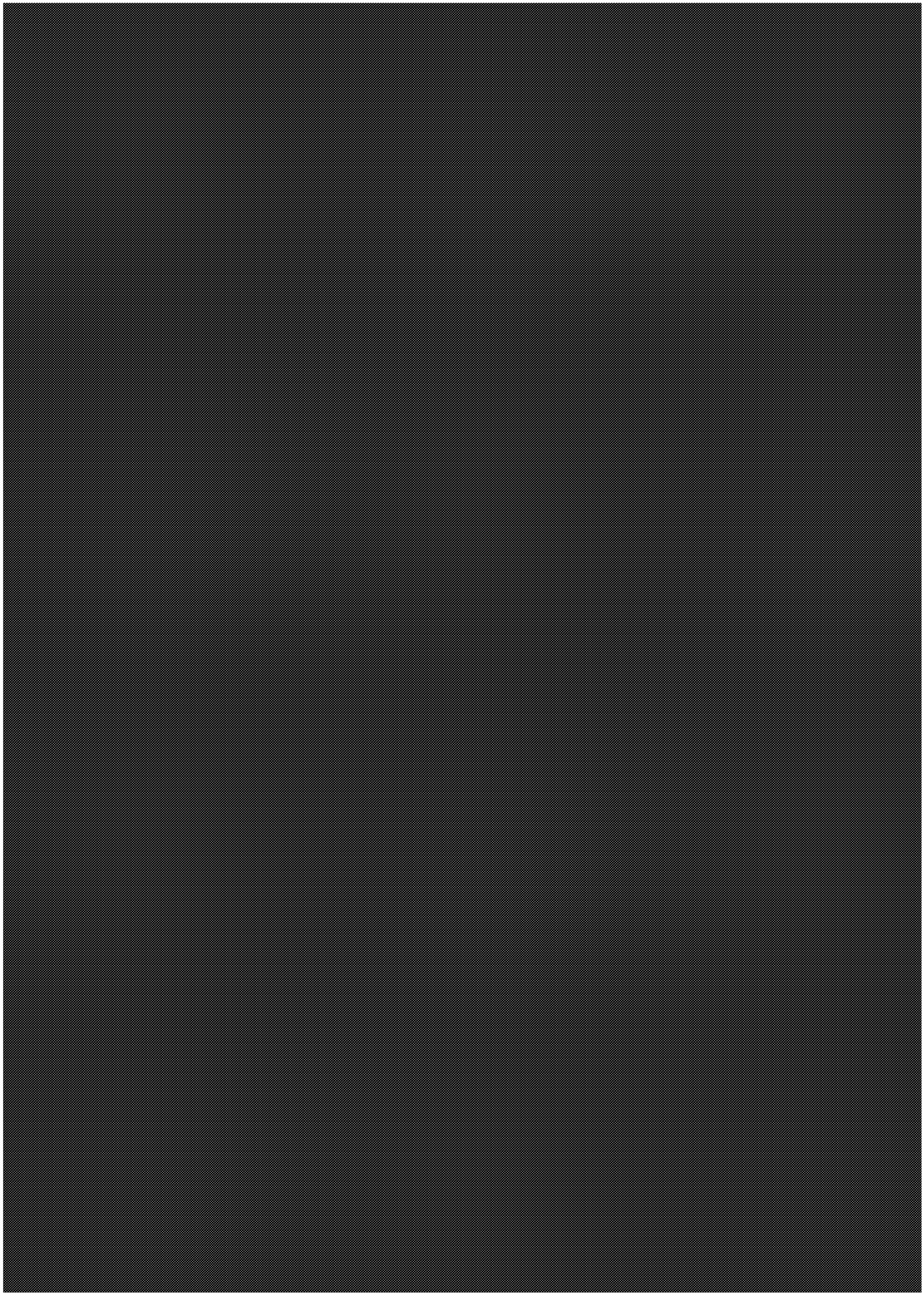


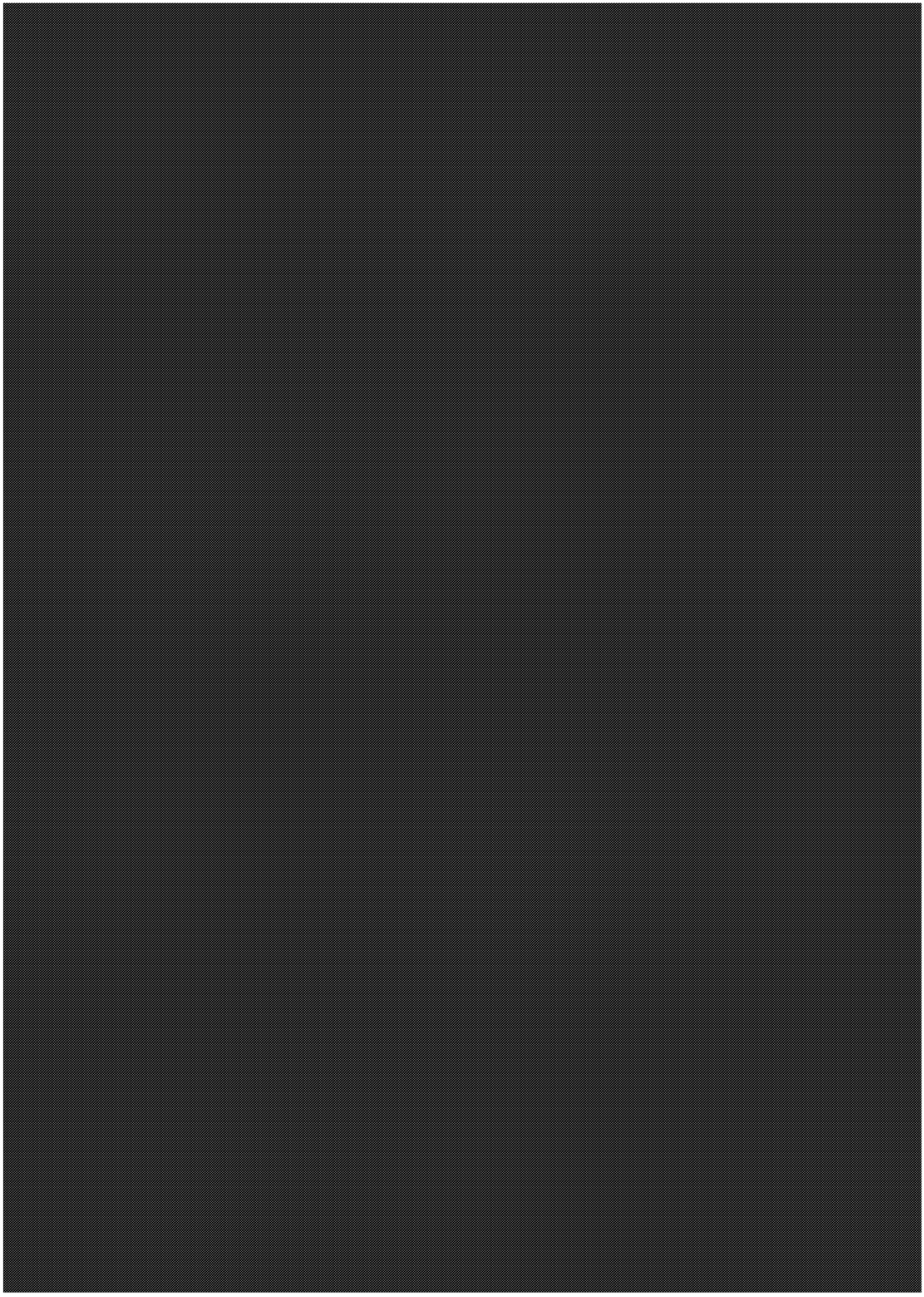
2011-2013 MY F-150/Expedition/Navigator Transmission Sudden Downshift - Canada



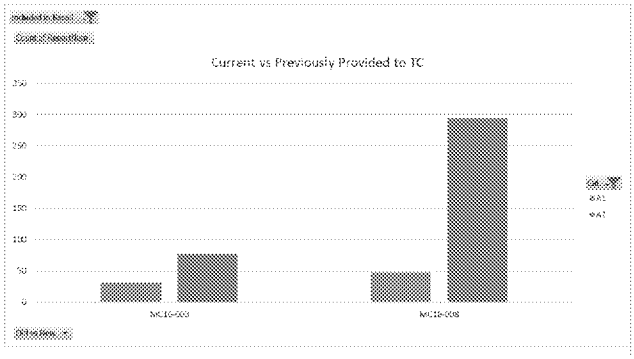


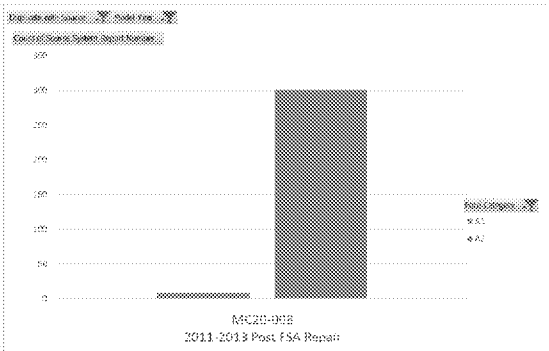


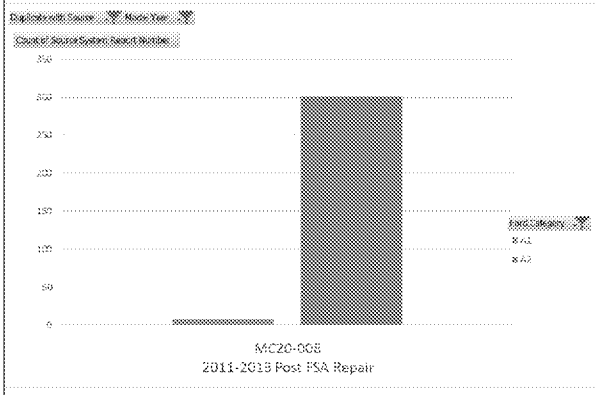


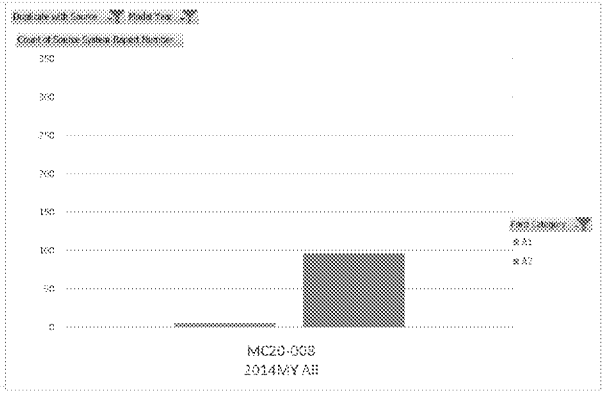


2011-2013 MY F-150/Expedition/Navigator Transmission Sudden Downshift - Canada



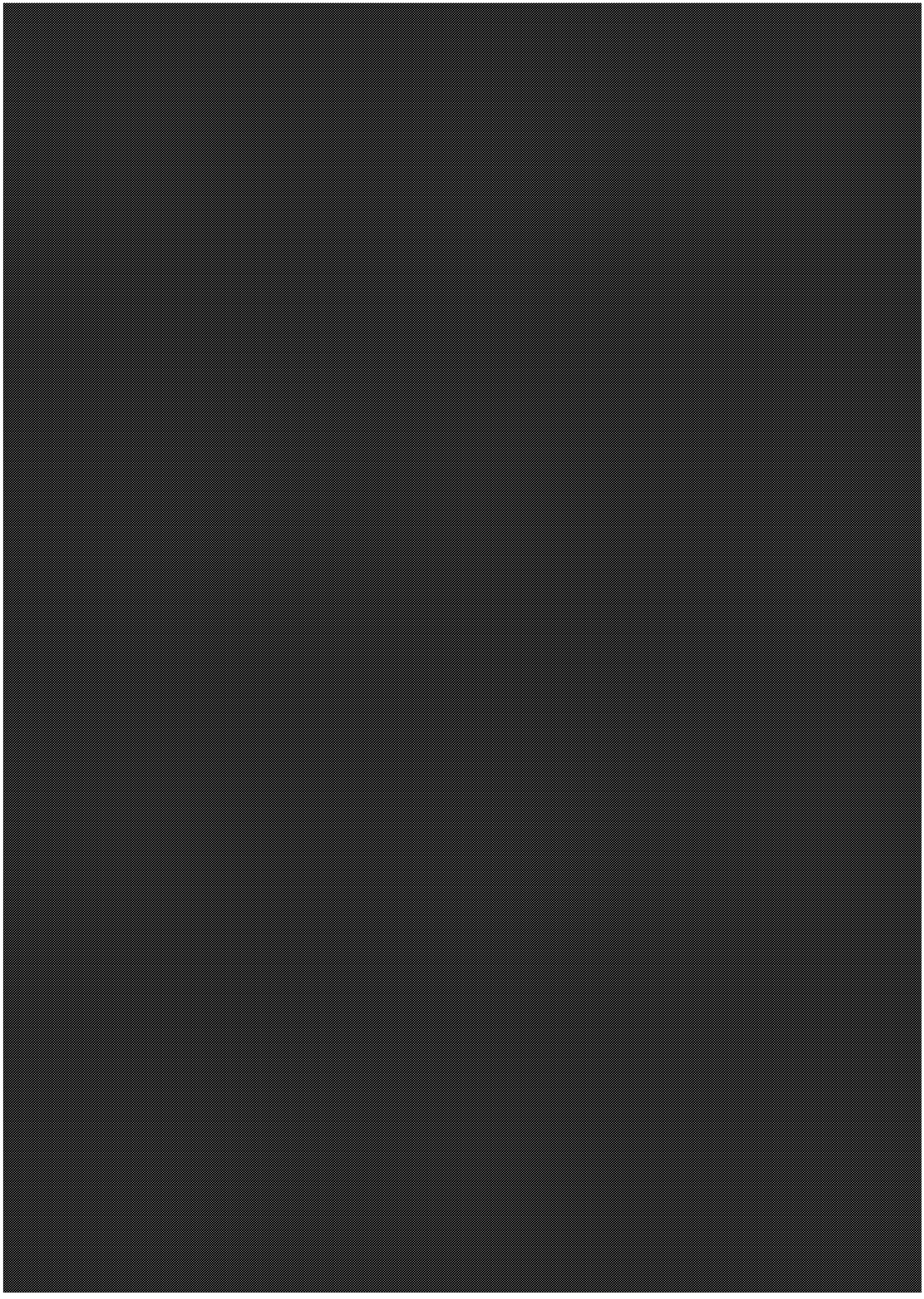



Duplicate with Count
Model Year
Count of Source System Report Number
350
300
250
200
150
100
50
0
Fact Category
A1
A2
MCZ0-008
2011-2013 Post FSA Repair


Duplicate with Count
Model Year
Count of Source System Report Number
350
300
250
200
150
100
50
0
Fact Category
A1
A2
MCZ0-008
2014MY All

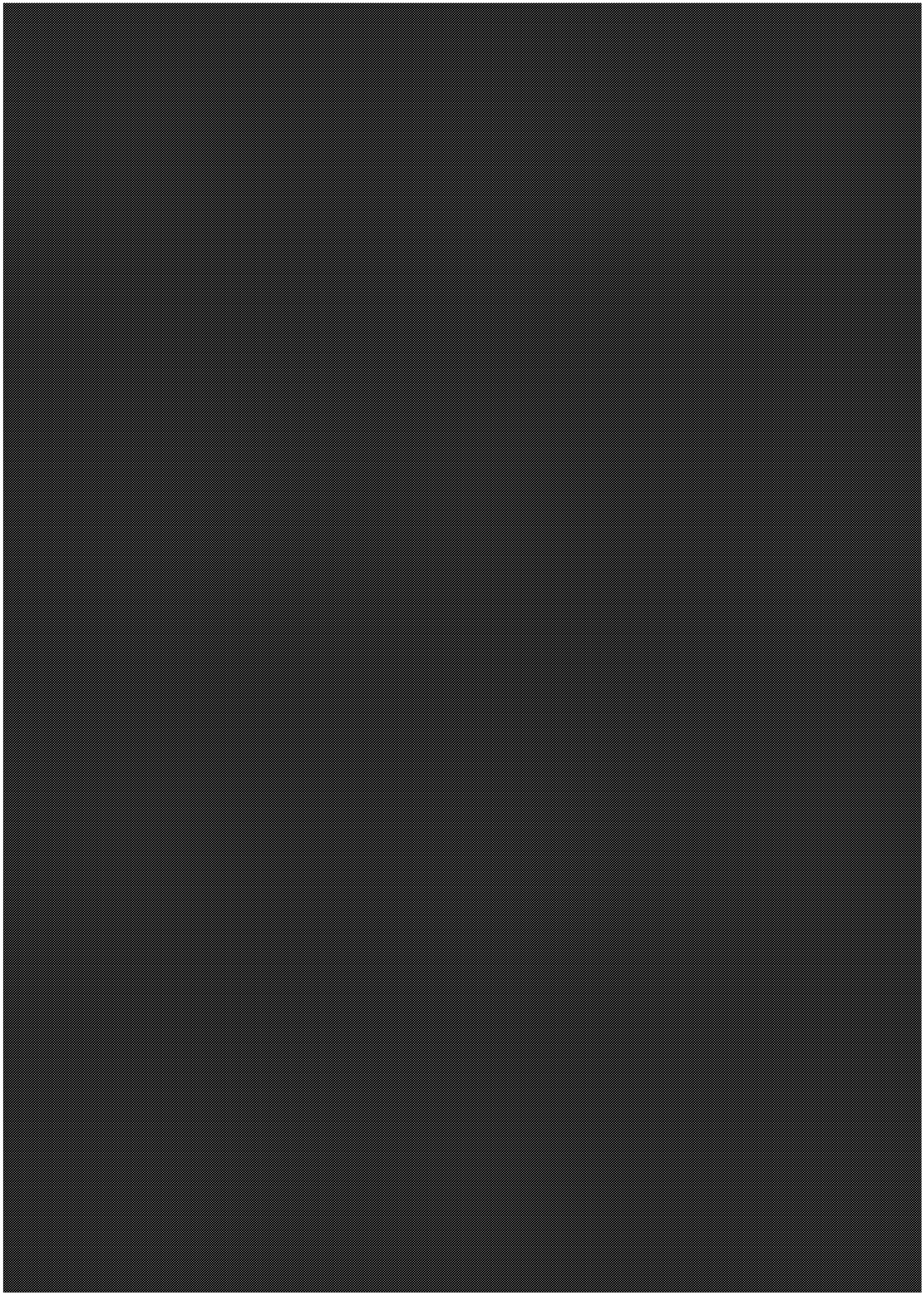

SECRET
14

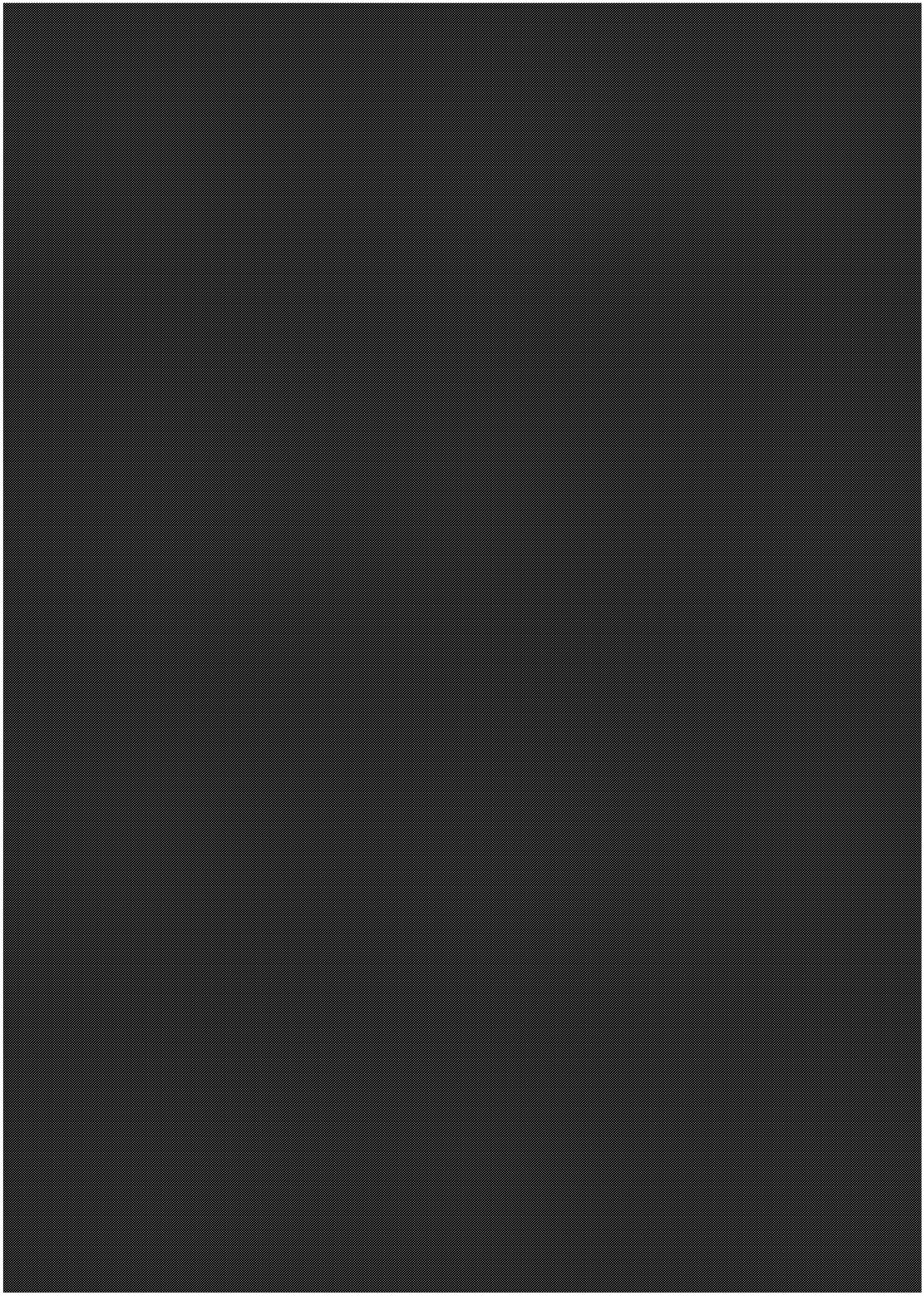
Back-up

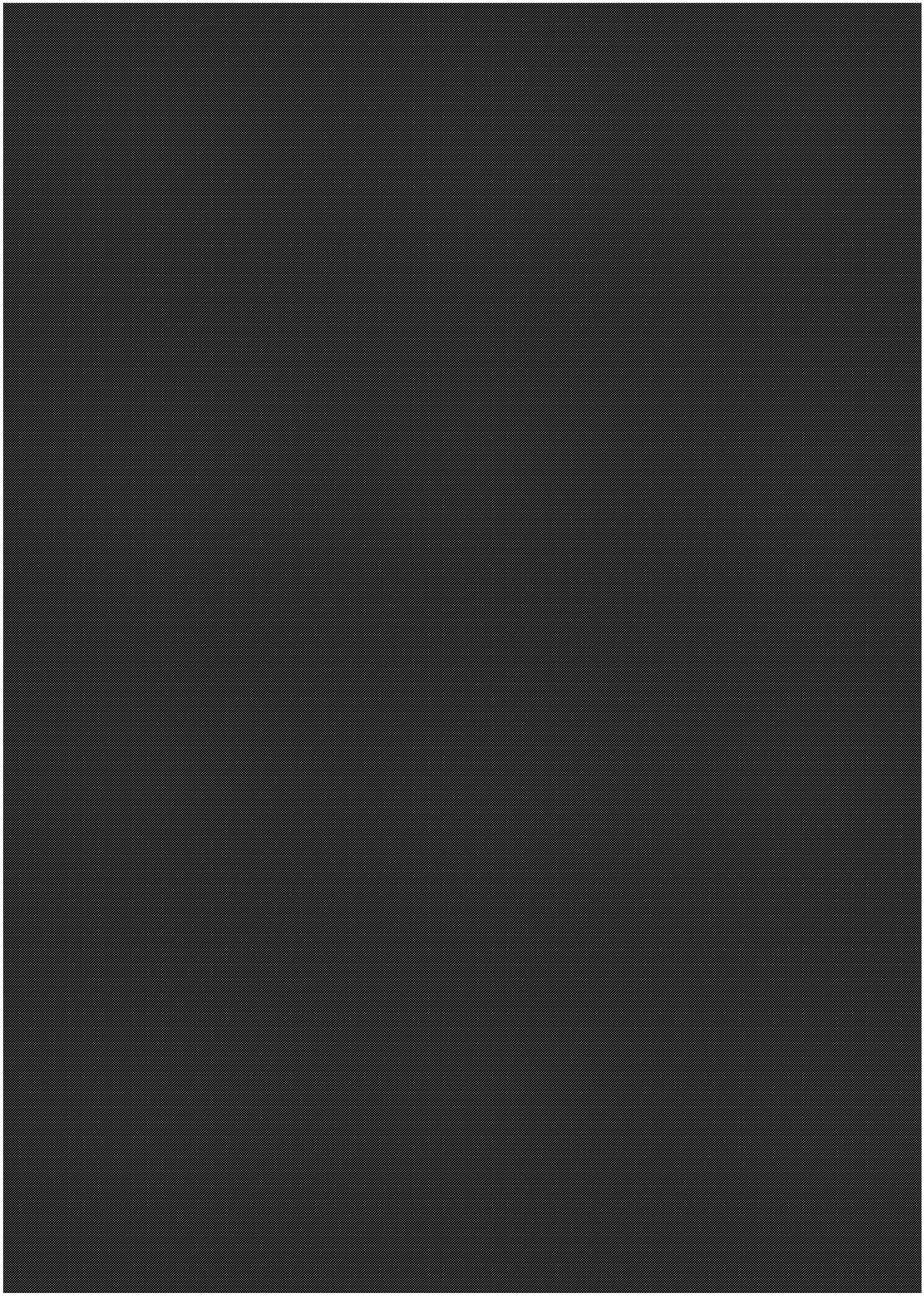


2011-2014 F150 6R80 Sudden Downshift

2/16/2023 TC Semi-Annual Meeting

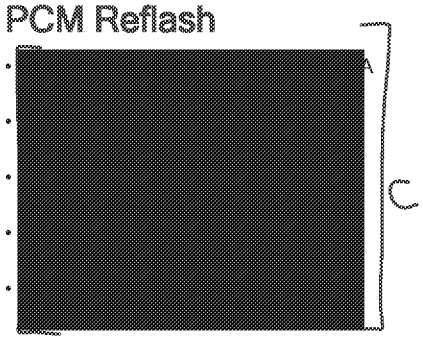


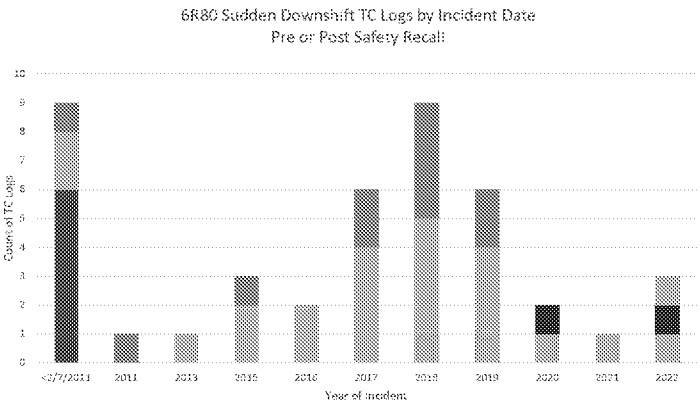




TC Log Update 2011-2013MY F-150

2011-2013 F-150 PCM Reflash



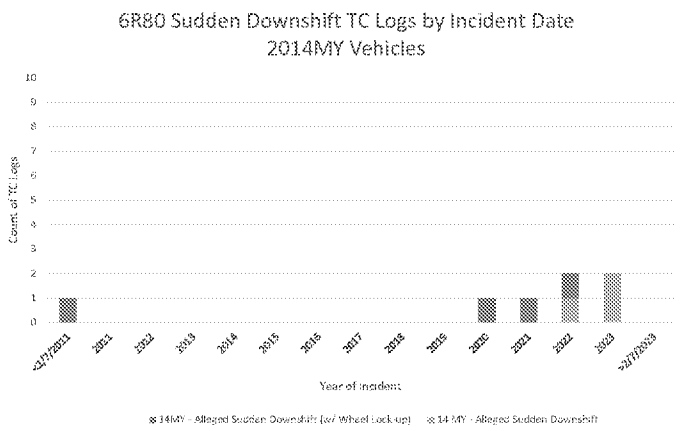




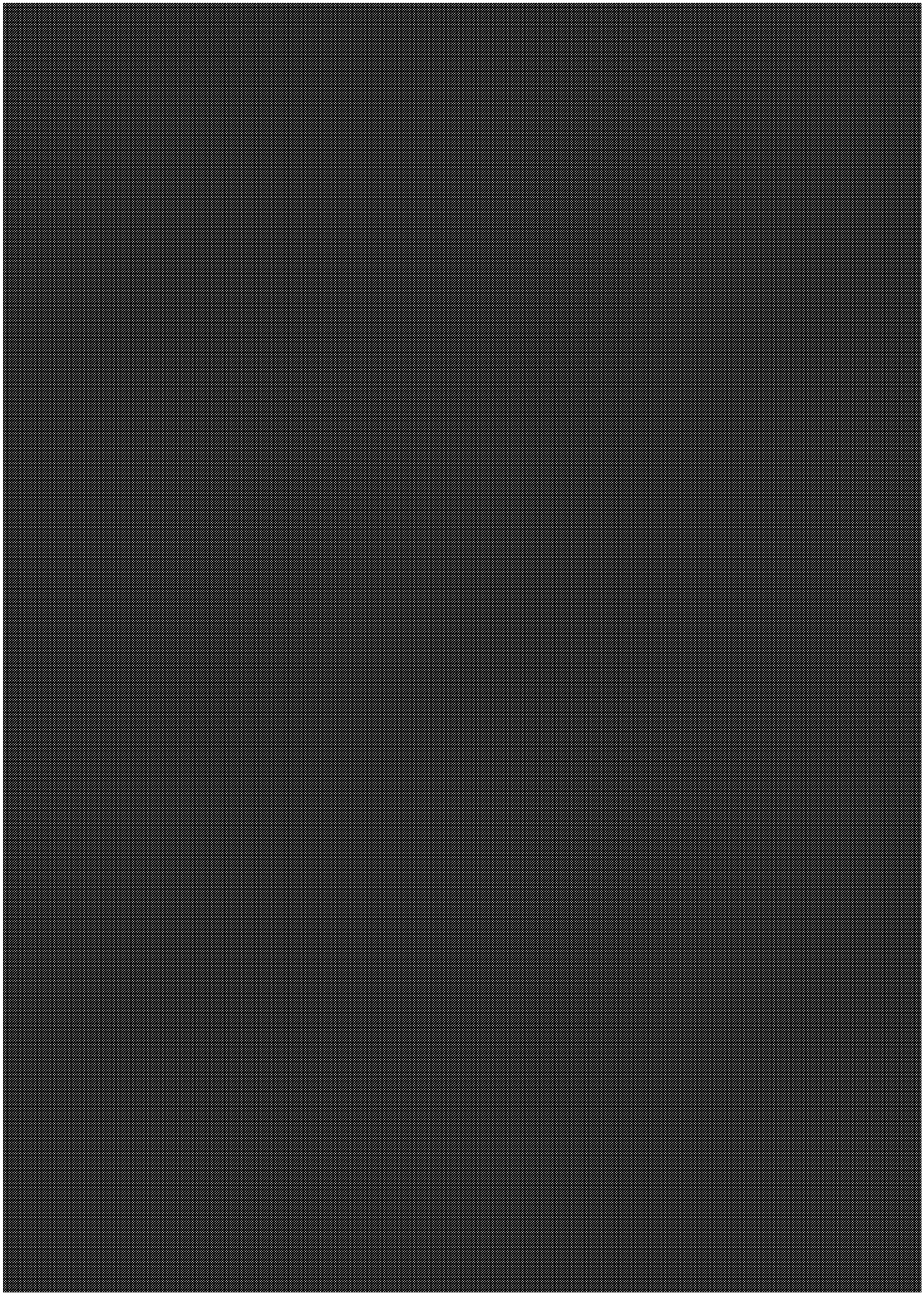
TC Log Update 2014MY F-150

2014 F-150 Sudden Downshift

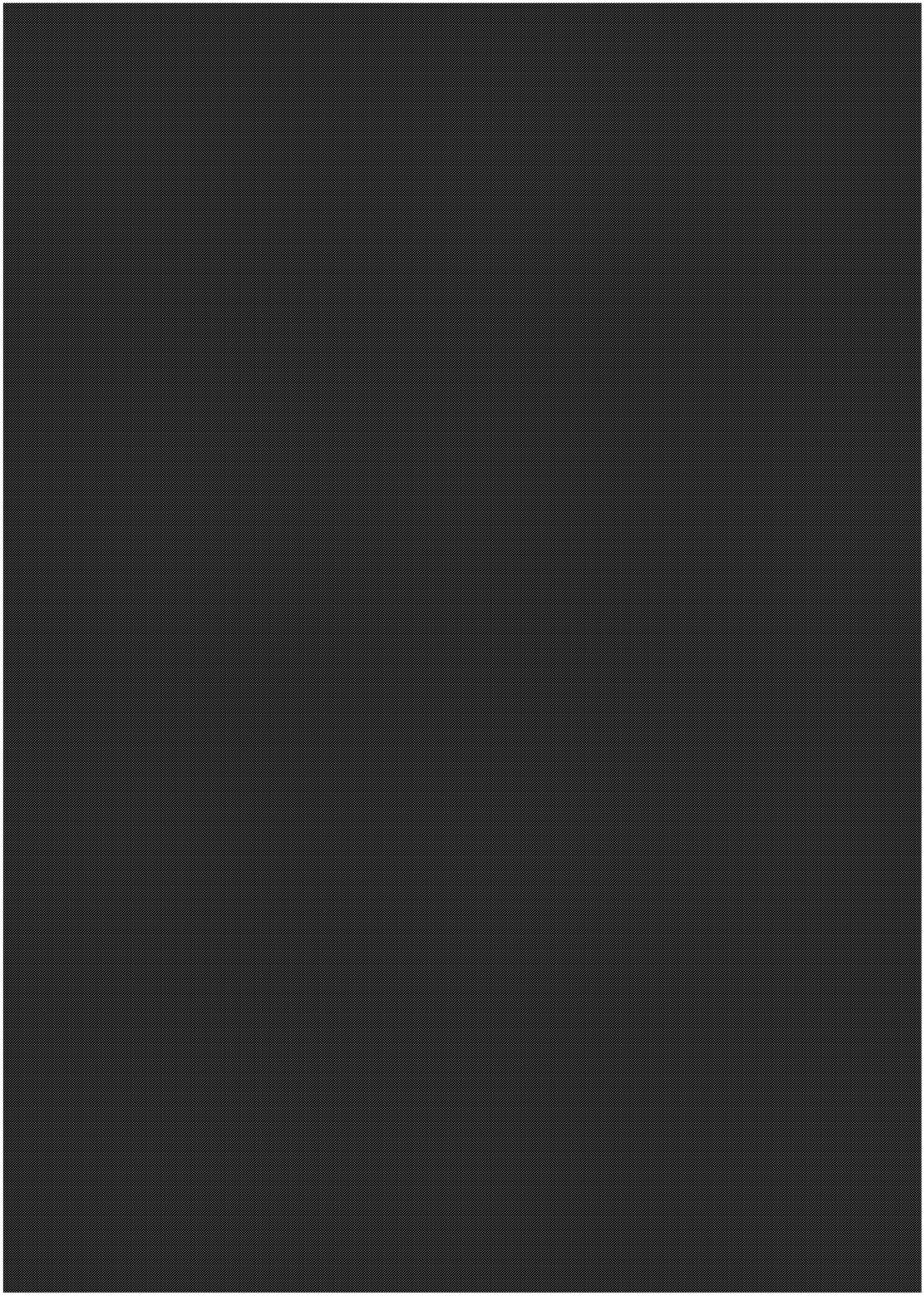
[redacted]

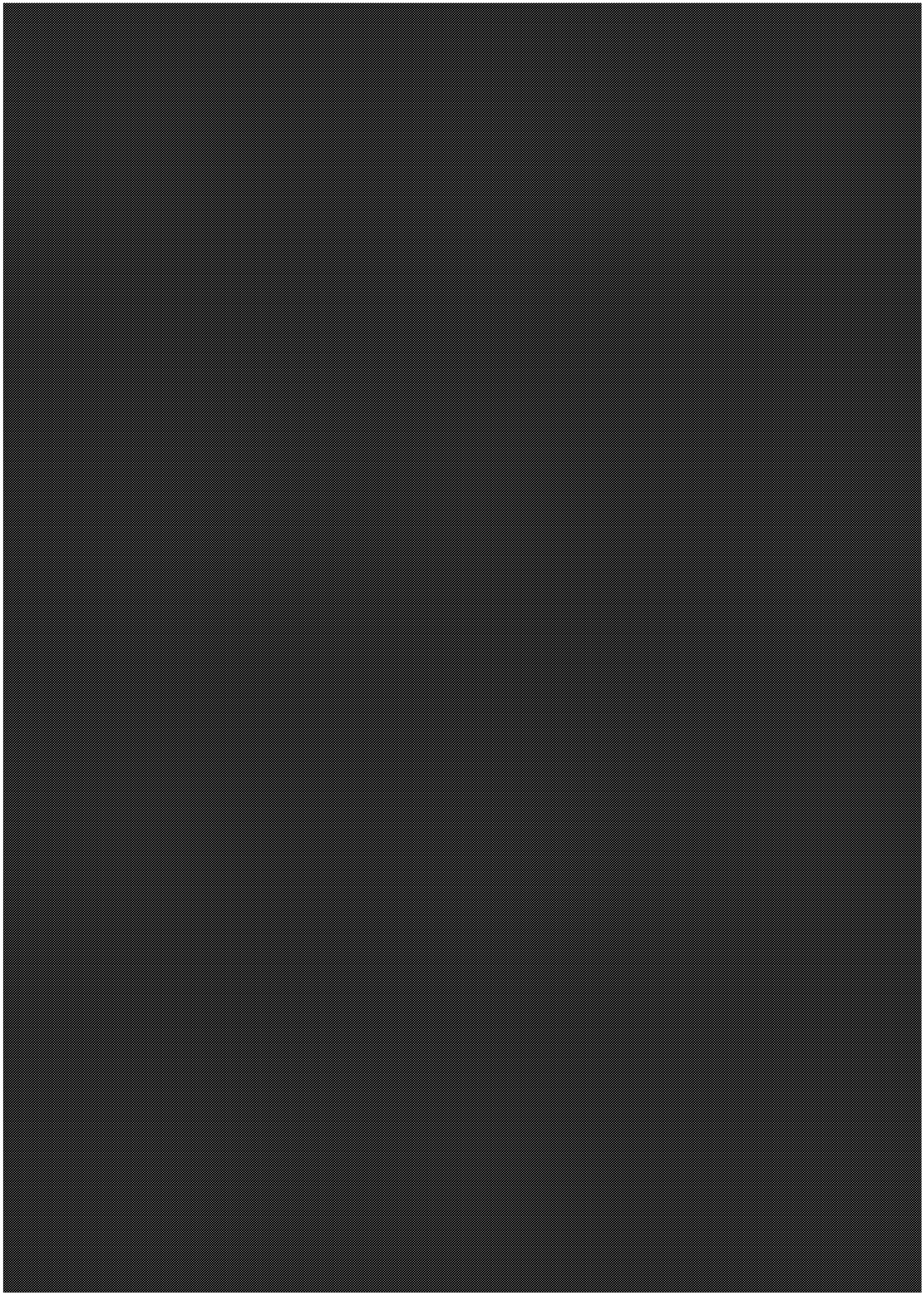


SECRET



Back-up





From: Henney, Travis (J.) [thenney@ford.com]
Sent: 2/2/2024 1:05:28 PM
To: Ahmed, Mohammed (M.) [MAHME119@ford.com]; Blackful, Jasper (J.) [jblackfu@ford.com]
CC: Amos, Jeffrey (J.R.) [jamos13@ford.com]
Subject: RE: 24-049 | 6R80 Transmission Files
Attachments: Tentative: Review 2015-2017 F-150 & Expedition 6R80 Claims; 6R Transmission Related Detections_Jan 2024.pptx

Hi Mohammed,

While we pull volumes and update rates, here is some background on the item.

Please find attached information from Mike Gaduski who last led on related investigations. Mike shared the attached e-mail which includes a 2021CY EMM presentation update on earlier investigations and information about a plausibility check that was implemented in production to address a possible sudden downshift condition resulting from an incorrect output speed sensor value. This change was made in production for the 2015MY.

Please also find attached a summary of more recent VOQ and warranty data that Jasper pulled after noting reports of downshifting and in some cases alleged wheel lock-up amongst VOQs.

Our significant next steps include:

- To update the rates of wheel lock-up reports based upon updated VOQ counts. We will share the analysis as soon as it is completed, which should be soon, just requires pulling volumes from GSAR.
- To share the details of the VOQs with the Transmission team to consider customer reports and the included vehicles' FSA and service histories (We will include you on those notes)

As you review the information, please let us know if you have any questions.

Best Regards,
Travis Henney
Automotive Safety Office-Senior Safety Engineer
thenney@ford.com
[redacted]

From: Henney, Travis (J.)
Sent: Wednesday, January 31, 2024 2:38 PM
To: Ahmed, Mohammed (M.) <MAHME119@ford.com>; Blackful, Jasper (J.) <jblackfu@ford.com>
Cc: Amos, Jeffrey (J.R.) <jamos13@ford.com>
Subject: RE: 24-049 | 6R80 Transmission Files

Hi Mohammed,

I/we do and this a good reminder for me to get them out. I will share ASAP. I have to turn my computer in this afternoon for an upgrade overnight, but I will share some information tomorrow for sure. After that part of what we took away as an assignment is to update rates from previous 6R80 reviews, which will require volume information pulled from GSAR (given the age of the programs). GSAR is going through a monthly data refresh and won't be back on-line until 2-Feb, so we'll plan on getting the rest of it out shortly after that.

Looking forward to working with you on this.

Best Regards,

Travis Henney
Automotive Safety Office-Senior Safety Engineer
thenney@ford.com
[redacted]

From: Ahmed, Mohammed (M.) <mahme119@ford.com>
Sent: Wednesday, January 31, 2024 2:06 PM
To: Henney, Travis (J.) <thenney@ford.com>; Blackful, Jasper (J.) <jblackfu@ford.com>
Cc: Amos, Jeffrey (J.R.) <jamos13@ford.com>
Subject: 24-049 | 6R80 Transmission Files

Hi Travis,

I was wondering if you had any supporting files related to GRID # 24-049 | 6R80 Transmission Functionality, specifically any early monitoring data as that's referenced in the GRID description.

If there's any clarification needed feel free to reach out.

Thanks,

Mohammed Ahmed (he/him/his)
Automotive Safety Office - FCG
mahme119@ford.com | [redacted]



From: Gaduski, Michael (M.) [mgaduski@ford.com]
Sent: 1/16/2024 7:57:59 PM
To: Henney, Travis (J.) [thenney@ford.com]

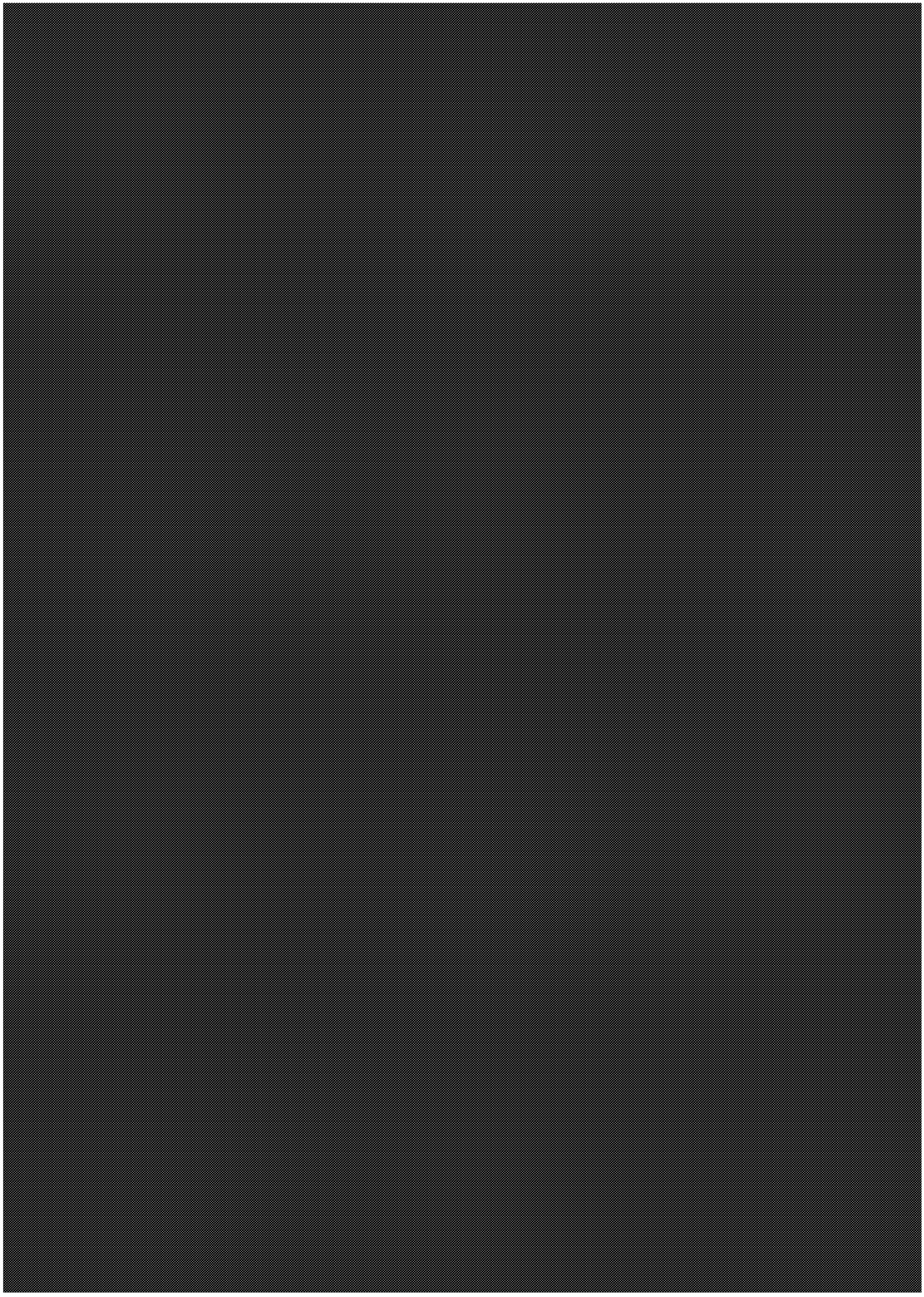
Subject: Tentative: Review 2015-2017 F-150 & Expedition 6R80 Claims
Attachments: 2011-2014 F150 6R80 Sudden Downshift TRG.pptx; Appendix C.pdf

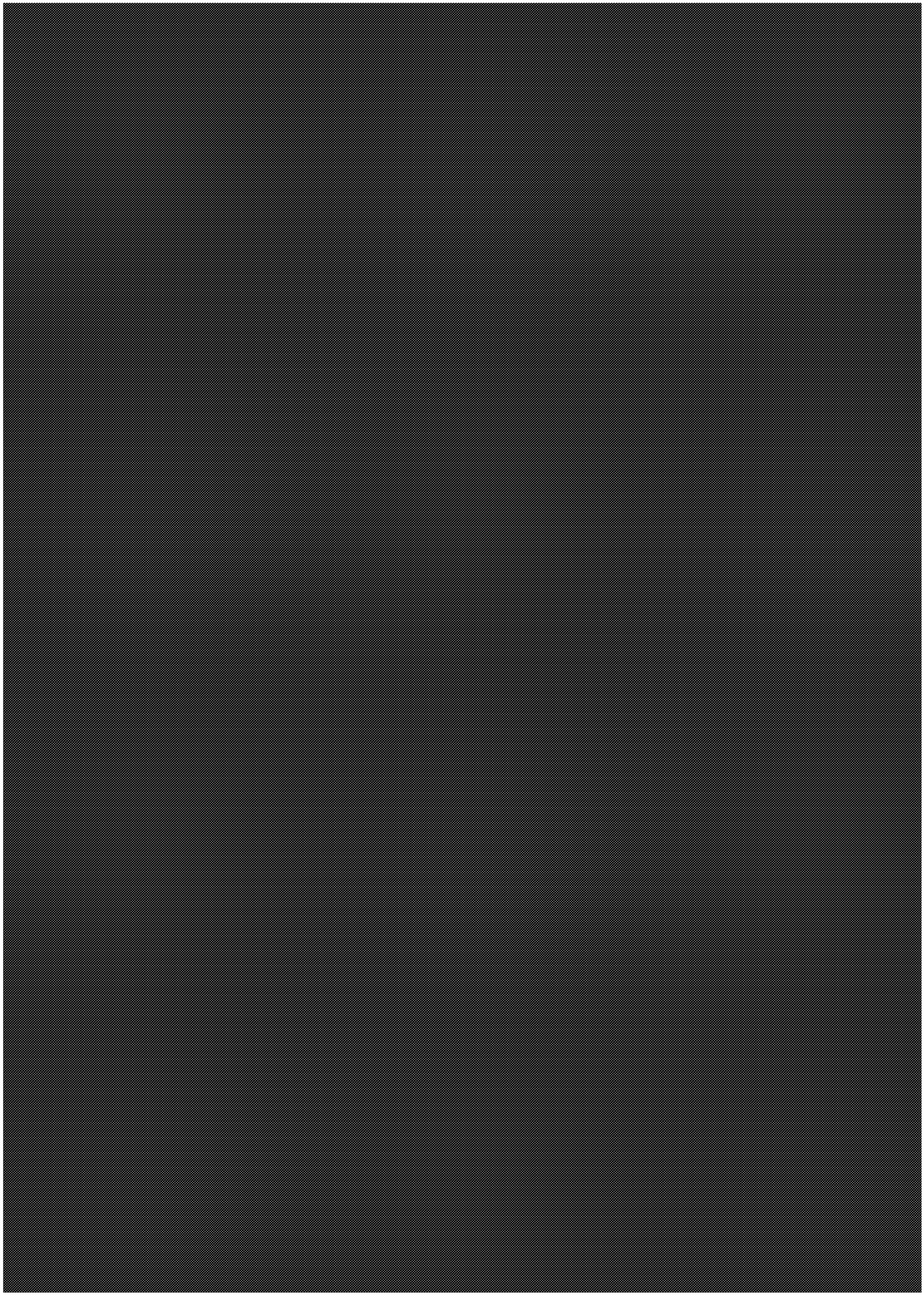
Start: 1/17/2024 8:00:00 PM
End: 1/17/2024 8:30:00 PM
Show Time As: Busy

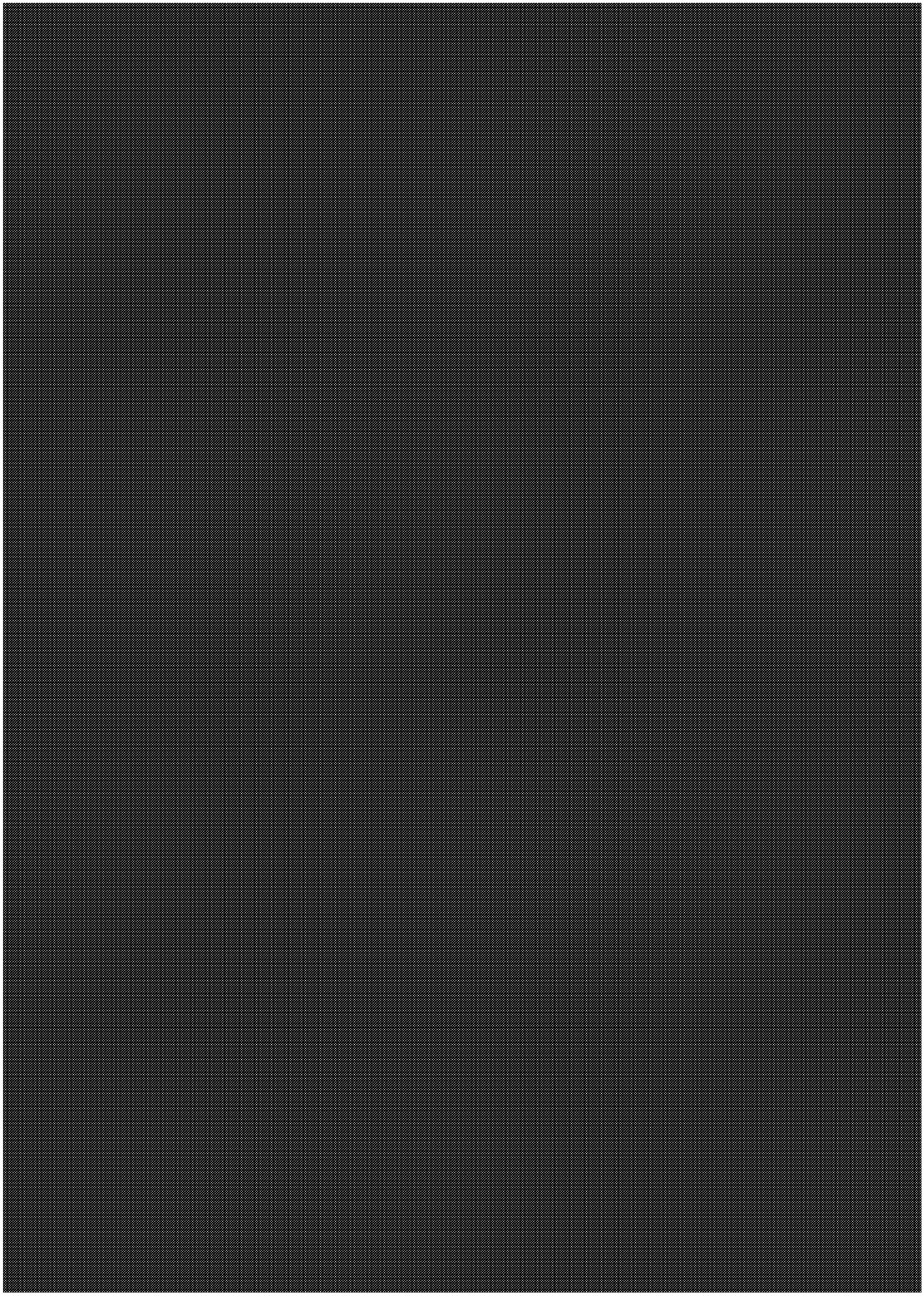
Travis, I have a dentist appointment tomorrow at 3:00 so I won't be able to attend. Here's my last TRG presentation of the 2011-2014 6R80 downshift concern and the DVP test results for the plausibility check PCA implemented for 2015MY

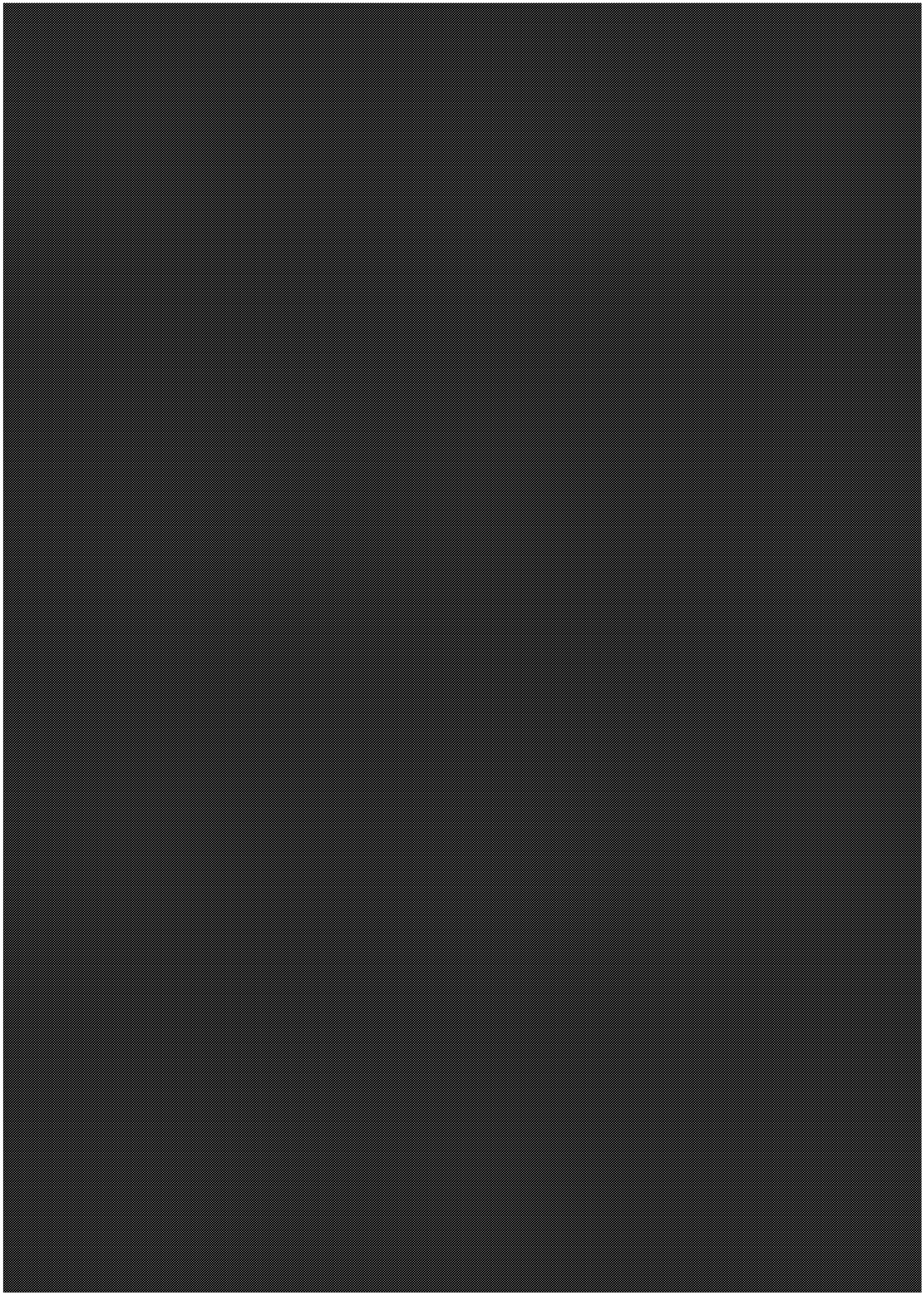
2011-2014 F150 6R80 Sudden Downshift

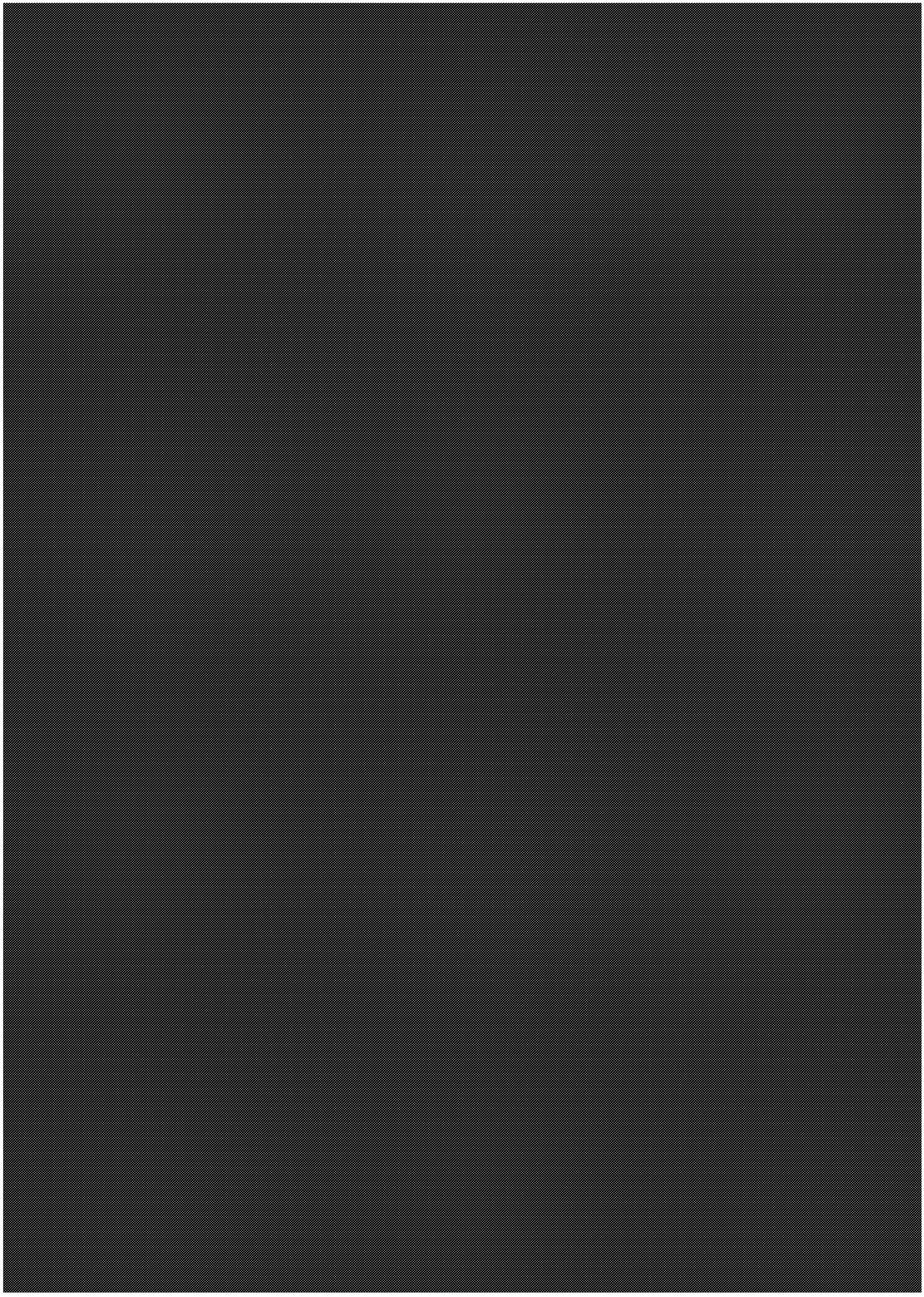
5/6/2021 EMM

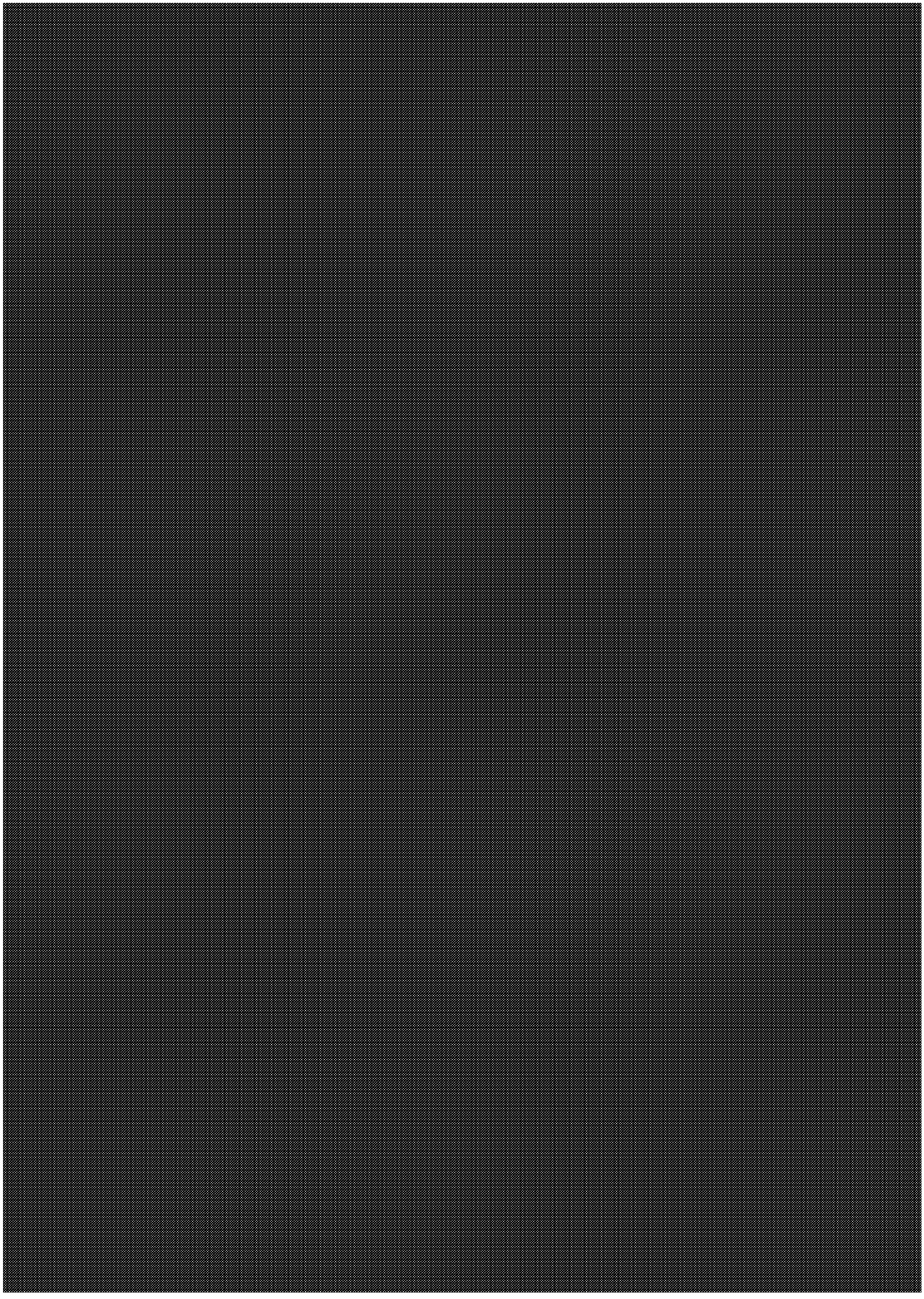






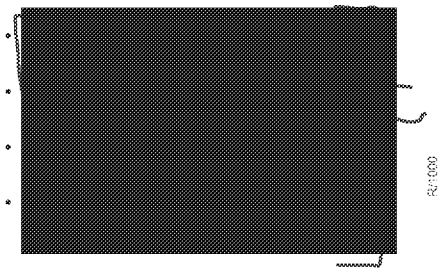






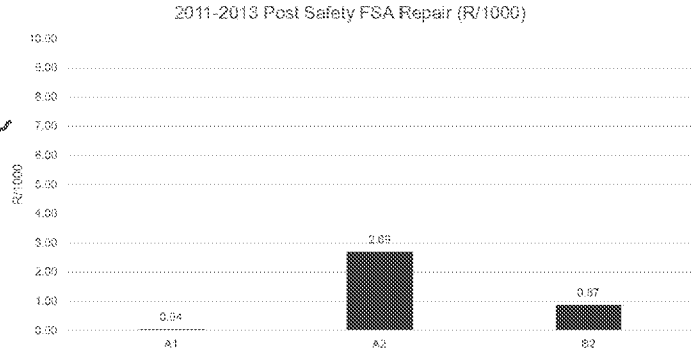
Data update (7/20/2020)

Population #1 2011-2013 F-150 Post Safety FSA PCM reflash



805 VOQs
(40 in last 6 months)

* Reports may be prior to FSA repairs



Category	Allegation
A1	Wheel Lock-Up due to Sudden (Unexpected) Downshift
A2	Sudden (Unexpected) Transmission Downshift
B1	Wheel Lock-Up Unknown Cause
B2	Harsh Downshift and Other Downshifting Issues

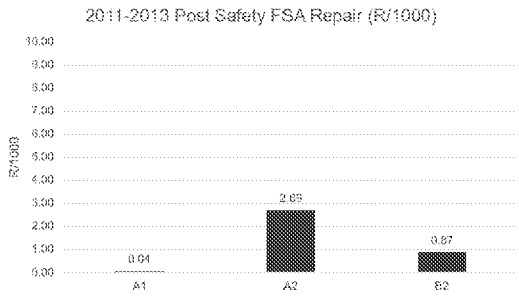
* Reports claiming ambiguous symptoms of 16S19, 19S07, or 19S19 were classified as A2

SECRET

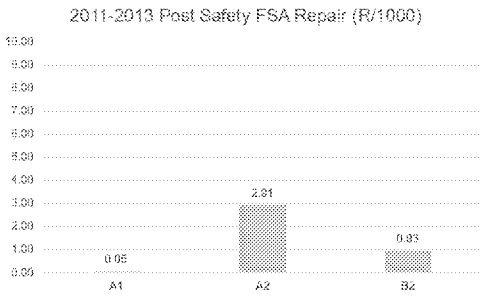
8

Population # 1: 2011-2013 F-150 Post Safety FSA PCM reflash data update

Data update (7/20/2020)



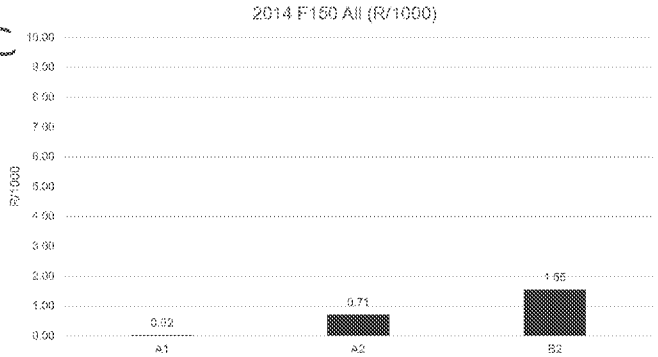
Data update (3/5/2021)



Data update (7/20/2020)

Population #2: 2014 F-150 6R80 Sudden Downshift

[redacted]



Category	Allegation
A1	Wheel Lock-Up due to Sudden (Unexpected) Downshift
A2	Sudden (Unexpected) Transmission Downshift
B1	Wheel Lock-Up Unknown Cause
B2	Harsh Downshift and Other Downshifting Issues

* Reports claiming ambiguous symptoms of 16S19, 19S07, or 19S19 were classified as A2

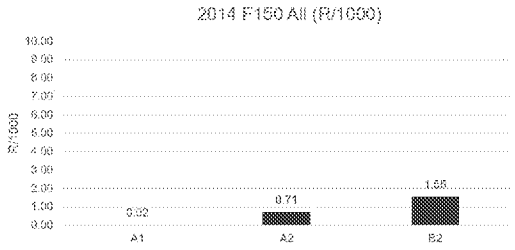
41 VOQs
(2 in last 6 months)

SECRET

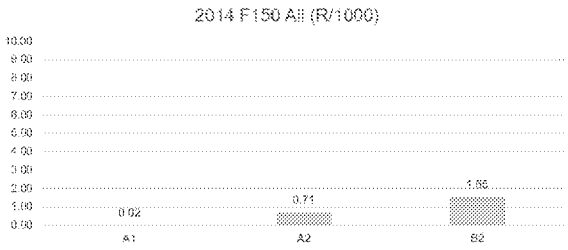
10

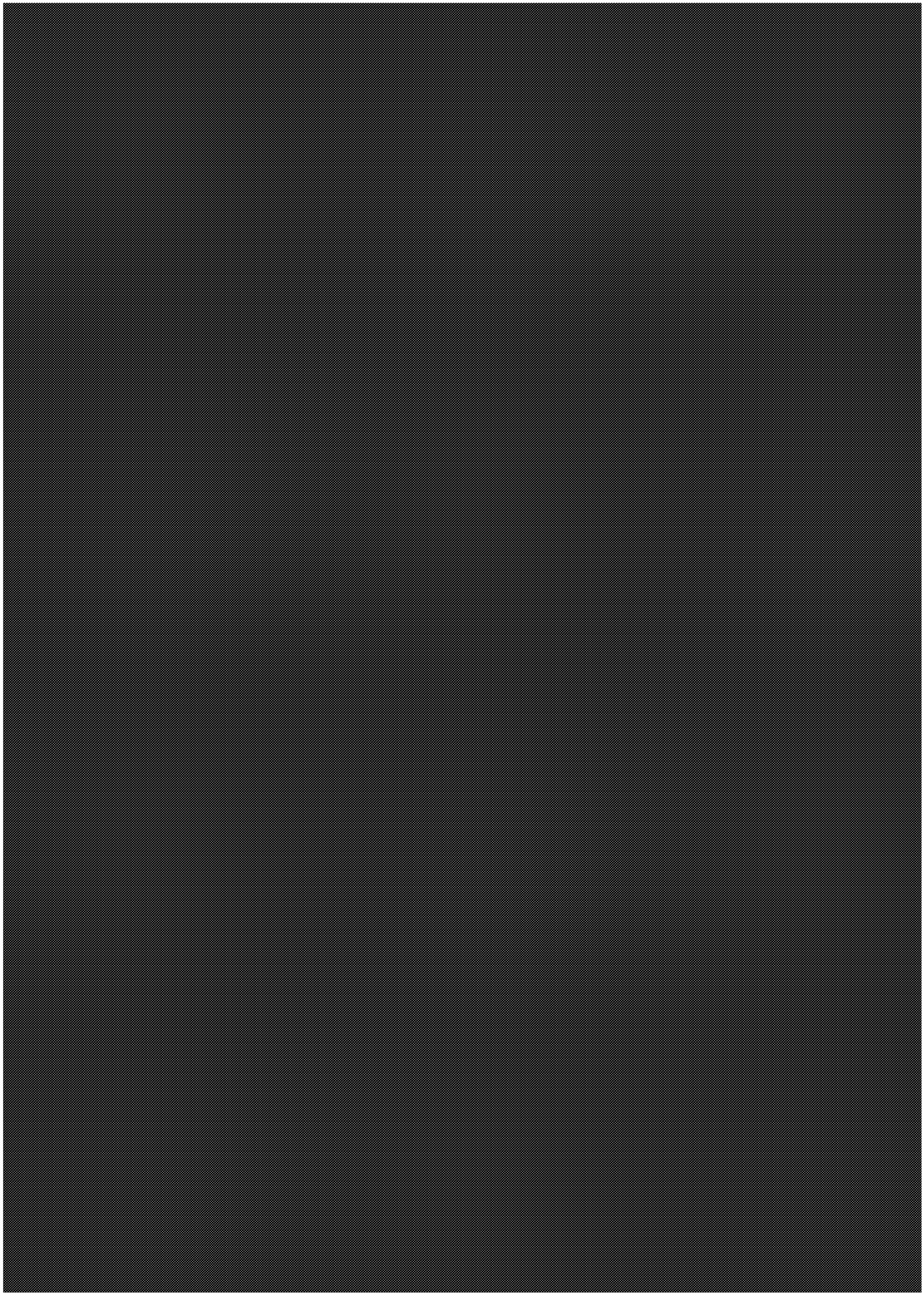
Population #2: 2014 F-150 6R80 Sudden Downshift Data Update

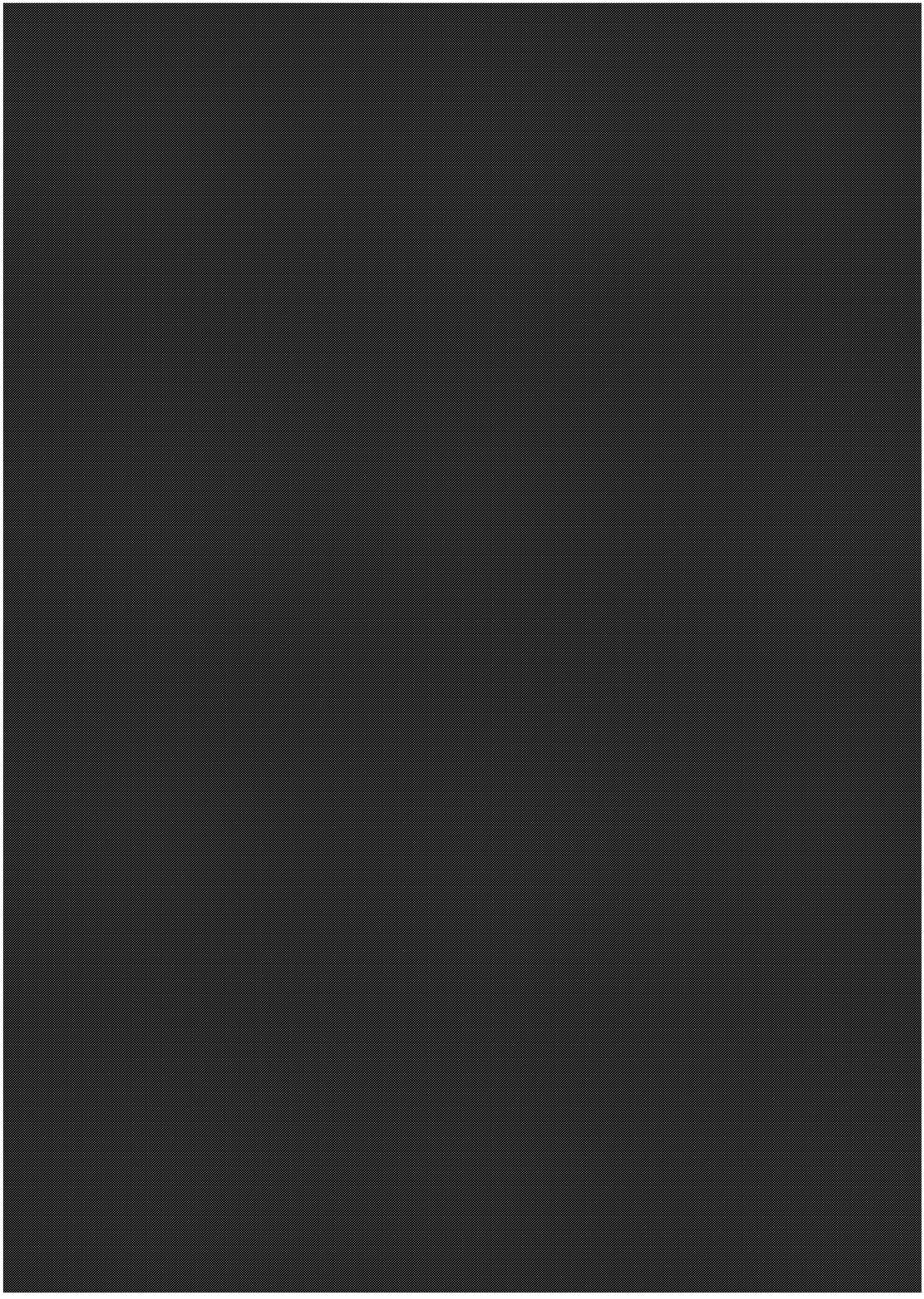
Data update (7/20/2020)



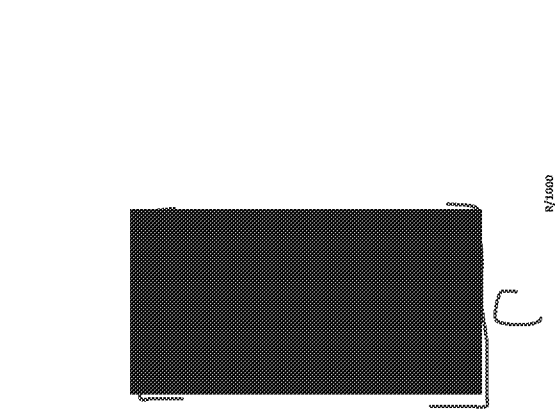
Data update (3/5/2021)

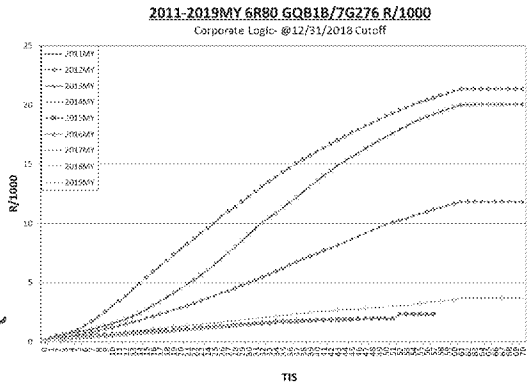


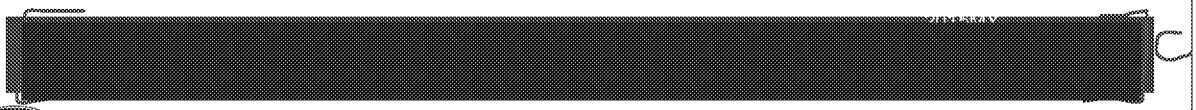




Leadframe warranty by TIS



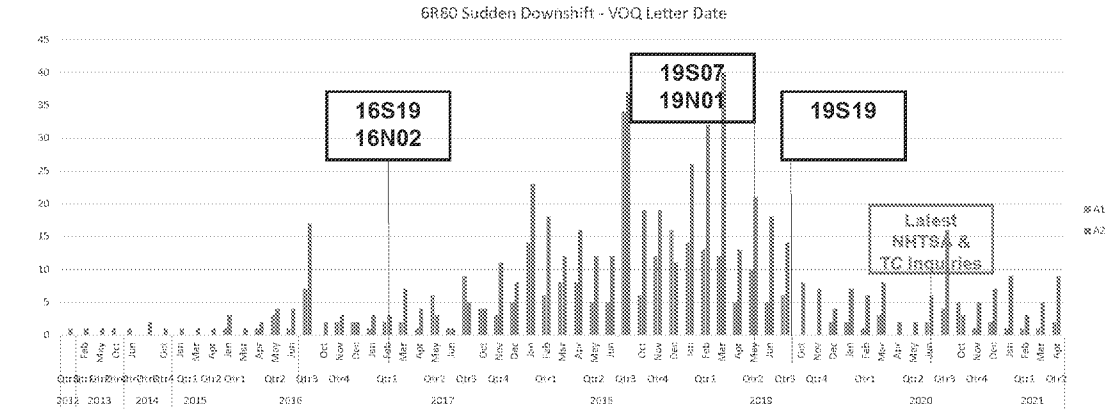




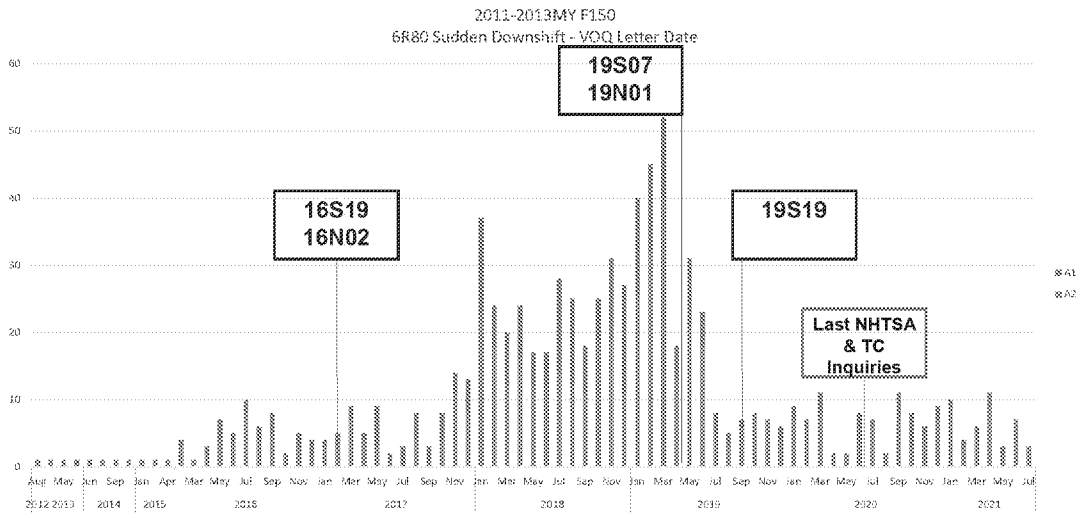
SECRET

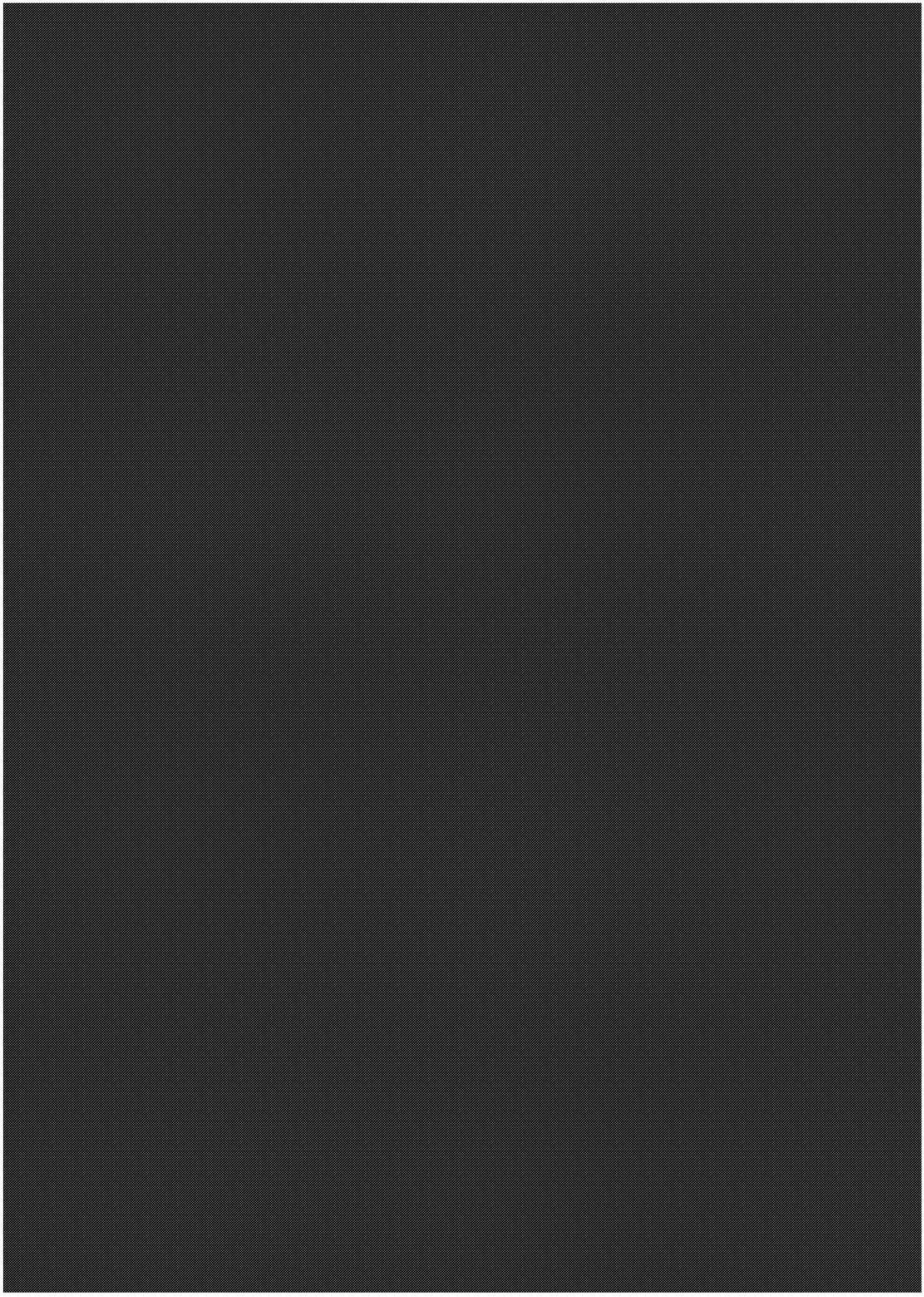
14

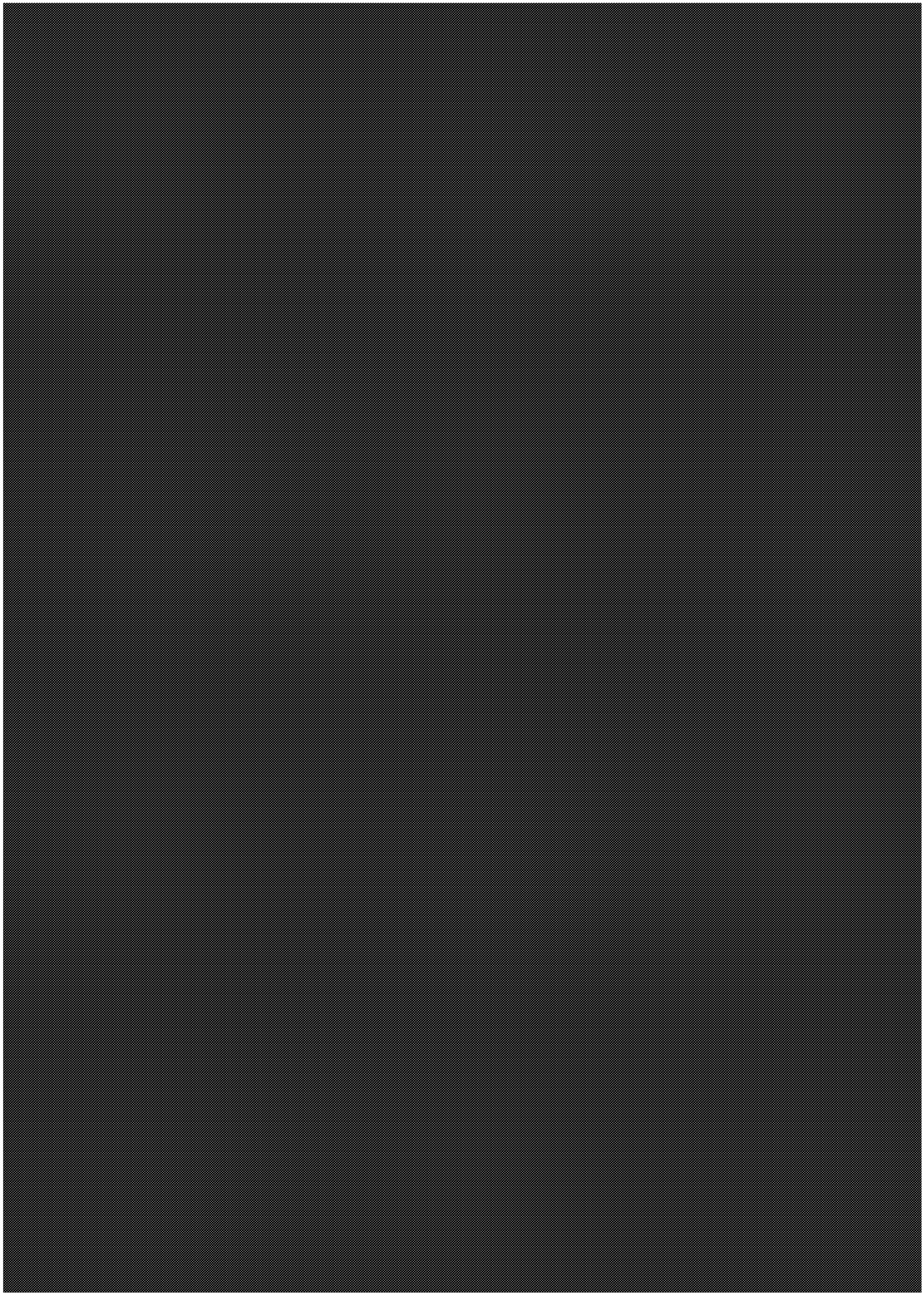
VOQ update


6R80 Sudden Downshift - VOQ Letter Date
16S19
16N02
19S07
19N01
19S19
Latest
NHTSA &
TC inquiries
A1
A2
2012
2013
2014
2015
2016
2017
2018
2019
2020
2021

VOQ Update 7/28/2021

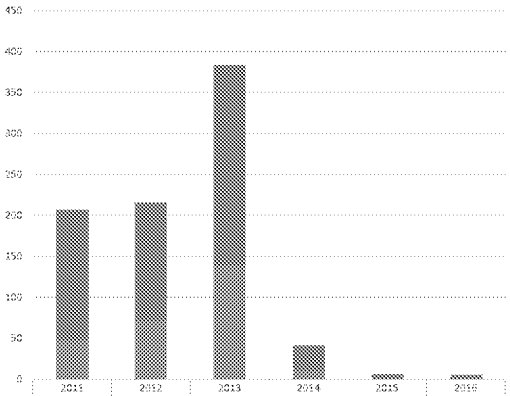






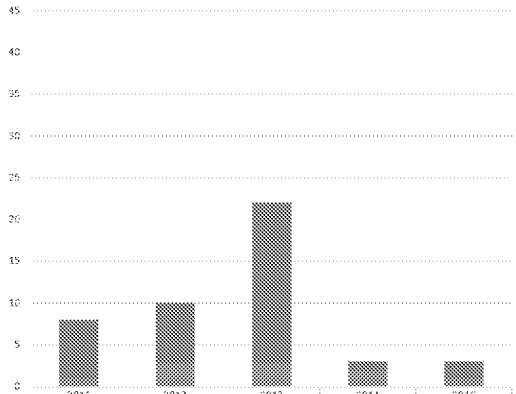
VOQ update with 2015-2016MY P552

F-150 6R80 Downshift VOQs Cumulative
May 2021 Update

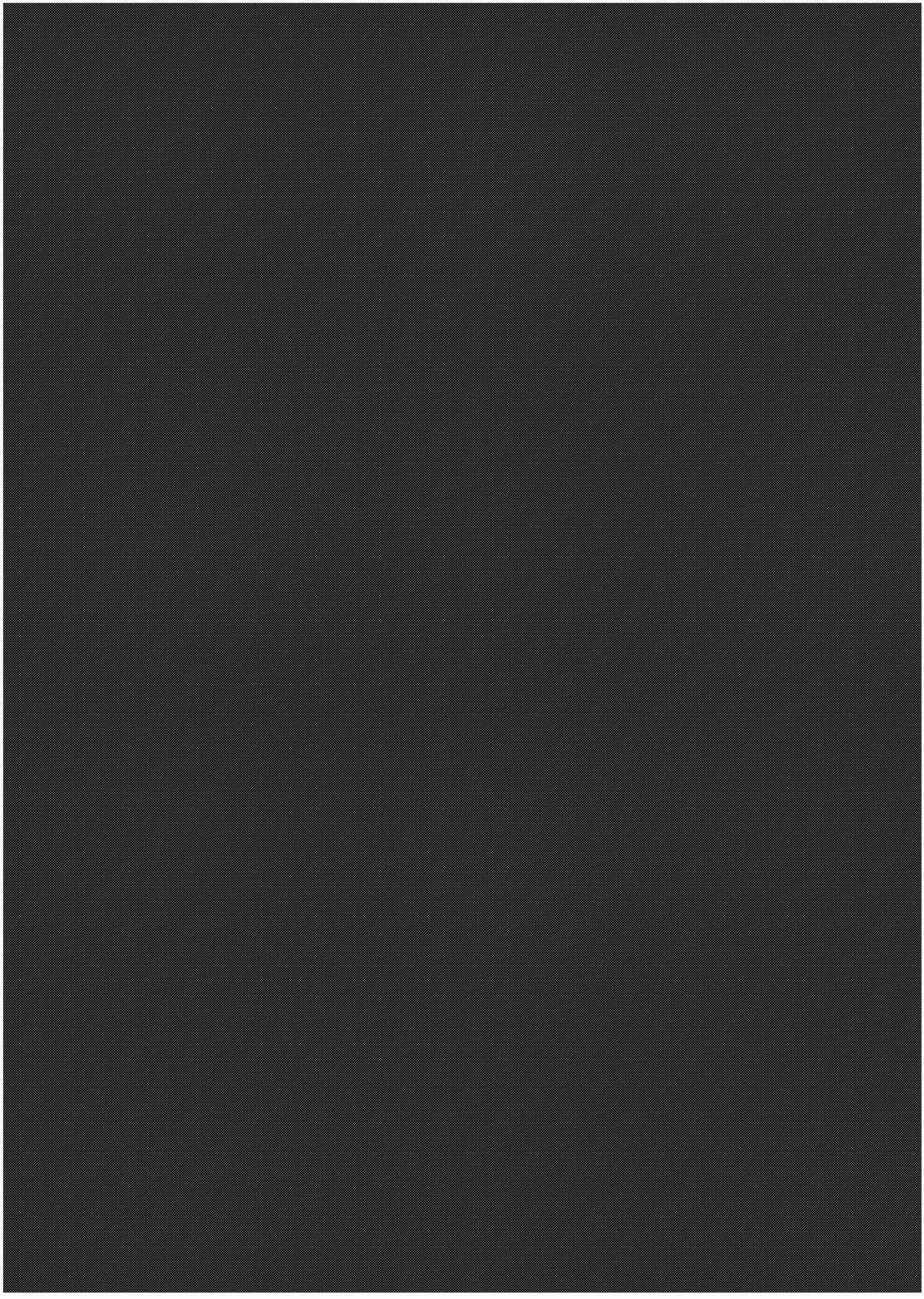


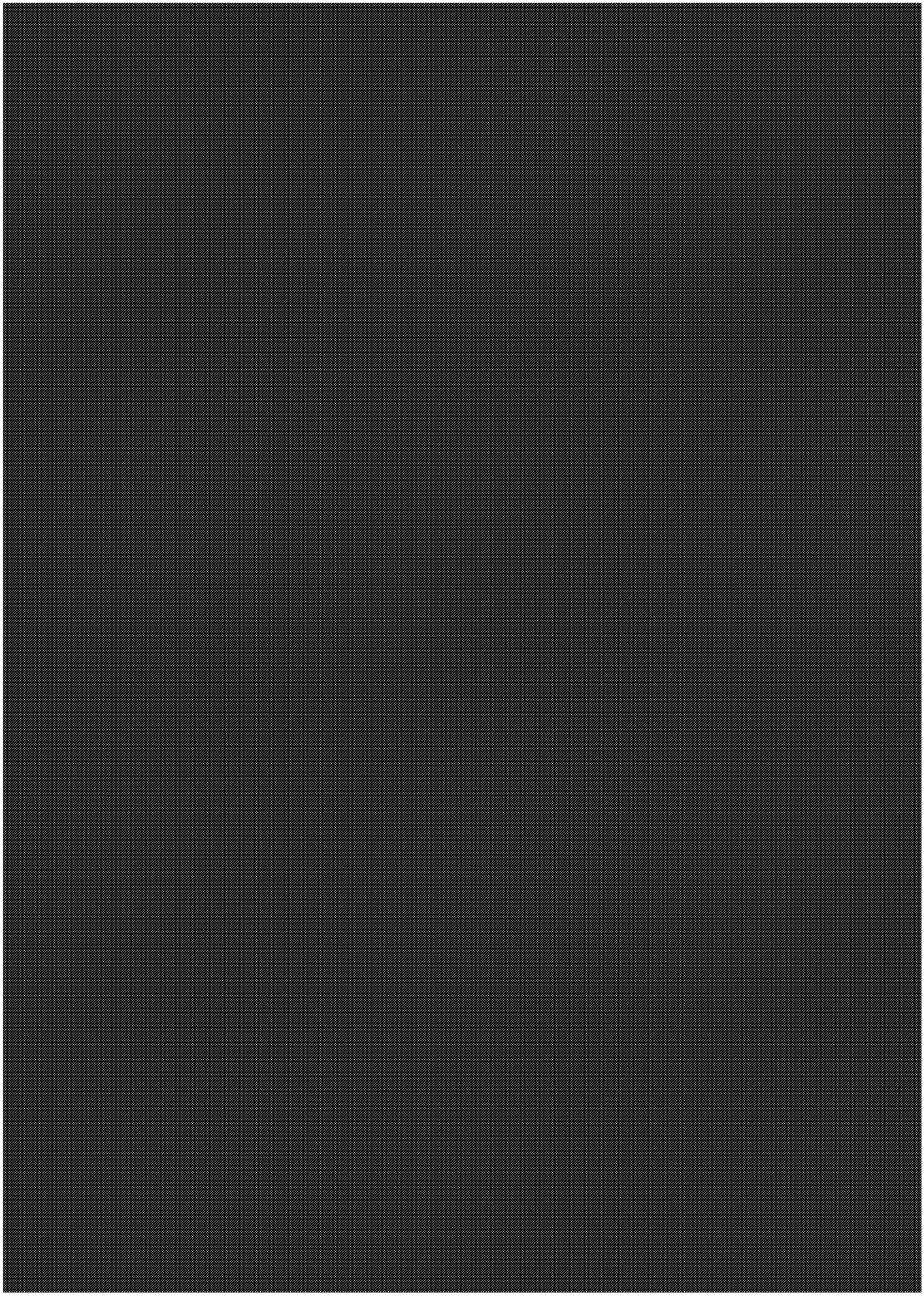
	2011	2012	2013	2014	2015	2016
A2	159	184	245	39	0	5
A1	48	71	140	10		2

F-150 6R80 Downshift VOQs Last 6 Months
May 2021 Update

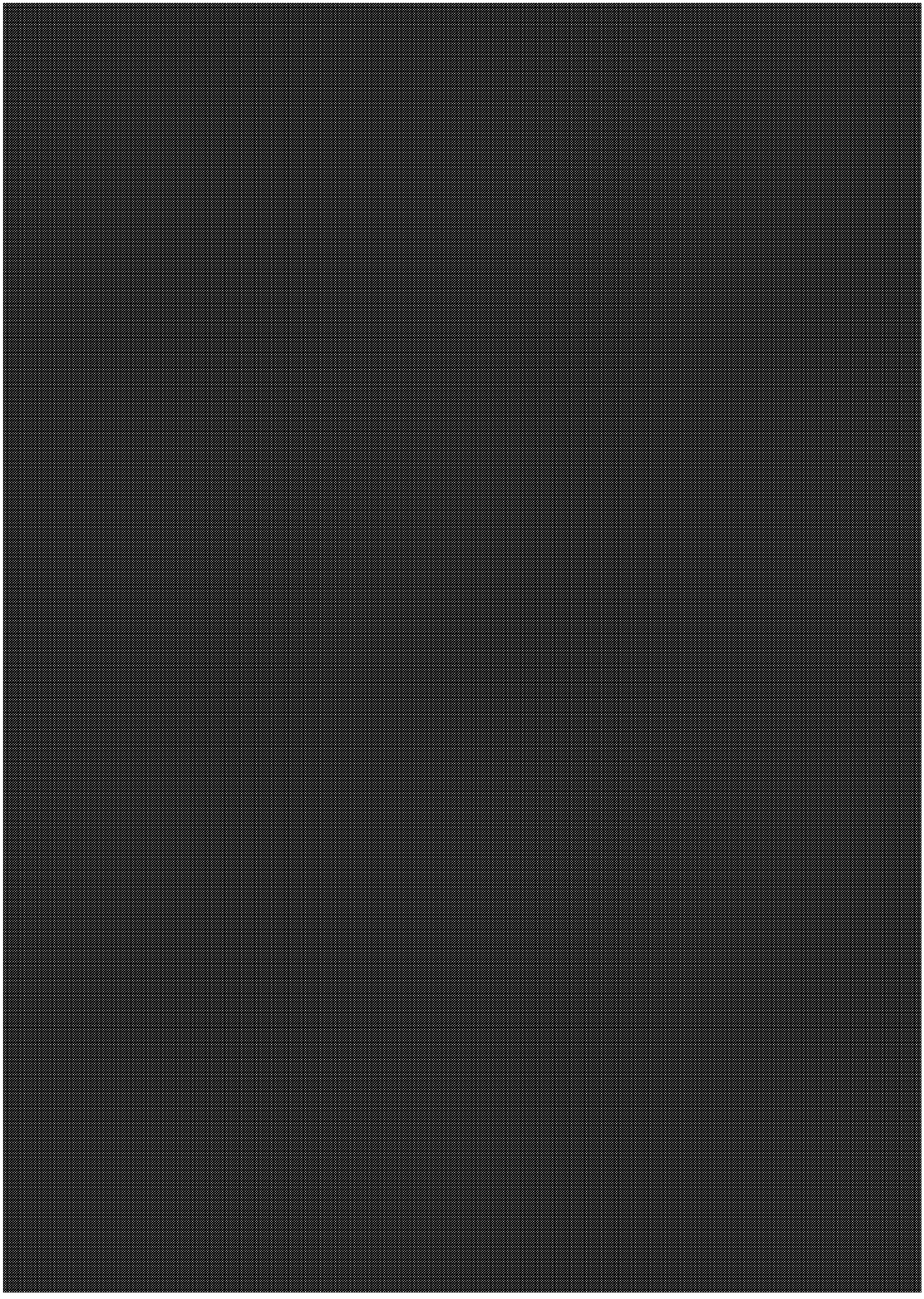


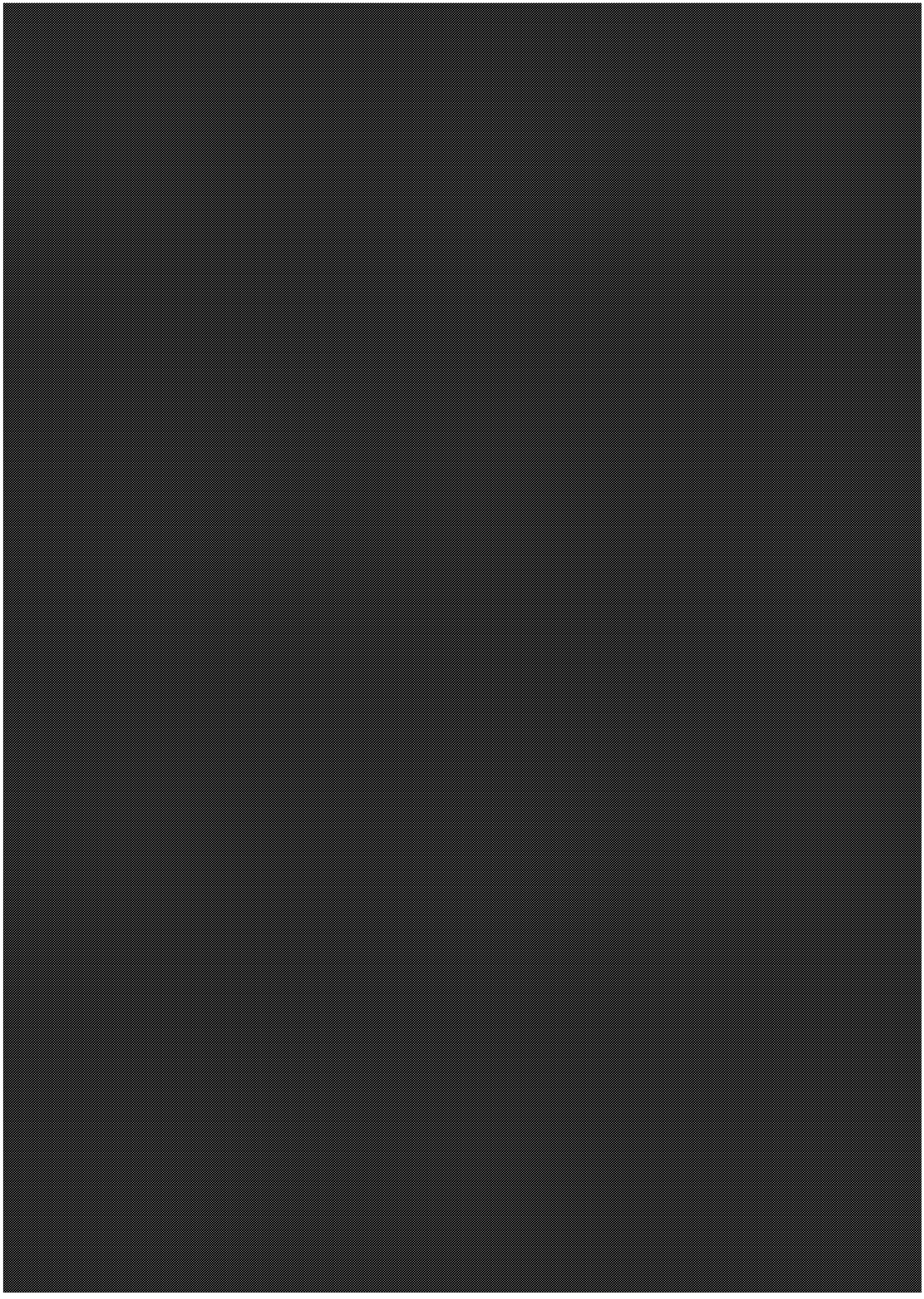
	2011	2012	2013	2014	2016
A2	7	7	19	1	2
A1	1	3	9	1	1

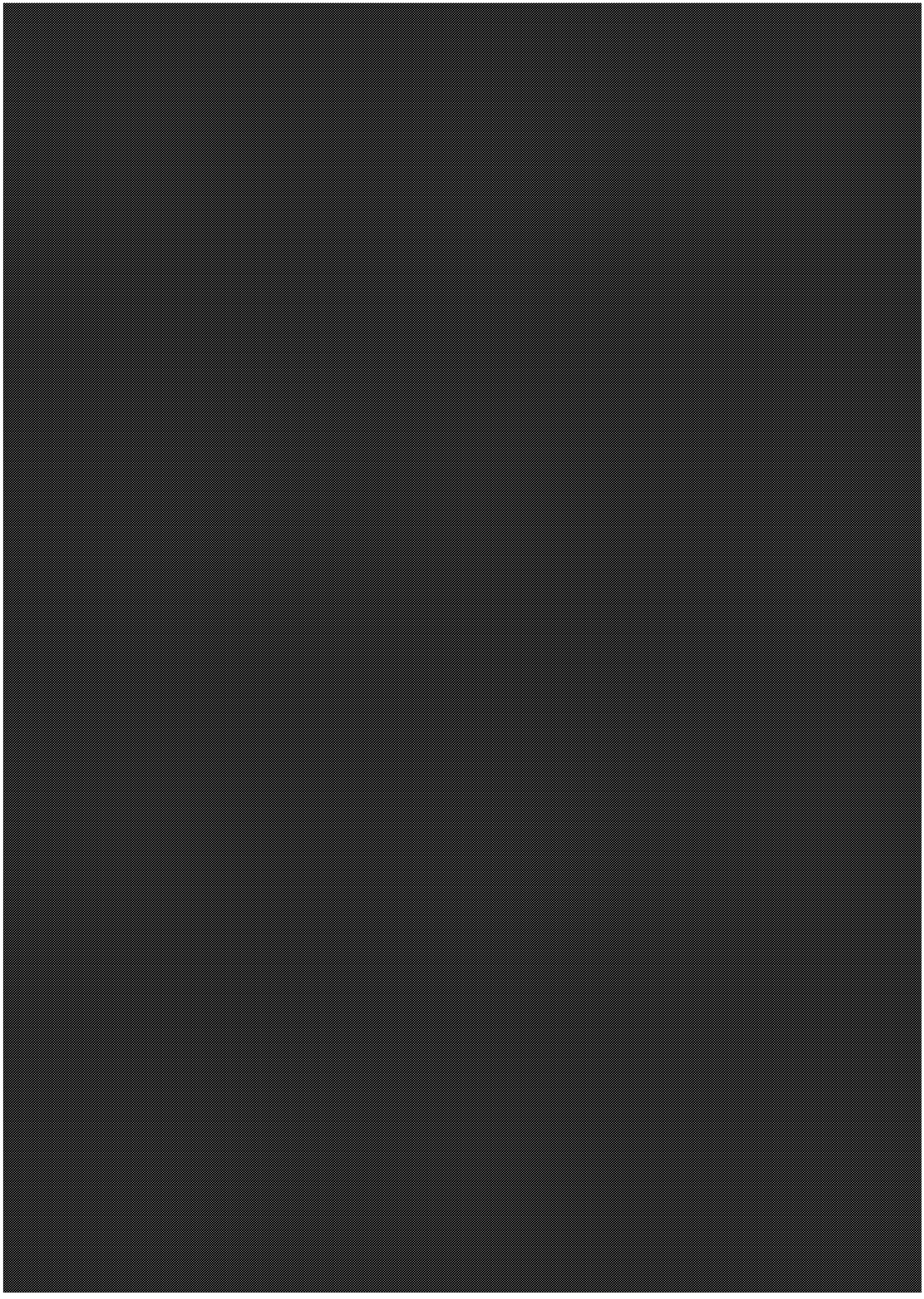


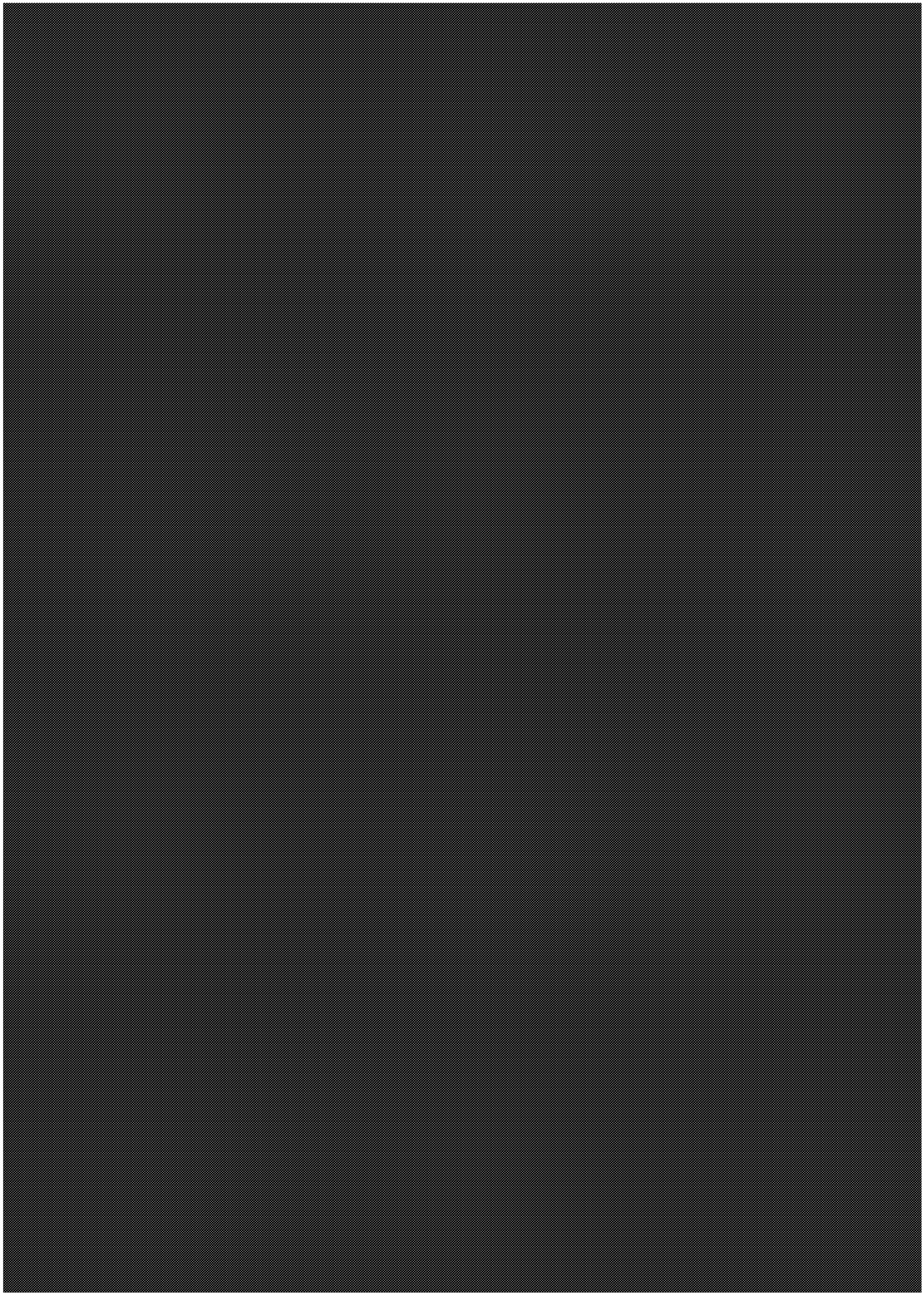


Backup





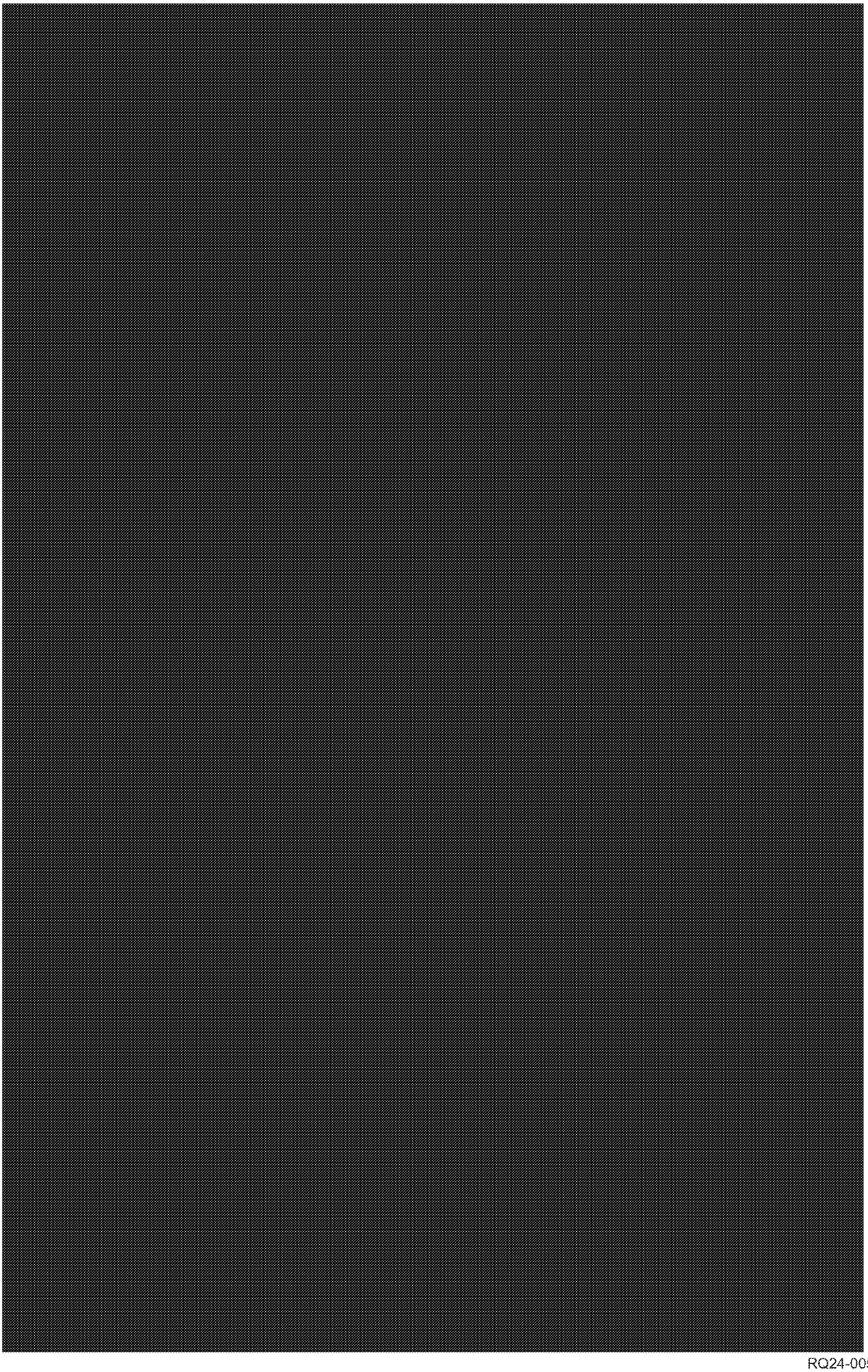


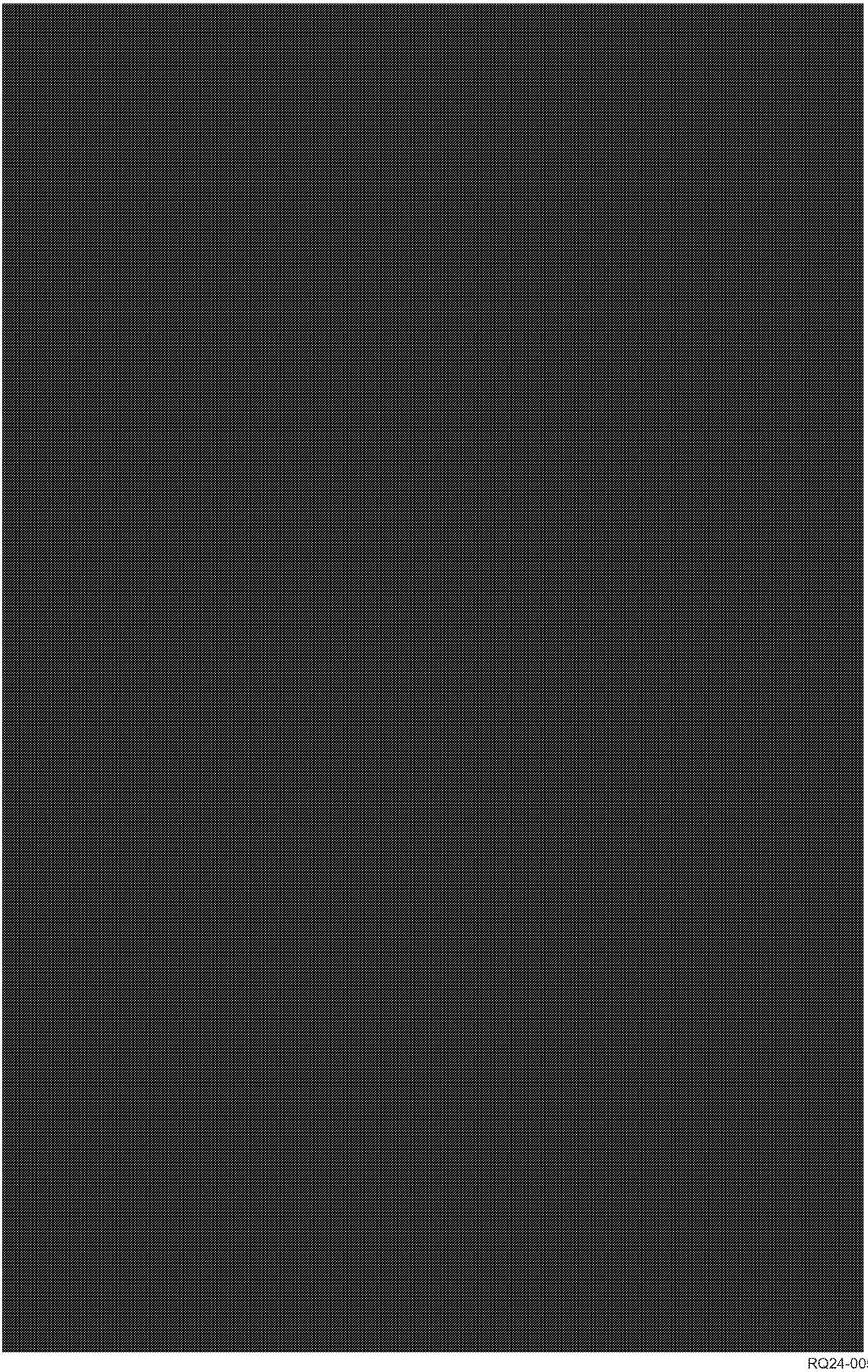






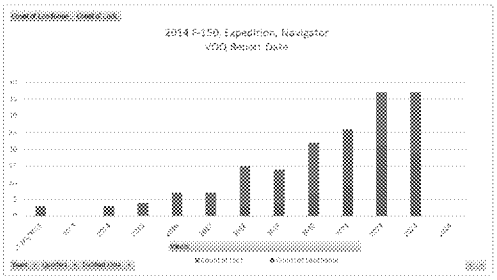


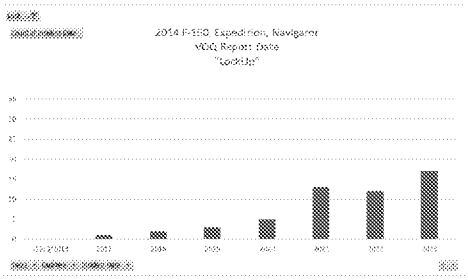




2014 F-150, Expedition, Navigator 6R80 Downshift, Lockup Allegations

[redacted] C



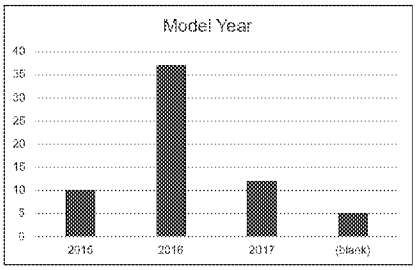


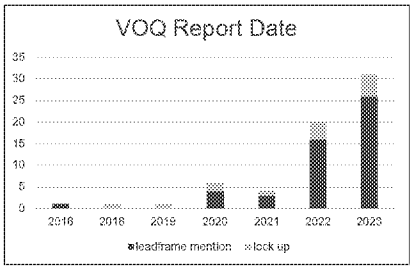
[redacted]

Follow up

2015-17 F-150 & Expedition 6R80 Downshift, Lockup Allegations

[redacted]





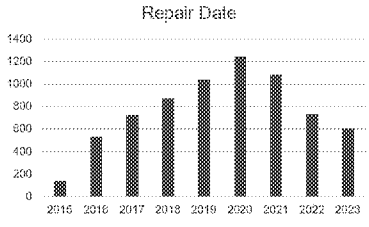
Follow up

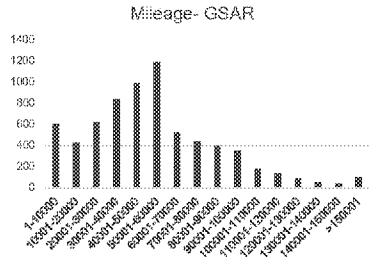
4

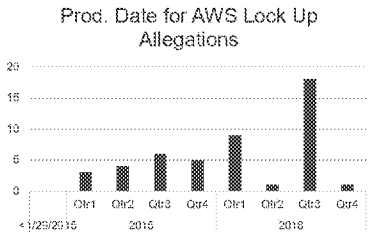
2015-17 F-150 & Expedition 6R80 Downshift, Lockup Allegations Warranty (AWS/GSAR)

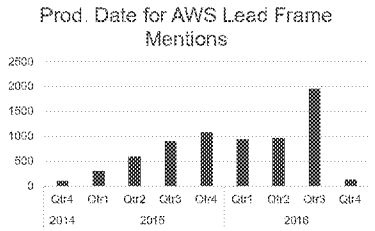
[redacted]

Row Labels	Count of VIN
⊟BULKHEAD ASSY (WIRING CONNECTOR)	5450
7G276	5450
⊟CONTROL ASY TRANS MA	466
7A100	466
⊟SOLENOID SHIFT CNTRL	170
7G484	170
⊟TRANSMISSION ASY-AUT	170
7000	170
⊟EPC SOLENOID	148
7G383	148







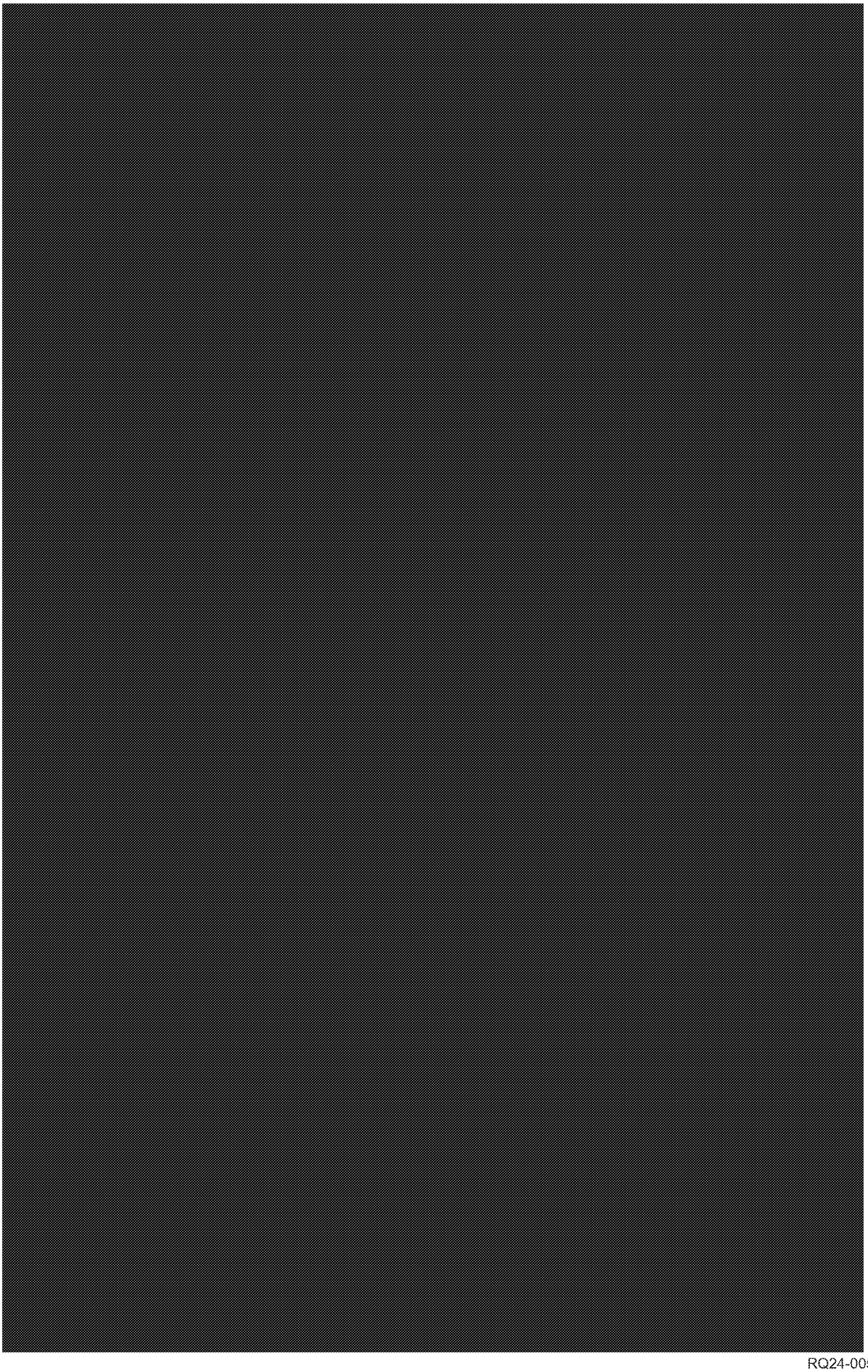


Follow up

Example Verbatims:

- Vehicle is experiencing delayed shifting and down-shifting at inappropriate times. Rear wheels will occassionally lock-up causingthe truck to slide sideways. Orange wrench light is on and the check engine light as well. It shows the following codes--P0706-00, P0707-00, P1702-00, AND P1921-00.
- TRANSMISSION DOWNSHIFT FROM 6TH GEAR DOWN TO 2ND GEAR WHILE TRAVELING AT 50MPH WHICH CAUSED THE WHEELS TO LOCK AND SKID. SOMETIMES YOU WILL JUST FEEL A SUDDEN JOLT DURING THE DOWNSHIFT. HAS BEEN HAPPENING MORE OFTEN. MY TRUCK HAS ONLY 75K MILES ON IT. *TR
- ON JULY 24, 2020 WHILE DRIVING ON INTERSTATE 291 DRIVING 45-50MPH WITH HEAVY TRAFFIC, WITH ABSOLUTELY NO WARNING THERE WAS A LOUD EXPLOSION. I THOUGHT I WAS REAR ENDED. SIMULTANEOUSLY THE REAR TIRES LOCKED UP WHILE APPROACHING A WORK ZONE. I SKIDDED UNCONTROLLABLY FOR APPROXIMATELY 100 FEET. ULTIMATELY CAME TO REST ON THE SHOULDER. AS MY FAMILY AND I EXITED THE VEHICLE THERE WAS HEAVY SMOKE COMING FROM THE REAR AND UNDERSIDE OF THE VEHICLE. WE THOUGHT THE VEHICLE WAS ON FIRE.
- While driving the truck, the engine RPM increased suddenly, and the rear wheel locked while traveling at about 55 mph. The vehicle stopped quick enough that caused the seat belts to lock. Took the truck to the dealership and was informed that the leed frame for the transmission was not properly communicating with the truck computer. We were told that the vehicle was in risk of shifting into reverse at anytime and not to drive the truck until it is fixed. The are other F-Series trucks that have been recalled for this issue but my truck was not included in the recall.
- When driving on the interstate the truck suddenly downshifted causing the tires to lock up and the vehicle to swerve out of control There is already a recall for this issue for Lead Frame in 2011 2013 vehicles The recall needs to be extended to the 2014 model vehicles as well

Back-up



From: McNamara, Bill (W.M.) [wmcnamar@ford.com]
Sent: 3/18/2024 12:05:58 PM
To: Amos, Jeffrey (J.R.) [jamos13@ford.com]; Feldkamp, Andrew (A.D.) [afeldka1@ford.com]; Williams, Christopher (C.M.) [cwill127@ford.com]; Velamakanni, Ravi (R.) [rvelamak@ford.com]; Menapace, Colin (C.) [cmenapac@ford.com]; Borneo, Joseph (J.A.) [jborneo@ford.com]; Blackful, Jasper (J.) [jblackfu@ford.com]; Ahmed, Mohammed (M.) [MAHME119@ford.com]; Moreau, Jerimy (J.C.) [jmoreau@ford.com]; O'Connor, Tammy (T.A.) [toconnor@ford.com]
CC: Fallu, John (W.) [jfallu1@ford.com]
Subject: RE: 14D Kickoff Mtg: 6R80 Transmission Functionality GRID # 24-049

I reviewed FSA 19S07 and it was the OSS issue affecting 2011-2013 6R80. It required PCM reprogramming.
The notice below indicates the issue may be expanding to 2014-2017 6R80

Bill McNamara
RWD Transmission
wmcnamar@ford.com
[redacted]

From: Amos, Jeffrey (J.R.) <jamos13@ford.com>
Sent: Sunday, March 17, 2024 5:28 PM
To: Feldkamp, Andrew (A.D.) <afeldka1@ford.com>; McNamara, Bill (W.M.) <wmcnamar@ford.com>; Williams, Christopher (C.M.) <cwill127@ford.com>; Velamakanni, Ravi (R.) <rvelamak@ford.com>; Menapace, Colin (C.) <cmenapac@ford.com>; Borneo, Joseph (J.A.) <jborneo@ford.com>; Blackful, Jasper (J.) <jblackfu@ford.com>; Ahmed, Mohammed (M.) <MAHME119@ford.com>; Moreau, Jerimy (J.C.) <jmoreau@ford.com>; O'Connor, Tammy (T.A.) <toconnor@ford.com>
Cc: Fallu, John (W.) <jfallu1@ford.com>
Subject: Re: 14D Kickoff Mtg: 6R80 Transmission Functionality GRID # 24-049

Hi Andrew, yes Bill and I have been in discussion, and I have given him access to the current GRID issue which does link to the FSA and past issues. Tomorrow when I am in VPN I will make sure he has access to the specific FSA you mention, but I am only allowed to give access to the 14D lead. This should help him greatly in getting up to speed with the issue.

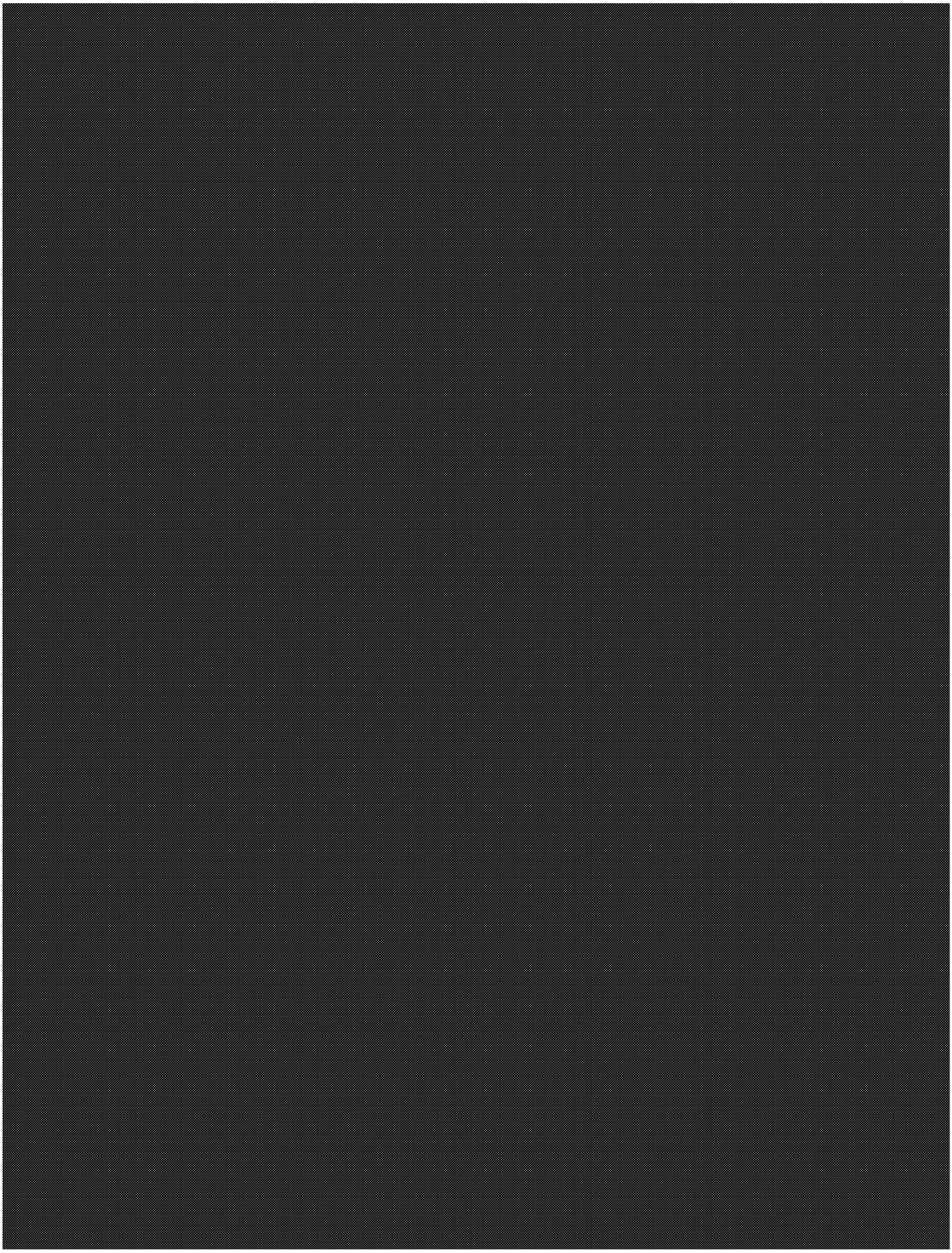
Sincerely,

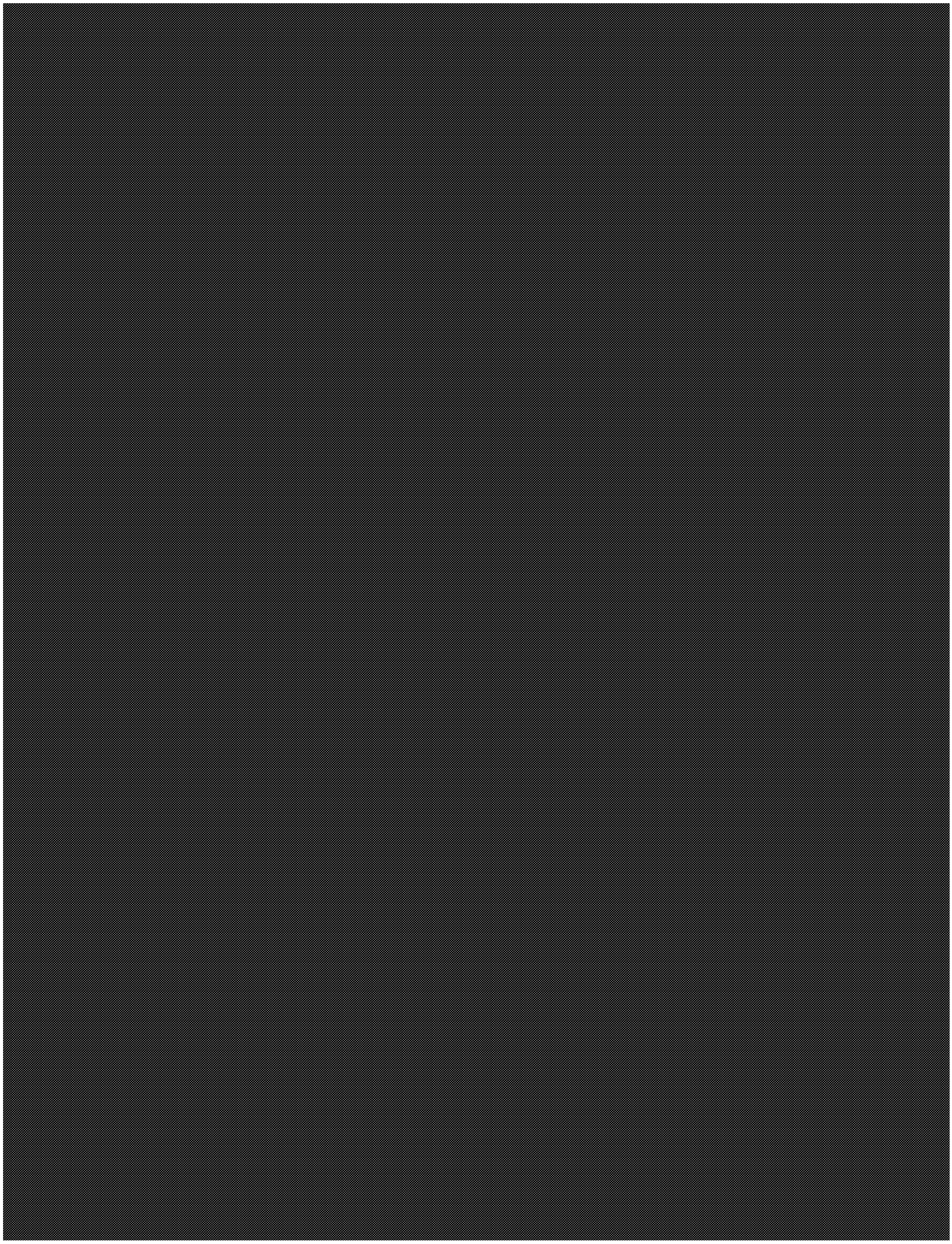
Jeff Amos
CCRG - TRUCK

Get Outlook for iOS

From: Feldkamp, Andrew (A.D.) <afeldka1@ford.com>
Sent: Sunday, March 17, 2024 4:27:09 PM
To: Amos, Jeffrey (J.R.) <jamos13@ford.com>; McNamara, Bill (W.M.) <wmcnamar@ford.com>; Williams, Christopher (C.M.) <cwill127@ford.com>; Velamakanni, Ravi (R.) <rvelamak@ford.com>; Menapace, Colin (C.) <cmenapac@ford.com>; Borneo, Joseph (J.A.) <jborneo@ford.com>; Blackful, Jasper (J.) <jblackfu@ford.com>; Ahmed, Mohammed (M.) <MAHME119@ford.com>; Moreau, Jerimy (J.C.) <jmoreau@ford.com>; O'Connor, Tammy (T.A.) <toconnor@ford.com>
Cc: Fallu, John (W.) <jfallu1@ford.com>
Subject: RE: 14D Kickoff Mtg: 6R80 Transmission Functionality GRID # 24-049

Jeff, can you please get this team access to the 14D from FSA 19S07? I expect some of that material can be carried over







If you are a host, click here and login site to view host information.

NOTICE: ***Protecting and Properly Using Company Assets: We are careful not to disclose Ford information, even accidentally. If we share non-public information outside of Ford, we follow applicable procedures and obtain proper approvals and ensure appropriate confidentiality agreements are in place. · We follow Ford's information and records retention protocols and programs. · We do not destroy information if there is a legal requirement to maintain it, such as a suspension order or other litigation hold.***

For company policies on recording: Click Here to Download
For additional help joining Webex meetings: WebEx Help
Can't join the meeting? Ford users submit a ticket: Contact Support

T32MC04

From: Feldkamp, Andrew (A.D.) [afeldka1@ford.com]
Sent: 3/25/2024 6:08:26 PM
To: Ahmed, Mohammed (M.) [MAHME119@ford.com]; McNamara, Bill (W.M.) [wmcnamar@ford.com]; Amos, Jeffrey (J.R.) [jamos13@ford.com]
CC: Menapace, Colin (C.) [cmenapac@ford.com]
Subject: RE: 24-049 6R80 EMM Presentation Link

Sorry, I added the attachment and inadvertently clicked send before asking if that is still the latest 2014MY list of VOQs

From: Feldkamp, Andrew (A.D.)
Sent: Monday, March 25, 2024 2:08 PM
To: Ahmed, Mohammed (M.) <MAHME119@ford.com>; McNamara, Bill (W.M.) <wmcnamar@ford.com>; Amos, Jeffrey (J.R.) <jamos13@ford.com>
Cc: Menapace, Colin (C.) <cmenapac@ford.com>
Subject: RE: 24-049 6R80 EMM Presentation Link

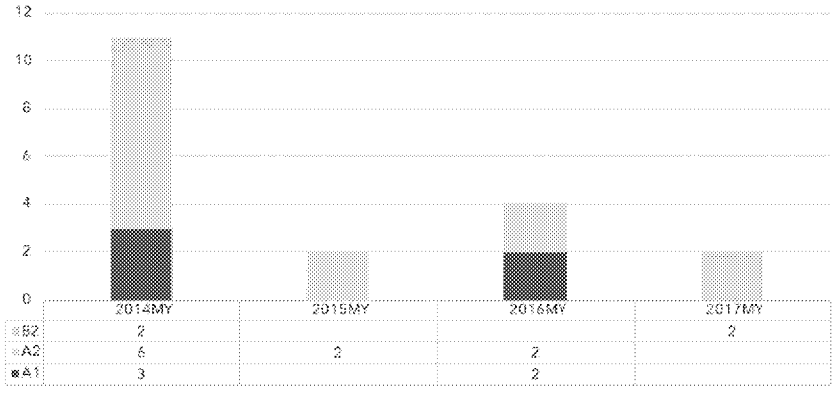
Hi Mohammed, I spent more time running through this presentation. Is it possible for you to split up 2014MY Expedition/Navigator data between 14MY & 15-17MY? Or if you can send me the volumes for each model year, I can do the math. I'm working to summarize the rates by model, model year, date when the analysis was conducted and the data source used for the calculations

CONCERN INVESTIGATION SUMMARY - GRID # 24 - 049

Data pull 29-FEB-2024

2014 - 2017MY Expedition / Navigator VOQs

[redacted]



Category	Allegation	2014MY - R/100,000	
A1	Wheel Lock-Up due to Sudden (Unexpected) Downshift	6.14	18.42
A2	Sudden (Unexpected) Transmission Downshift	12.28	
B1	Wheel Lock-Up Unknown Cause	-	4.09
B2	Harsh Downshift and Other Downshifting Issues	4.09	

From: Ahmed, Mohammed (M.) <mahme119@ford.com>
Sent: Sunday, March 24, 2024 3:05 PM
To: McNamara, Bill (W.M.) <wmcnamar@ford.com>; Feldkamp, Andrew (A.D.) <afeldka1@ford.com>; Amos, Jeffrey (J.R.) <jamos13@ford.com>

Cc: Menapace, Colin (C.) <cmenapac@ford.com>
Subject: 24-049 6R80 EMM Presentation Link

Hello all,

Below is a link to the PowerPoint for the EMM on Tuesday. Most of the information is carried over from the CCRG presentation, with some new charts. Some finishing touches still left, but wanted to get this out for familiarity.

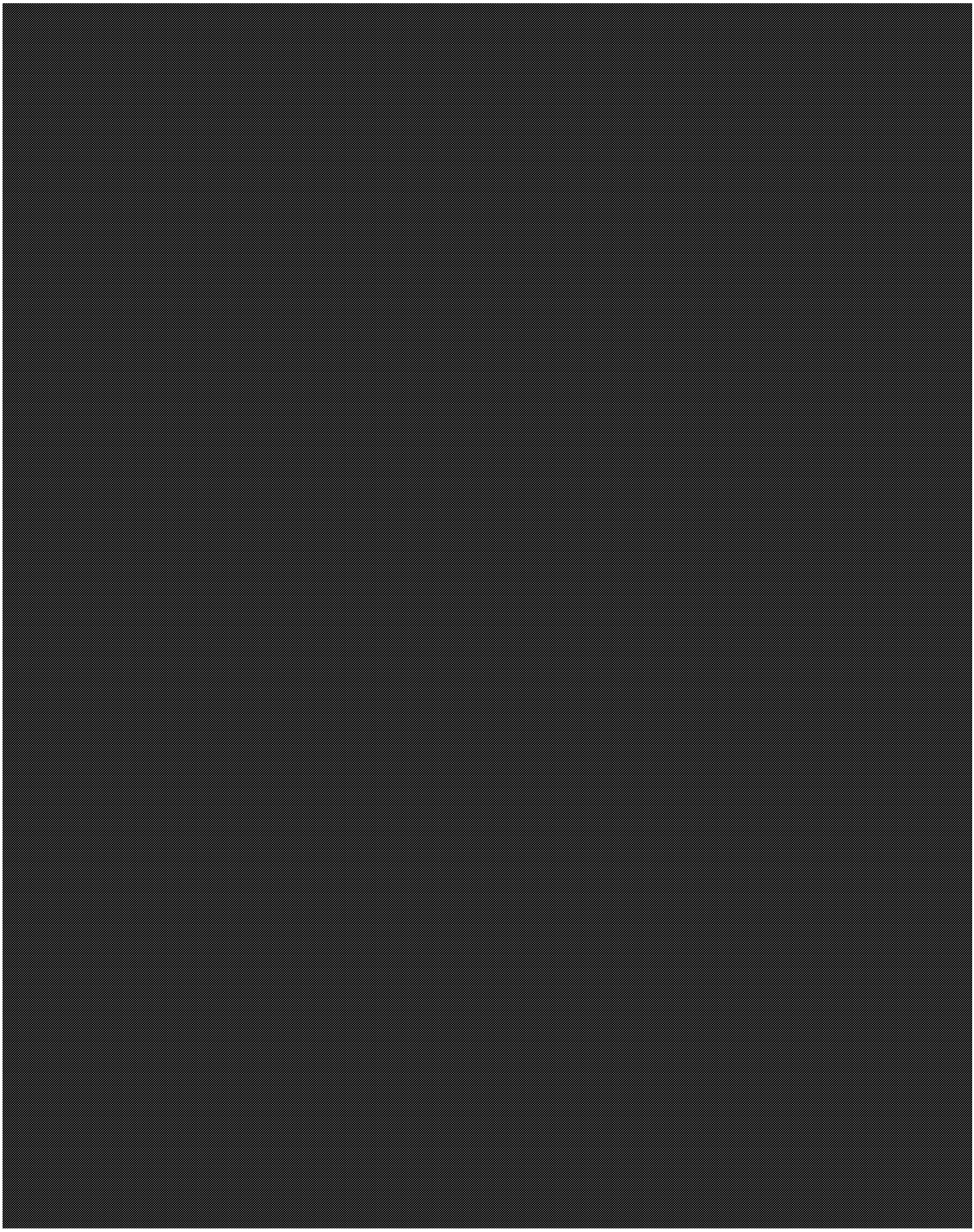
24-049 EMM 6R80 Transmission Presentation.pptx

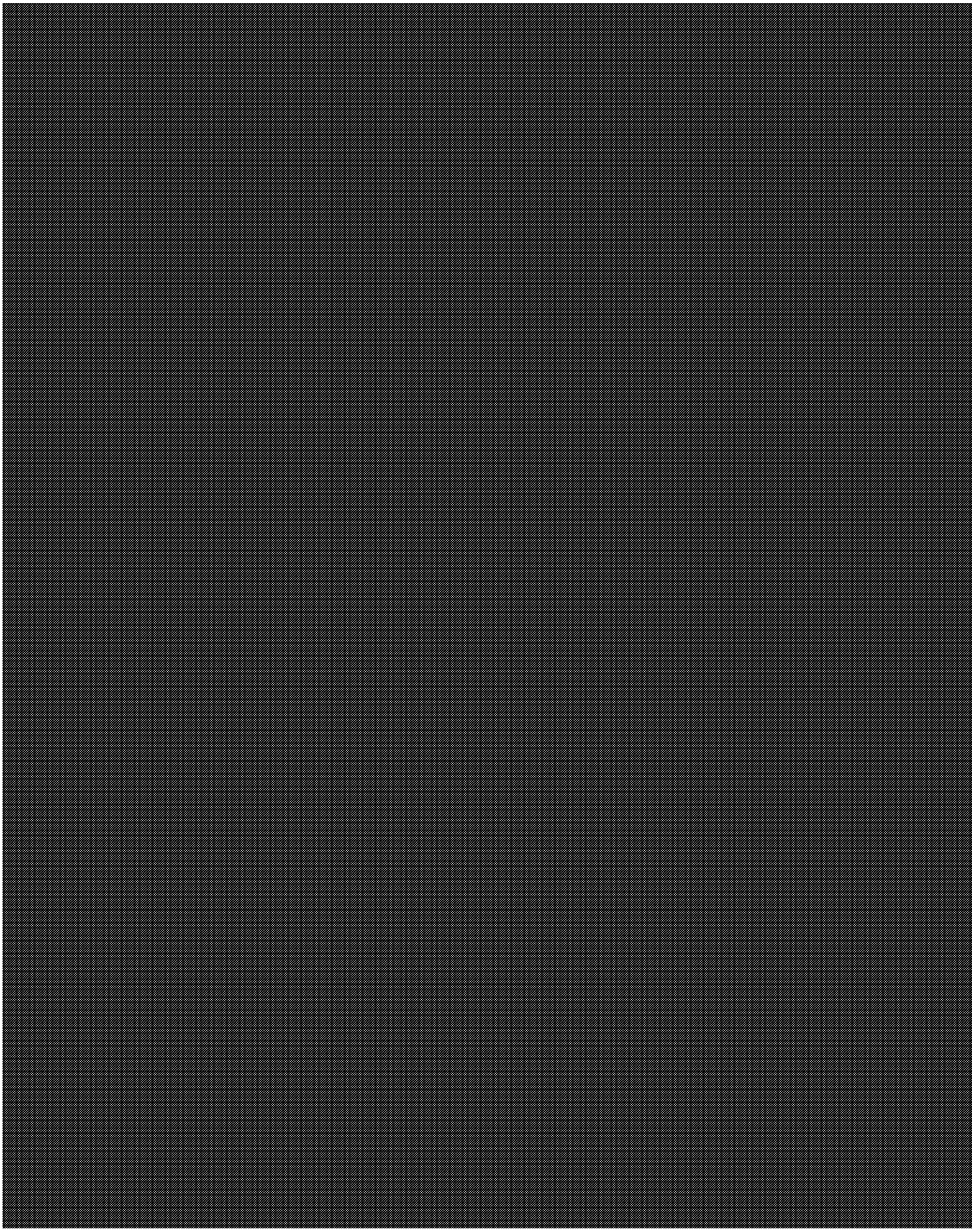
If there's any questions, feel free to reach out.

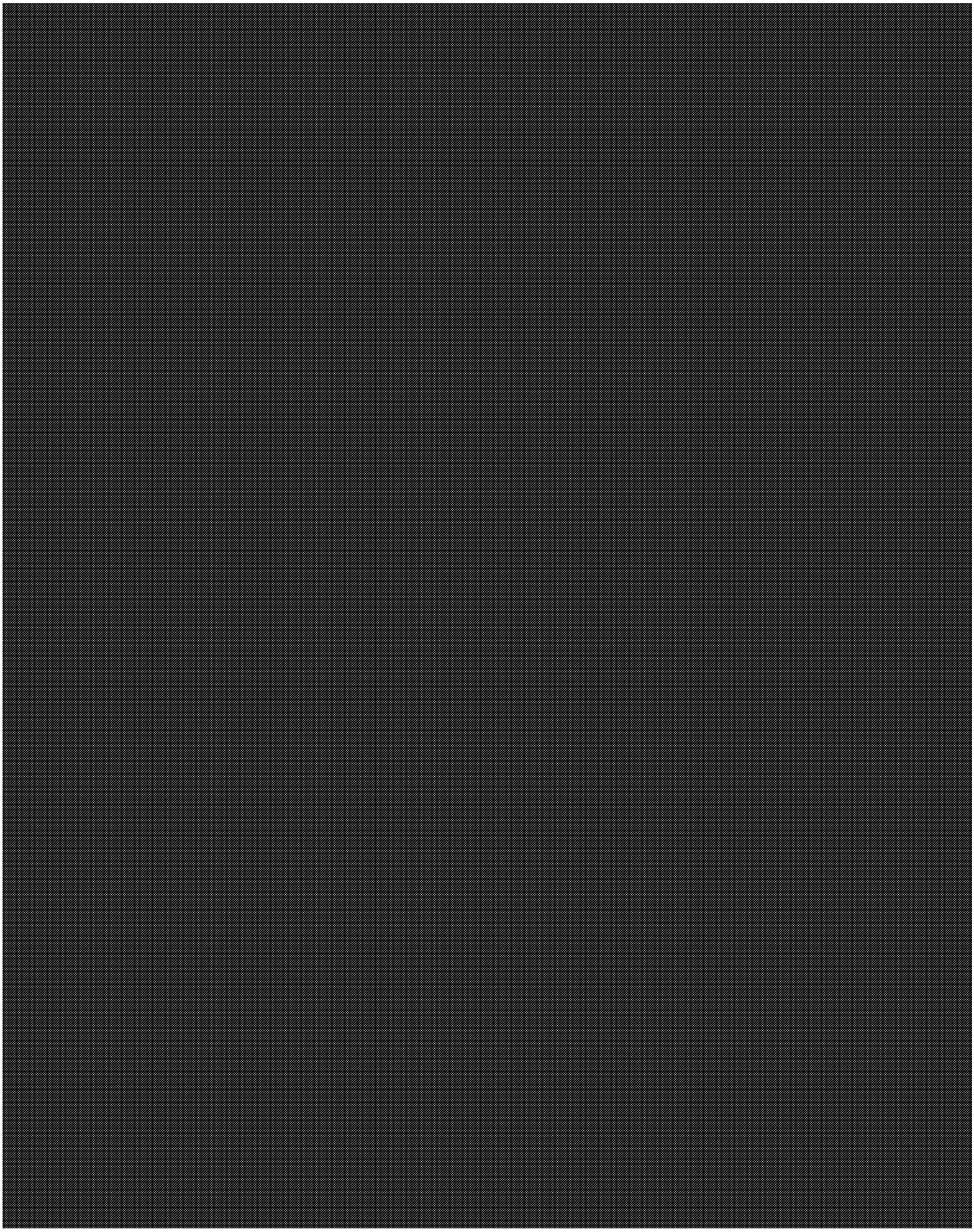
Thanks,

Mohammed Ahmed (he/him/his)
Automotive Safety Office - ECG
mahme119@ford.com | [redacted]

ENVIRONMENTAL &
SAFETY
COMPLIANCE







From: Beyer, Laura (L.D.) [lbeyer4@ford.com]
Sent: 3/4/2024 3:13:11 AM
To: Single, Tom (T.C.) [tsingle@ford.com]; Ahmed, Mohammed (M.) [MAHME119@ford.com]
Subject: FW: 2014 Ford F-150 Emerging Trend
Attachments: 2024-03-01 2014 Ford F-150 Unintended Downshift.pdf; RE_ 2014 Ford F-150 Emerging Trend.pdf

I can't add Ford email recipients to NHTSA SLFTS transfers. Therefore, I am attaching the presentation here for your reference. Thank you Mohammed for the detailed VOQ review.

Mohammed, can you please add this to the Government card for GRID 24-155?

Thank you.

Laura Beyer
Manager, Safety Investigations|Truck CCRG Chair
Automotive Safety Office
Ford Motor Company
[redacted]mobile)

From: Beyer, Laura (L.D.)
Sent: Sunday, March 3, 2024 10:05 PM
To: Huertas-Torres, Ayesha (NHTSA) <ayesha.huertastorres@dot.gov>
Cc: Afety, S (S.) <safety24@ford.com>; Kivett, Peter (NHTSA) <Peter.Kivett@dot.gov>; Geissler, Joseph (NHTSA) <Joseph.Geissler@dot.gov>; Ahmed, Mohammed (M.) <MAHME119@ford.com>; Single, Tom (T.C.) <tsingle@ford.com>
Subject: RE: 2014 Ford F-150 Emerging Trend

Ayesha,
I provided Ford's response to your questions through SLFTS. Please let me know if you have any issues downloading the presentation. I will follow up with a meeting to further discuss 2014 F-150 unintended downshift events.

If you have any questions after reviewing the presentation, please contact me.

Thank you.

Laura Beyer
Manager, Safety Investigations|Truck CCRG Chair
Automotive Safety Office
Ford Motor Company
[redacted]bile)

From: Huertas-Torres, Ayesha (NHTSA) <ayesha.huertastorres@dot.gov>
Sent: Friday, February 23, 2024 12:56 PM
To: Beyer, Laura (L.D.) <lbeyer4@ford.com>; Single, Tom (T.C.) <tsingle@ford.com>
Cc: Afety, S (S.) <safety24@ford.com>; Smolarek, David (D.T.) <DSMOLAR3@ford.com>; Kivett, Peter (NHTSA) <Peter.Kivett@dot.gov>; Geissler, Joseph (NHTSA) <Joseph.Geissler@dot.gov>; Ahmed, Mohammed (M.) <MAHME119@ford.com>
Subject: RE: 2014 Ford F-150 Emerging Trend

Thank You Laura. I have sent you the list, since Joseph is still setting up his SFTL account.

Ayesha

From: Beyer, Laura (L.D.) <lbeyer4@ford.com>
Sent: Friday, February 23, 2024 7:36 AM
To: Single, Tom (T.C.) <tsingle@ford.com>; Huertas-Torres, Ayesha (NHTSA) <ayesha.huertastorres@dot.gov>
Cc: Afety, S (S.) <safety24@ford.com>; Smolarek, David (D.T.) <DSMOLAR3@ford.com>; Kivett, Peter (NHTSA) <Peter.Kivett@dot.gov>; Geissler, Joseph (NHTSA) <Joseph.Geissler@dot.gov>; Ahmed, Mohammed (M.) <MAHME119@ford.com>
Subject: RE: 2014 Ford F-150 Emerging Trend

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Hello Ayesha,
Please have Joseph Geissler send the VOQ list through SLFTS to me. I will set up a discussion with ODI prior to our next monthly meeting.

Thank you.

Laura Beyer
Manager, Safety Investigations|Truck CCRG Chair
Automotive Safety Office
Ford Motor Company
[redacted]mobile)

From: Single, Tom (T.C.) <tsingle@ford.com>
Sent: Friday, February 23, 2024 7:26 AM
To: Huertas-Torres, Ayesha (NHTSA) <ayesha.huertastorres@dot.gov>
Cc: Afety, S (S.) <safety24@ford.com>; Smolarek, David (D.T.) <DSMOLAR3@ford.com>; Beyer, Laura (L.D.) <lbeyer4@ford.com>; Kivett, Peter (NHTSA) <Peter.Kivett@dot.gov>; Geissler, Joseph (NHTSA) <Joseph.Geissler@dot.gov>
Subject: Re: 2014 Ford F-150 Emerging Trend

Thanks Ayesha.
Laura is the truck investigations manager; she can run point or direct you to one of her investigators.
Laura, please see below and share Ford's VOQ analysis, description of the difference between model year content for those two populations, and anything else relevant.
Thanks!
Tom

Tom Single
Asst Director
Global Automotive Safety Office
[redacted]
tsingle@ford.com

From: Huertas-Torres, Ayesha (NHTSA) <ayesha.huertastorres@dot.gov>
Sent: Thursday, February 22, 2024 4:45:39 PM
To: Single, Tom (T.C.) <tsingle@ford.com>
Cc: Afety, S (S.) <safety24@ford.com>; Smolarek, David (D.T.) <DSMOLAR3@ford.com>; Beyer, Laura (L.D.) <lbeyer4@ford.com>; Kivett, Peter (NHTSA) <Peter.Kivett@dot.gov>; Geissler, Joseph (NHTSA) <Joseph.Geissler@dot.gov>
Subject: 2014 Ford F-150 Emerging Trend

WARNING: This message originated outside of Ford Motor Company. Use caution when opening attachments, clicking links, or responding.

Tom/Team,

As discussed during our working meeting yesterday, ODI is looking into an emerging trend on 2014 Ford F-150 vehicles equipped with the 6R80 transmission, involving unintended downshifting events. This issue has been discussed by ODI and Ford previously on various occasions, including RQ17-010 that resulted in recall 19V-075.

- We have **86** VOQs received in the past 30 months, across MY 2014 for the Ford F-150, is this number consistent with your data?
- We reviewed the recall, as well as other relevant to the failure, and are trying to understand potential differences (production date, part, part supplier, etc.) between MY 2011-2013 and MY 2014 for the Ford F-150 specifically.

We would appreciate any information or details that the Ford team may have regarding these allegations that you can share/discuss with ODI, preferably before our next monthly meeting.

Joseph Geissler will be the POC from our division on this issue. We will be sending out a follow up email with VOQ/VIN #s we are authorized to share through SFTL. Can you confirm who from your team we should send the list to?

Thank You,

Ayesha
Pre Investigative Team Lead VDD-C

NHTSA

Ayesha Huertas Torres
Lead Engineer, Office of Defects Investigation
Department of Transportation
National Highway Traffic Safety Administration
1200 New Jersey Avenue SE., Washington, DC 20590
E: Ayesha.HuertasTorres@dot.gov P: 202-366-7411

The information contained in this e-mail message has been sent from a federal agency of the United States Government. It may be privileged, confidential, and/or protected from disclosure. If you are not the intended recipient, any further disclosure or use, dissemination, distribution, or copying this message or any attachment is prohibited. If you think that you have received this e-mail message in error, please delete it and notify the sender.

Request from NHTSA Office of Defects Investigation

2014MY Ford F-150 Emerging Trends

March 1, 2024



Ford Secret

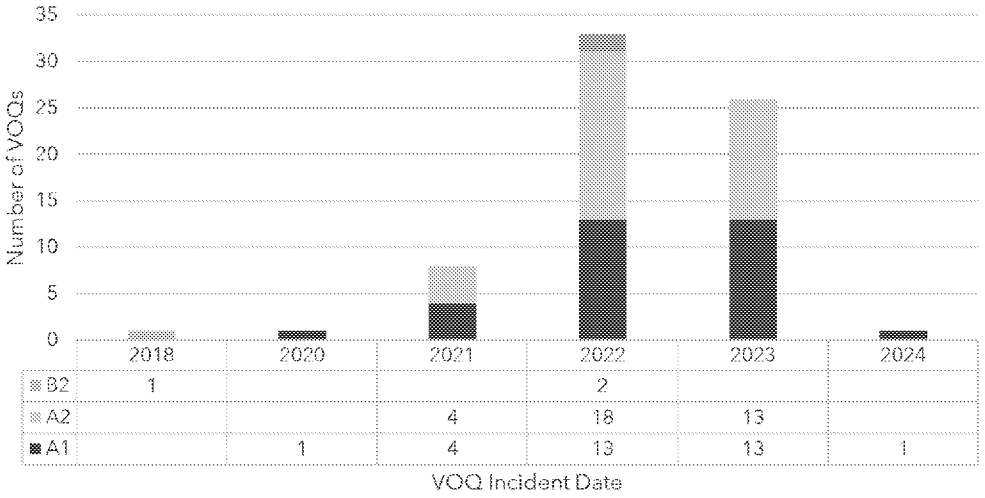
2014MY F-150 UNINTENDED DOWNSHIFT

Response to ODI Request for Information

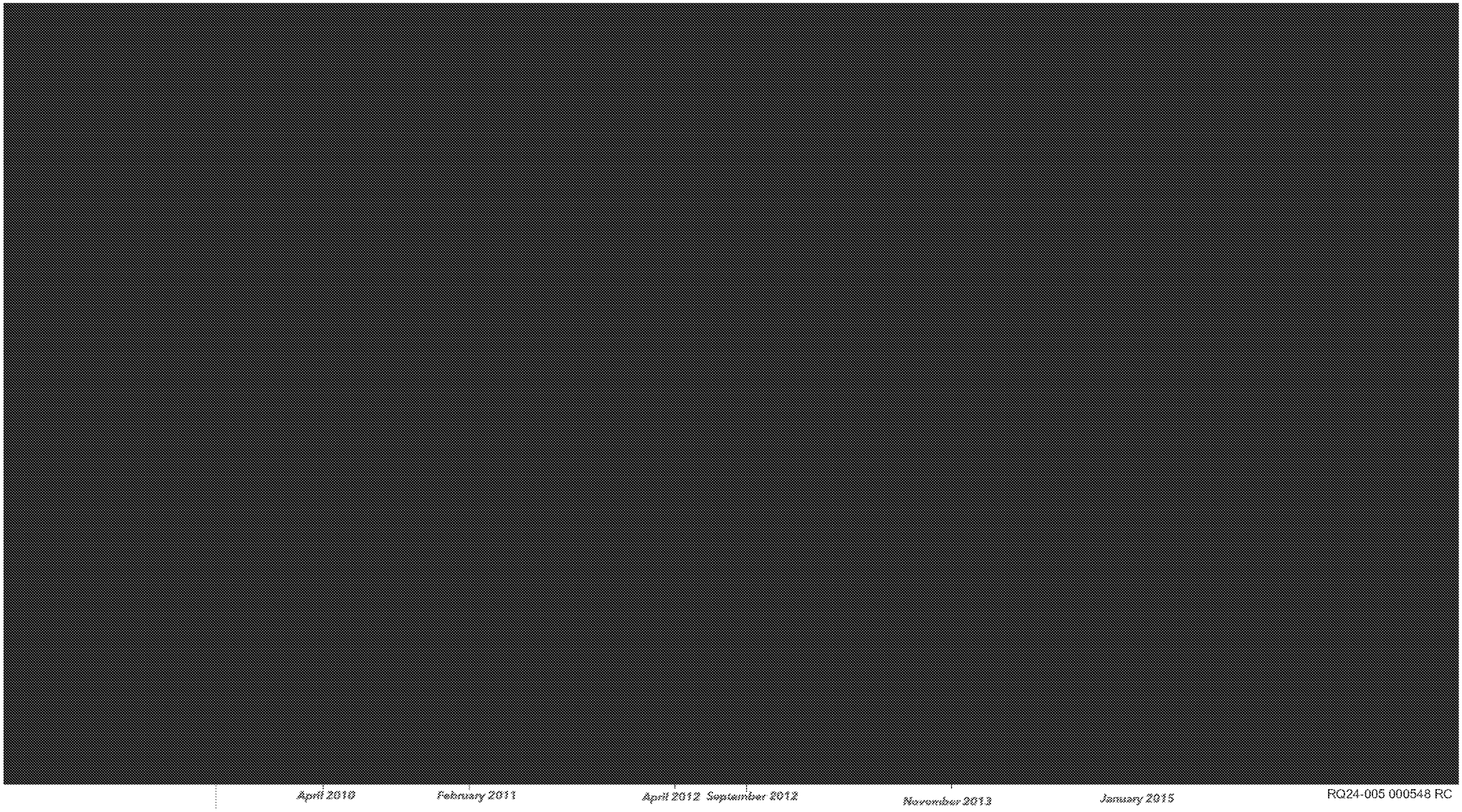
[redacted]

[redacted]

2014MY F-150 VOQ Reports
(VOQ Incident Date)



Category	Allegation
A1	Wheel Lock-Up due to Sudden (Unexpected) Downshift
A2	Sudden (Unexpected) Transmission Downshift
B1	Wheel Lock-Up Unknown Cause
B2	Harsh Downshift and Other Downshifting Issues


April 2010
February 2011
April 2012
September 2012
November 2013
January 2015



RE: 2014 Ford F-150 Emerging Trend

lbeyer4@ford.com
Mar 3, 2024, 9:56 PM
To: ayesha.huertastorres@dot.gov
Cc: joseph.geissler@dot.gov
1 attachment · Expires: 1712206799000

Hello Ayesha,
Ford's response is attached. Please contact me with any questions.

Thank you.

Laura Beyer
Manager, Safety Investigations|Truck CCRG Chair
Automotive Safety Office
Ford Motor Company
[redacted]mobile)

From: ayesha.huertastorres@dot.gov
Sent: Friday, February 23, 2024 12:55 PM
To: lbeyer4@ford.com <lbeyer4@ford.com>
Cc: Joseph.Geissler@dot.gov <joseph.geissler@dot.gov>
Subject: 2014 Ford F-150 Emerging Trend

Thank You,

Ayesha

Pre Investigative Team Lead VDD-C

---

1 attachment:
Expires: Apr 04, 2024

2024-03-01 2014 Ford F-150 Unintended Downshift.pdf
193.8 KB

Concern Investigation Summary
MY 2014 & MY 2015-2017 Expedition, Navigator & F-150
6R80 Transmission Sudden Downshift
GRID ID # 24-049

Review Forum CCRG
Review Date 13-MAR-2024
Presenter <*Name & CDSID*>

Lead Root Cause Organization - <*xxx*>
Lead Region – *FNA*
Issue Owner – <*Name & CDSID*>

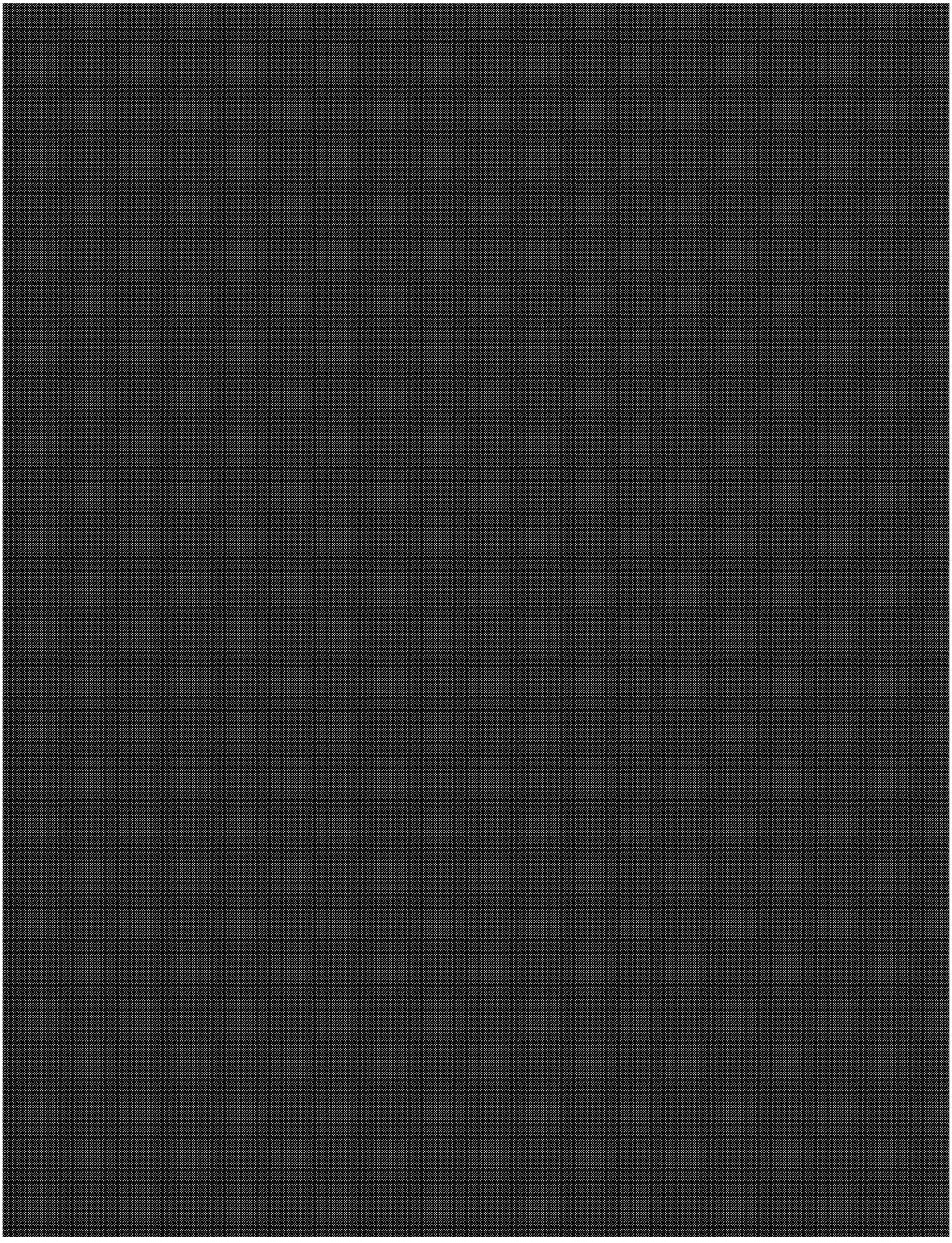

Turn Around
Automotive Operations


Modernize
Everywhere


Disrupt
Ourselves

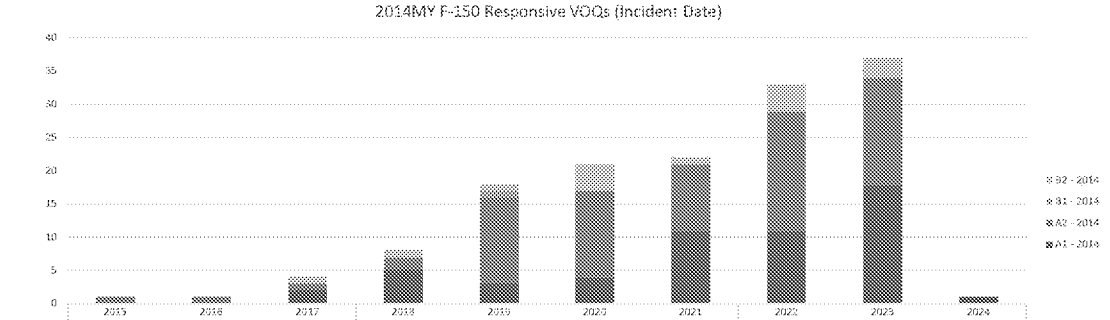
Ford

GUIDELINES
Change all grey text bound by < >



Concern Investigation Summary – GRID # <*24-049*>

VOQ Load as of 01-MAR-2024

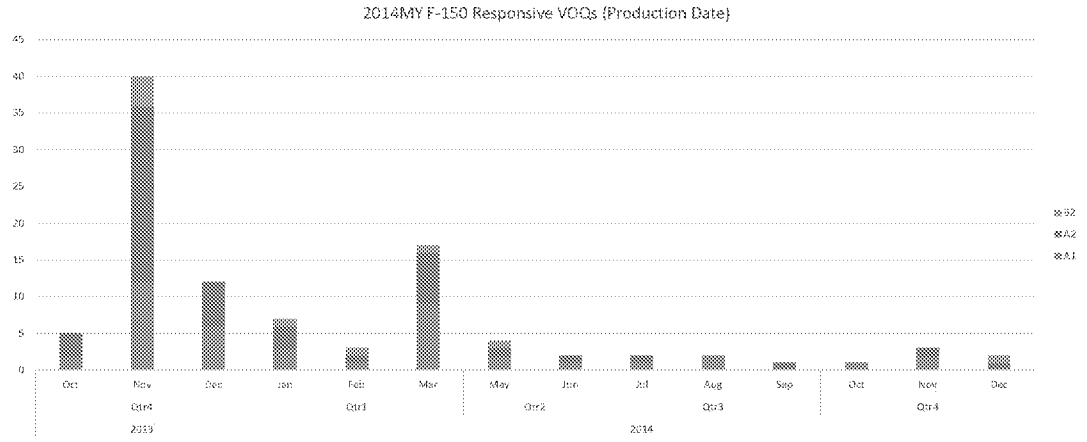


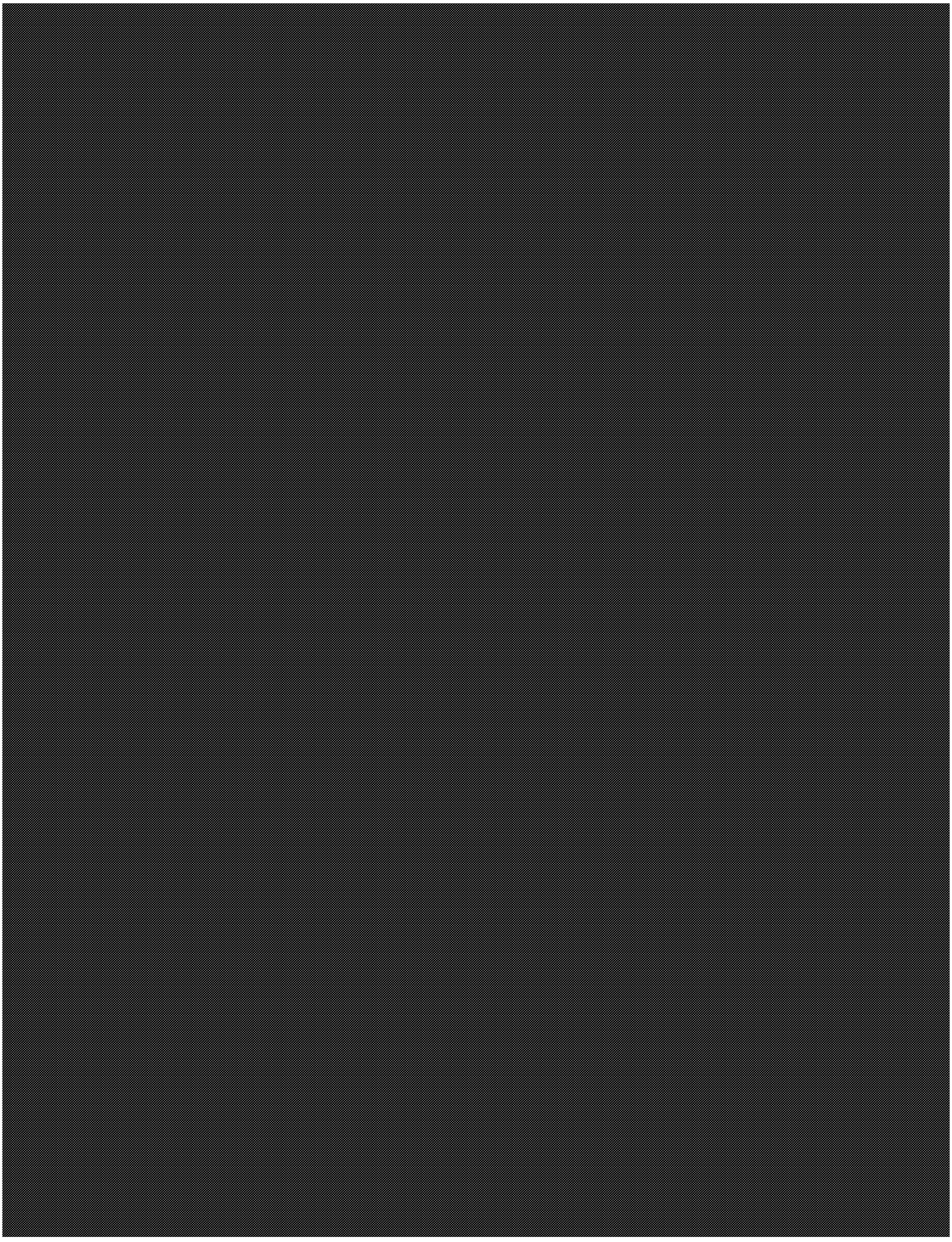
	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
B2 - 2014			1	1	1	4	1	4	3	
B1 - 2014					1					
A2 - 2014	1	1	1	2	13	13	10	18	16	
A1 - 2014			2	5	3	4	11	11	18	1

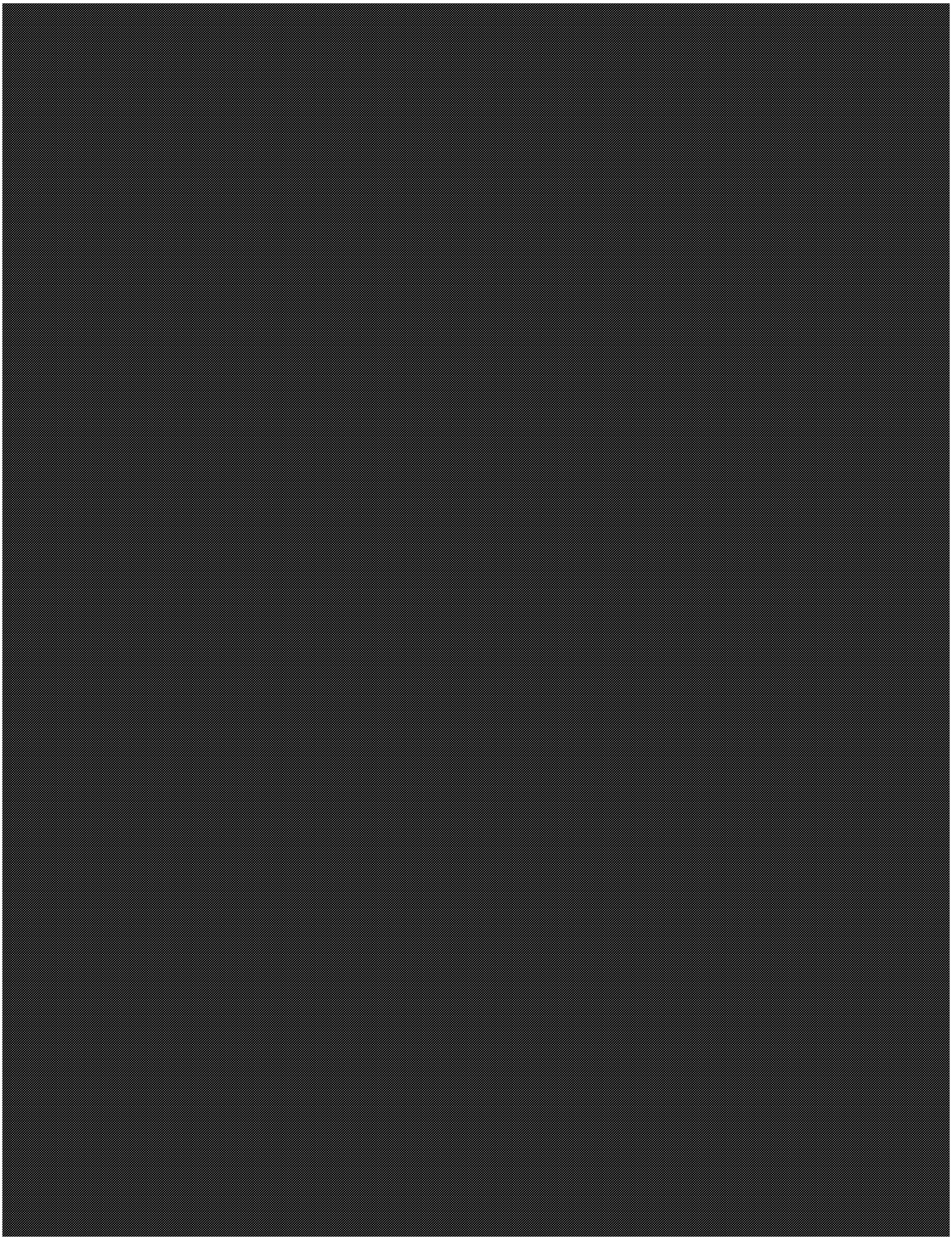
Category	Allegation
A1	Wheel Lock-Up due to Sudden (Unexpected) Downshift
A2	Sudden (Unexpected) Transmission Downshift
B1	Wheel Lock-Up Unknown Cause
B2	Harsh Downshift and Other Downshifting Issues

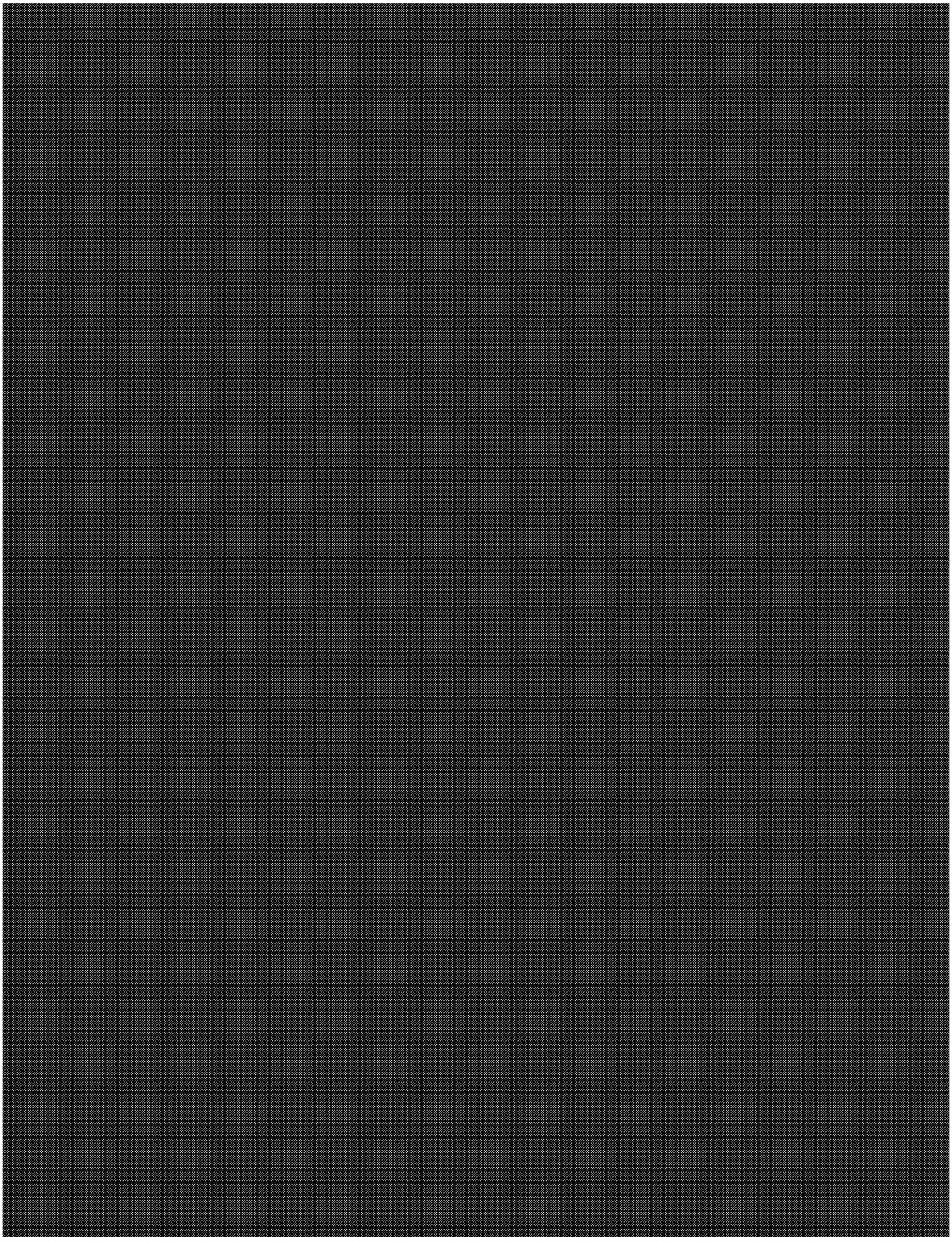
Concern Investigation Summary – GRID # <*24-049*>

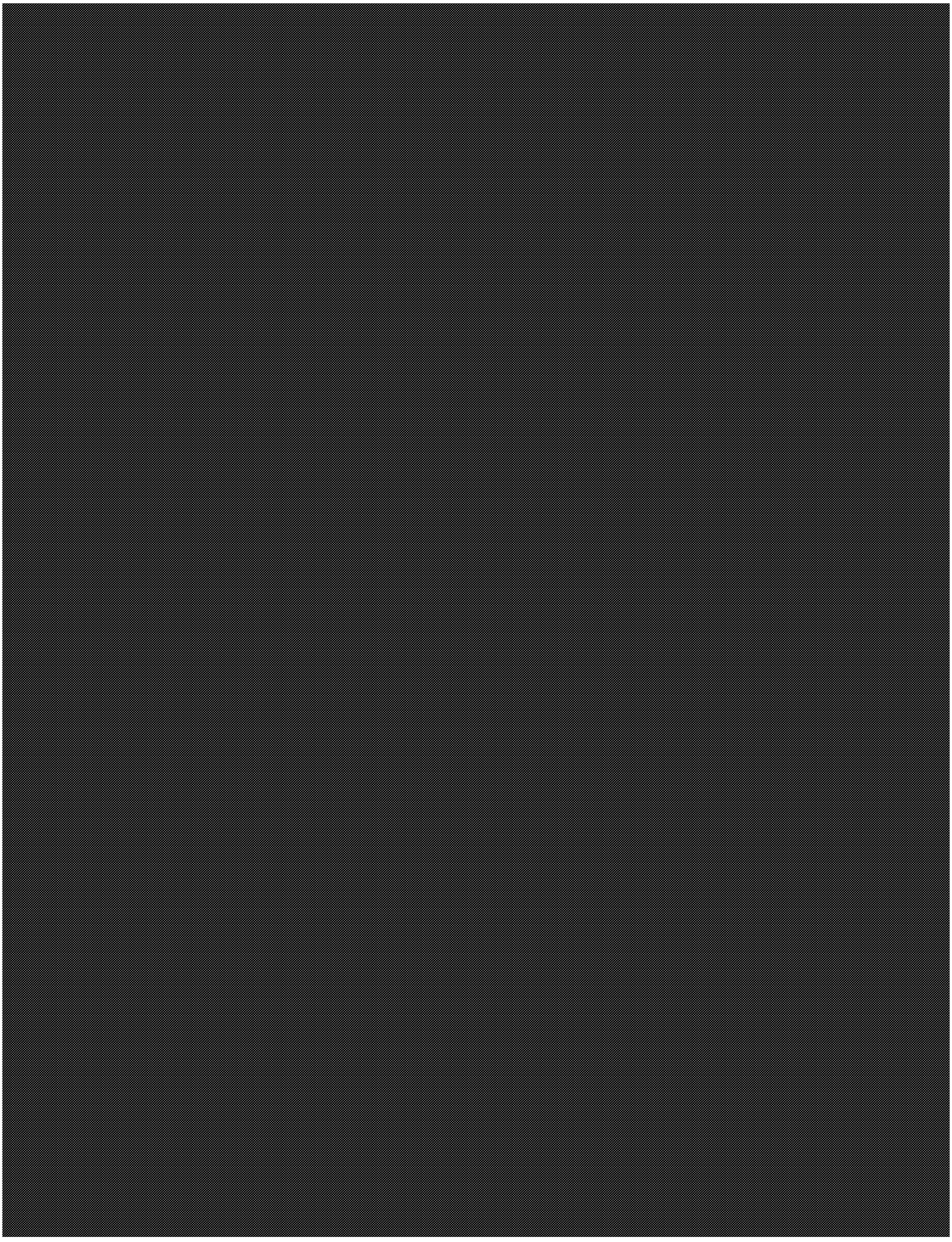
VOQ Load as of 01-MAR-2024







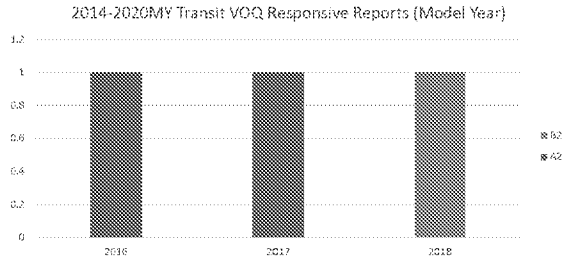




Concern Investigation Summary – GRID # <*24-049*>

2014-2020MY Transit VOQ Reports

[redacted]

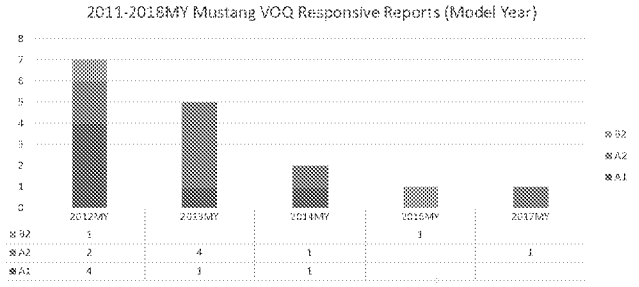


Category	Allegation
A1	Wheel Lock-Up due to Sudden (Unexpected) Downshift
A2	Sudden (Unexpected) Transmission Downshift
B1	Wheel Lock-Up Unknown Cause
B2	Harsh Downshift and Other Downshifting Issues

Concern Investigation Summary – GRID # *<24-049>*

2011-2018MY Mustang VOQ Reports

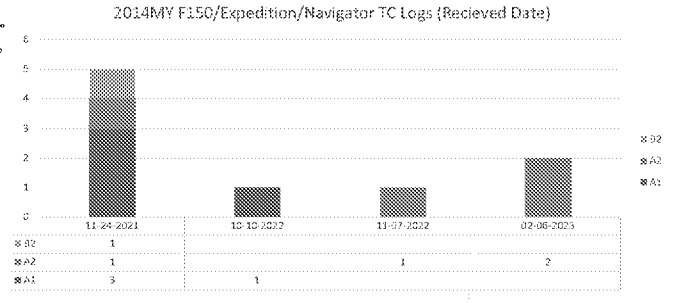
[redacted]



Concern Investigation Summary – GRID # <*24-049*>

2014MY F-150, Expedition, Navigator TC Reports

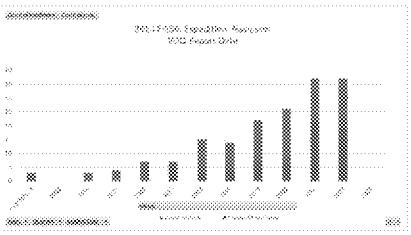
[redacted]

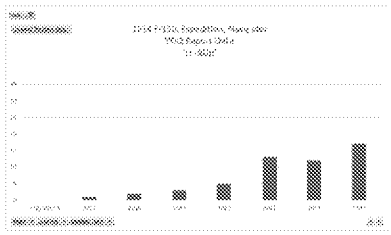


	11-24-2021	10-10-2022	11-07-2022	02-06-2023
B2	1			
A2	1		1	2
A1	3	1		

2014 F-150, Expedition, Navigator 6R80 Downshift, Lockup Allegations
Jan 2024 Update

[redacted]



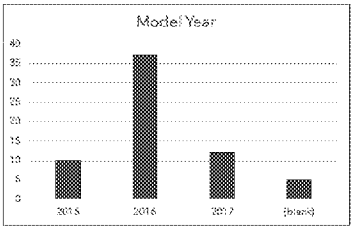


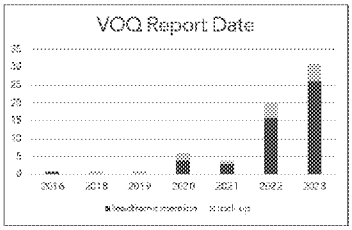
[redacted]

Concern Investigation Summary – GRID # <*24-049*>

2015-17 F-150 & Expedition 6R80 Downshift, Lockup Allegations
Late 2023 Update

[redacted]





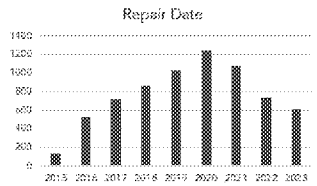
[redacted]

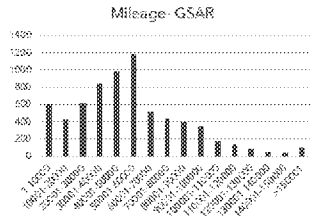
Concern Investigation Summary – GRID # <24-049>

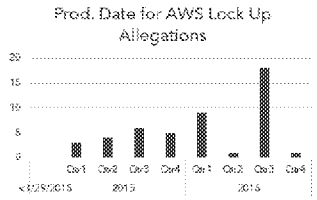
2015-17 F-150 & Expedition 6R80 Downshift, Lockup Allegations Warranty (AWS/GSAR)

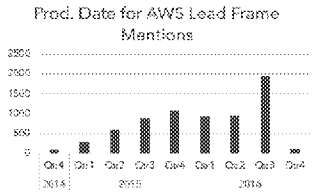
[redacted]

Row Labels	Count of VIN
⊟BULKHEAD ASSY (WIRING CONNECTOR)	5450
78276	5450
⊟CONTROL ASY TRANS MA	466
7A100	466
⊟SOLENOID SHIFT CNTRL	170
79484	170
⊟TRANSMISSION ASY-AUT	170
7000	170
⊟PPC SOLENOID	148
79383	148





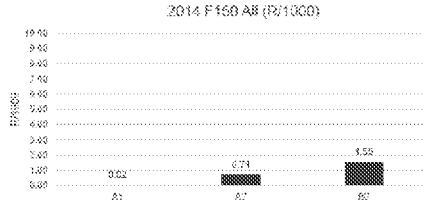




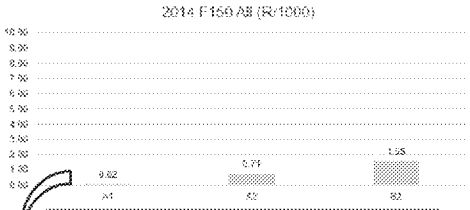
[redacted]

Population #2: 2014 F-150 6R80 Sudden Downshift Data Update

Data update (7/20/2020)



Data update (3/5/2021)

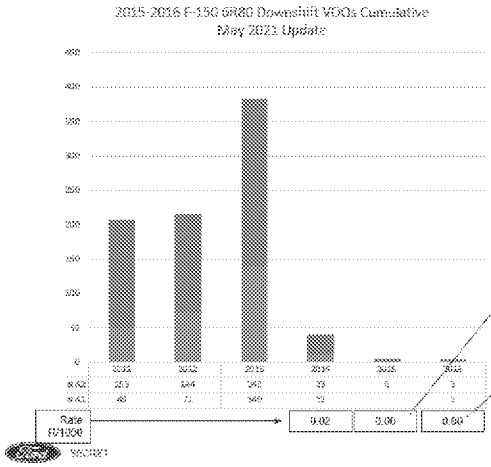


Jan 2024 Update – Lockup, Count / R/1000

	2014	
	F-150	Expedition
NHTSA # VOQ	47	4
Rate	0.09	0.13
Canada # VOQ	3	0
Rate	0.03	0.00

SECRET

VOQ update



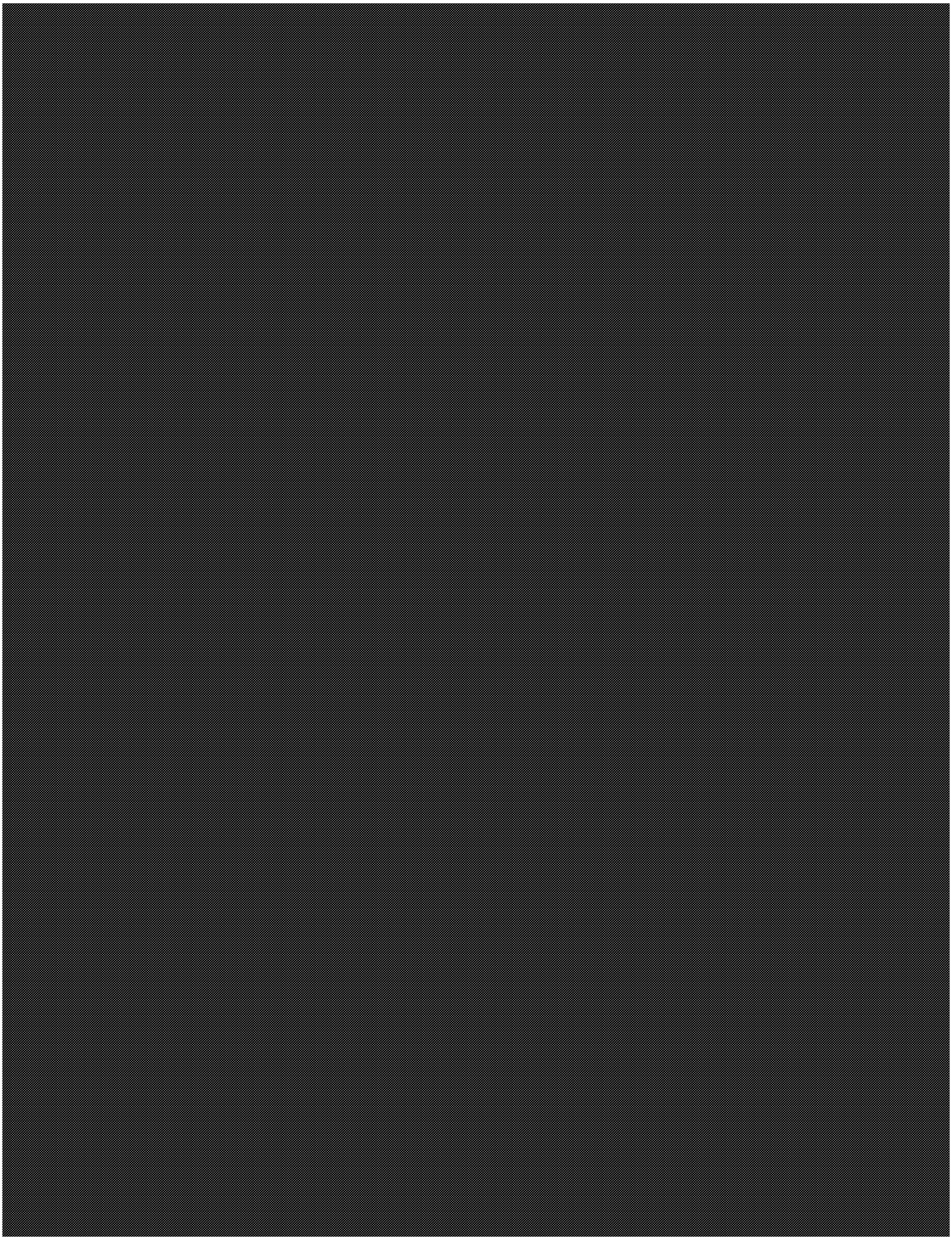
Jan 2024 Update – Lockup, Count / R/1000

	2015		2016		2017	
	F-150	Expedition	F-150	Expedition	F-150	Expedition
NHTSA # VOQ	5	0	6	1	1	0
Rate	0.01	0.00	0.01	0.02	0.00	0.00

RQ24-005 000566 RC

Example Verbatims:

- Vehicle is experiencing delayed shifting and down-shifting at inappropriate times. Rear wheels will occassionally lock-up causingthe truck to slide sideways. Orange wrench light is on and the check engine light as well. It shows the following codes--P0706-00, P0707-00, P1702-00, AND P1921-00.
- TRANSMISSION DOWNSHIFT FROM 6TH GEAR DOWN TO 2ND GEAR WHILE TRAVELING AT 50MPH WHICH CAUSED THE WHEELS TO LOCK AND SKID. SOMETIMES YOU WILL JUST FEEL A SUDDEN JOLT DURING THE DOWNSHIFT. HAS BEEN HAPPENING MORE OFTEN. MY TRUCK HAS ONLY 75K MILES ON IT. *TR
- ON JULY 24, 2020 WHILE DRIVING ON INTERSTATE 291 DRIVING 45-50MPH WITH HEAVY TRAFFIC, WITH ABSOLUTELY NO WARNING THERE WAS A LOUD EXPLOSION. I THOUGHT I WAS REAR ENDED. SIMULTANEOUSLY THE REAR TIRES LOCKED UP WHILE APPROACHING A WORK ZONE. I SKIDDED UNCONTROLLABLY FOR APPROXIMATELY 100 FEET. ULTIMATELY CAME TO REST ON THE SHOULDER. AS MY FAMILY AND I EXITED THE VEHICLE THERE WAS HEAVY SMOKE COMING FROM THE REAR AND UNDERSIDE OF THE VEHICLE. WE THOUGHT THE VEHICLE WAS ON FIRE.
- While driving the truck, the engine RPM increased suddenly, and the rear wheel locked while traveling at about 55 mph. The vehicle stopped quick enough that caused the seat belts to lock. Took the truck to the dealership and was informed that the leed frame for the transmission was not properly communicating with the truck computer. We were told that the vehicle was in risk of shifting into reverse at anytime and not to drive the truck until it is fixed. The are other F-Series trucks that have been recalled for this issue but my truck was not included in the recall.
- When driving on the interstate the truck suddenly downshifted causing the tires to lock up and the vehicle to swerve out of control There is already a recall for this issue for Lead Frame in 2011 2013 vehicles The recall needs to be extended to the 2014 model vehicles as well



Please Add additional Back up info as/if required

Concern Investigation Summary
MY 2014 & MY 2015-2017 Expedition, Navigator & F-150
6R80 Transmission Sudden Downshift
GRID ID # 24-049

Review Forum – EMM
Review Date – 26-MAR-2024
Presenter – *<Name & CDSID>*

Lead Root Cause Organization – Powertrain Engineering
Lead Region - FNA
Issue Owner – Colin Menapace (CMENAPAC)

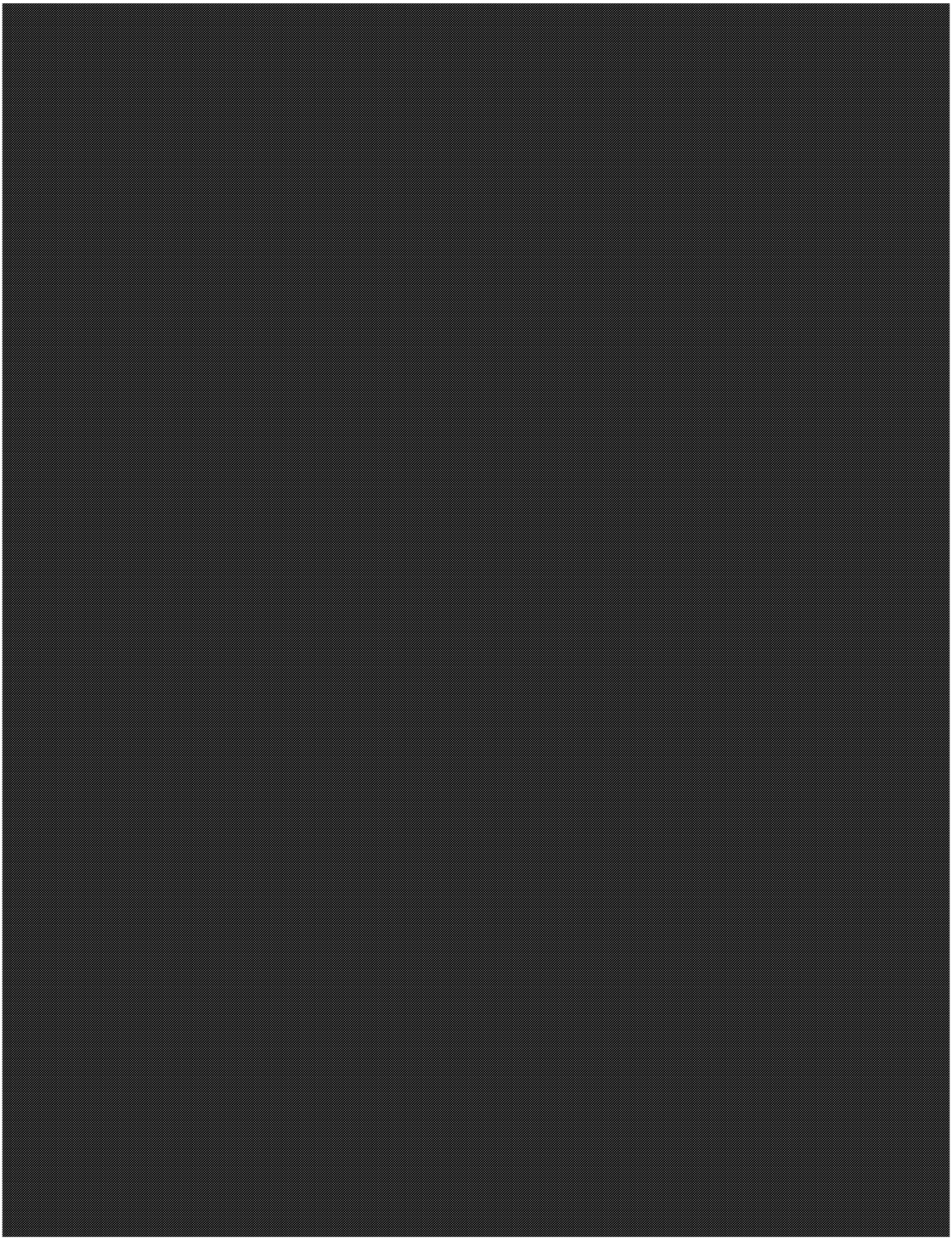

Turn Around
Automotive Operations

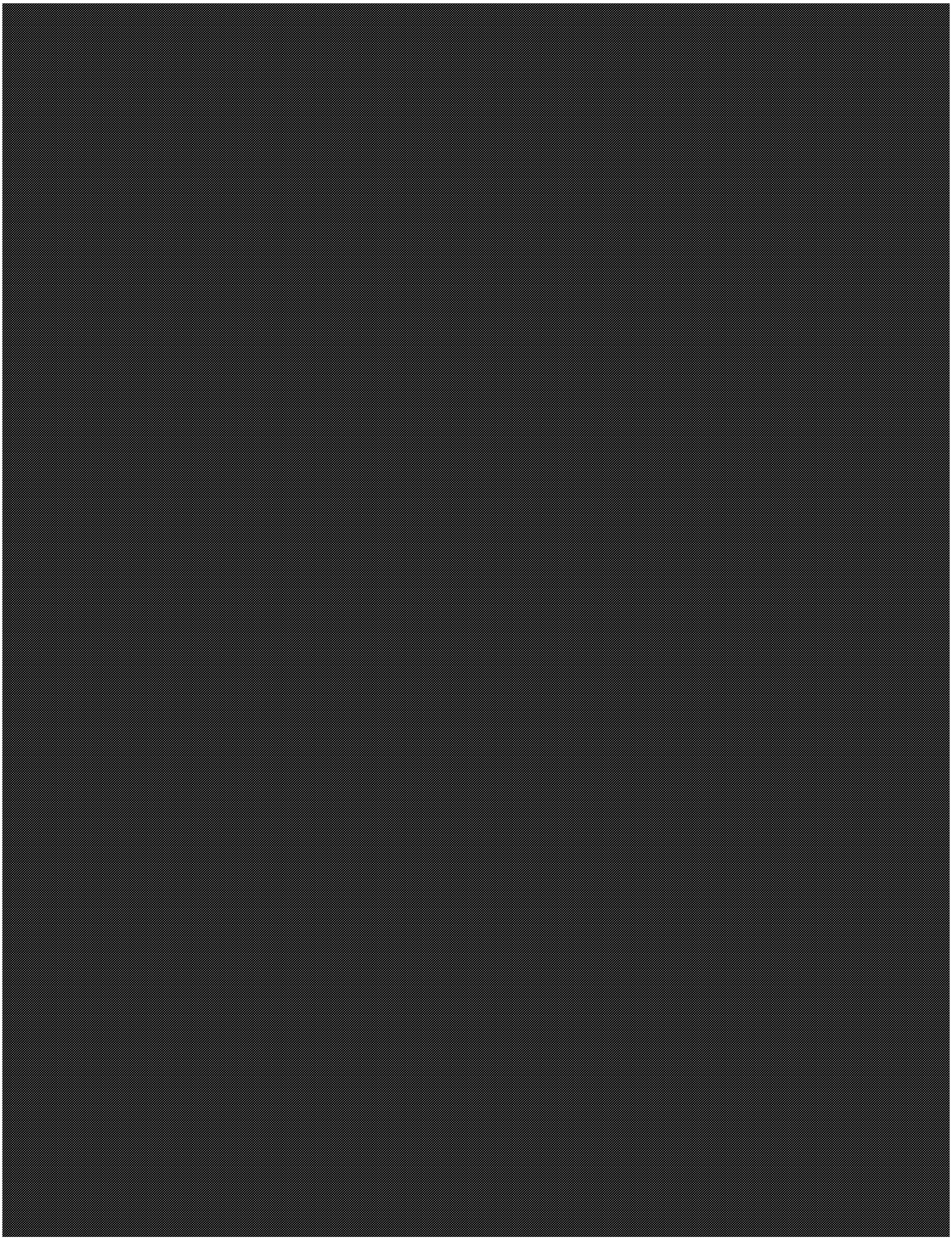

Modernize
Everywhere

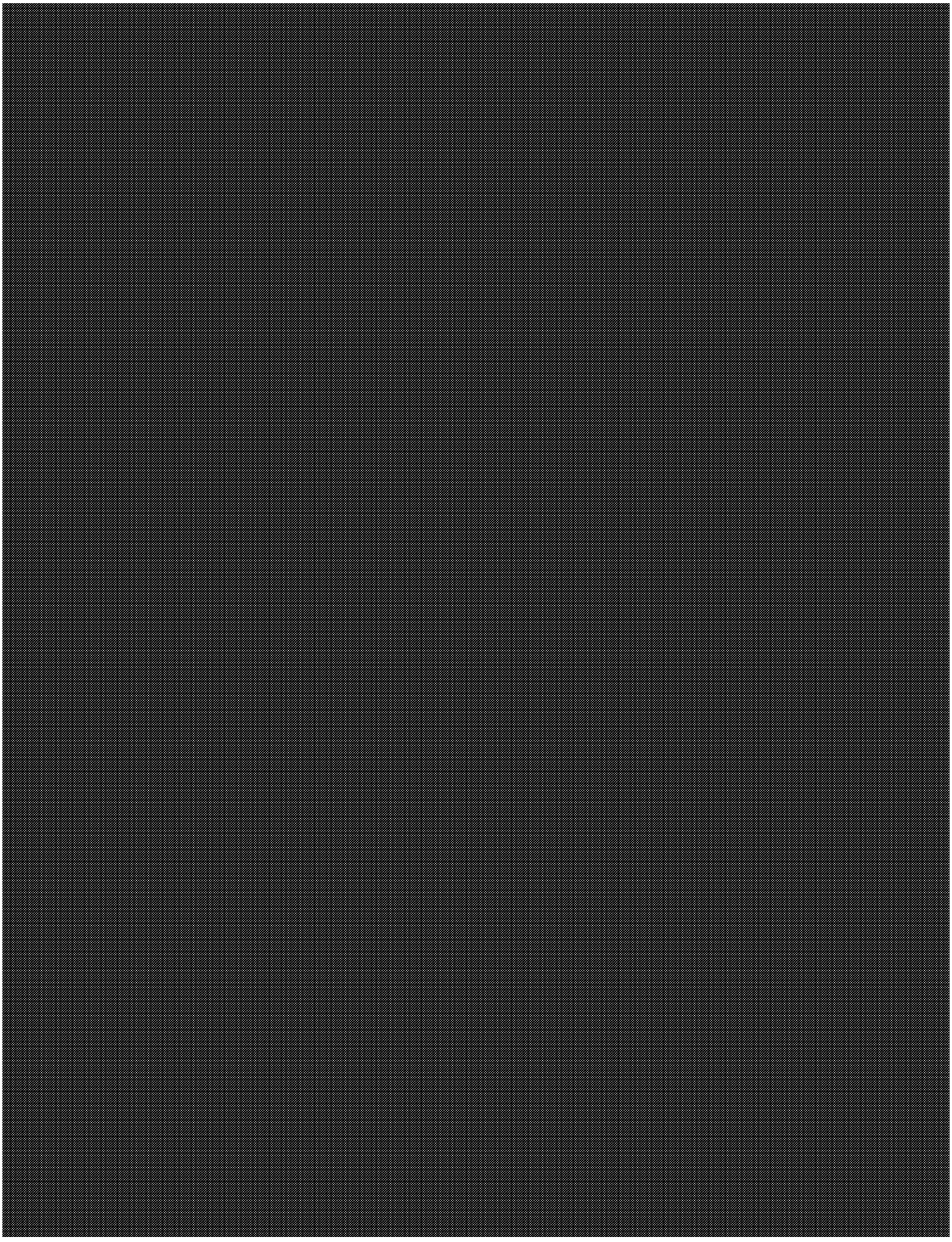

Disrupt
Ourselves



GUIDELINES
Change all grey text bound by < >

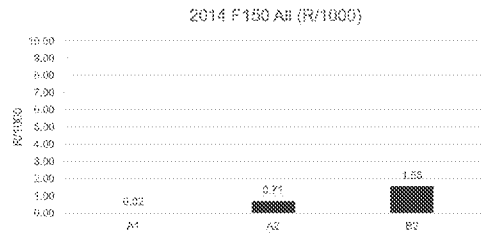






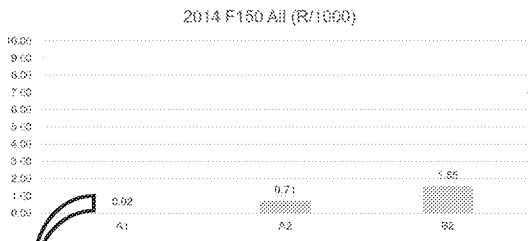
Population #2: 2014 F-150 6R80 Sudden Downshift Data Update

Data update (7/20/2020)



Category	Allegation
A1	Wheel Lock-Up due to Sudden (Unexpected) Downshift
A2	Sudden (Unexpected) Transmission Downshift
B1	Wheel Lock-Up Unknown Cause
B2	Harsh Downshift and Other Downshifting Issues

Data update (3/5/2021)

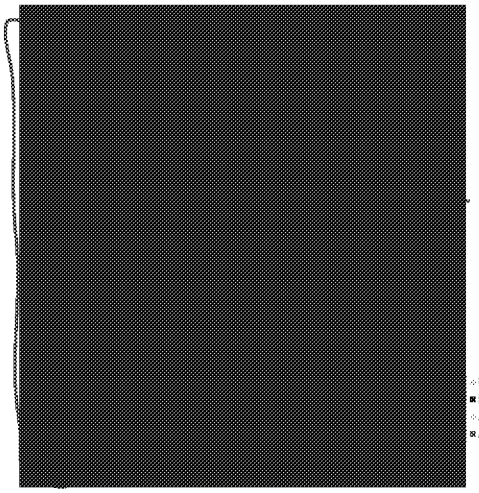


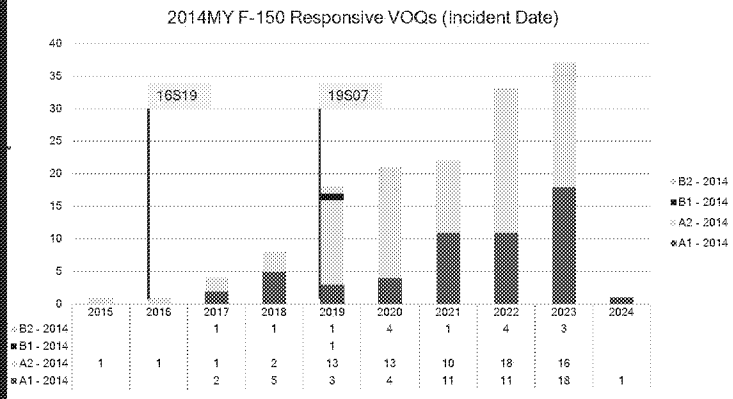
March 2024 Update - A1		
	F-150	Expedition / Navigator
NHTSA #VOQ	55	3
R/1000	0.10	0.06

CONCERN INVESTIGATION SUMMARY - GRID # 24-049

Data pull 01-MAR-2024

2014MY F-150 VOQs - Incident Dates





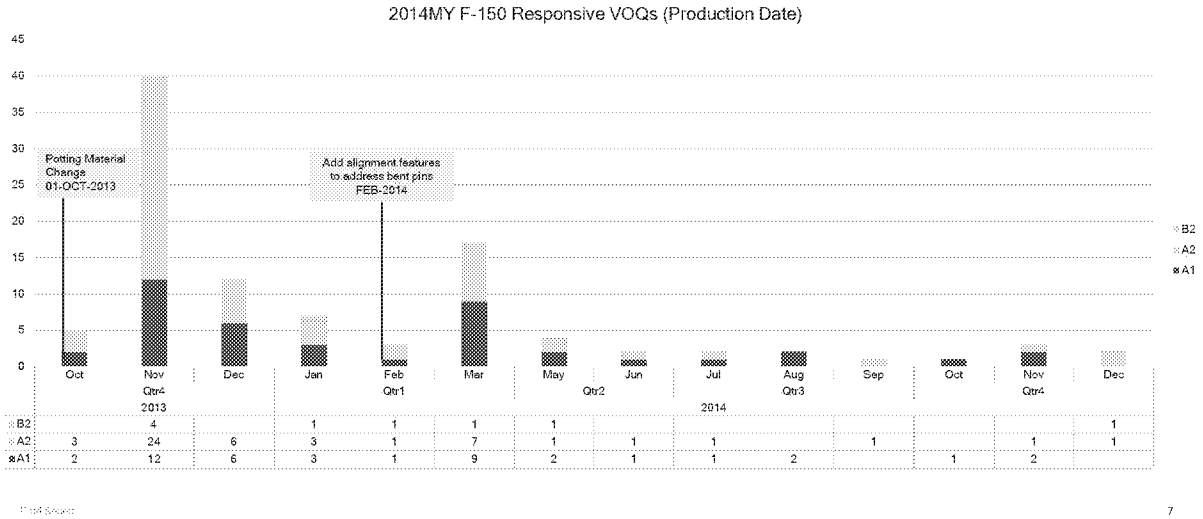
	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
B2 - 2014			1	1	1	4	1	4	3	
B1 - 2014					1					
A2 - 2014	1	1	1	2	13	13	10	18	16	
A1 - 2014			2	5	3	4	11	11	18	1

Category	Allegation	R/1,000	
A1	Wheel Lock-Up due to Sudden (Unexpected) Downshift	0.10	0.24
A2	Sudden (Unexpected) Transmission Downshift	0.14	
B1	Wheel Lock-Up Unknown Cause	-	.03
B2	Harsh Downshift and Other Downshifting Issues	0.03	

CONCERN INVESTIGATION SUMMARY - GRID # 24-049

Data pull 01-MAR-2024

2014MY F-150 VOQs (with Corresponding VINs)



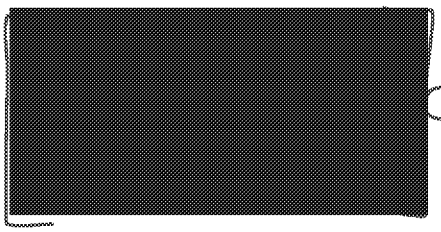
	Oct	Nov	Dec	Jan	Feb	Mar	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
B2		4		1	1	1	1							1
A2	3	24	6	3	1	7	1	1	1		1		1	1
A1	2	12	6	3	1	9	2	1	1	2		1	2	

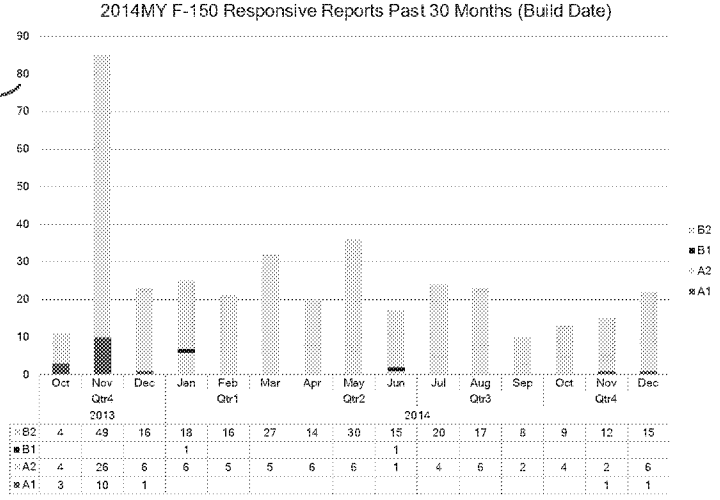
Ford Source

CONCERN INVESTIGATION SUMMARY - GRID # 24-049

2014MY F-150 - CDR Analysis

Data pull 05-MAR-2024





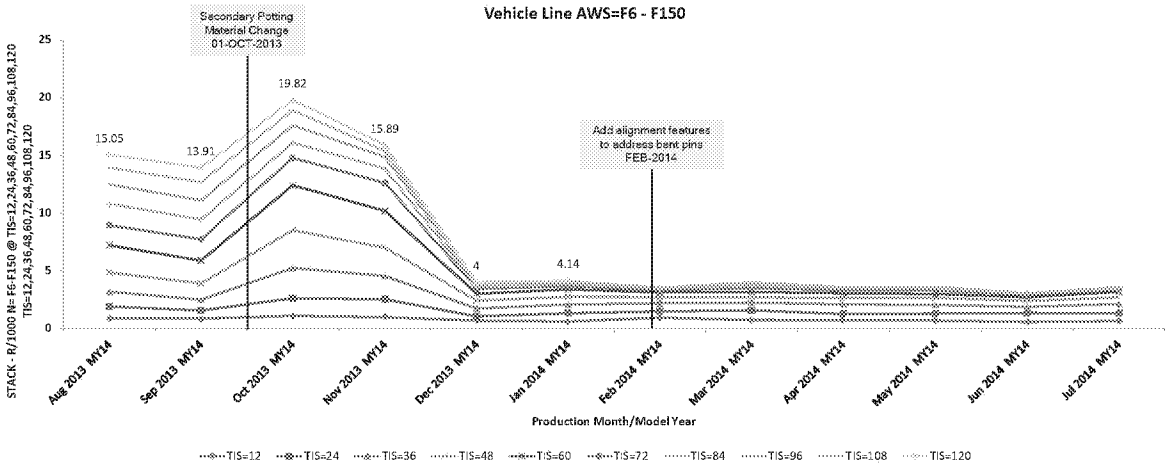
B2	4	49	16	18	16	27	14	30	15	20	17	8	9	12	15
B1				1					1						
A2	4	26	6	6	5	5	6	6	1	4	6	2	4	2	6
A1	3	10	1											1	1

Category	Allegation	R/1,000	
A1	Wheel Lock-Up due to Sudden (Unexpected) Downshift	0.03	0.19
A2	Sudden (Unexpected) Transmission Downshift	0.16	
B1	Wheel Lock-Up Unknown Cause	-	0.50
B2	Harsh Downshift and Other Downshifting Issues	0.50	

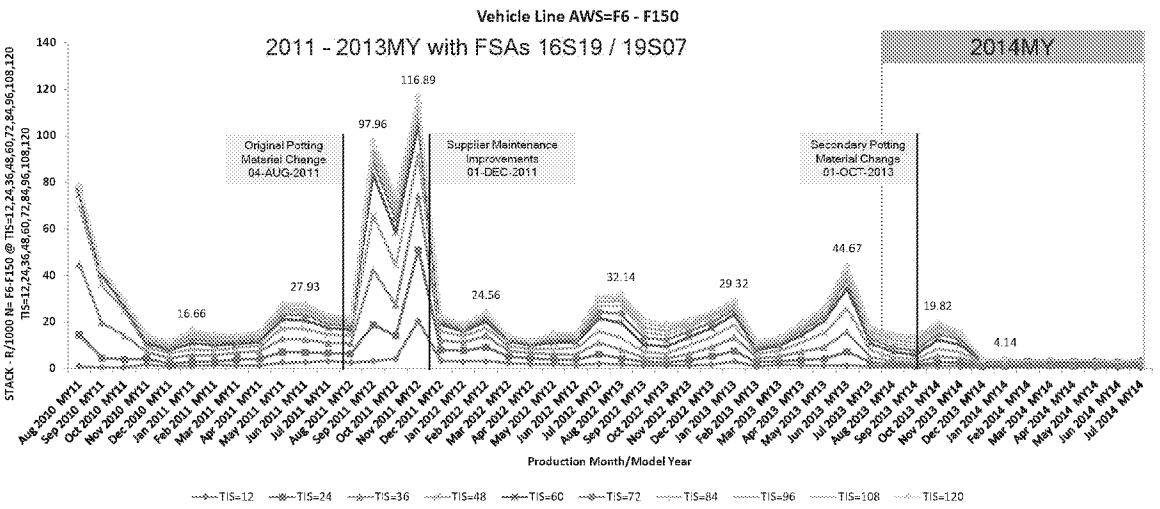
Ford Secret

8

2014MY F-150 Lead Frame Warranty (not all OSS)



2011 - 2014MY F-150 Lead Frame Warranty (not all OSS)

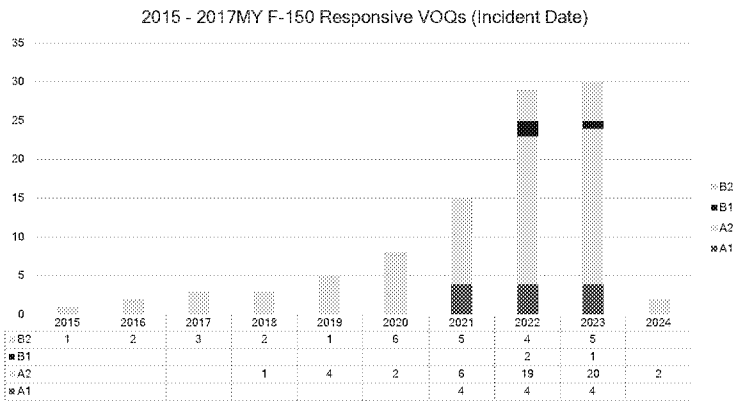


CONCERN INVESTIGATION SUMMARY - GRID # 24-049

Data pull 01-MAR-2024

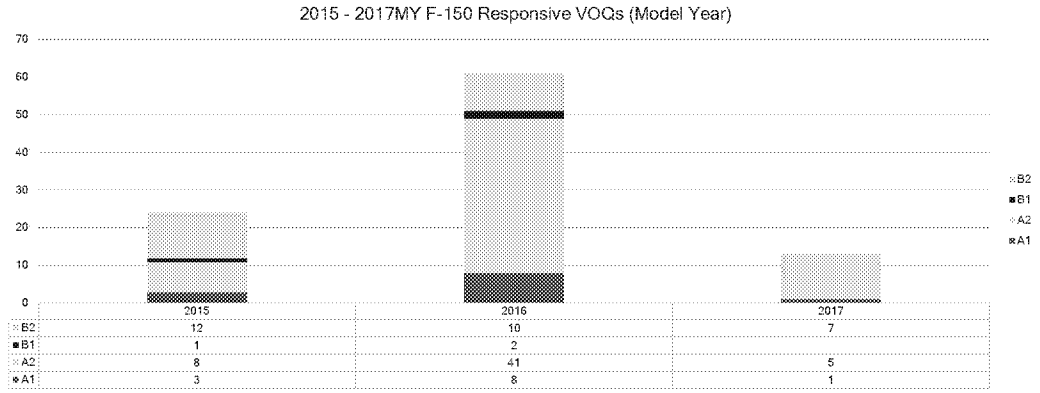
2015 - 2017MY F-150 VOQs - Incident Date

[redacted]



	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
B2	1	2	3	2	1	6	5	4	5	
B1								2	1	
A2				1	4	2	6	19	20	2
A1							4	4	4	

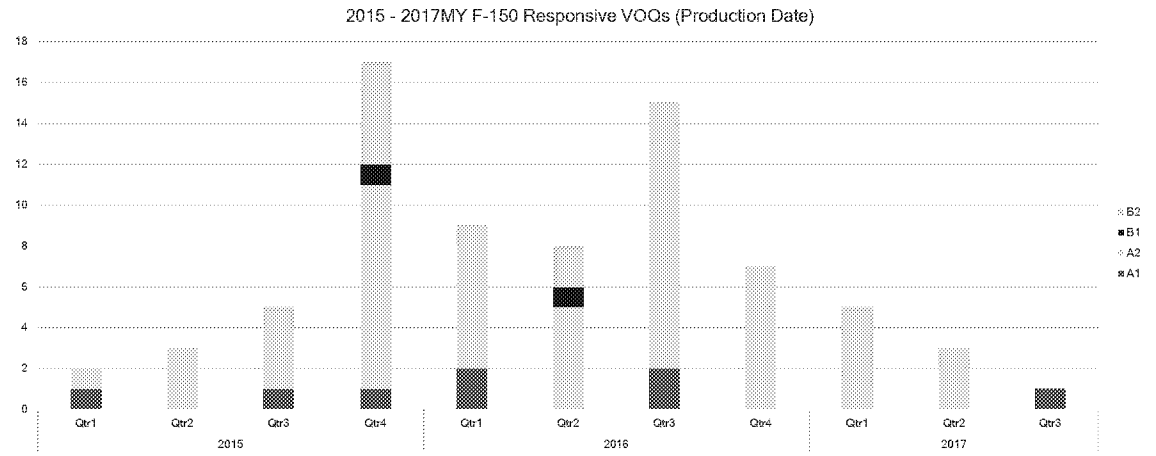
2015 - 2017MY F-150 VOQs - Model Year



	2015	2016	2017
B2	12	10	7
B1	1	2	
A2	8	41	5
A1	3	8	1

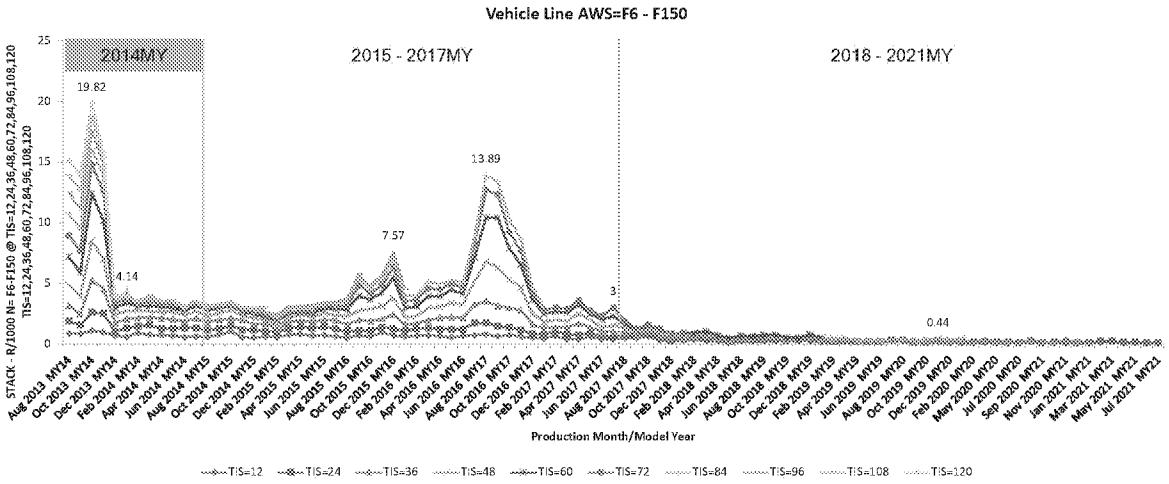
Category	2015MY - R/1,000		2016MY		2017MY	
A1	0.01	0.03	0.02	0.09	-	0.02
A2	0.02		0.08		0.02	
B1	-	0.03	-	0.02	-	0.02
B2	0.03		0.02		0.02	

2015 - 2017MY F-150 VOQs (with Corresponding VINs)



2014 - 2021MY F-150 6R80 Lead Frame Warranty (not all OSS)

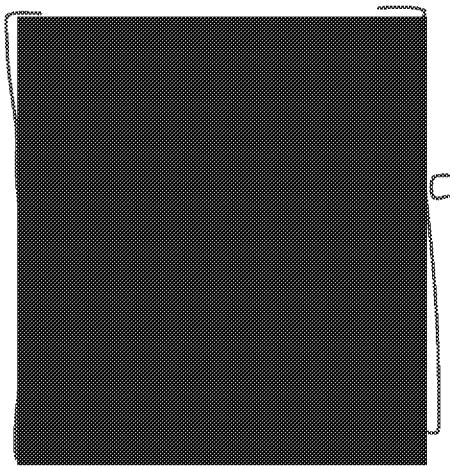
Transition to 10R starting in 2017MY, annual reductions in 6R80 application.

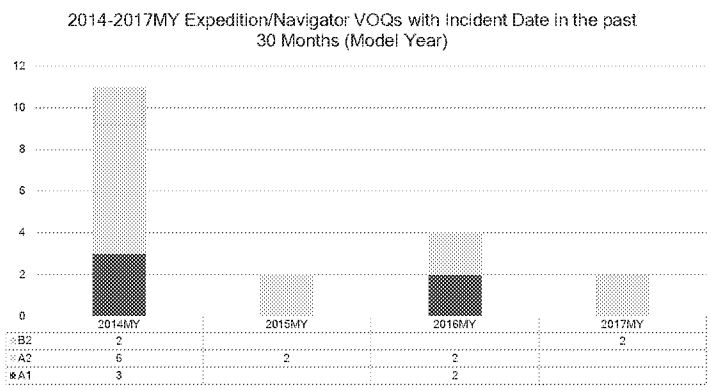


CONCERN INVESTIGATION SUMMARY - GRID # 24-049

Data pull 29-FEB-2024

2014 - 2017MY Expedition / Navigator VOQs

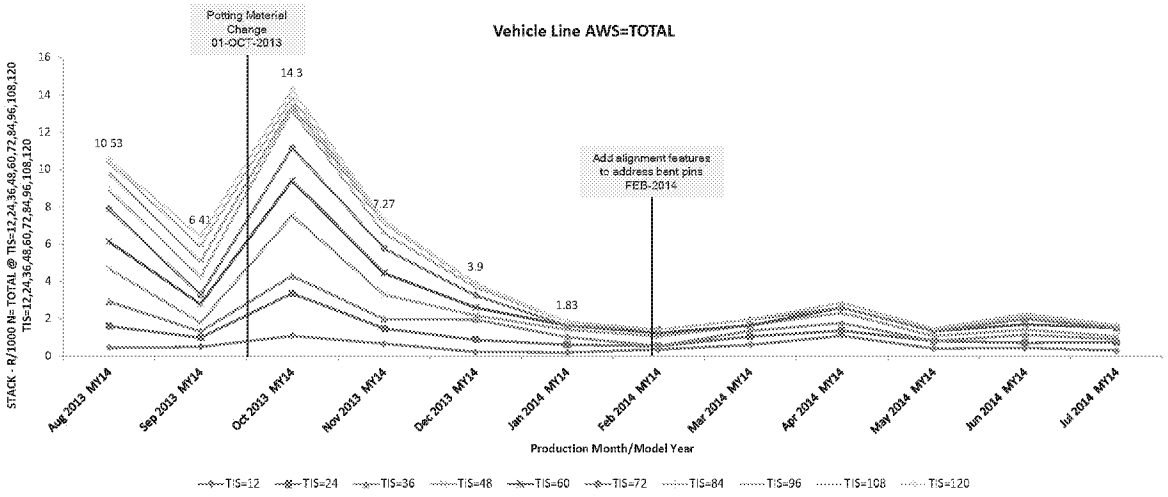




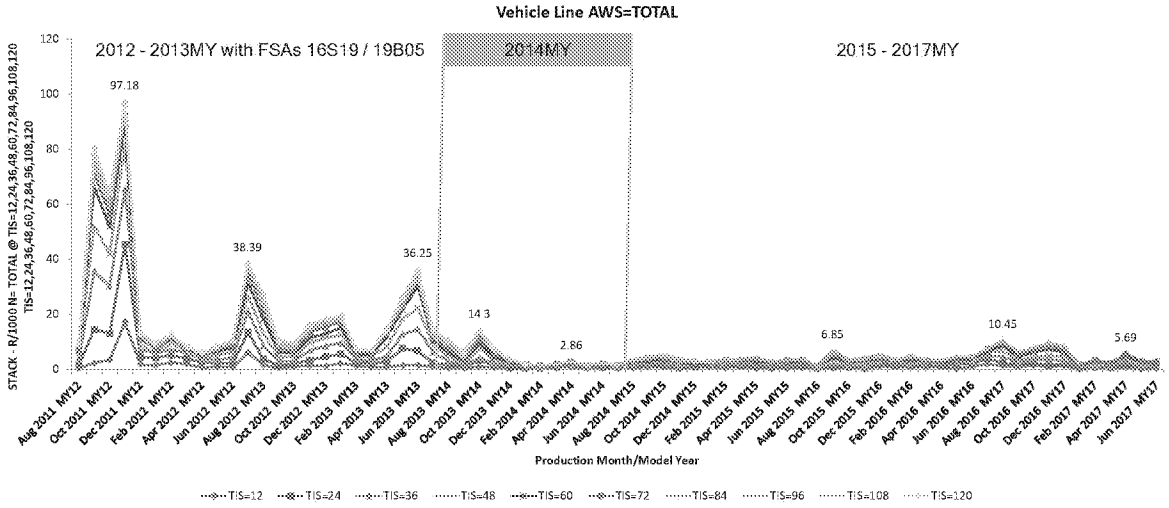
Category	Allegation	2014MY - R/1,000	
A1	Wheel Lock-Up due to Sudden (Unexpected) Downshift	0.06	0.18
A2	Sudden (Unexpected) Transmission Downshift	0.12	
B1	Wheel Lock-Up Unknown Cause	-	0.04
B2	Harsh Downshift and Other Downshifting Issues	0.04	

15

2014MY Expedition / Navigator Lead Frame Warranty (not all OSS)



2012 - 2017 Expedition / Navigator Lead Frame Warranty (not all OSS)

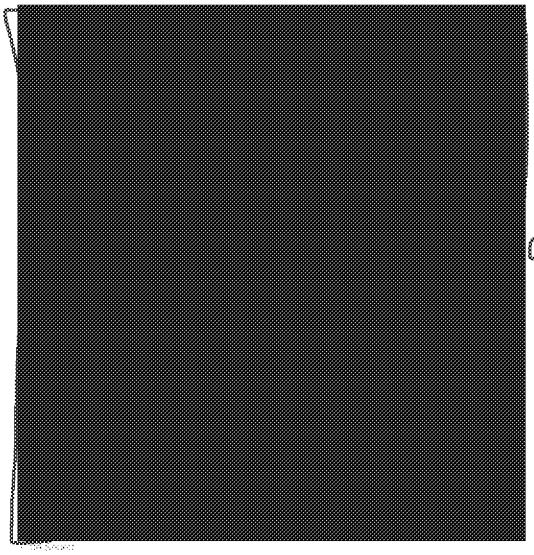


Backup

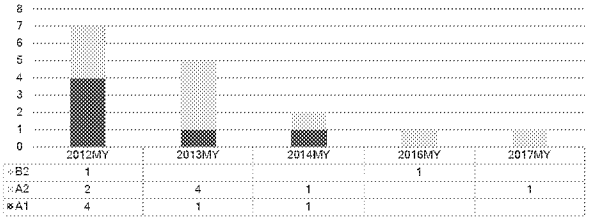
CONCERN INVESTIGATION SUMMARY - GRID # 24-049

2011 - 2018MY Mustang VOQs

Data pull 27-FEB-2024

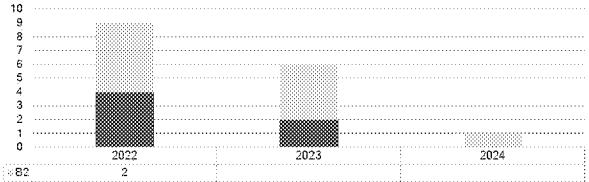


2011-2018MY Mustang VOQs with Incident Date in the past 30 Months (Model Year)



	2012MY	2013MY	2014MY	2016MY	2017MY
B2	1			1	
A2	2	4	1		1
A1	4	1	1		

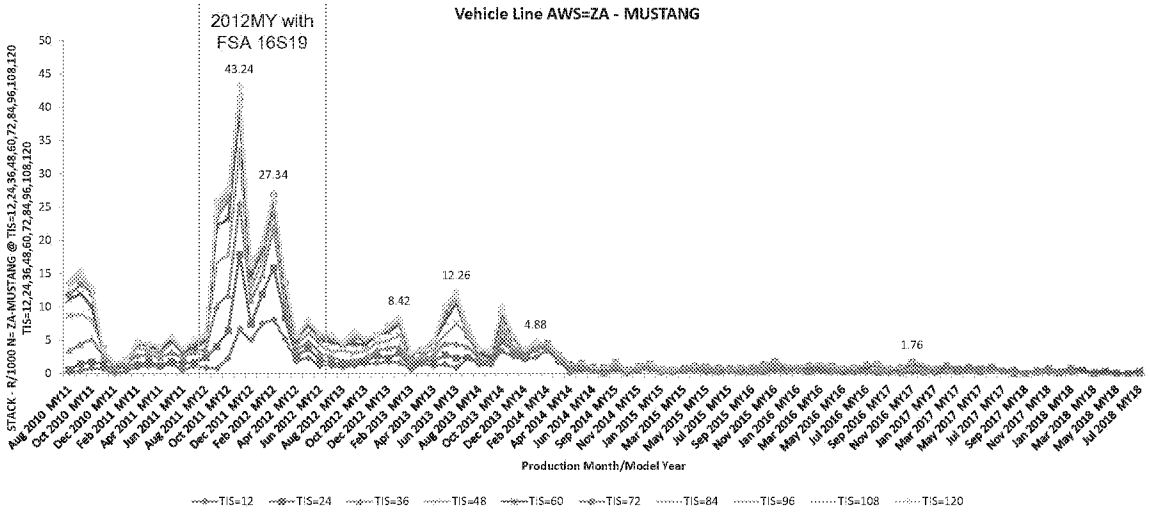
2011-2018MY Mustang VOQ Responsive Reports (Incident Date)



	2022	2023	2024
B2	2		
A2	3	4	1
A1	4	2	

19

2011 - 2018MY Mustang Lead Frame Warranty (not all OSS)

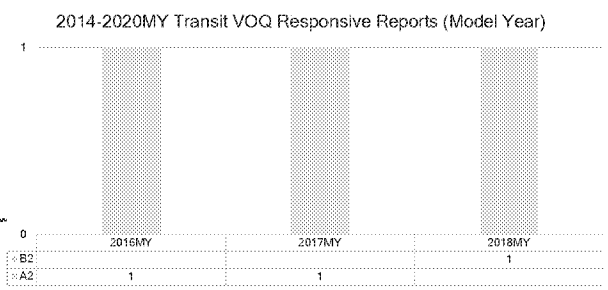


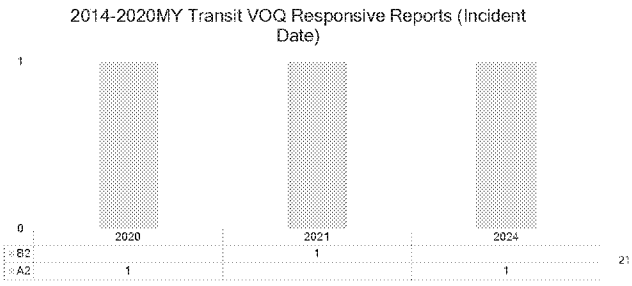
CONCERN INVESTIGATION SUMMARY - GRID # 24-049

Data pull 28-FEB-2024

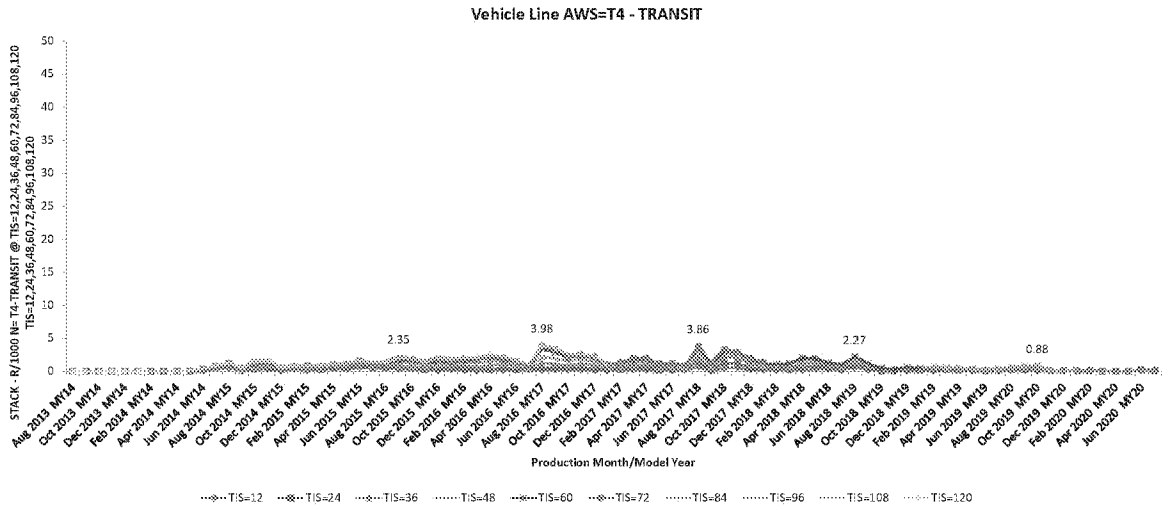
2014 - 2020MY Transit VOQs

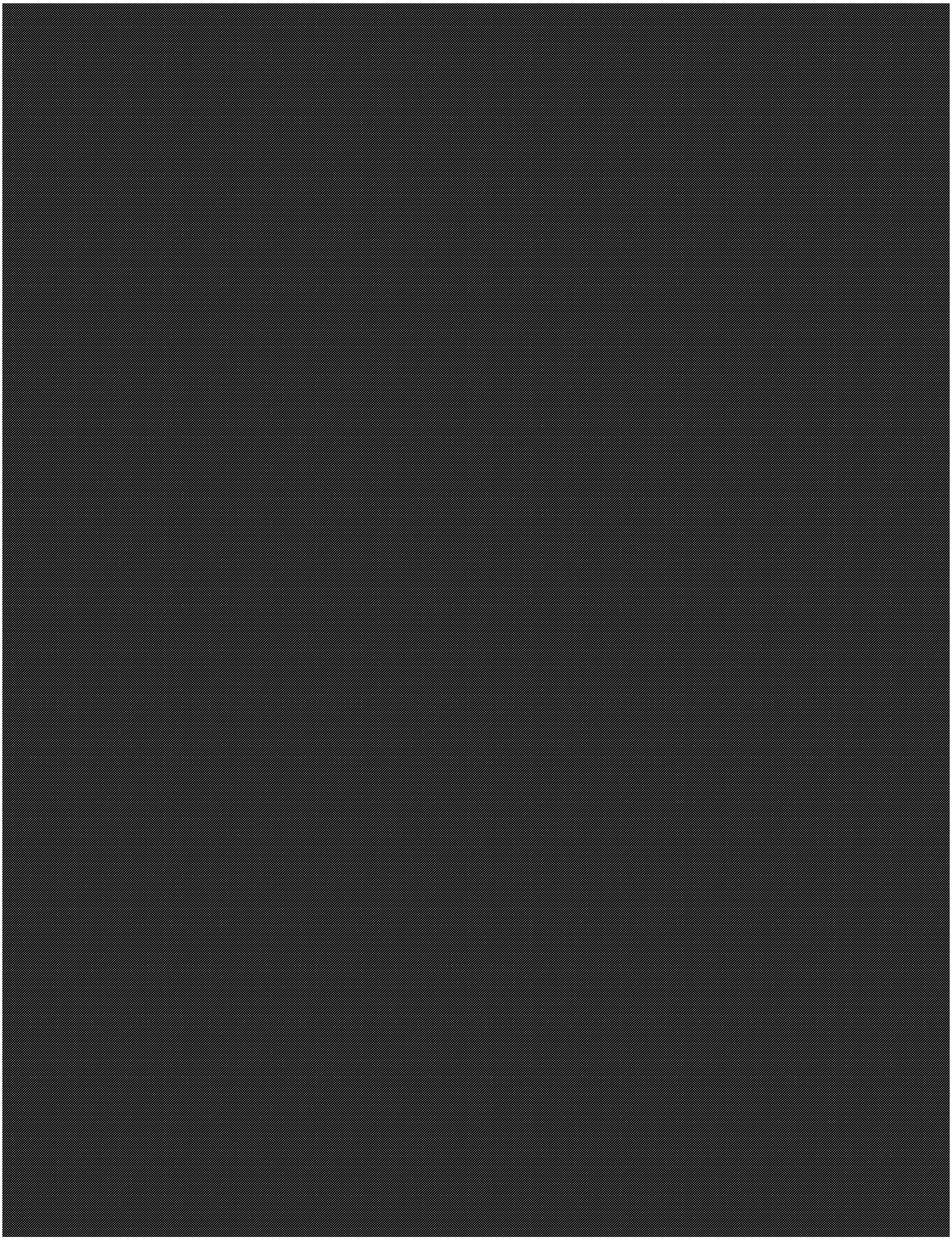
[redacted]

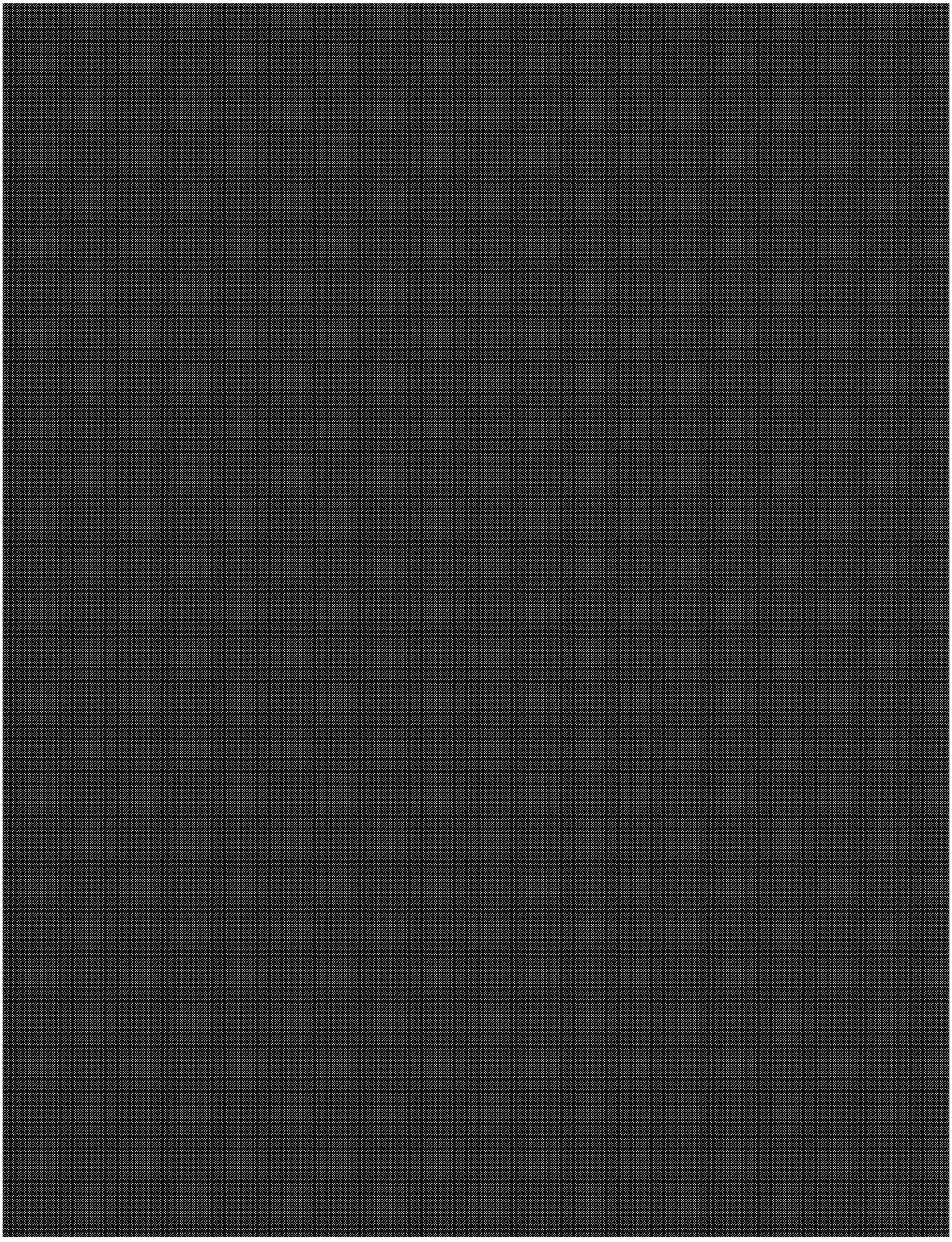


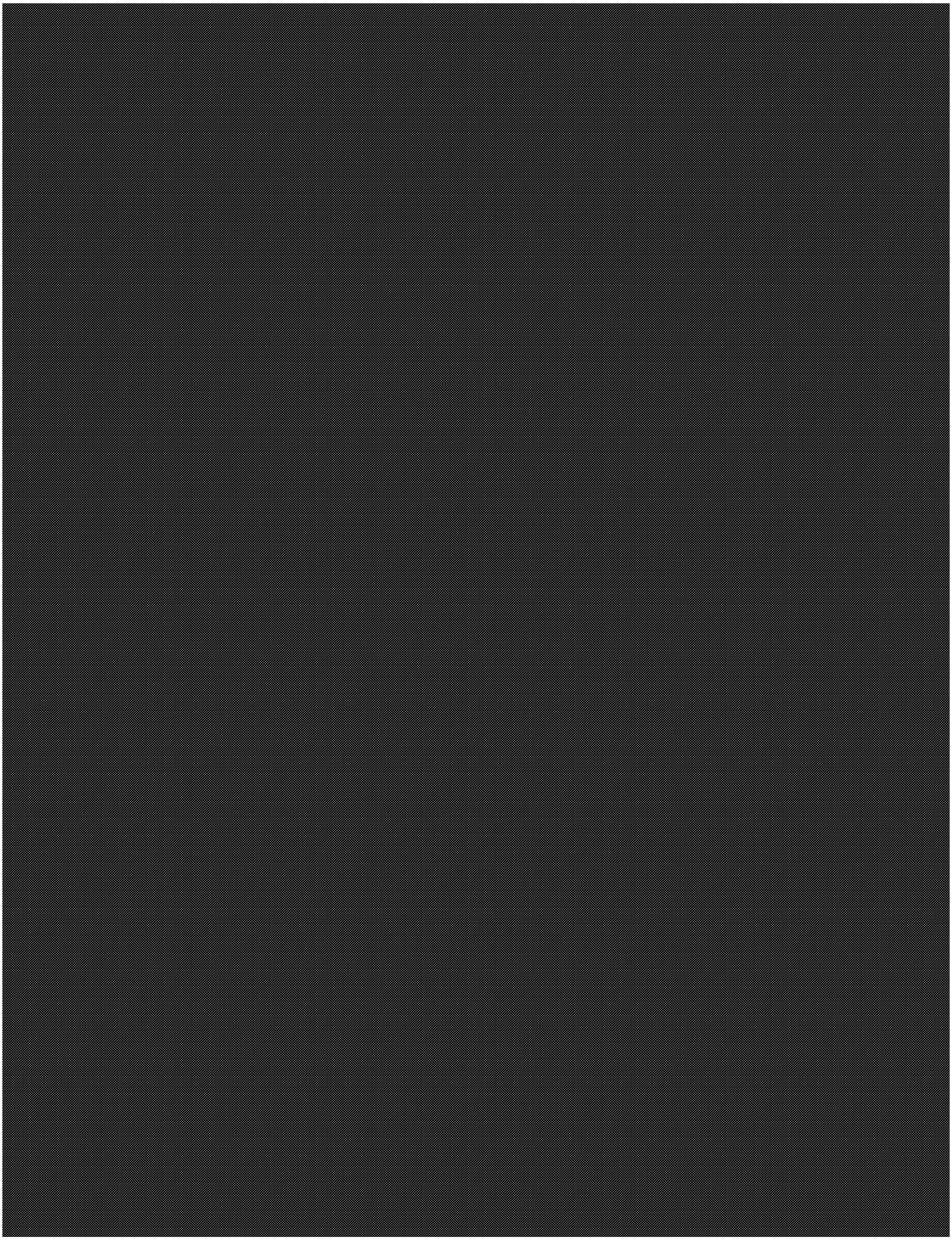


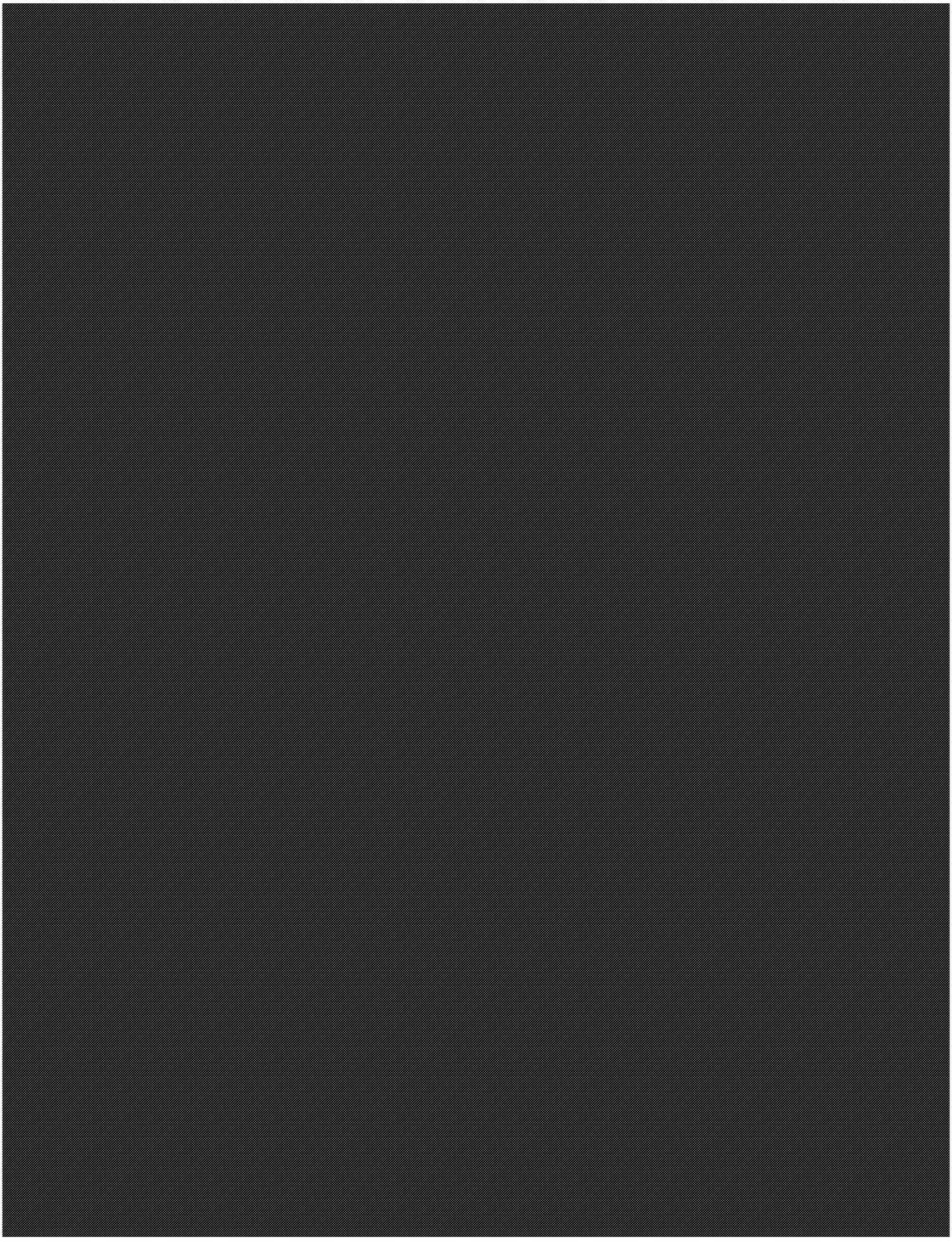
2014 - 2020MY Transit Lead Frame Warranty (not all OSS)

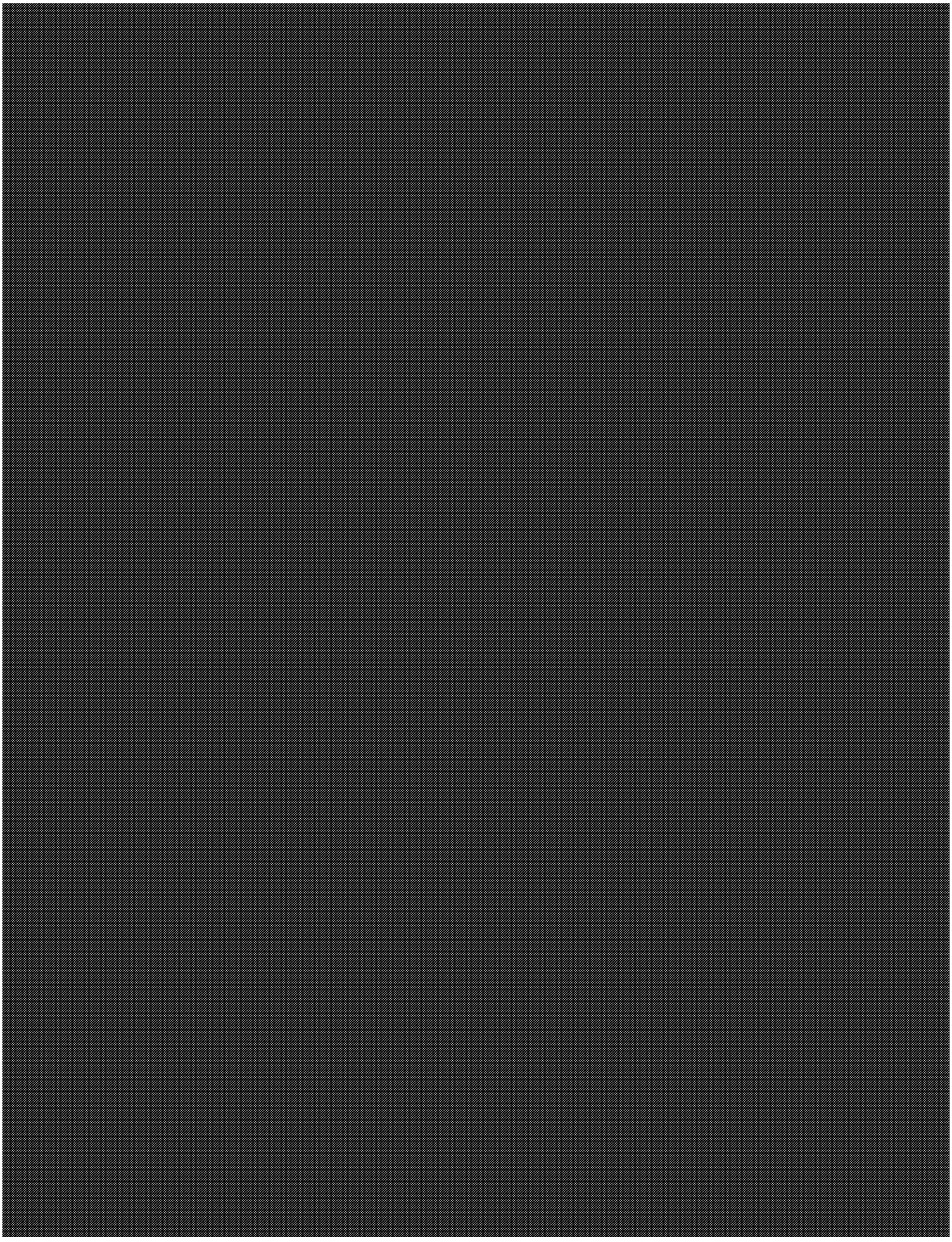












Concern Investigation Summary – GRID # 24-049

10. Optional Summary Regions | CBGs Affected (Legend ✓/X)		Countries Affected (Use "Multiple" if more than 4 per region)	Vehicle Lines and Plants	Build Date Range	Volumes (approx.)					Preliminary R/1000 (peak)	Preliminary Failure Rate
					In Plant	In Transit	Dealers	Delivered to Customer	Total		
NORTH AMERICA	X										
SOUTH AMERICA											
EUROPE											
IMG											
GREATER CHINA											
				Total	0	0	0	0	0		

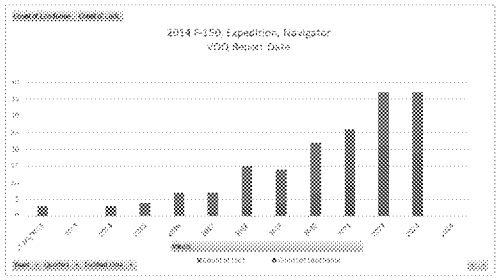
GUIDELINES
Where needed populate table 10 with as much detail for each region that is affected. Volumes are approximations only.
Grey text is an example of how to populate. Grey text to be deleted once fully populated.
Additional rows can be added by inserting / splitting table.
Rows not required can be deleted if required.

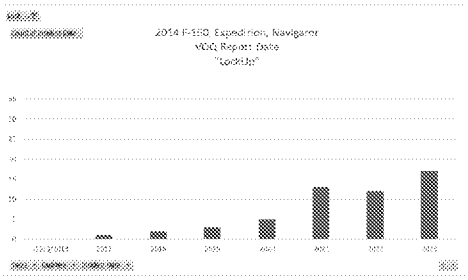
6R80 Downshift Update

5-Feb-2024

2014 F-150, Expedition, Navigator 6R80 Downshift, Lockup Allegations
Jan 2024 Update

[redacted]

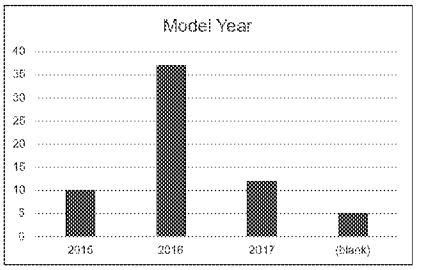


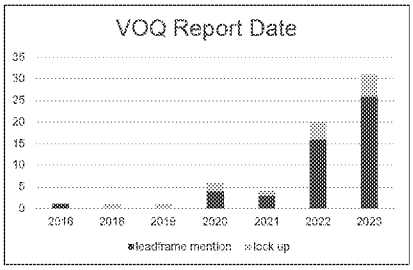


[redacted]

2015-17 F-150 & Expedition 6R80 Downshift, Lockup Allegations
Late 2023 Update

[redacted]

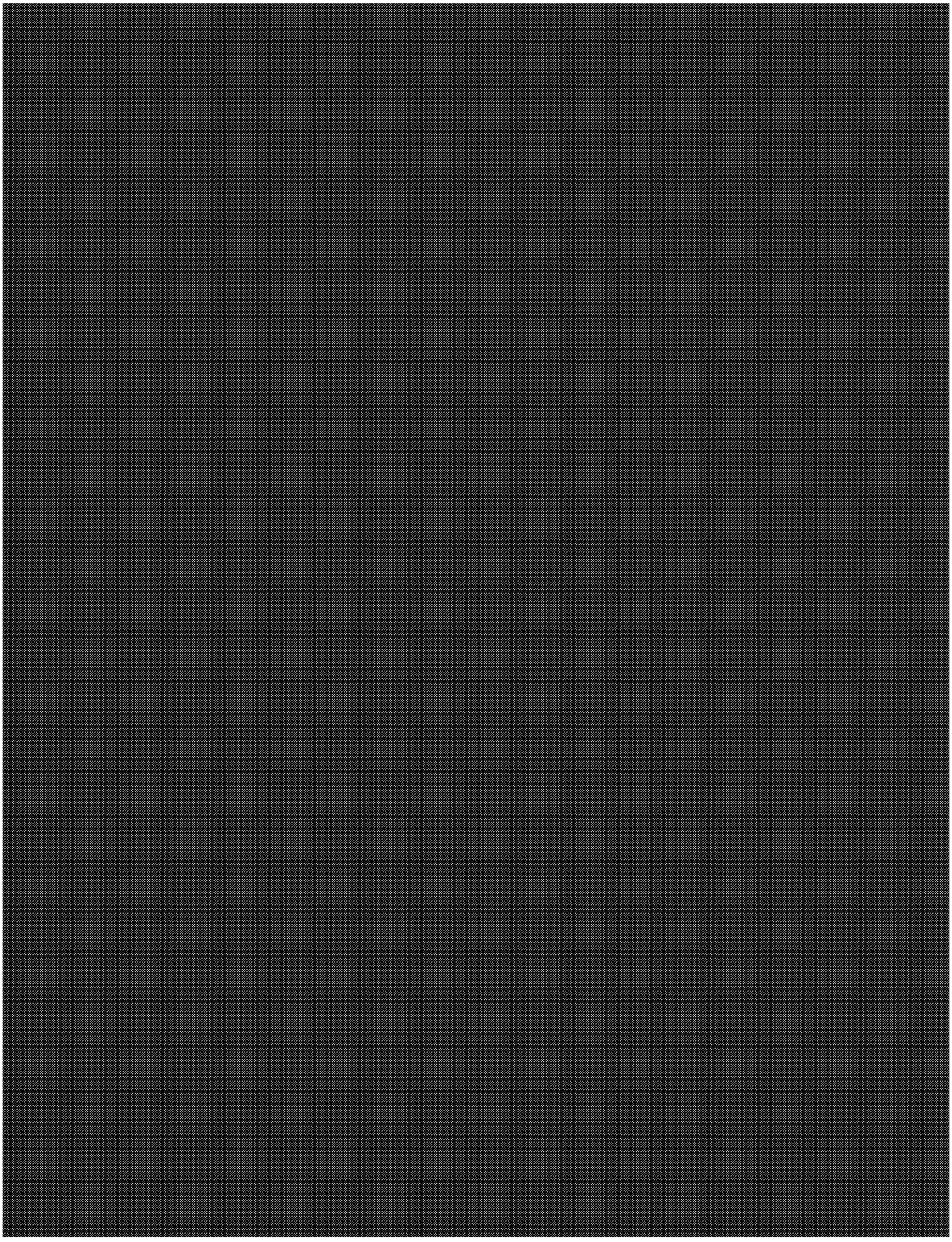


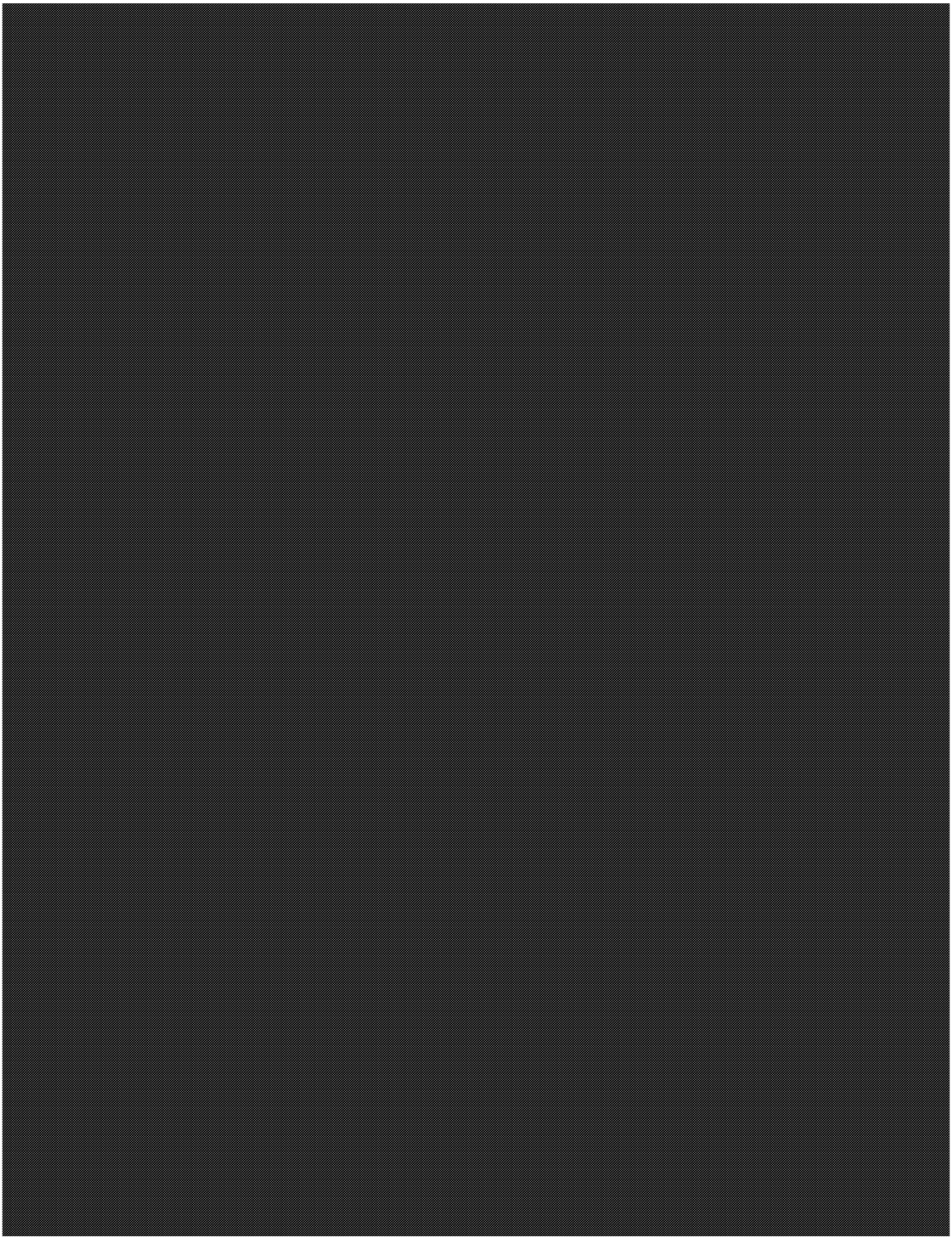


[redacted]

Example Verbatims:

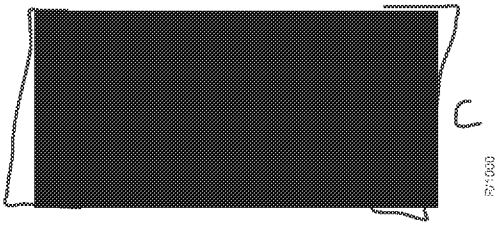
- Vehicle is experiencing delayed shifting and down-shifting at inappropriate times. Rear wheels will occassionally lock-up causingthe truck to slide sideways. Orange wrench light is on and the check engine light as well. It shows the following codes--P0706-00, P0707-00, P1702-00, AND P1921-00.
- TRANSMISSION DOWNSHIFT FROM 6TH GEAR DOWN TO 2ND GEAR WHILE TRAVELING AT 50MPH WHICH CAUSED THE WHEELS TO LOCK AND SKID. SOMETIMES YOU WILL JUST FEEL A SUDDEN JOLT DURING THE DOWNSHIFT. HAS BEEN HAPPENING MORE OFTEN. MY TRUCK HAS ONLY 75K MILES ON IT. *TR
- ON JULY 24, 2020 WHILE DRIVING ON INTERSTATE 291 DRIVING 45-50MPH WITH HEAVY TRAFFIC, WITH ABSOLUTELY NO WARNING THERE WAS A LOUD EXPLOSION. I THOUGHT I WAS REAR ENDED. SIMULTANEOUSLY THE REAR TIRES LOCKED UP WHILE APPROACHING A WORK ZONE. I SKIDDED UNCONTROLLABLY FOR APPROXIMATELY 100 FEET. ULTIMATELY CAME TO REST ON THE SHOULDER. AS MY FAMILY AND I EXITED THE VEHICLE THERE WAS HEAVY SMOKE COMING FROM THE REAR AND UNDERSIDE OF THE VEHICLE. WE THOUGHT THE VEHICLE WAS ON FIRE.
- While driving the truck, the engine RPM increased suddenly, and the rear wheel locked while traveling at about 55 mph. The vehicle stopped quick enough that caused the seat belts to lock. Took the truck to the dealership and was informed that the leed frame for the transmission was not properly communicating with the truck computer. We were told that the vehicle was in risk of shifting into reverse at anytime and not to drive the truck until it is fixed. The are other F-Series trucks that have been recalled for this issue but my truck was not included in the recall.
- When driving on the interstate the truck suddenly downshifted causing the tires to lock up and the vehicle to swerve out of control There is already a recall for this issue for Lead Frame in 2011 2013 vehicles The recall needs to be extended to the 2014 model vehicles as well

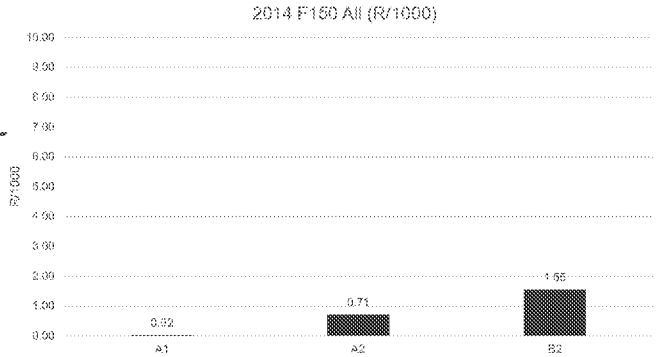




Data update (7/20/2020)

Population #2: 2014 F-150 6R80 Sudden Downshift





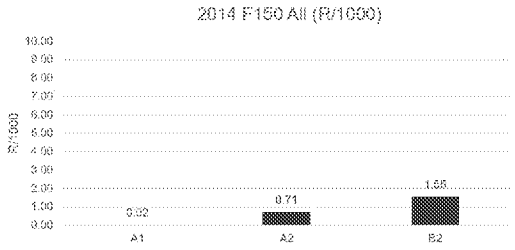
Category	Allegation
A1	Wheel Lock-Up due to Sudden (Unexpected) Downshift
A2	Sudden (Unexpected) Transmission Downshift
B1	Wheel Lock-Up Unknown Cause
B2	Harsh Downshift and Other Downshifting Issues

41 VOQs
(2 in last 6 months)

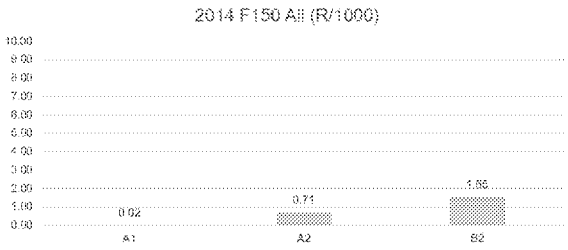
* Reports claiming ambiguous symptoms of 16S19, 19S07, or 19S19 were classified as A2

Population #2: 2014 F-150 6R80 Sudden Downshift Data Update

Data update (7/20/2020)

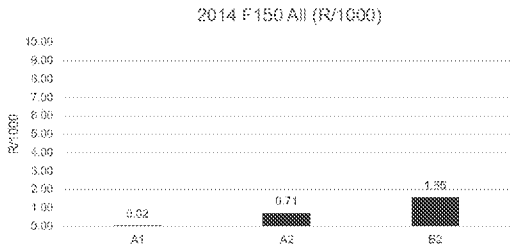


Data update (3/5/2021)

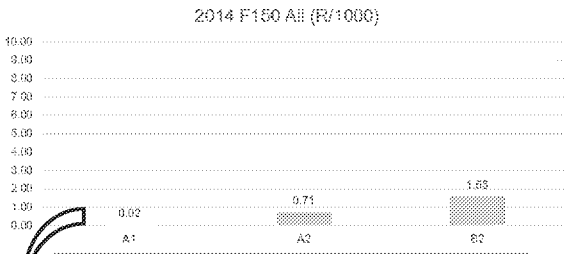


Population #2: 2014 F-150 6R80 Sudden Downshift Data Update

Data update (7/20/2020)



Data update (3/5/2021)

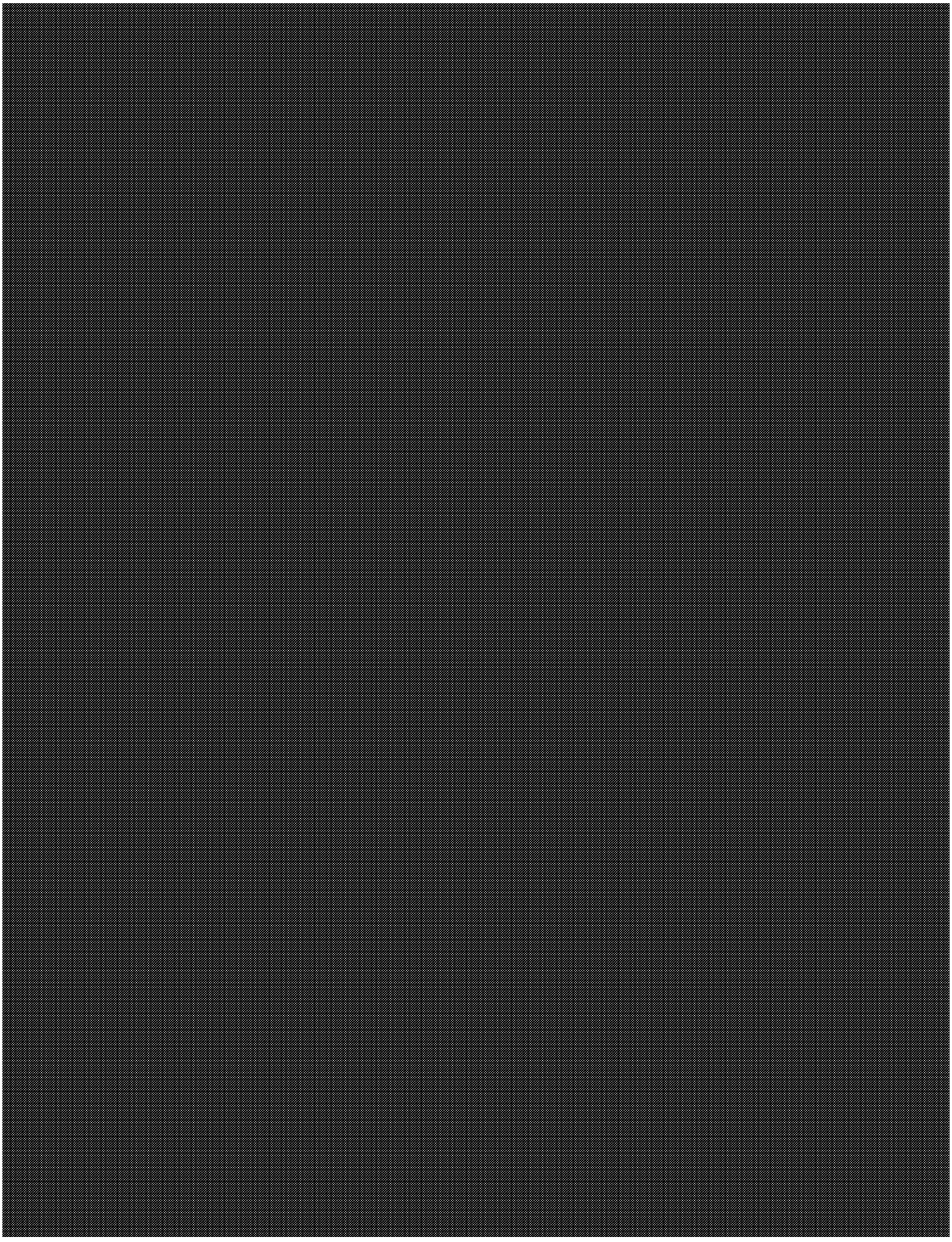


Jan 2024 Update – Lockup, Count / R/1000

	2014	
	F-150	Expedition
NHTSA # VOQ	47	4
Rate	0.09	0.10
Canada # VOQ	3	0
Rate	0.03	0.00

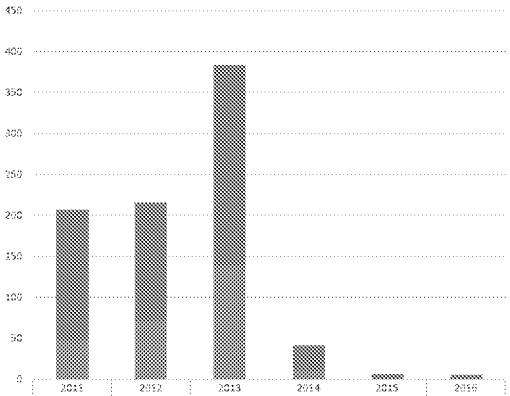
SECRET

9



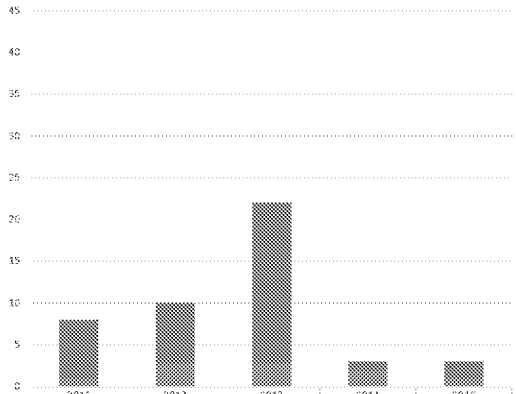
VOQ update with 2015-2016MY P552

F-150 6R80 Downshift VOQs Cumulative
May 2021 Update



	2011	2012	2013	2014	2015	2016
※A2	159	144	245	29	0	5
※A1	48	71	140	10		2

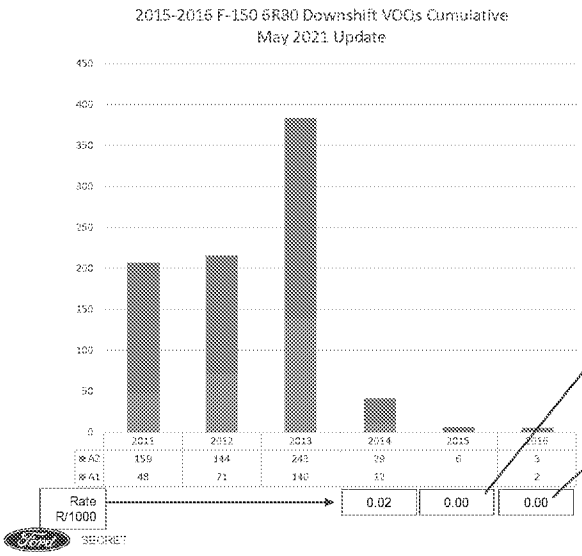
F-150 6R80 Downshift VOQs Last 6 Months
May 2021 Update



	2011	2012	2013	2014	2016
※A2	7	7	19	1	2
※A1	1	3	9	1	1

SECRET

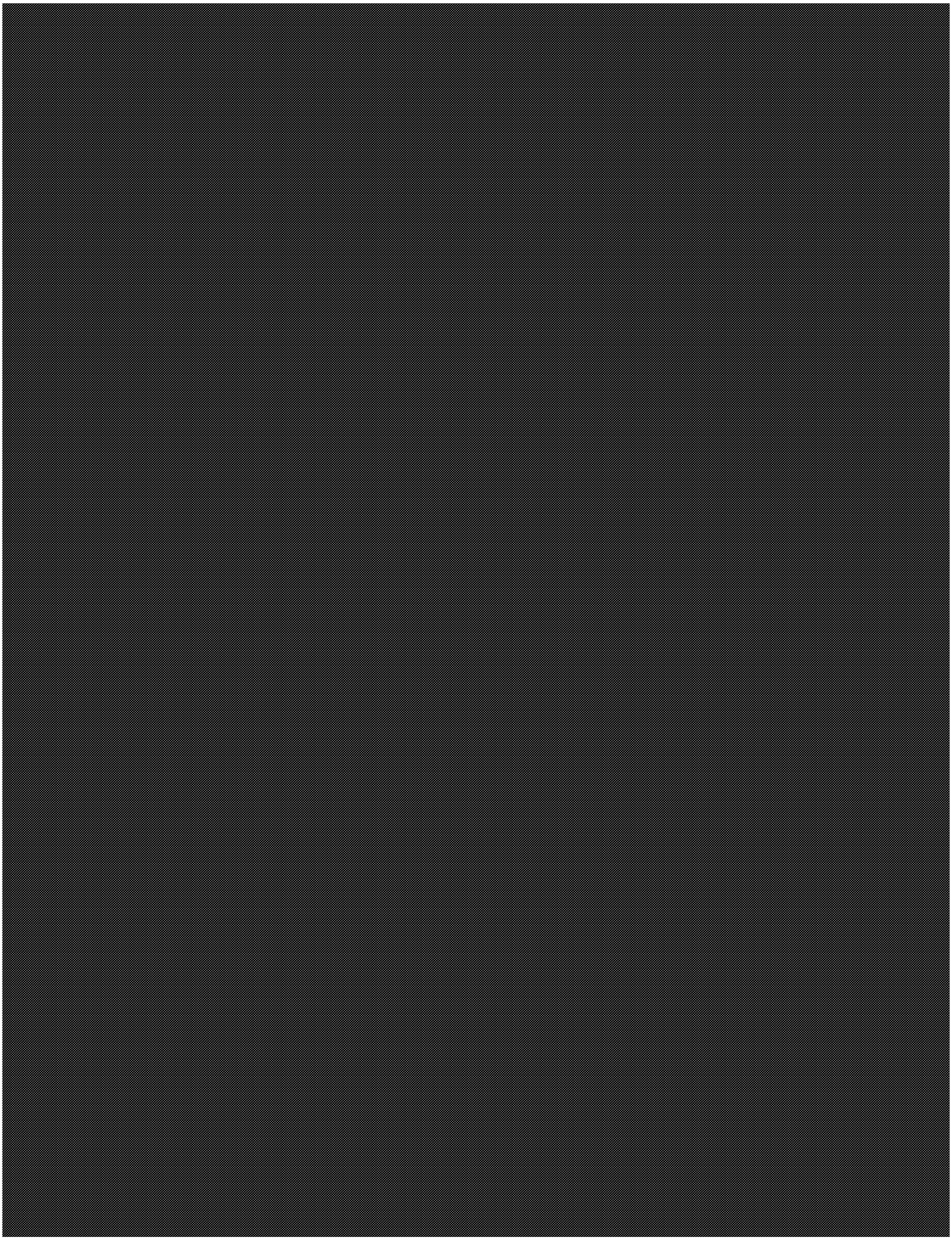
VOQ update

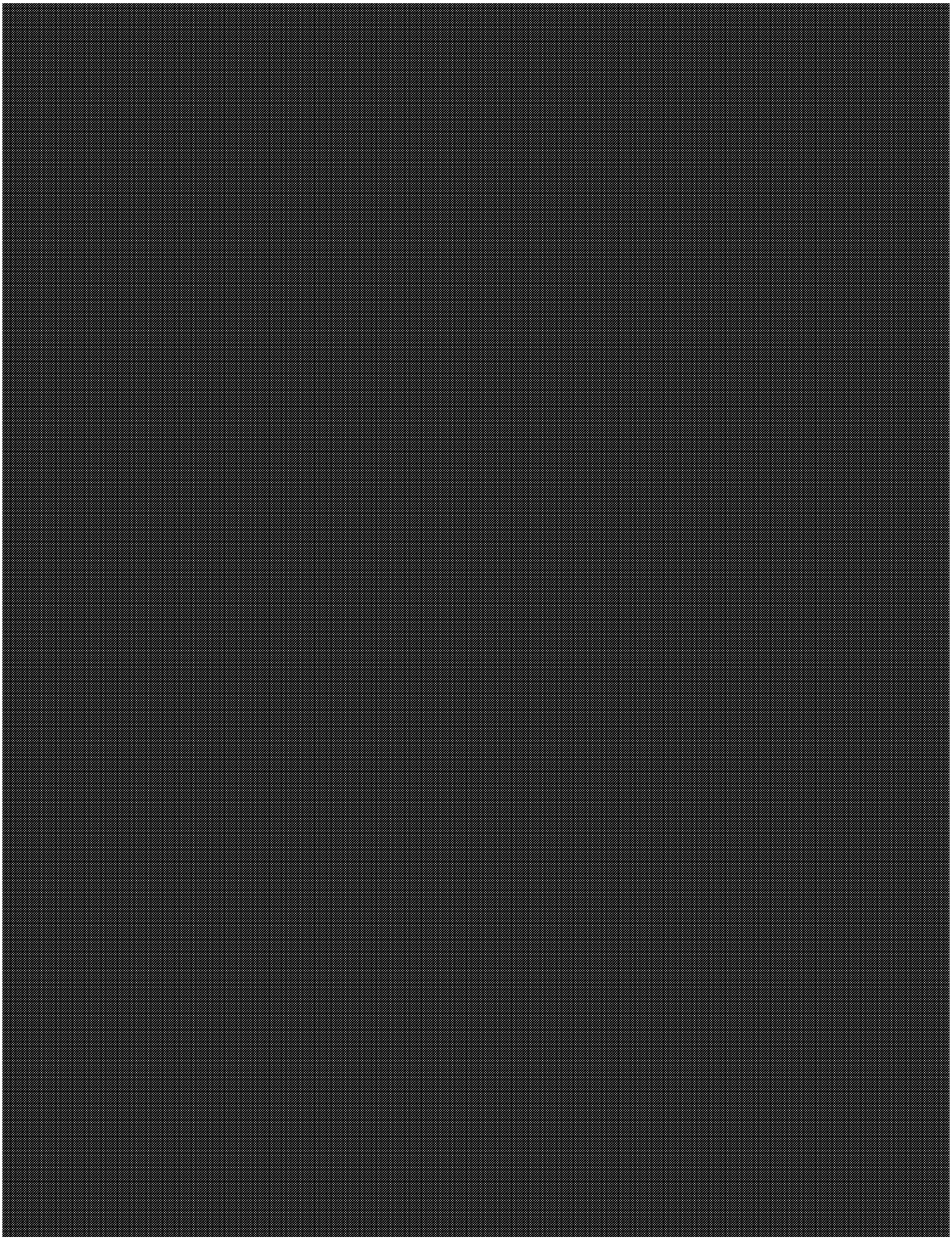


Jan 2024 Update – Lockup, Count / R/1000

	2015		2016		2017	
	F-150	Expedition	F-150	Expedition	F-150	Expedition
NHTSA # VOQ	5	0	6	1	1	0
Rate	0.01	0.00	0.01	0.02	0.00	0.00

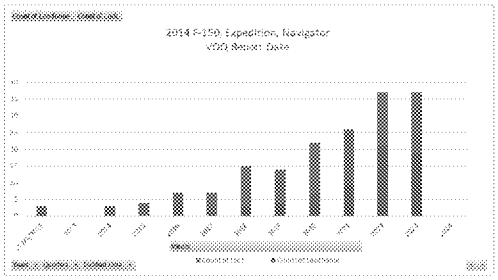
SECRET

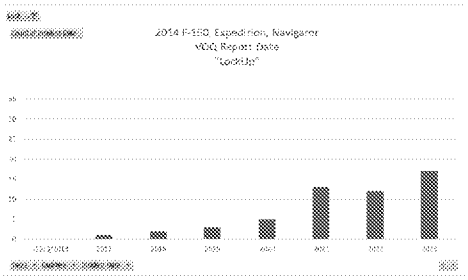




2014 F-150, Expedition, Navigator 6R80 Downshift, Lockup Allegations

[redacted]



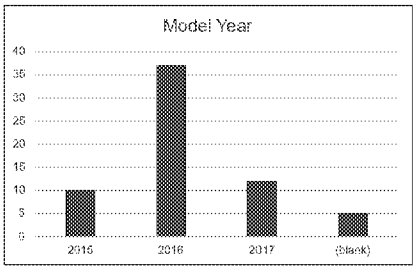


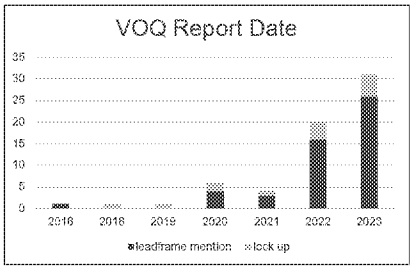
[redacted]

Follow up

2015-17 F-150 & Expedition 6R80 Downshift, Lockup Allegations

[redacted] C





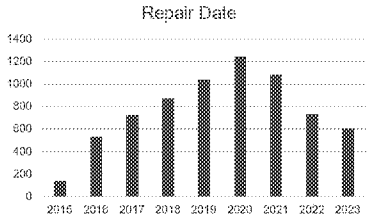
Follow up

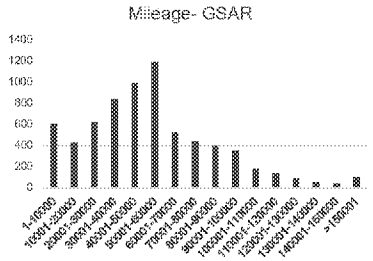
4

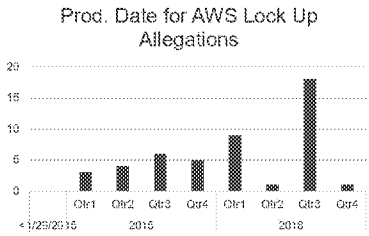
2015-17 F-150 & Expedition 6R80 Downshift, Lockup Allegations Warranty (AWS/GSAR)

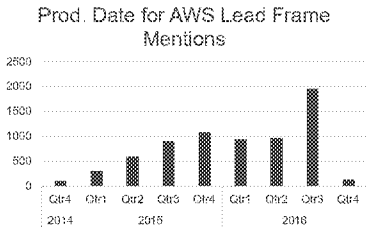


Row Labels	Count of VIN
⊟BULKHEAD ASSY (WIRING CONNECTOR)	5450
7G276	5450
⊟CONTROL ASY TRANS MA	466
7A100	466
⊟SOLENOID SHIFT CNTRL	170
7G484	170
⊟TRANSMISSION ASY-AUT	170
7000	170
⊟EPC SOLENOID	148
7G383	148







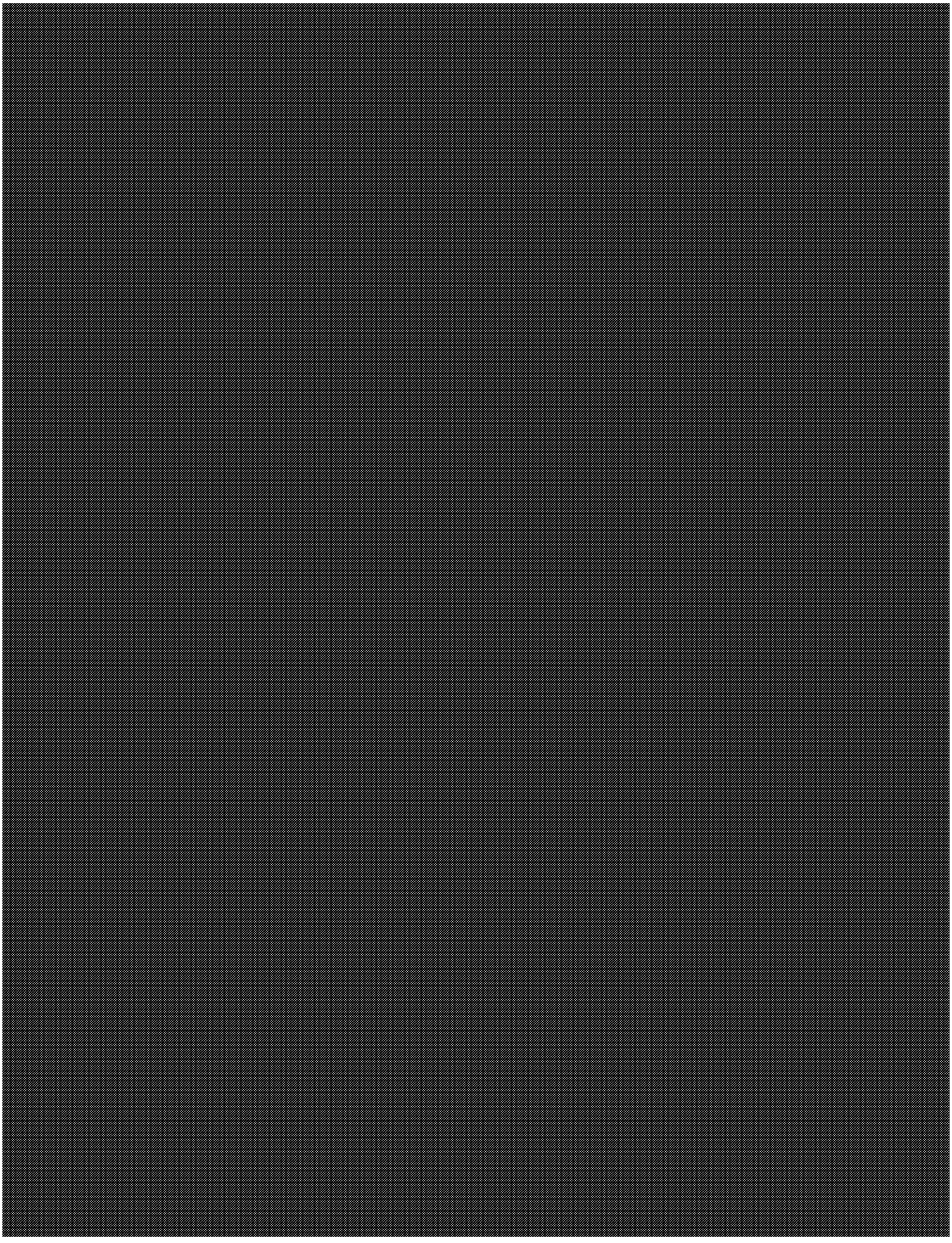


Follow up

Example Verbatims:

- Vehicle is experiencing delayed shifting and down-shifting at inappropriate times. Rear wheels will occassionally lock-up causingthe truck to slide sideways. Orange wrench light is on and the check engine light as well. It shows the following codes--P0706-00, P0707-00, P1702-00, AND P1921-00.
- TRANSMISSION DOWNSHIFT FROM 6TH GEAR DOWN TO 2ND GEAR WHILE TRAVELING AT 50MPH WHICH CAUSED THE WHEELS TO LOCK AND SKID. SOMETIMES YOU WILL JUST FEEL A SUDDEN JOLT DURING THE DOWNSHIFT. HAS BEEN HAPPENING MORE OFTEN. MY TRUCK HAS ONLY 75K MILES ON IT. *TR
- ON JULY 24, 2020 WHILE DRIVING ON INTERSTATE 291 DRIVING 45-50MPH WITH HEAVY TRAFFIC, WITH ABSOLUTELY NO WARNING THERE WAS A LOUD EXPLOSION. I THOUGHT I WAS REAR ENDED. SIMULTANEOUSLY THE REAR TIRES LOCKED UP WHILE APPROACHING A WORK ZONE. I SKIDDED UNCONTROLLABLY FOR APPROXIMATELY 100 FEET. ULTIMATELY CAME TO REST ON THE SHOULDER. AS MY FAMILY AND I EXITED THE VEHICLE THERE WAS HEAVY SMOKE COMING FROM THE REAR AND UNDERSIDE OF THE VEHICLE. WE THOUGHT THE VEHICLE WAS ON FIRE.
- While driving the truck, the engine RPM increased suddenly, and the rear wheel locked while traveling at about 55 mph. The vehicle stopped quick enough that caused the seat belts to lock. Took the truck to the dealership and was informed that the leed frame for the transmission was not properly communicating with the truck computer. We were told that the vehicle was in risk of shifting into reverse at anytime and not to drive the truck until it is fixed. The are other F-Series trucks that have been recalled for this issue but my truck was not included in the recall.
- When driving on the interstate the truck suddenly downshifted causing the tires to lock up and the vehicle to swerve out of control There is already a recall for this issue for Lead Frame in 2011 2013 vehicles The recall needs to be extended to the 2014 model vehicles as well

Back-up



Request from NHTSA Office of Defects Investigation

2014MY Ford F-150 Emerging Trends

March 1, 2024



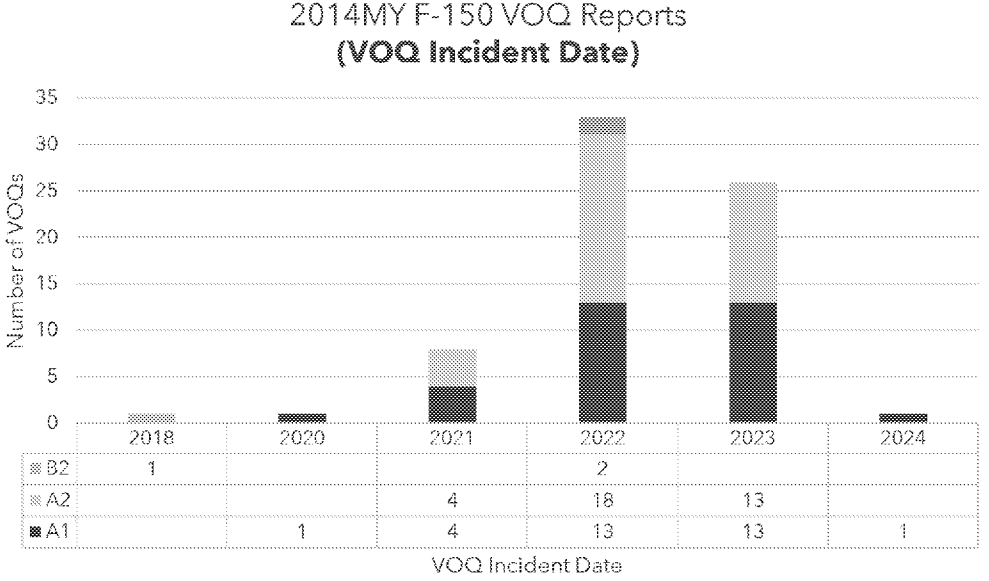
Ford Secret

2014MY F-150 UNINTENDED DOWNSHIFT

Response to ODI Request for Information

[redacted]

[redacted]



Category	Allegation
A1	Wheel Lock-Up due to Sudden (Unexpected) Downshift
A2	Sudden (Unexpected) Transmission Downshift
B1	Wheel Lock-Up Unknown Cause
B2	Harsh Downshift and Other Downshifting Issues


April 2010
February 2011
April 2012
September 2012
November 2013
January 2015

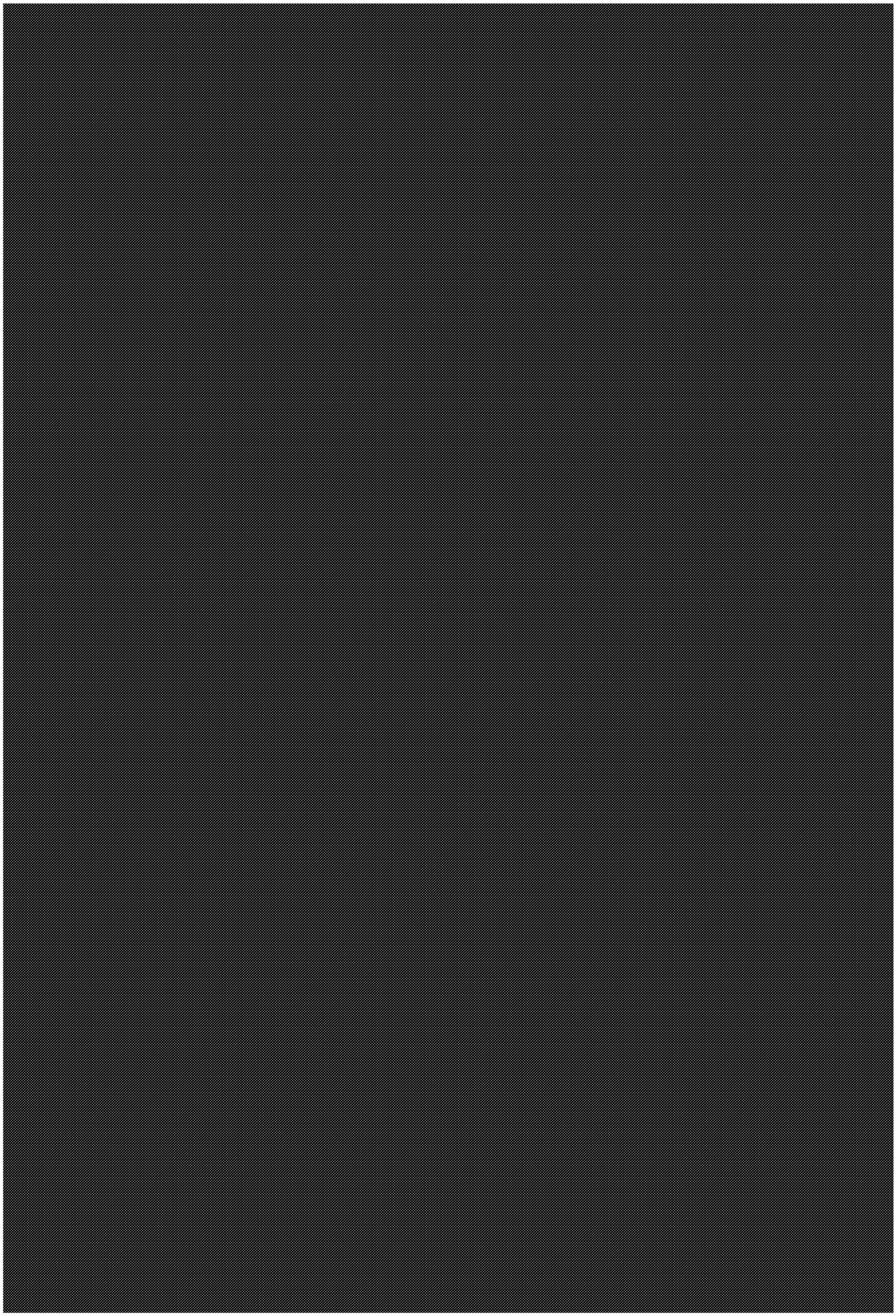


NHTSA Office of Defects Investigation

2014MY Ford F-150 Emerging Trends

March 1, 2024

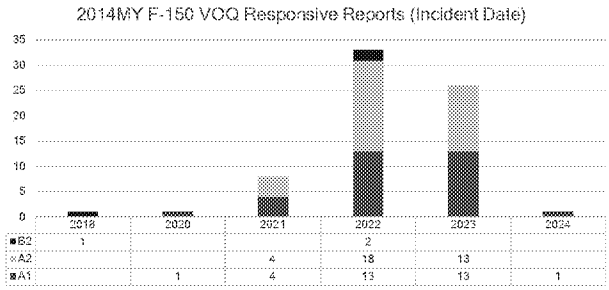




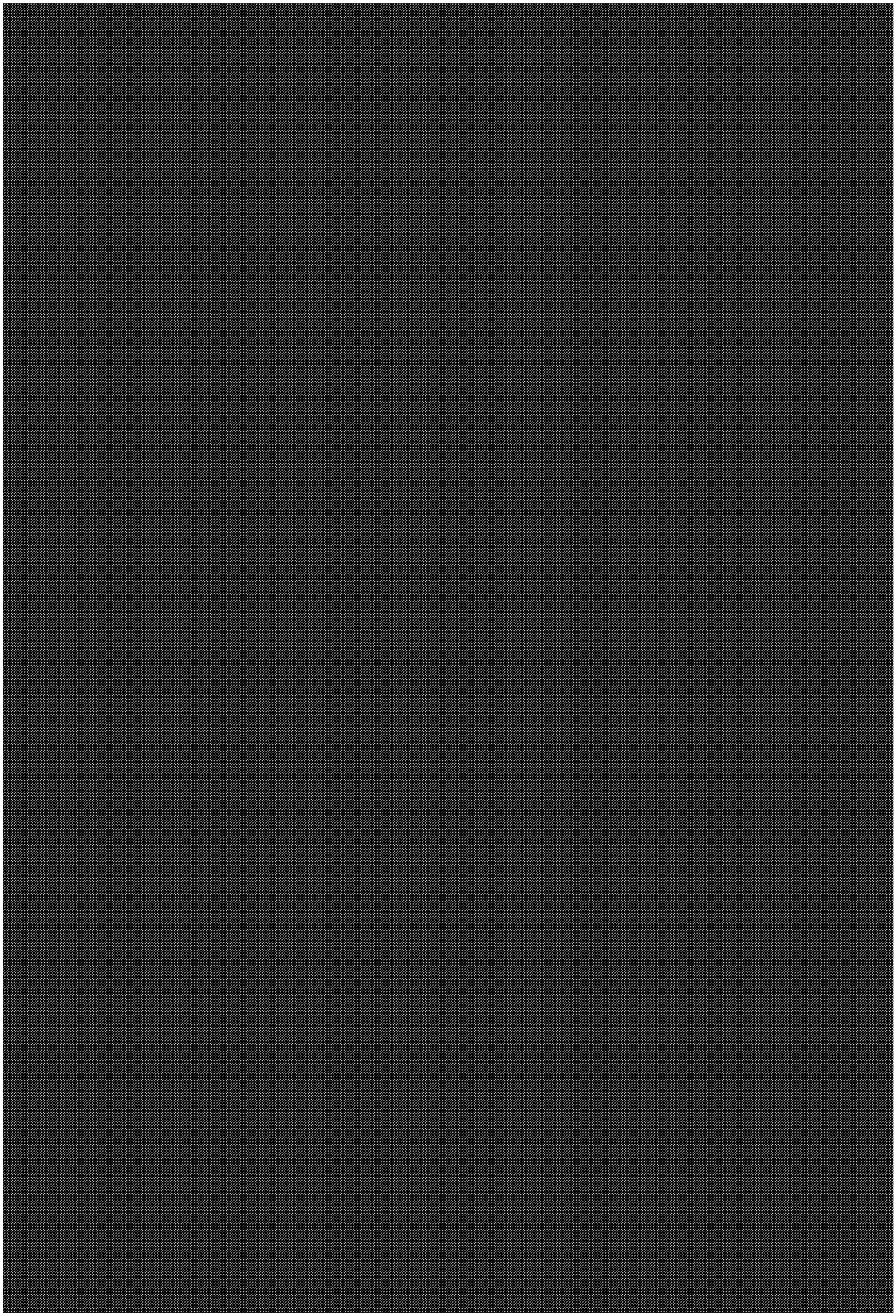
2014MY F-150 EMERGING TRENDS

Ford's VOQ Analysis for ODI Provided VOQs - 2014MY F-150

[redacted]



Category	Allegation
A1	Wheel Lock-Up due to Sudden (Unexpected) Downshift
A2	Sudden (Unexpected) Transmission Downshift
B1	Wheel Lock-Up Unknown Cause
B2	Harsh Downshift and Other Downshifting Issues

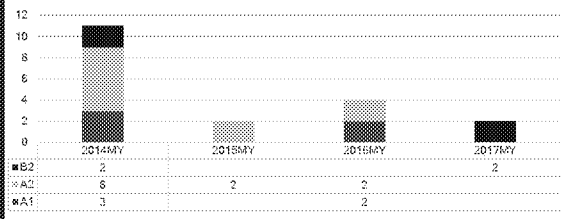


2014MY F-150 EMERGING TRENDS

2014-2017MY Expedition / Navigator VOQs

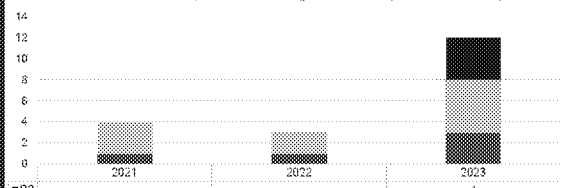
[redacted]

2014-2017MY Expedition/Navigator VOQ with Incident Date in the past 30 Months (Model Year)



	2014MY	2015MY	2016MY	2017MY
B2	2			2
A2	6	2	2	
A1	3		2	

2014-2017MY Expedition/Navigator VOQ (Incident Date)



	2021	2022	2023
B2			4
A2	3	2	5
A1	1	1	3

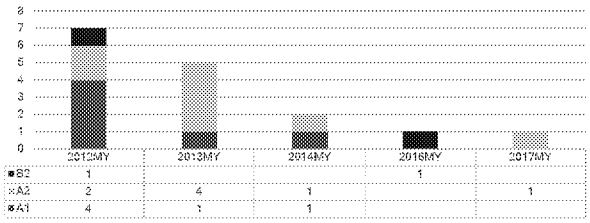
5

2014MY F-150 EMERGING TRENDS

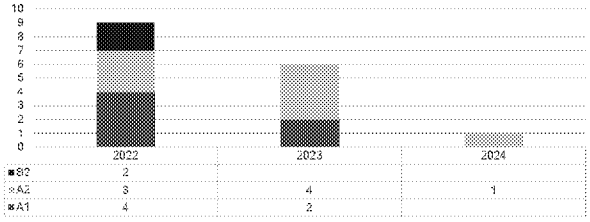
2011-2018MY Mustang VOQs

[redacted]

2011-2018MY Mustang VOQ Responsive Reports with Incident Date in the past 30 Months (Model Year)



2011-2018MY Mustang VOQ Responsive Reports (Incident Date)

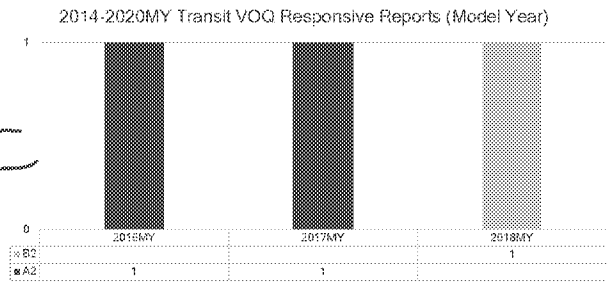


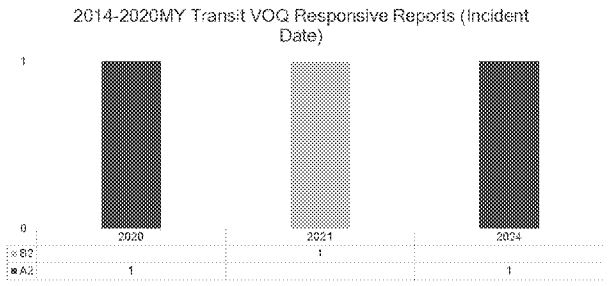
Ford Secret

2014MY F-150 EMERGING TRENDS

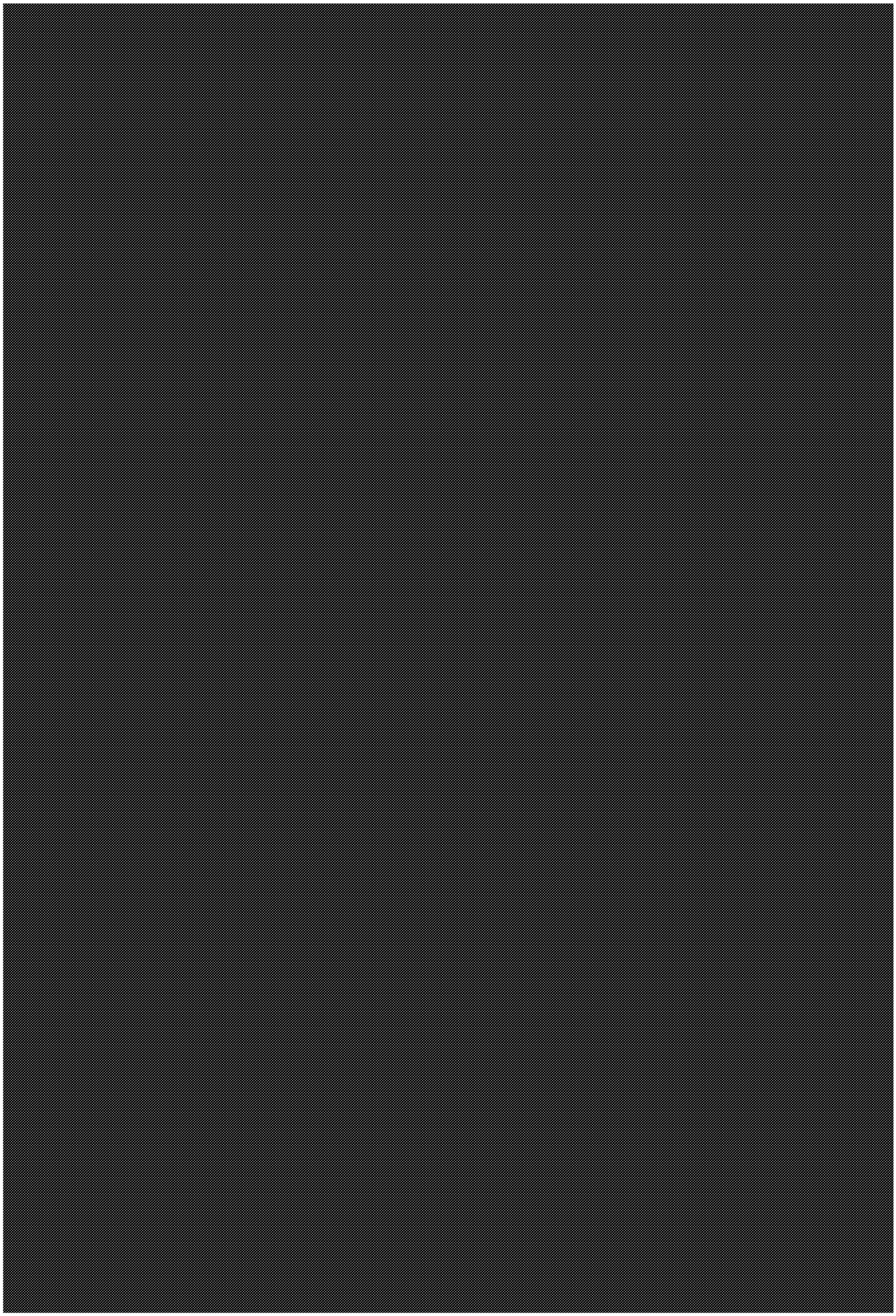
2014-2020MY Transit VOQs

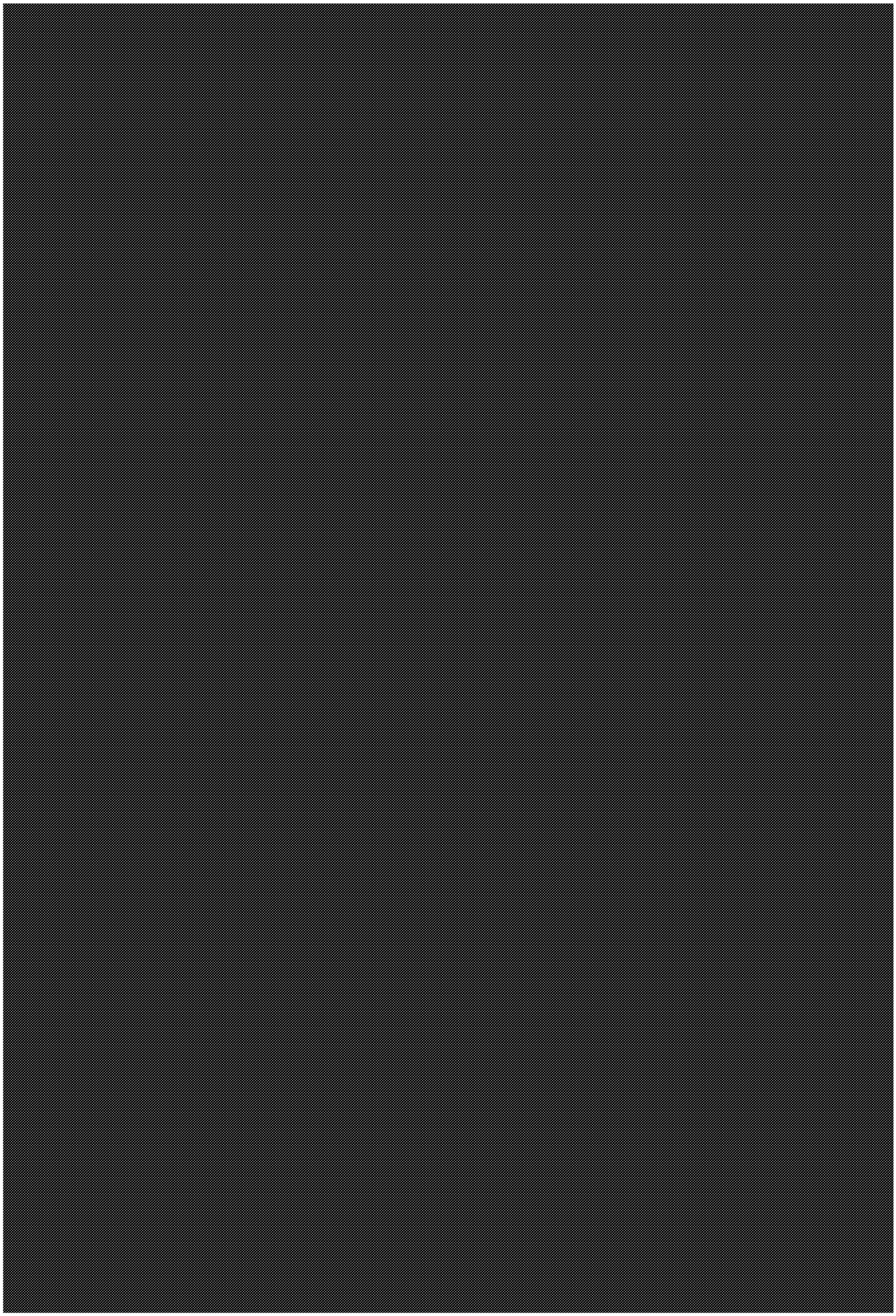
[redacted]

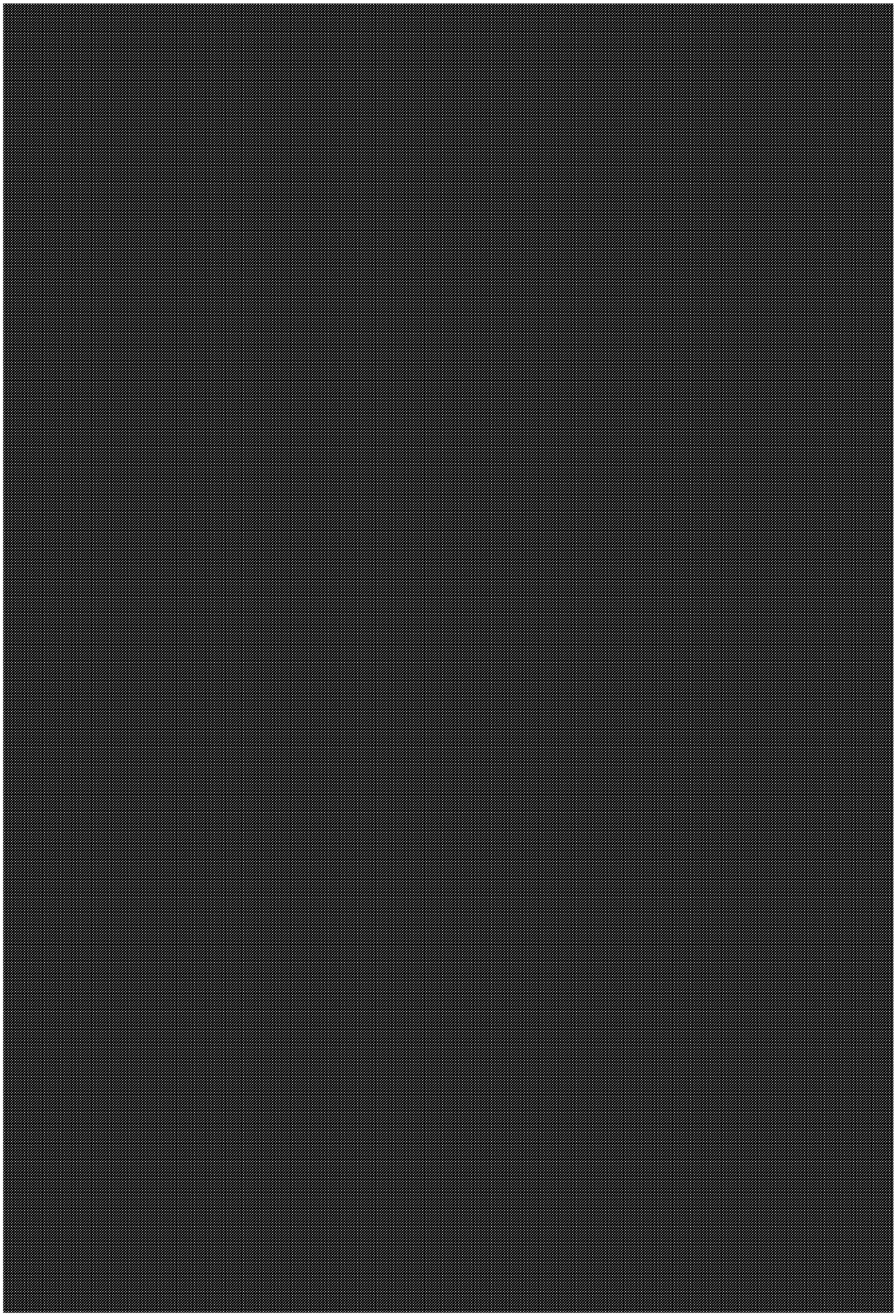




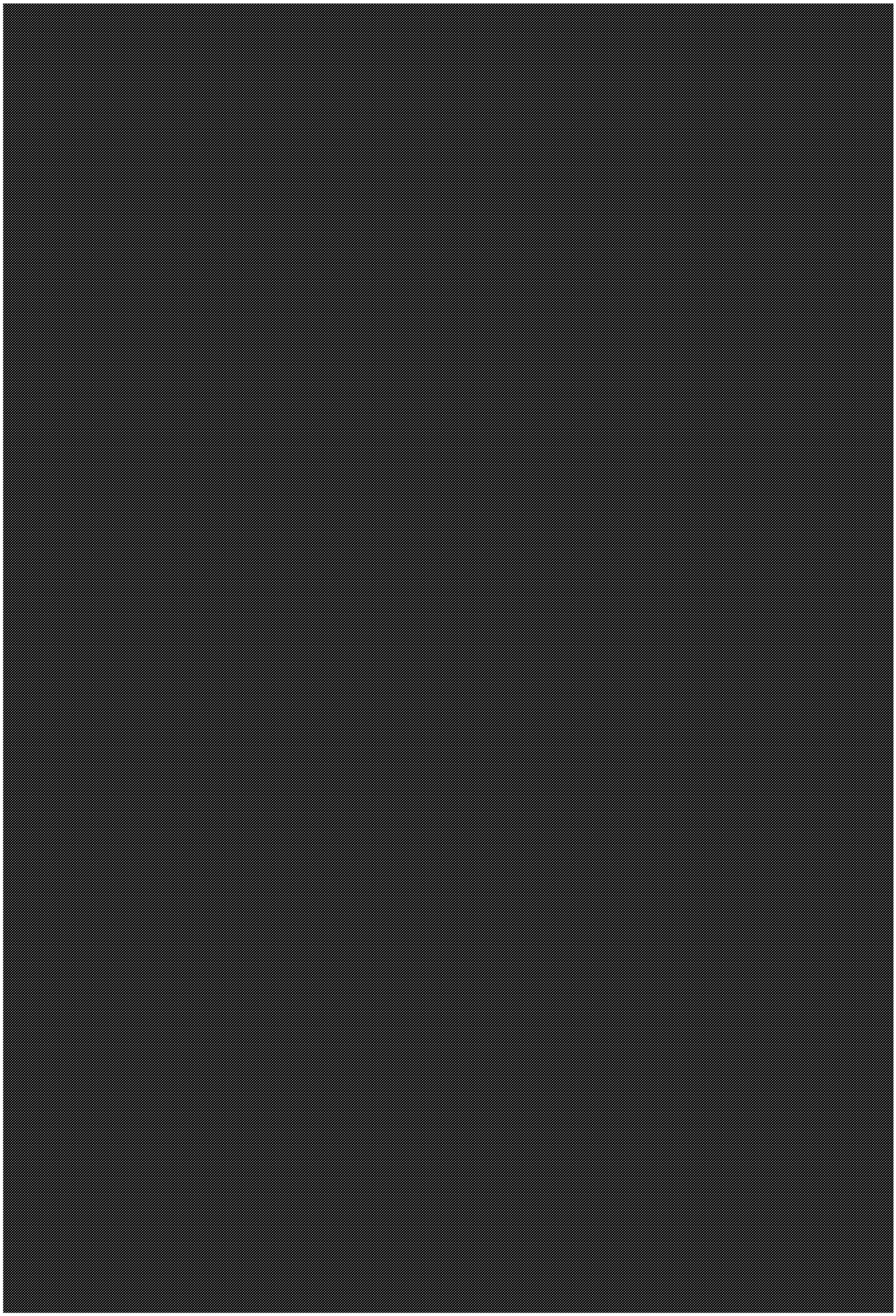
7

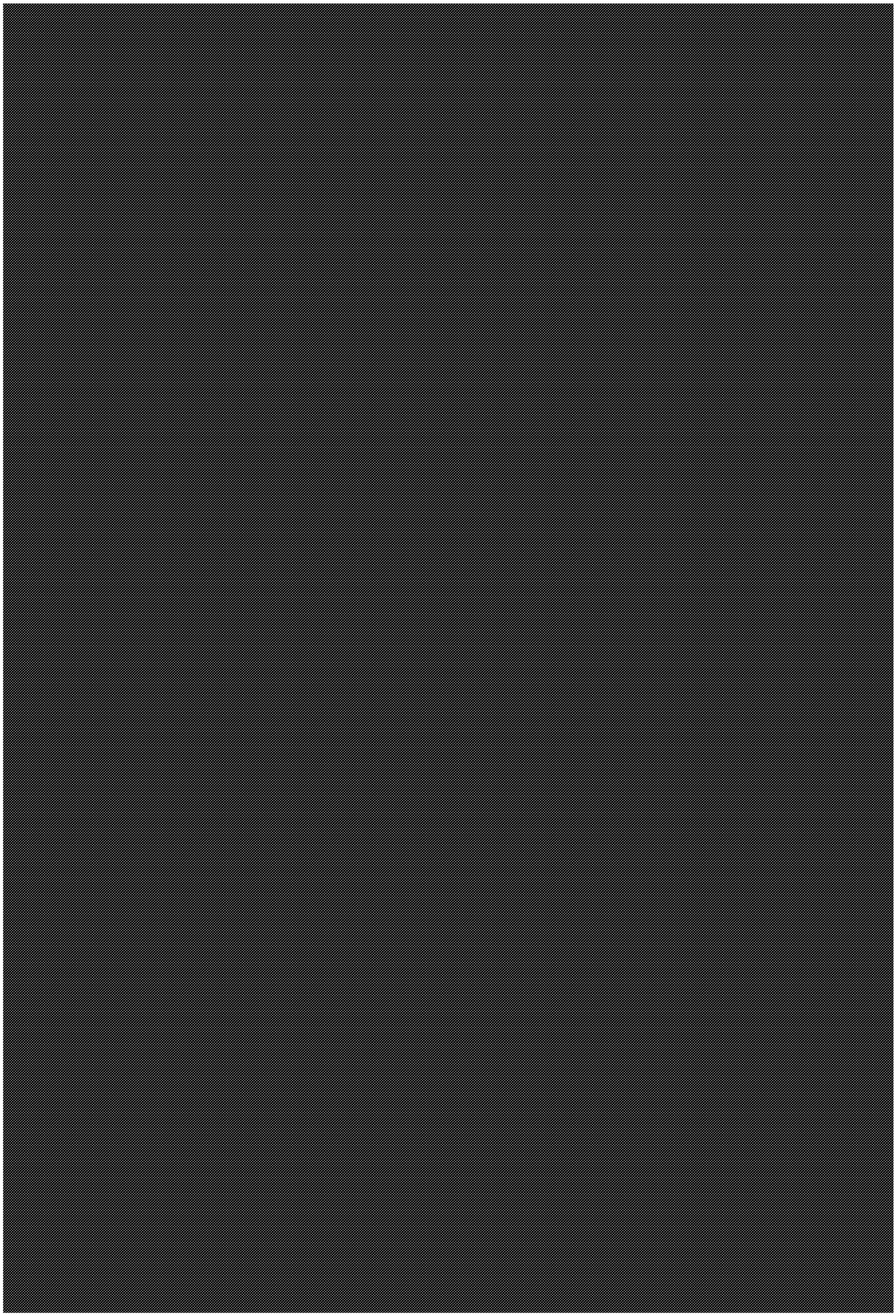


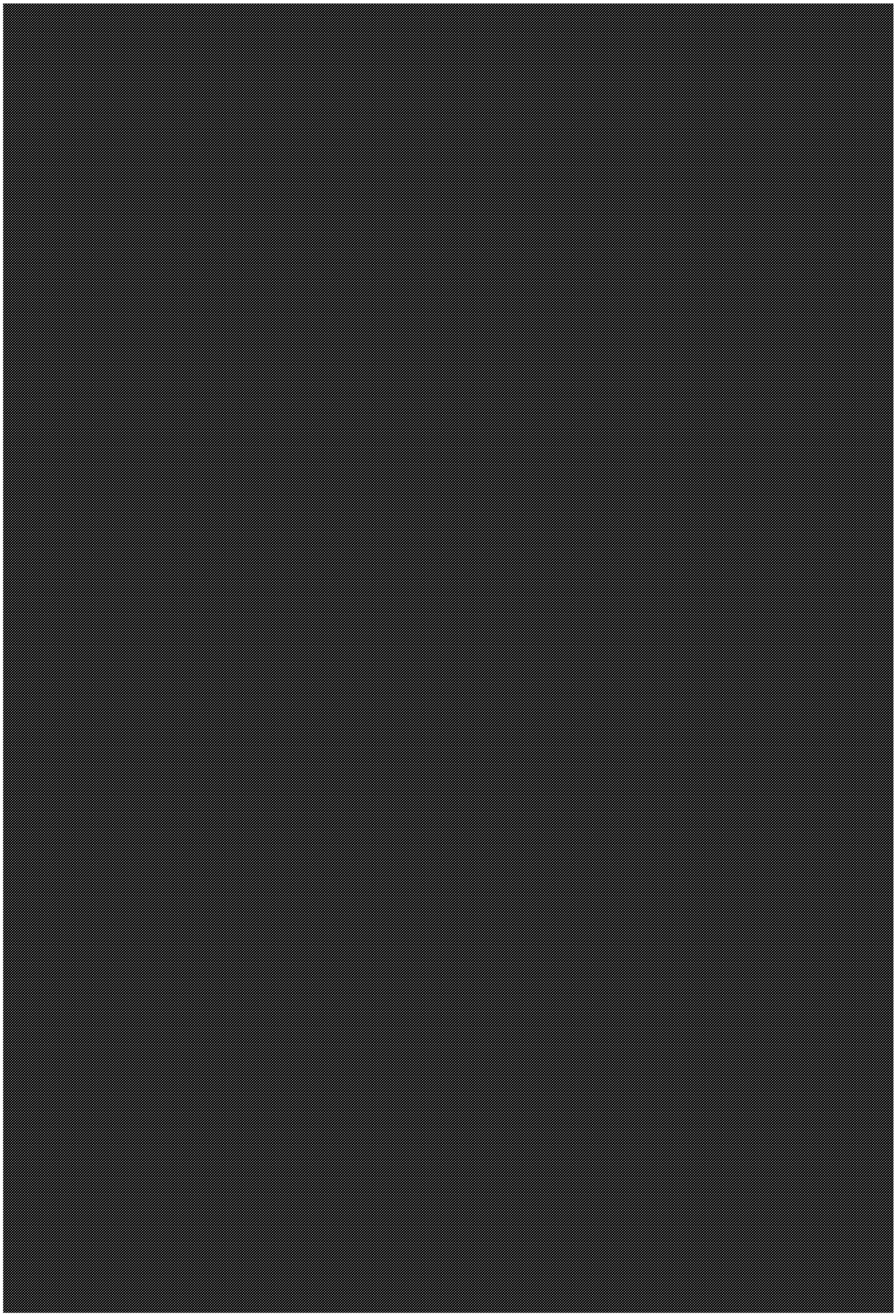




Appendix







From: Feldkamp, Andrew (A.D.) [afeldka1@ford.com]
Sent: 4/5/2024 4:31:42 PM
To: McNamara, Bill (W.M.) [wmcnamar@ford.com]; Fallu, John (W.) [jfallu1@ford.com]; Menapace, Colin (C.) [cmenapac@ford.com]; Velamakanni, Ravi (R.) [rvelamak@ford.com]; Williams, Christopher (C.M.) [cwill127@ford.com]
Subject: RE: Populating 14D

6R80 Files

Here are the old 14D files plus the PAC paper

From: McNamara, Bill (W.M.) <wmcnamar@ford.com>
Sent: Friday, April 5, 2024 12:13 PM
To: Fallu, John (W.) <jfallu1@ford.com>; Feldkamp, Andrew (A.D.) <afeldka1@ford.com>; Menapace, Colin (C.) <cmenapac@ford.com>; Velamakanni, Ravi (R.) <rvelamak@ford.com>; Williams, Christopher (C.M.) <cwill127@ford.com>
Subject: RE: Populating 14D

Some of the files included in the previous 14Ds that are applicable to the new one also

Warranty Summary.pdf

FSA16S19_Reissued_10032017.pdf

TransOBD_OSS_DROPS_TO_NON_0_VALUE.pptx

Plausibility Check Production Implementation.pptx

Ford Software Benchmarking_CCRG Update_25OCT18.pptx

CCRG Update_8JAN19.pptx

Bill McNamara
RWD Transmission
wmcnamar@ford.com
[redacted]

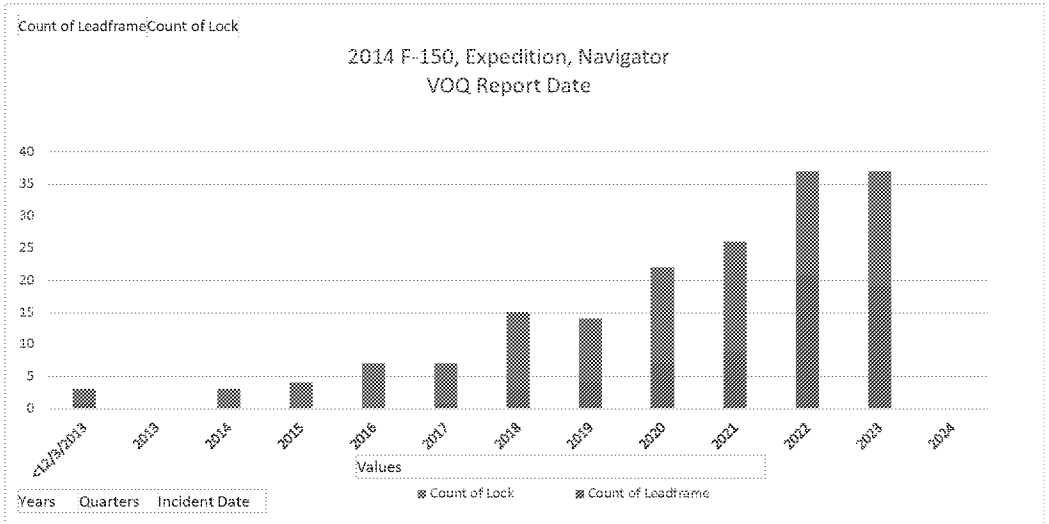
From: McNamara, Bill (W.M.)
Sent: Friday, April 5, 2024 11:53 AM
To: Fallu, John (W.) <jfallu1@ford.com>; Feldkamp, Andrew (A.D.) <afeldka1@ford.com>; Menapace, Colin (C.) <cmenapac@ford.com>; Velamakanni, Ravi (R.) <rvelamak@ford.com>
Subject: Populating 14D

[redacted]

Andrew,
Can you provide the link to the cal files that were attached to the previous 14D? Those are not available in the old copy I have and should be included in the current 14D to show the process the team went through to find root cause

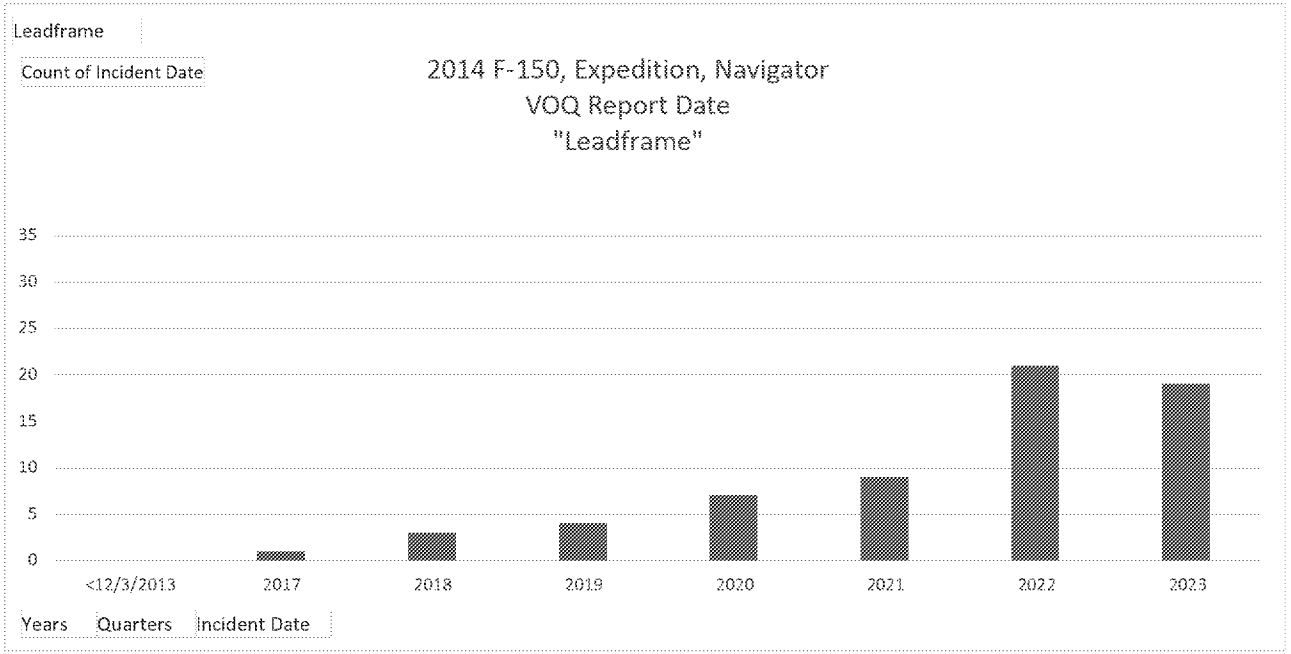
Bill McNamara
RWD Transmission
wmcnamar@ford.com
[redacted]

Row Labels	Count of Leadframe	Count of Lock
<12/3/2013	1	2
2013		
2014		3
2015		4
2016		7
2017	1	6
2018	3	12
2019	4	10
2020	7	15
2021	9	17
2022	21	16
2023	19	18
2024		
Grand Total	65	110



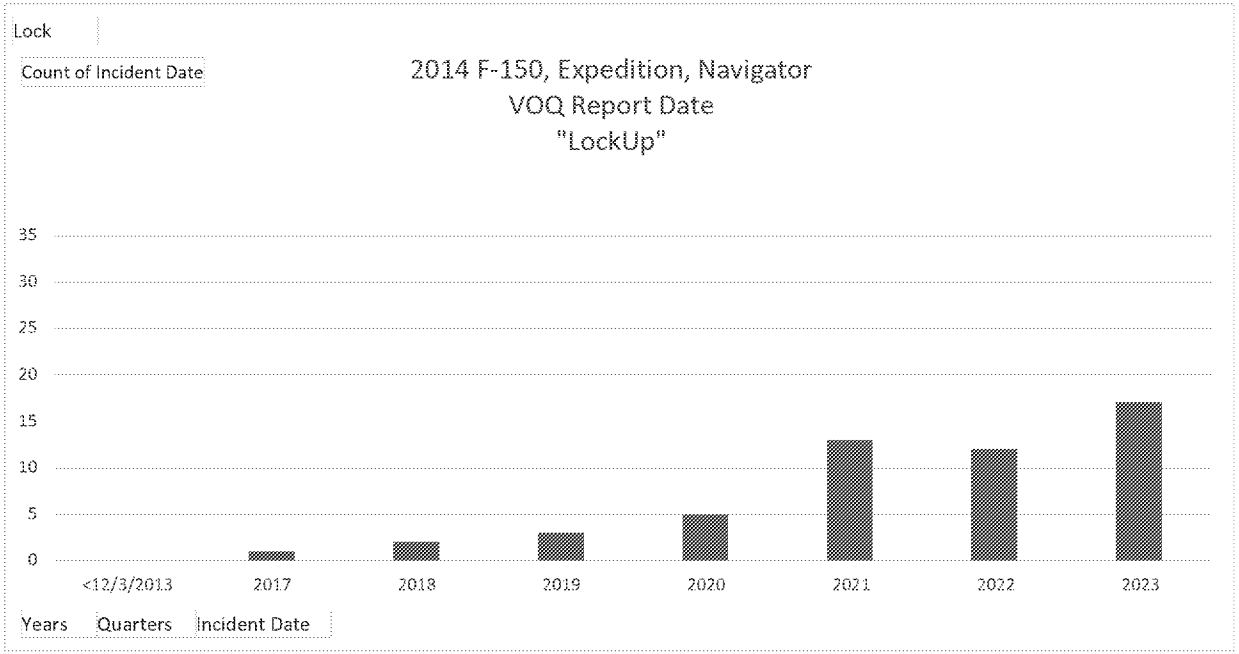
Leadframe	y

Row Labels	Count of Incident Date
<12/3/2013	
2017	1
2018	3
2019	4
2020	7
2021	9
2022	21
2023	19
Grand Total	64



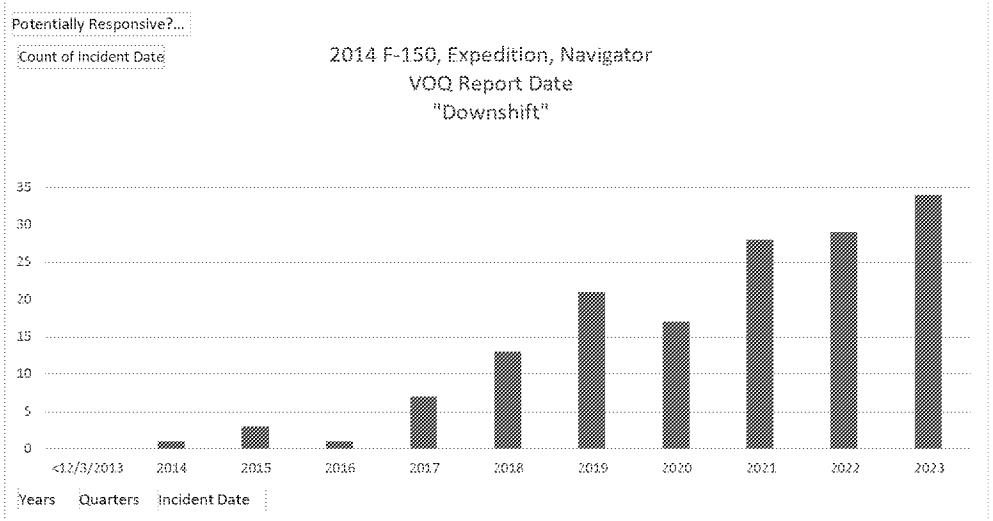
Lock	y

Row Labels	Count of Incident Date
<12/3/2013	
2017	1
2018	2
2019	3
2020	5
2021	13
2022	12
2023	17
Grand Total	53



Potentially Responsive?"Down" and "Shift"	y

Row Labels	Count of Incident Date
<12/3/2013	
2014	1
2015	3
2016	1
2017	7
2018	13
2019	21
2020	17
2021	28
2022	29
2023	34
Grand Total	154



S.No	Source	ODI/Source I	CMPL ID	Incident Date	Load/Receive	Date Add	VIN	Manufacturer	Make	Model	Model Ye	Significa	Fatality #	Injury #	Country	State/Pro	City	Odomete	Occurenc	Component
9	NHTSA	11548321	[redacted]	10/4/2023	10-05-2023	10-04-202	[redacted]	FORD MOTOR COMPANY	FORD	F-150	2014		0	0	UNITED ST	PA	Elizabeth	0	0	POWER TRAIN
25	NHTSA	11563900		9/2/2023	03-15-2024	03-06-202		FORD MOTOR COMPANY	FORD	F-150	2014		0	0	UNITED ST	GA	Dalton	0	0	POWER TRAIN
31	NHTSA	11547563		8/31/2023	10-09-2023	10-03-202		FORD MOTOR COMPANY	FORD	F-150	2014		0	0	UNITED ST	SC	Charleston	0	0	ELECTRICAL SYSTEM
41	NHTSA	11547164		8/9/2023	10-02-2023	09-28-202		FORD MOTOR COMPANY	FORD	F-150	2014		0	0	UNITED ST	TN	Cleveland	105000	0	POWER TRAIN
54	NHTSA	11533839		7/22/2023	07-31-2023	07-22-202		FORD MOTOR COMPANY	FORD	F-150	2014		0	0	UNITED ST	TX	Lumberton	0	0	VEHICLE SPEED CONTROL
55	NHTSA	11537227		7/19/2023	08-14-2023	08-08-202		FORD MOTOR COMPANY	FORD	F-150	2014		0	0	UNITED ST	AZ	Phoenix	0	0	ELECTRICAL SYSTEM
61	NHTSA	11533655		7/4/2023	07-17-2023	07-11-202		FORD MOTOR COMPANY	FORD	F-150	2014		0	0	UNITED ST	CO	Aurora	0	0	POWER TRAIN
78	NHTSA	11528230		6/14/2023	07-03-2023	06-27-202		FORD MOTOR COMPANY	FORD	F-150	2014		0	0	UNITED ST	TX	Onalaska	0	0	POWER TRAIN
79	NHTSA	11526785		6/13/2023	06-19-2023	06-13-202		FORD MOTOR COMPANY	FORD	F-150	2014	CRASH/AC	0	1	UNITED ST	TX	Irving	0	0	ELECTRICAL SYSTEM:HAND HEATER
80	NHTSA	11527701		6/13/2023	06-26-2023	06-19-202		FORD MOTOR COMPANY	FORD	F-150	2014	CRASH/AC	0	1	UNITED ST	TX	Irving	0	0	POWER TRAIN:DRIVELINE

86	NHTSA	11525734	[redacted]	6/5/2023	06-12-2023	06-06-2023	[redacted]	FORD MOTOR COMPANY	FORD	EXPEDITION	2014		0	0	UNITED STATES	NC	Fleet mount	0	0	POWER TRAIN
95	NHTSA	11524018		5/21/2023	06-05-2023	05-26-2023		FORD MOTOR COMPANY	FORD	F-150	2014		0	0	UNITED STATES	TX	Dickinson	127000	0	POWER TRAIN
105	NHTSA	11516529		4/8/2023	04-17-2023	04-11-2023		FORD MOTOR COMPANY	FORD	F-150	2014		0	0	UNITED STATES	NJ	mt holly	0	0	POWER TRAIN
115	NHTSA	11513385		3/12/2023	03-20-2023	03-12-2023		FORD MOTOR COMPANY	FORD	F-150	2014		0	0	UNITED STATES	KY	Kuttawa	0	0	POWER TRAIN
126	NHTSA	11510288		2/10/2023	03-13-2023	03-06-2023		FORD MOTOR COMPANY	FORD	F-150	2014		0	0	UNITED STATES	VA	Haymarket	0	0	POWER TRAIN
127	NHTSA	11506508		2/3/2023	02-20-2023	02-09-2023		FORD MOTOR COMPANY	FORD	F-150	2014		0	0	UNITED STATES	AZ	PEORIA	0	0	ELECTRICAL SYSTEM
160	NHTSA	11500169		1/3/2023	01-09-2023	01-04-2023		FORD MOTOR COMPANY	FORD	F-150	2014		0	0	UNITED STATES	LA	Mandeville	0	0	POWER TRAIN

169	NHTSA	11500012	[redacted]	12/30/2022	01-09-2023	01-03-2023	[redacted]	FORD MOTOR COMPANY	FORD	EXPEDITION	2014		0	0	UNITED STATES	TX	Burleson	0	0	POWER TRAIN
195	NHTSA	11518280		11/15/2022	05-01-2023	04-21-2023		FORD MOTOR COMPANY	FORD	F-150	2014		0	0	UNITED STATES	OH	North Olmsted	0	0	POWER TRAIN
203	NHTSA	11493380		10/28/2022	11-07-2022	10-28-2022		FORD MOTOR COMPANY	FORD	F-150	2014		0	0	UNITED STATES	CA	Santa Maria	0	0	ELECTRICAL SYSTEM
217	TRANSPORT	20222155		10/8/2022	10-10-2022			FORD MOTOR COMPANY	FORD	F-150	2014		0	0	CANADA	Alberta	Beaumont	170111	0	TRANSMISSION
223	NHTSA	11494583		10/1/2022	11-28-2022	11-22-2022		FORD MOTOR COMPANY	FORD	F-150	2014		0	0	UNITED STATES	MO	Saint Joseph	185000	0	ENGINE
227	NHTSA	11485687		9/21/2022	09-26-2022	09-21-2022		FORD MOTOR COMPANY	FORD	F-150	2014		0	0	UNITED STATES	IN	Warsaw	0	0	VEHICLE SPEED CONTROL
252	NHTSA	11503579		8/1/2022	01-23-2023	05-13-2022		FORD MOTOR COMPANY	FORD	F-150	2014		0	0	UNITED STATES	VA	Locust Grove	290000	0	ENGINE

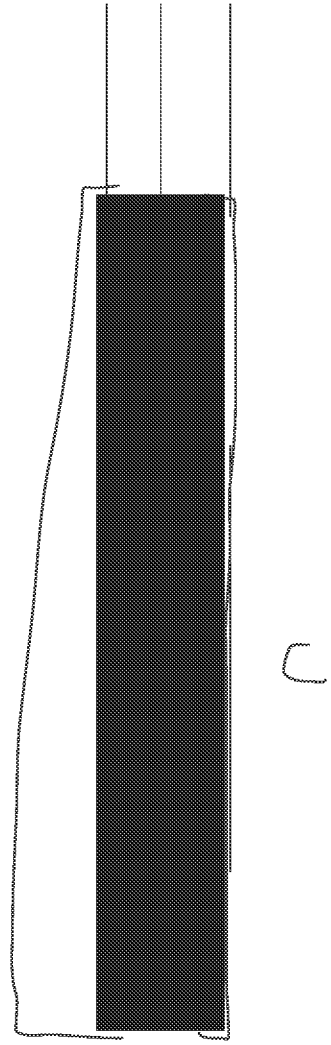
258	NHTSA	11474232	[redacted]	7/15/2022	07-25-2022	07-15-2022	[redacted]	FORD MOTOR COMPANY	FORD	F-150	2014		0	0	UNITED STATES	DE	Wilmington	0	0	POWER TRAIN
265	NHTSA	11500491	[redacted]	7/8/2022	01-16-2023	01-06-2023	[redacted]	FORD MOTOR COMPANY	FORD	F-150	2014		0	0	UNITED STATES	NE	Lincoln	90000	0	POWER TRAIN
326	NHTSA	11450561	[redacted]	2/3/2022	02-13-2022	02-05-2022	[redacted]	FORD MOTOR COMPANY	FORD	F-150	2014		0	0	UNITED STATES	TN	Nashville	0	0	STEERING
332	NHTSA	11449594	[redacted]	1/31/2022	02-13-2022	01-31-2022	[redacted]	FORD MOTOR COMPANY	FORD	F-150	2014		0	0	UNITED STATES	MS	Brooklyn	0	0	SERVICE BRAKES
345	NHTSA	11453595	[redacted]	1/21/2022	02-27-2022	02-23-2022	[redacted]	FORD MOTOR COMPANY	FORD	F-150	2014		0	0	UNITED STATES	KS	Wichita	147042	0	POWER TRAIN AUTOMATIC TRANSI
379	NHTSA	11440488	[redacted]	11/14/2021	02-13-2022	11-15-2021	[redacted]	FORD MOTOR COMPANY	FORD	EXPEDITION	2014		0	0	UNITED STATES	NC	Clearmont	0	0	POWER TRAIN
386	NHTSA	11445434	[redacted]	11/5/2021	02-13-2022	12-29-2021	[redacted]	FORD MOTOR COMPANY	FORD	F-150	2014		0	0	UNITED STATES	WI	Argonne	0	0	POWER TRAIN
388	NHTSA	11439865	[redacted]	11/3/2021	02-13-2022	11-08-2021	[redacted]	FORD MOTOR COMPANY	FORD	F-150	2014		0	0	UNITED STATES	OH	Columbiana	0	0	POWER TRAIN
392	NHTSA	11438884	[redacted]	11/1/2021	02-13-2022	11-01-2021	[redacted]	FORD MOTOR COMPANY	FORD	F-150	2014		0	0	UNITED STATES	OH	Hamilton	0	0	POWER TRAIN
422	NHTSA	11426328	[redacted]	7/30/2021	02-13-2022	07-25-2021	[redacted]	FORD MOTOR COMPANY	FORD	F-150	2014		0	0	UNITED STATES	TX	Bedford	0	0	POWER TRAIN
425	TRANSPOR	20211136	[redacted]	7/19/2021	11-24-2021		[redacted]	FORD MOTOR COMPANY	FORD	F-150	2014		0	0	CANADA	Ontario	Peterborou	180000	0	TRANSMISSION AUTOMATIC
427	NHTSA	11427426	[redacted]	7/15/2021	02-13-2022	08-02-2021	[redacted]	FORD MOTOR COMPANY	FORD	F-150	2014		0	0	UNITED STATES	TX	San Antonio	150000	0	POWER TRAIN

447	NHTSA	11421240	[redacted]	6/16/2021	02-11-2022	06-17-202	[redacted]	FORD MOTOR COMPANY	FORD	F-150	2014	INJURY	0	1	UNITED ST	CA	palmdale	0	0	POWER TRAIN
448	NHTSA	11419769	[redacted]	5/28/2021	02-11-2022	06-04-202	[redacted]	FORD MOTOR COMPANY	FORD	EXPEDITIO	2014		0	0	UNITED ST	NV	Las Vegas	0	0	VEHICLE SPEED CONTROL
452	NHTSA	11419866	[redacted]	5/27/2021	02-11-2022	06-07-202	[redacted]	FORD MOTOR COMPANY	FORD	F-150	2014		0	0	UNITED ST	CA	palmdale	0	0	UNKNOWN OR OTHER
453	NHTSA	11424739	[redacted]	5/25/2021	02-11-2022	07-14-202	[redacted]	FORD MOTOR COMPANY	FORD	F-150	2014	INJURY	0	1	UNITED ST	CA	palmdale	0	0	POWER TRAIN
456	NHTSA	11418594	[redacted]	5/24/2021	02-11-2022	05-26-202	[redacted]	FORD MOTOR COMPANY	FORD	F-150	2014		0	0	UNITED ST	CA	palmdale	0	0	POWER TRAIN
501	NHTSA	11386537	[redacted]	1/4/2021	02-11-2022	03-04-202	[redacted]	FORD MOTOR COMPANY	FORD	F-150	2014		0	0	UNITED ST	KY	INDEPENDI	178000	0	POWER TRAIN
509	NHTSA	11383864	[redacted]	12/12/2020	02-11-2022	12-16-202	[redacted]	FORD MOTOR COMPANY	FORD	F-150	2014		0	0	UNITED ST	IN	SCHERERVI	63000	0	VEHICLE SPEED CONTROL
515	NHTSA	11407234	[redacted]	11/30/2020	02-11-2022	04-09-202	[redacted]	FORD MOTOR COMPANY	FORD	F-150	2014		0	0	UNITED ST	IA	MALREPAS	133477	0	VEHICLE SPEED CONTROL
589	NHTSA	11527252	[redacted]	6/30/2020	06-19-2023	06-15-202	[redacted]	FORD MOTOR COMPANY	FORD	F-150	2014		0	0	UNITED ST	CA	Tulare	0	0	POWER TRAIN
690	NHTSA	11413838	[redacted]	4/12/2020	02-11-2022	04-25-202	[redacted]	FORD MOTOR COMPANY	FORD	F-150	2014		0	0	UNITED ST	WV	FAYETTEVI	134360	0	POWER TRAIN
686	NHTSA	11306281	[redacted]	1/23/2020	02-11-2022	01-31-202	[redacted]	FORD MOTOR COMPANY	FORD	F-150	2014		0	0	UNITED ST	TX	HOUSTON	114000	0	POWER TRAIN
709	NHTSA	11286617	[redacted]	11/30/2019	02-11-2022	12-03-201	[redacted]	FORD MOTOR COMPANY	FORD	F-150	2014		0	0	UNITED ST	NY	JOHNSTOW	59000	0	POWER TRAIN

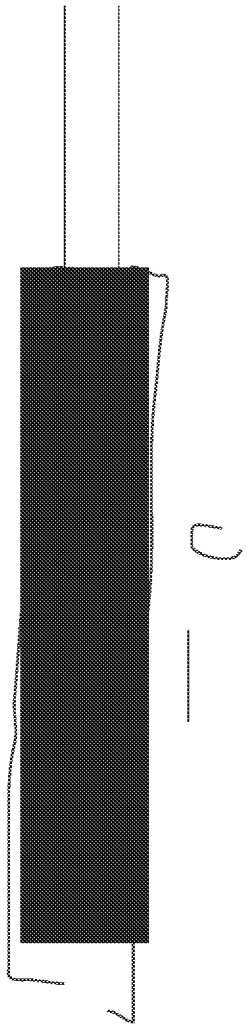
774	NHTSA	11241877	[redacted]	8/3/2019	02-11-2022	08-05-2019	[redacted]	FORD MOTOR COMPANY	FORD	F-150	2014		0	0	UNITED ST	TX	KATY	135000	0	POWER TRAIN
779	NHTSA	11234183		2/23/2019	02-13-2022	07-23-2019		FORD MOTOR COMPANY	FORD	F-150	2014		0	0	UNITED ST	TX	AUSTIN	67000	0	POWER TRAIN
3026	NHTSA	11340567		10/30/2018	02-13-2022	07-23-2020		FORD MOTOR COMPANY	FORD	F-150	2014		0	0	UNITED ST	ME	MINOT	70000	0	POWER TRAIN
1122	NHTSA	11082222		5/5/2018	02-11-2022	05-07-2019		FORD MOTOR COMPANY	FORD	F-150	2014		0	0	UNITED ST	OK	BLANCHAR	80000	0	POWER TRAIN
1277	NHTSA	10989248		5/2/2017	02-11-2022	05-03-2017		FORD MOTOR COMPANY	FORD	F-150	2014		0	0	UNITED ST	PA	BADEN	60000	0	VEHICLE SPEED CONTROL
3654	TRANSPOR	20191788			11-24-2023	04-17-2020		FORD MOTOR COMPANY	FORD	F-150	2014		0	0	CANADA	Ontario	Minesing	119500	0	TRANSMISSION AUTOMATIC

Consumer Comments	Vehicle S	Vehicle s	Incident I	Medical A	Fuel Type	Defective	Vehicles	Potentially Responsive? "Down" and "Shift"
Traveling on highway at 60 mph in 6th gear. Car downshifted to 3st gear on its own causing rear wheels to lock and making me lose control. I was able to safely pull over without getting hit. This is the same issue in the recall for 2011-2013 Ford F150's. The same thing is happening in 2014's.	60		0	0			0	y
When driving on the interstate the truck suddenly downshifted causing the tires to lock up and the vehicle to swerve out of control. There is already a recall for this issue for Lead Frame in 2011-2013 vehicles. The recall needs to be extended to the 2014 model vehicles as well.	75		0	0			0	y
While driving 50mph the transmission downshifted to 2 gear and the rear end locked up and I slid. I was able to shift to neutral and gain control. This has happened twice at that speed and you can feel a jolt like it's happening at lower speeds. I believe this is an electrical issue in the transmission as the gear indicator on the dash will flicker between "D" and "2". I have a video of this that can be shared. I have not called Ford yet but there does appear to be a recall on the 2013 F350 models where there is an issue with the lead frame which sounds very similar to what I'm experiencing. My 2014 has the same transmission 6R80 that's used in that truck as well. There was no warning when this happens.	50		0	0			0	y
The contact owns a 2014 Ford F-150. The contact stated while driving 60 MPH, the vehicle downshifted to first gear, causing the rear wheels to lock up and the vehicle to slide. The contact stated that the wrench warning light was illuminated. The vehicle was taken to the dealer to be diagnosed. The contact was informed that the lead frame and valve body assembly needed to be replaced. The manufacturer was made aware of the failure and advised the contact to call the NHTSA Hotline. The failure mileage was approximately 105,000.	60		0	0			0	y
About 3 weeks ago, I started having issues with the truck where the tachometer would jump to redline at the same time the speedometer would drop to 0 driving at 30-40 MPH. The rear wheels locked up twice. This has happened 3 more times since it started 3 weeks ago. The code that came up on the truck was P0720, which is the output speed sensor. Ford issued a recall on 2011-2013 year models for the exact same issue. Mine is a 2014 model with the same exact transmission (6R80) having the exact same problem as the recall models. Luckily the issue hasn't caused an accident for me. That of course can change if it happens again before I am able to get it repaired. Today when it happened I was on the highway driving 65-70 MPH fortunately the rear wheels did not lock up. A wrench symbol appears on the odometer which is LIMP MODE and began decelerating on a highway with moderate traffic that could've caused an accident because I couldn't accelerate. I have 30 plus years of driving experience. This situation is very dangerous especially for inexperienced drivers even worse with drivers being distracted with their phones these days.	65		0	0			0	
Driving on the freeway, speedometer starts randomly sensing different speeds like the output speed sensor is not reading correctly. Transmission then downshifts to the speed that the OSS is reading and stronshifts to 1st gear while im driving on the freeway going 65mph. It was so abrupt that it locked the differential and chirped the tires, again all while going freeway speeds in traffic! Could have gotten rear ended or caused an accident. I will be telling to Ford to see what they say but i shouldnt have to pay a dime for manufacturing defect and safety issue.	65		0	0			0	y
I was driving down the highway at about 75 miles an hour and the vehicle slipped gears likely down to 1st. The rear wheels locked and the vehicle jolted almost as if I had run into something. After that it carried on normally. There were no indicator lights or errors that popped up. It came completely without warning. I took the vehicle in to a local mechanic. They serviced the transmission but did not find any reason for the vehicle to have dropped gears like that. About three days after getting the vehicle back I was again driving down the highway at about 75 miles an hour, the wrench light came on, my speedometer dropped to zero, my odometer cleared, and my gas/trip cleared all while the vehicle continued down the highway. The airbag light also illuminated and stayed on but the wrench light turned back off again. I pulled over and restarted the vehicle and everything cleared and the vehicle continued as normal. It drove normally for the rest of my drive as well as my drive home. The next morning it did the same thing. As others have mentioned this is a clear safety issue as instruments are just shutting down as the vehicle moves at a high rate of speed and I have to keep pulling over and restarting the vehicle. I luckily have been in areas of low traffic as all of these issues have occurred but there could have been a number of different outcomes had the vehicle locked up while in a higher traffic area/traffic. I do not feel that the vehicle is safe to operate and having just had it serviced at two mechanics and neither finding any major issues to cause these problems, I feel that this is a major safety issue with the vehicle itself.	75		0	0			0	
Driving at freeway speed the transmission jumped into 1st gear and the rear differential locked, causing me to swerve and have to take avoiding action in hitting another vehicle. At the same time a check engine light and wrench symbol illuminated in the dash. Upon Diagnosis at my local Ford dealer the memory shows the code P0718 which is a turbine fault on the transmission sensor. This is a Similar fault found on other F150's which have been covered by the lead frame replacement program. Ford have informed me that they will not conduct the repair because my VIN has not been recorded as being affected. Clearly the fault has occurred and I need assistance to repair my truck.	60		0	0			0	
Truck downshifted today while doing 57 mph, speedometer went to 0, rear tires locked up sending truck into spin on I 35 southbound in lewisville texas. Striking another car and hitting concrete barrier. Road was wet, no shoulders.	57		1	0			1	y
2014 ford f150 raptor, built in 11/13 in dearborn michigan plant. Driving down wet highway in slow lane doing 55mph, speedometer goes to 0, airbag light illuminates, odometer changes to dashes, wrench light comes on, transmission downshifted locking up my wheels. My truck is totalled and I could have died. Another car is totalled as well. This is the same defect as the 09-13 recalls. Speed sensor in lead frame failure. Ford did not notify me and is not notifying other 2014 f150 owners. Please hel[redacted]	55		1	0			1	y

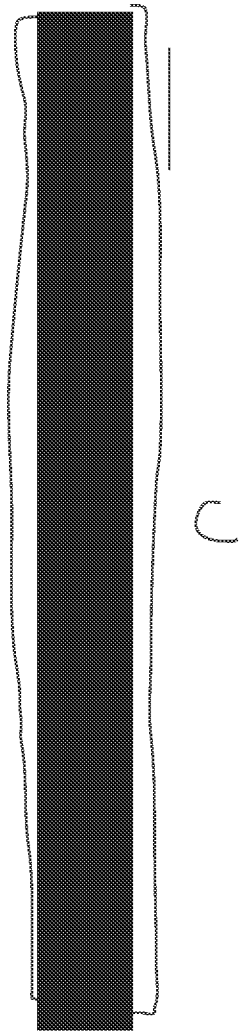
My mother in law contacted me and stated her 2014 ford expedition's transmission felt like it was failing. I drove same the next day. As I was test driving the vehicle at approximately 60mph down a U.S. highway, I hear a "clunk" noise and then immediately the RPMs went up and the vehicle downshifted into 1st gear causing the vehicles's wheel to lock up. I went sliding down the highway and luckily didn't not collide with another vehicle. I had the vehicle scanned and same displayed P0722 output speed sensor codes. After further research, I discovered that her transmission is the same model and design as the 6R80 transmissions that were installed from 2013-2017. The 6R80 transmission lead frames were recalled for years 2011-2013 for the exact same safety issue that I encountered. For some reason Ford has done nothing for the 2014 models. This is a huge safety concern. Myself as well as my child could have been seriously hurt or worse as well as the other innocent motorists that were driving around me. Now we are forced to pay $1500 to have a safety issue fixed that in my opinion should be covered due to the safety concern as well as the fact that Ford is already aware of this lead frame issue that occurs in the previous year model. I understand that things happen and parts break but there is no excuse for a vehicle to downshift into 1st gear while traveling 60 and 70mph down the highway and nothing be done to fix the issue from the manufacturer.	60		0	0			0	y
The contact owns a 2014 Ford F-150. The contact stated that while driving approximately 50-70 MPH, the vehicle decelerated to 0. The contact stated that the rear wheels locked up and the vehicle jerked and vibrated. The contact shifted to park and back into drive. There were no warning lights illuminated. The contact stated that on another occasion while driving at an undisclosed speed, the vehicle lost motive power and stalled. The vehicle failed to shift into gear. The vehicle was taken to the local dealer but was not diagnosed or repaired. The manufacturer was contacted and referred the contact to the NHTSA Hotline. The approximate failure mileage was 127,000.	50		0	0			0	
While driving at approximately 55mph a second incident at 40mph the transmission dropped into what seemed like 1st gear for a split second momenterily locking up the rear wheels. Safety is at risk from loss of control, or causing an accident form sudden deceleration. No prior warning of any pending issues. Truck is being towed to repair facility today.	53		0	0			0	
Same as 2013 recall, my transmission locked & had to replace the lead frame assembly at my expense. I've been told that the 2014 models are having the exact same problem as the earlier (recalled) model years. Please investigate Thank you [XXX] INFORMATION Redacted PURSUANT TO THE FREEDOM OF INFORMATION ACT (FOIA), 5 U.S.C. 552(b)(6).	58		0	0	GS		0	
Transmission (Lead Frame - AL3Z9G276D) malfunctions causes vehicle to downshift to 2nd or 1st gear at highway speed (60 mph+) with no warning. The truck's wheels lock up, causing the vehicle to skid uncontrollably until the transmission upshifts to a higher gear. This incident could cause a major highway accident endangering passengers and others driving on the highway. This enduring problem was a recall issue on 2013-2013 models and the vehicle was taken directly to the dealer to address at the problem that occurred twice under the same conditions. The problem was diagnosed (lead frame part number referenced previously) and the dealer acknowledged Ford F-150s have this problem all the time. The was no indication light on the dash before or after, however, the Ford dealer said the vehicle had an error code (P0722) when connected to their analyzer which indicates the transmission lead frame failure. I will not put my family and others at risk, the vehicle is not safe to drive, and now sits at my home as a $35,000-dollar paperweight. The reason it is not being repaired is because the Ford dealer cannot get the part to repair their own product, which they know is an on-going problem for thousands of Ford owners (their words - not mine.). Safety is more important than disappointment, but I waited 12 years to purchase a F-150.	65		0	0			0	y
This began in November of 2022 as an intermittent concern. At first, it appeared that I could temporally correct by pulling over completely shutting off the truck and re-starting (re-booting) but is rapidly becoming worse and today (02/09/2023) became untenable, no matter what I did; the speedometer would not work or behaved erratically for brief periods; the information center display disappeared and then became dashes; the transmission randomly down-shifts gears causing the wheels to lock up briefly or does not shift at all, causing engine RPMs to spike. While thankfully this has only occurred at speeds below 40 MPH, I feel that this is a safety concern for myself and others as operation of my vehicle becomes haphazard and unpredictable and I am very concerned that it may happen at higher speeds causing a crash. While I have not had the wrench displayed, I have read the following codes: U0401 INVALID DATA RECEIVED FROM ECM/PCM; P0316 MISFIRE AT START; P0722 OUTPUT SPEED SHAFT SENSOR The local dealer sates that he believes it to be a Molded Lead Frame issue that was recalled in previous F-150 models but as mine was a 2014, it was not covered. Obviously, the problem has not been resolved for subsequent models.Additionally, the needed replacement part is unavailable and on indefinite back-order, or as the dealer put it, on inter-galactic back-order So now, I have an expensive paper weight in my driveway, waiting for a part that may be months or even up to a year to arrive.	40		0	0			0	y
There is a recall for this same vehicle, but only 2011-2013 year models for the transmission lead frame in the 6R80 transmission. I am experiencing the same part failure, and according to online forums and the fact the part is on extreme back order through all Ford dealerships, the recall should be extended to 2014 year makes as well. My truck is beginning to experience Output Speed Sensor failure symptoms. I was on the freeway a couple times now, driving at normal speeds (65 Mph), when the speedometer started jumping vigorously, then down to zero a few times, causing the transmission to suddenly lock my tires for a second. This is extremely concerning and is putting a my life as well as others at a HUGE risk. Thankfully the tires didn't lock for long and the roads were dry. This could have ended very badly. I plan to do the repair ASAP but it seems like 2014 year models are also affected by this recall (19N01)	65		0	0			0	



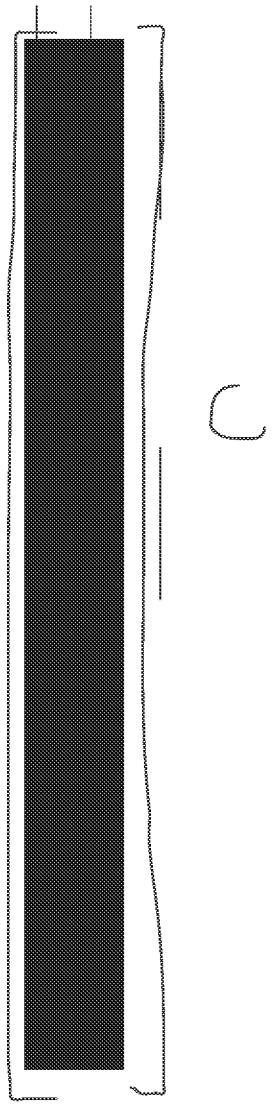
Wednesday December 28th, 2022. Vehicle gave a short ding while stopped at a traffic light. Dashboard vacillated back and forth between low tire pressure, and empty gas tank. Vehicle was holding half a tank of gas. Upon take off from traffic light speedometer stopped working. Drove 20 miles home and turned off vehicle. Husband took for check drive, everything was working. Friday December 30, 2022 while traveling 65 miles an hour on the freeway, vehicle made a fleeting strange noise coming from the dash. Vehicle involuntarily downshifted to first gear causing vehicle to skid down the highway, tires smoking, out of control. Husband was able to come to a stop at the side of the highway without harming us or anyone else on the road. Engine was revving as if someone was pushing on the gas pedal. Engine was quickly turned off. Eventually vehicle was restarted and showed no signs of what hed happened a few minutes before. Made it home without incident on side roads traveling at a low speed. Without the excellent driving skills of my husband, we would have lost control and crashed. At a busier hour multiple vehicles would have plowed into the back of us injuring or killing many. We were both traumatized by the takeover of our vehicle. And yes, the incident could heve very well been a detriment to our lives and the lives of others on the road. Vehicle has been parked. Husband visited local Ford dealership explaining what happened. Representative was very well aware of the situation my husband described. He said it has to do with the power train control module. Parts are not available and will not be for months. These parts have been recalled by Ford up to 2013. Ford will not replace part or reset powertrain on our vehicle which is 2014. Quote to fix our vehicle is 3,000.00 dollars and possibly more depending on what the lock down did to our engine and transmission. On top of that it could be months before they can heve to parts to fix it. Vehicle is unsafe.	65		0	0			0	y
White traveling at varying rates of speed, the transmission will shift on its own from 6th gear down to 2nd gear. This issue locks up the beck tires while traveling at a high rate of speed and therefore is a huge safety issue. Especially since this happened with my children and wife in the vehicle. This issue has also started to cause multiple other features to not work including the speedometer from time to time. The check engine light does not register this as a problem and it took Ford lots of convincing of what the actual problem was. There are no warning as to when the issue happens. It is intermittent and seems to have a hard time figuring out what gear the transmission should be in based on the speed of travel. This is a HUGE safety issue as I can be driving a high rate of speed and it downshifts without warning or I can be at a stop light and lose all power to the transmission and the vehicle will not move. Only the rpm's will increase but the vehicle does not seem to have power from the power train system. It has been taken to Ford several months ago. They diagnosed the issue. There was a recall for this exact issue for models 2010-2013. My vehicle was 1 month out of recall. This is an issue seeing as it is the same exact problem the previous models are having but the recall only extended to models up to 2013. The dealership has given me the run around and not returned my calls for service for several months.	70		0	0			0	y
Unable to unlock/lock driver side door with key fob and/or lock switch inside. Action taken at dealership: Dealership pulled door pane and found no power at latch connector. Pulled connector out from between door and body, found power wire broken, along with two other broken wires, yellow and other wire chaffed to copper wire inside. Repaired wiring that is hidden and reassembled connector/panel. Possible electrical short inside dust boot, which could cause further damage and/or electrical damage.	0		0	0			0	
While driving along the middle lane of a 3 lane road at approx 75km/h the transmission suddenly changed from 6th gear to 1st gear causing the rear wheels to lock up and reduce the truck speed dramatically while skidding. I had to quickly change lanes to avoid causing an accident.	75	KPH						
The contact owns a 2014 Ford F-150. The contact stated while driving at various speeds, the vehicle inadvertently downshifted to first gear, making the vehicle uncontrollable. The speedometer became inoperable. The contact stated that the rear tires locked up with the check engine warning light illuminated. The vehicle was taken to the local dealer where it was diagnosed that the lead frame needed to be replaced. The vehicle was not repaired. The manufacturer was contacted but no additional assistance was provided. The failure mileage was approximately 185,000.	0		0	0			0	y
MY 2014 F 150 5.0 has the 6 speed auto trans. transmission will downshift while running highway speeds or speed over 50 mph. On 09/13/2022 the rear wheel's locked up for a brief moment causing the rear of the truck to fishtail while I was running 70 mph on the highway. I was able to control the truck and was able to pull off to the side of the road safely this time. turned the truck off and let it reset for a few minutes and it was fine. the second time this happened I was on my way to drop my kids off at the babysitter so I can go to work and it done it again only this time the wheels didn't lock up and it downshifted from 6th to 2nd. Once again I pull over and shut the truck off and let it reset for a little while and it was fine. I am a single father of 5 young kids and this has happened twice in the last 2 weeks with them in the vehicle, this is our only means of transportation. hopefully ford gets this taken care of.	50		0	0			0	y
The contact owns a 2014 Ford F-150. The contact stated that while driving at various speeds, the speedometer went to 0 MPH and the transmission inadvertently shifted to 1st gear, the engine revved up, and the rear tires almost locked up. The service engine warning light illuminated, and the vehicle shifted to LIMP Mode. The failure was intermittent. The vehicle was not taken to the dealer to be diagnosed or repaired. The manufacturer was not made aware of the failure. The approximate failure mileage was 290,000.	0		0	0			0	



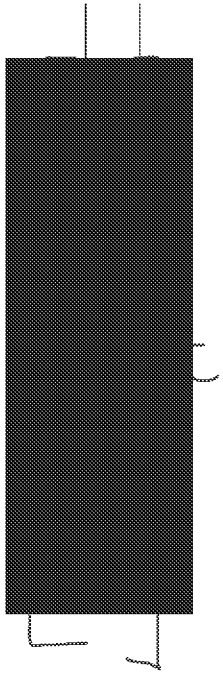
I have a 2014 Ford F150 tremor eco-boost. The vehicle has 104,000 miles on it. For the past couple of weeks I've been noticing the vehicle will randomly feel like it's losing power in the RPMs will oscillate for a few seconds and then the vehicle feels like it drops into gear. I wasn't sure what was going on I had no trouble codes. Finally one day I started driving I got up to about 50 miles an hour and I noticed the RPM started oscillating little and I also noticed that at the same time it was shifting from six gear to fifth gear back-and-forth and then suddenly the vehicle dropped in the first gear the rear tires locked up and almost lost control of the vehicle. Fortunately no one was behind me. This is a very dangerous condition. I called the Ford dealer and I have an appointment to bring the vehicle in I'm not sure how successful that will be since I don't have a trouble code and the vehicle does this randomly. It will be a long time before I trust this truck again if ever.	50		0	0			0	
The contact owns a 2014 Ford F-150. The contact stated while driving 50 MPH, the vehicle inadvertently downshifted from 6th to 1st gear, causing the rear tires to lock up. The contact released and then depressed the accelerator pedal. The contact was able to continue driving. The contact stated that the failure had occurred three times while driving. The vehicle was taken to an independent mechanic to be diagnosed. The mechanic associated the failure with the molded transmission lead frame. The dealer was notified of the failure and informed the contact that the VIN was not included in a recall. The vehicle was not repaired. The manufacturer was notified of the failure and referred the contact to the NHTSA Hotline. The failure mileage was approximately 90,000.	50		0	0			0	y
Advanctrac service warning came up. Got Codes run they showed the EAPS had a fault. It locked up the power steering while driving down the road and cut off all electrical components in the vehicle.	35		0	0			0	
Vehicle down shifted from 6th gear to 1st gear, while going 70. Rear tires locked up and slide. Vehicle repeat the issue after a brief stop on the side of road to check for broken parts and determining there was nothing visually broken and no warning lights, error codes, or weird sounds when cranked. Pulled vehicle over and called for a trailer. Trailered vehicle to residence. Found where Ford has a recall for similar event in the 2011-13 models related to OSS and PCM.	70		0	0			0	y
The contact owns a 2014 Ford F-150. The contact stated while driving 70 MPH on the highway, the vehicle shifted down to 1st gear, and the tires locked up. There were no warning lights illuminated. The contact was able to take the vehicle to an independent mechanic. The mechanic had repaired the PCM and the vehicle speed sensor. The manufacturer was notified. The failure mileage was 147,047.	70		0	0			0	y
Transmission will suddenly shift gear while driving. On one occasion it downshifted to 1st gear as I was travelling down the highway at 70 mph with my family in the vehicle. Tires locked up and vehicle slid but I was able to regain control and did not hit anything. In addition, in multiple occasions the instrument Panel shuts off all the gauges for the exception of the RPM's and shows a wrench and loosing some power. Also while driving at low speeds the transmission disengages and slips but no sign of transmission issues. On all instances above I parked the vehicle, shut off for a minute, restart and drove away like nothing happened. No codes, no warnings. Brought it to several mechanics and they are not able to tell me whats wrong. Spoke to Ford and they said is nothing they have seen on the Ford Expedition but the symptoms are similar to an issue on a F-150. Im very concerned as this can happened at any time and I know if it happens on snow it will probably cause a major accident. Don't feel safe driving the vehicle.	70		0	0			0	y
While travelling at 60MPH transmission downshifts to 1st gear causing rear end to basically lock up and skidded into oncoming traffic lane. Luckily I didn't hit anyone. Transmission also locks into 5th or 3rd gear at a stop and will not shift out. Unpredictable at best, VERY DANGEROUS.	60		0	0			0	y
On several occasions while driving at 50+ mph my truck suddenly downshifts from 6th gear to 1st gear causing the rear wheels to lock up and skid. I have taken the vehicle to the dealership and they refuse to do anything because they can not duplicate the issue. this has happened several times the last time was on the freeway causing me to shoot over 2 lanes of traffic almost causing an accident. the ford dealership and the extended warranty company ameriplus both refuse to help because they both say that they can not duplicate the problem but the vehicle comes up with dtc codes p0731 and p0722This is extremely concerning that this will happen when driving at highway speeds and the fact this vehicle is my daily driver and I usually have my kids in the vehicle with me. Im very concerned about the safety of driving now especially after learning this exact issue was recalled on the vehicles a year before mine with three same 6 speed transmission, but not on my year.	50		0	0			0	y
Monday November 1, 2021, I was traveling at approximately 45 mph when transmission downshifted to 1st gear. The tires locked up, causing severe skid bringing me to an abrupt stop. Fortunately, traffic was light and no one was behind me.	45		0	0			0	y
Last night while coming home from dinner I was cruising around 40 mph when all of a sudden the transmission downshifted to 1st gear and basically locked up the rear tires. It scared my family along with myself.	40		0	0			0	y
Sudden downshifting gears changed without warning, feeling like you got hit from behind, causing a harsh jerk forward, locking up the rear wheels. Problems with their speedometers, erretic gear shifting, and the transmission stuck in one gear. Certified Transmission Service garage indicates faulty Lead Frame	100	KPH						y
The contact owns a 2014 Ford F-150. The contact stated while driving 65 mph or at highway speeds, the vehicle downshifted to first gear and the rpm revved up to 5,000 rpm, the rear wheels locked up, the vehicle lost traction control and started skidding. The contact stated that the vehicle was taken to a certified mechanic however, the mechanic was unable to identify the cause of the failure. The contact stated that the failure was related to NHTSA campaign number: 19V433000 (Power Train) and 19V075000 (Power Train) however, the VIN was not included in the recall. The contact took the vehicle to the dealer and it was confirmed that the VIN was not included in the recall. The failure recurred and became more severe. The vehicle was not repaired. The manufacturer was made aware of the failure. The approximate failure mileage was 150,000.	65		0	0			0	y



while driving on the freeway my 2014 ford f150 suddenly downshifted from 6th gear to 1st gear causing my rear wheels to lock up and having the steering wheel jerk to the left. the car behind me had to swerve to avoid hitting me from behind since the trucks wheels locked up with no brake lights. this has been the 8th time this has happened. each time i take it to ford for them to check it out they tell me they can not duplicate the issue. the wrench light comes on and it throws codes and ford will do nothing to fix it.	0		0	1			0	y
As I was driving on the freeway my transmission downshifted and my rear wheels locked up and I lost control of my vehicle with all 4 of my children in the car with me! After this happened the check engine light came on and I had the code read at my local auto parts store and the error code was P0720 for the output shaft sensor which is located on the lead frame inside my transmission. I called my Ford dealer to get a quote to fix my car and was told based on my VIN the part number for the faulty part is AL3Z7G276D. When I looked up this part number on the internet I found that this part was recalled for the same exact thing that happened to me except that the current recall didn't include my model year and build. I'm confused as to why if the recalled part number is in my truck and I almost died along with all 4 of my children because of it that my car is not covered in this safety recall.	65		0	0			0	y
on several occasions while driving at 50+ mph my truck suddenly downshifts from 6th gear to 1st gear causing the rear wheels to lock up and skid. i have taken the vehicle to the dealership and they refuse to do anything because they can not duplicate the issue. this has happened several times the last time was on the freeway causing me to shoot over 2 lanes of traffic almost causing an accident. the ford dealership and the extended warranty company ameriplus both refuse to help because they both say that they can not duplicate the problem but the vehicle comes up with dtc codes p0731 and p0722	55		0	0			0	y
while driving my vehicle it suddenly downshifts from 6th gear to 1st gear causing the rear wheels to lock up.	50		0	0			0	y
while driving at highway speeds my truck suddenly down shifts from gear 6 to 1. while downshifting the wheels lock up causing them to skid and as a result the steering wheel pulls left. i have almost crashed 2 times. it has happened several times. i see that the same issues were happening on the 2012 and 2013 models and they were issued recalls to get the problem fixed. why not on the 2014 models which is the same truck	55		0	0			0	y
VEHICLE STARTED TO DOWN SHIFT INTO 1ST AND 2ND GEARS WHILE DRIVING CAUSING SCARY NOISES AND VEHICLE RPM TO JUMP VERY HIGH AND VEHICLE REAR TIRES TO LOCK UP. VEHICLE DOES THIS WHEN IN MOTION ON HIGHWAYS AND CITY STREETS. ANYTIME I ACCELERATE THE TRANSMISSION DOWN SHIFTS	55		0	0			0	y
2014 F150 ECOBOOST: WHILE DRIVING ~50MPH, THE VEHICLE ABRUPTLY DOWNSHIFTED TO FIRST GEAR CAUSING MY REAR TIRES TO LOCK UP. I WAS ABLE TO CONTROL THE SKID AND REDUCED MY SPEED TO PULL TO THE SIDE OF THE ROAD. AT THAT TIME, MY VEHICLE WOULD NOT SHIFT OUT OF FIRST GEAR. I TURNED THE VEHICLE OFF AND RESTARTED IT TO RESET ANY ELECTRONIC CONTROLS AND THE VEHICLE WAS ABLE TO DRIVE NORMAL AGAIN. SIMILAR OCCURRENCES HAVE HAPPENED INTERMITTENTLY, WHERE THE VEHICLE WOULD NOT SHIFT OUT OF FIRST AFTER COMING TO A REST. OR THE VEHICLE WOULD REMAIN IN 5TH GEAR, IF I WAS ALREADY IN MOTION WHEN IT ACTED UP AND WOULD NOT SHIFT DOWN EVEN IF I CAME TO A REST. FROM MY RESEARCH, THIS APPEARS TO BE SIMILAR TO THE LEAD FRAME RECALL THAT HAS BEEN ISSUED FOR 2011-2013 VEHICLES. MY VEHICLE WAS MANUFACTURED ON 11/13, BUT APPEARS TO BE OUTSIDE OF THE RECALL TIMEFRAME.	50		0	0			0	y
VEHICLE SHIFTED FROM 6TH GEAR TO FIRST WHILE DRIVING WHICHED LOCKED UP THE REAR WHEELS. THIS WAS CAUSED BY THE LEAD FRAME ON THE TRANSMISSION. THERE IS A CURRENT RECALL FOR THIS ISSUE WITH FORD THAT STOPS THE YEAR BEFORE MY VEHICLE WAS PRODUCED. IT HAS THE SAME TRASMISSION AS THE EARLIER MODEL.	55		0	0			0	
Had to have lead frame changed in transmission because truck was shifting gears on its own. Some time it would lock the tires up which was a major hazard as the transmission dropped from 4th to 1st while traveling at 40 miles per hour. Also would start in second the shift to 5th one it's own.	40		0	0			0	
WE WERE DRIVING AT 55 MPH DOWN HIGHWAY WHEN SUDDENLY TRUCKS REAR END JUMPED UP IN THE AIR I COASTED TO THE SHOULDER. GOT TOWED TO SHOP TO FIND OUT THE REAR END TRANSFER CASE AND TRANSMISSION HAD LOCKED UP AND COMPLETLY STRIPPED EVERYTHING TEETH WERE BROKEN ON ALL PARTS PIECES LITTERALLY FELL OUT OF THE REAR END WHILE TAKING IT APART PUT ALL NEW PARTS IN TRUCK REAR END TRANSFER AND TRANSMISSION ONLY TO HAVE IT TO DO AGAIN ONLY THIS TIME I WAS GOING 30 MPH SO IT DIDNT DESTROY POWER TRAIN THIS TIME ONLY SHOT TO FIRST GEAR AND STAYED THERE LIMP MODE IS WHAT THEY CALL IT AND I FOUND A RECALL ON CERTAIAN 2013 2014 2015 AND 2016 MODELS YET IT ISNT SHOWING UP ONLINE HERE THE MECHANIC SAID THAT EXPLAINED WHAT HAPPENED TO THE FIRST POWER TRAIN HOW IT WAS GUTTED FROM REAR END TO TRANSMISSION I WAS TOWING A TRAILER THE FIRST TIME HE SAID THAT WAS THE ONLY THING THAT KEPT ME FROM FLIPPING LUCKY ME SO HOW DO I GET FORD TO NAME THIS A RECALL AND REIMBURSE MY FIRST BILL CONCERNED CONSUMER	55		0	0			0	
2014 F150 PICKUP WHILE AT SPEED (FIRST TIME AT 35MPH AND SECOND AT 65MPH) ON TWO OCCASIONS DOWNSHIFTED INTO 1ST GEAR, CAUSING SPEEDOMETER TO READ 0 AND ODOMETER TO READ ----------. A TECHNICIAN READ CODE P0722 FROM COMPUTER AFTER LAST INCIDENT. THE VEHICLE WAS MANUFACTURED ONE MONTH AFTER THE END DATE OF A RECALL DESIGNATED TO ADDRESS THIS PROBLEM, AND FORD WILL NOT FIX THIS TRUCK UNDER THAT RECALL, LEAVING THE EXPENSE OF THE REPAIR TO THE OWNER. WE DO NOT TRUST THIS VEHICLE TO BE SAFE TO DRIVE OVER 40MPH AS A LOSS OF CONTROL AT HIGHWAY SPEEDS DUE TO REAR TIRE LOCKUP COULD BE CATASTROPHIC.	65		0	0			0	y
11/30/13 I WAS DRIVING DOWN THE ROAD AT APPROXIMATELY 45 MPH AND MY TRUCK SUDDENLY DOWNSHIFTED. THERE WAS A LOUD BANG AND THE REAR WHEELS LOCKED UP AND SKIDDED. THE VEHICLE THEN WENT BACK TO NORMAL. 2 DAYS LATER IT HAPPENED AGAIN BUT NOT AS VIOLENTLY. THE TRUCK HAS AROUND 59K ON IT. I SEE THERE IS A RECALL FOR THIS REASON ON 2013 F150 WITH 6 SPEED TRANSMISSION WHICH IS WHAT I HAVE BUT NOTHING FOR THE 2014.	45		0	0			0	y



WHILE DRIVING, AN UNEXPECTED DOWNSHIFT INTO FIRST GEAR CAUSING THE VEHICLE TO SLOW DOWN SUDDENLY WITHOUT WARNING AND THE REAR TIRES MAY SLIDE OR LOCK, INCREASING THE RISK OF A CRASH. THIS IS THE EXACT SAME ISSUE THAT FORD ISSUED A RECALL ON FOR THE 2011-2012 F150'S. THERE ARE MANY ISSUES I HAVE READ ABOUT RECENTLY WITH OTHER PEOPLE AND THIS ISSUE WILL LIKELY KILL SOMEONE BEFORE ANYTHING IS DONE. IMAGINE DRIVING 75 ON THE INTERSTATE AND IT SHIFTS INTO 1ST GEAR OUT OF NOWHERE. THIS WILL CAUSE AN ACCIDENT WITH THE POTENTIAL OF DEATH TO ONE OR MORE PEOPLE IF YOU CANNOT CONTROL THIS VEHICLE.	25		0	0			0	y
I AM EXPERIENCING SYMPTOMS LIKE THOSE OUTLINED IN THE RECALL AFFECTING 2011-2013 F-150 TRUCKS (AMONG OTHER VEHICLES) WITH THE 6R80 TRANSMISSION. IT SHIFTS ERRATICALLY AND ABRUPTLY, AND TODAY, I HAD IT DOWNSHIFT FROM 6TH TO 1ST ON THE HIGHWAY AS I WAS CHANGING LANES. THANKFULLY THE TIRES DIDN'T LOCK UP. THE ENGINE REVVED FREELY ALL THE WAY TO REDLINE WHEN THIS OCCURED, GIVEN THE HISTORY OF THESE DOCUMENTED AND REPORTED ISSUES, I'M UNSURE IF THE SECOND WAVE OF RECALLS FROM EARLIER THIS YEAR MANAGED TO INCLUDE ALL OF THE AFFECTED VEHICLES.	55		0	0			0	y
MY TRUCK WILL DOWNSHIFT FROM 5TH GEAR TO 1ST GEAR WHILE OPERATING VEHICLE. I HAVE BEEN GOING AS FAST AS 50 MPH AND WITH OUT WARNING TRUCK WILL GO FROM 5TH TO 1ST GEAR. IT WILL CAUSE REAR WHEELS TO LOCK UP AND BECOMES HARD TO CONTROL. IT HAS BEEN GOING ON FOR ALMOST 2 YEARS NOW.	50		0	0			0	y
2014 FORD F-150 ECOBOOST - AT APPROXIMATELY 60 MPH VEHICLE WILL SHIFT INTO 1ST CAUSING THE REAR TIRES TO LOCK UP. WILL THEN SHIFT BACK TO 5TH OR 6TH AND DRIVE NORMAL. HAS HAPPENED SEVERAL TIMES WITH NO WARNING BEFORE IT HAPPENS. ALSO WILL SHIFT FROM 1ST TO 5TH WHEN PULLING OUT AND WILL NOT ACCELERATE. WILL HAVE TO PULL OVER AND TURN VEHICLE OFF, THEN RESTART. SOMETIMES IT WILL LOSE ALL GAUGES WHEN DOING THIS AND THROW A CHECK ENGINE LIGHT. CHECK ENGINE LIGHT WILL GO OUT AS SOON AS RESTARTED. AGAIN, NO WARNING AHEAD OF TIME WHEN IT DOES THIS. SEEMS TO BE THE SAME ISSUE THAT HAS BEEN RECALLED IN EARLIER MODEL FORD F-150S. HAVE SCHEDULED APPOINTMENT WITH FORD DEALER.	60		0	0			0	
ALMOST HAD SEVERAL ACCIDENTS DUE TO A DOWNSHIFT INTO FIRST GEAR WHILE DRIVING AT APPROX 55 MPH. THE TRUCK DOWNSHIFTED INTO FIRST GEAR, REAR WHEELS LOCKED UP AND I WAS BARELY ABLE TO GET IT OFF TO THE SIDE OF THE ROAD. I SEE ON THE INTERNET THAT THIS HAS BEEN HAPPENING TO MANY FORD F150'S. SAW A RECALL FOR THE EXACT SAME THING BUT IT ONLY APPLIED TO 2011 AND 2012 FORD F150'S. ALL OWNERS FELT THAT THEIR YEAR VEHICLE SHOULD BE INCLUDED IN RECALL. I FEEL THAT THE 2014 SHOULD DEFINITELY BE INCLUDED IN THE RECALL. MY 2014 IS DOING EXACTLY WHAT THE 2011 AND 2012'S HAVE BEEN RECALLED FOR. I ONLY HAVE 60K HIGHWAY MILES ON THIS TRUCK!! BELOW YOU ASK FOR DATES OF THIS HAPPENING. IT HAS HAPPENED MANY TIMES. THE DEALERSHIP HAS IGNORED THIS. I WILL POST THE MOST RECENT DATE THAT IT HAPPENED.	55		0	0			0	y
Incident occurred a week prior to report. While travelling at 70km/hr the transmission downshifted into first gear causing the wheels to lock up and skid. Vehicle partially left its lane during the incident. No warning lights were on prior to the incident, the wrench light came on during the incident. The vehicle was limped to a local Neppa shop were the failure was diagnosed as a failed lead frame. Vehicle has been returned to owner and is working ok. Compleinant will check to see if the old part is available. There were no recent repairs to the vehicle. Compleinant notes that online research has shown that earlier models have been recalled for this issue.	70	KPH						y



Search Criteria	
UserID	thenney
Report Date Time	2024-01-16 17:06:42
Total Result Count	1662
Source	NHTSA;TRANSPORT CANADA
Manufacturer	FORD MOTOR COMPANY
Make	FORD;LINCOLN
Model	EXPEDITION;F-150;NAVIGATOR
Model Year	2014

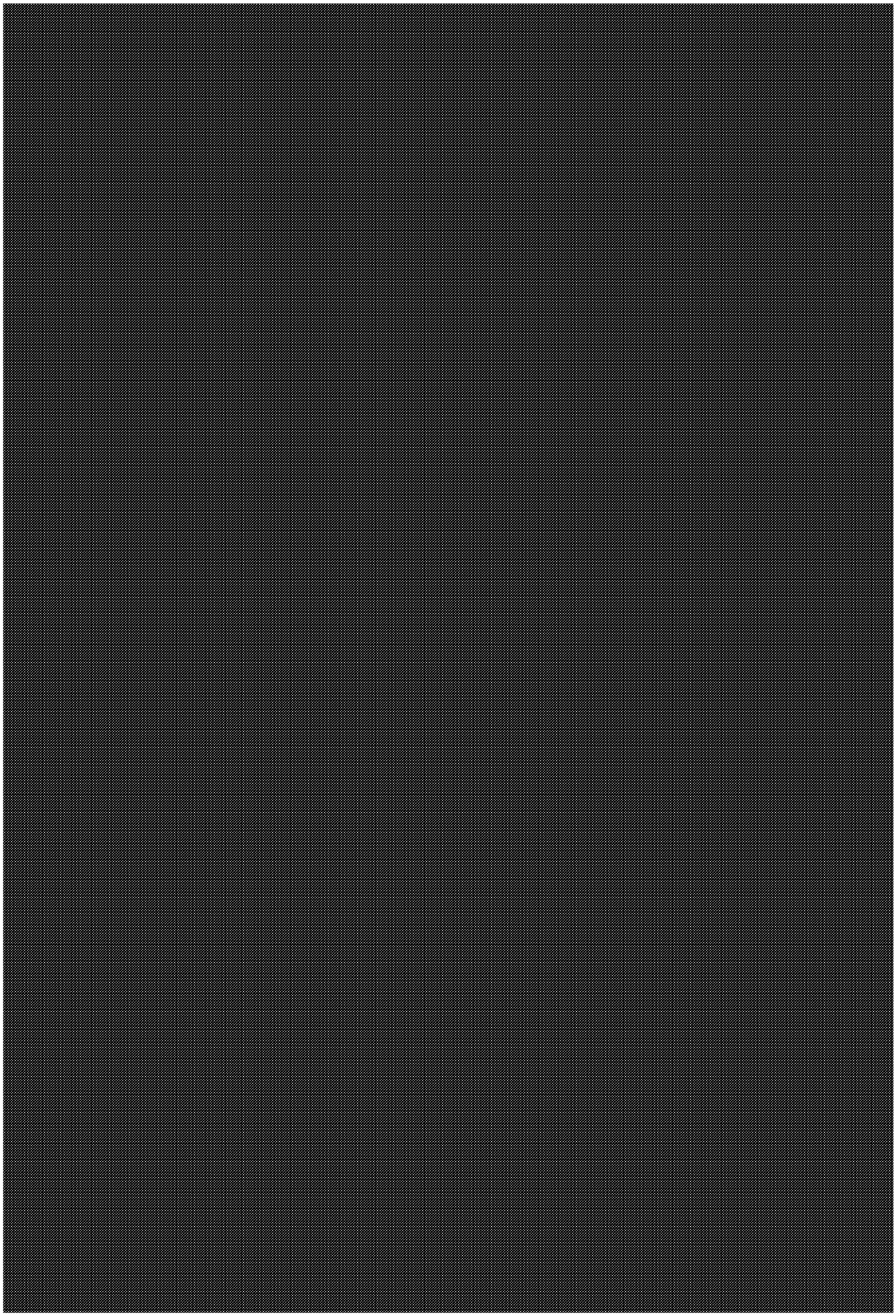
From: Henney, Travis (J.) [thenney@ford.com]
Sent: 1/17/2024 10:28:56 PM
To: Amos, Jeffrey (J.R.) [jamos13@ford.com]; Shaeff, Nathan (N.) [NSHAEFF@ford.com]
CC: Blackful, Jasper (J.) [jblackfu@ford.com]
Subject: 2014-2017 Expedition, Navigator, F150 6R80 Detection
Attachments: 6R Transmission Related Detections_Jan 2024.pptx

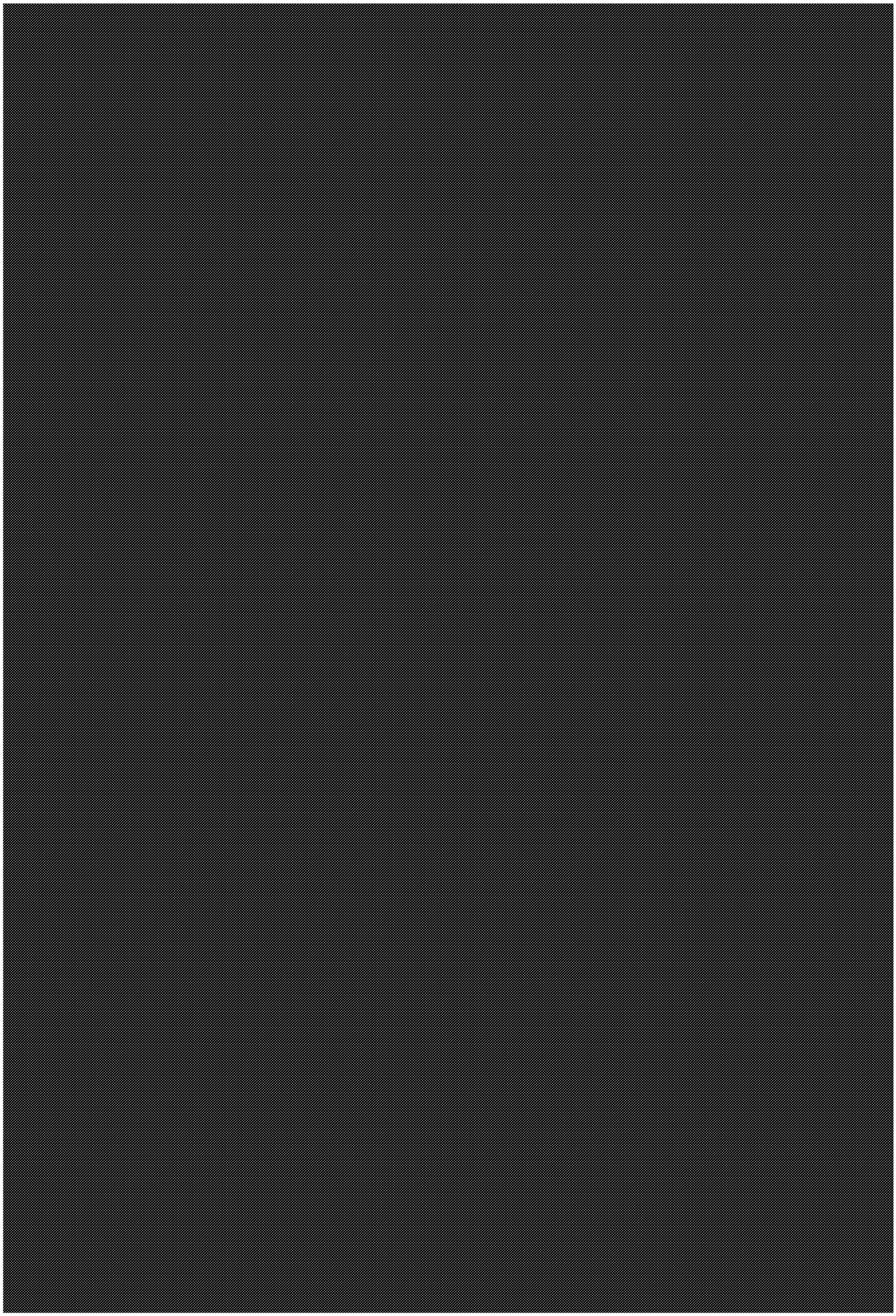
Jeff, Nathan,

Here is a copy of the detections presentation we discussed today. I will get us together organize the follow-up assignments that Laura requested.

Thanks for your help.

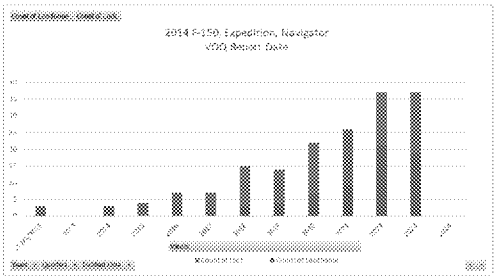
Best Regards,
Travis Henney
Automotive Safety Office-Senior Safety Engineer
thenney@ford.com
[redacted]

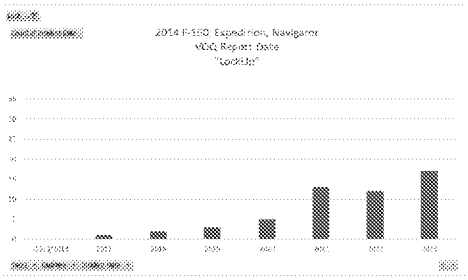




2014 F-150, Expedition, Navigator 6R80 Downshift, Lockup Allegations

[redacted]



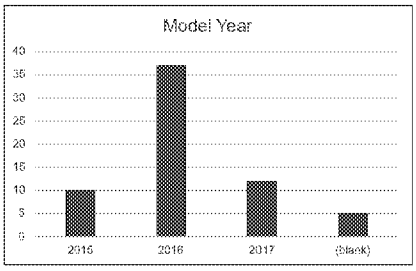


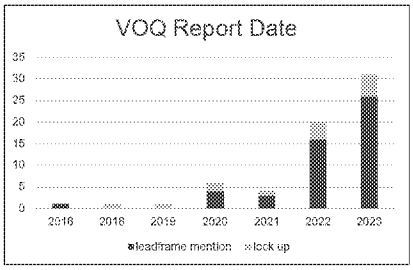
[redacted]

Follow up

2015-17 F-150 & Expedition 6R80 Downshift, Lockup Allegations

[redacted] C



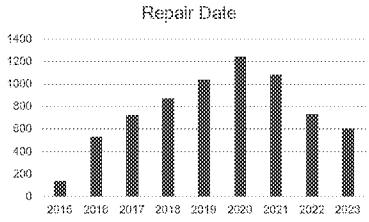


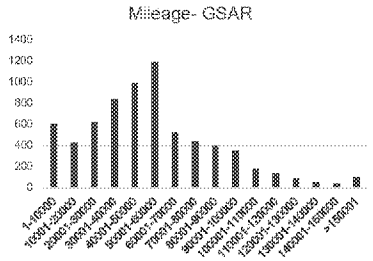
Follow up

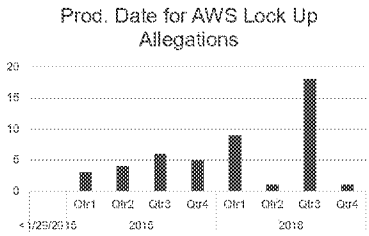
2015-17 F-150 & Expedition 6R80 Downshift, Lockup Allegations Warranty (AWS/GSAR)

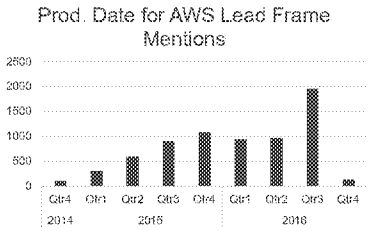
[redacted]

Row Labels	Count of VIN
⊟BULKHEAD ASSY (WIRING CONNECTOR)	5450
7G276	5450
⊟CONTROL ASY TRANS MA	466
7A100	466
⊟SOLENOID SHIFT CNTRL	170
7G484	170
⊟TRANSMISSION ASY-AUT	170
7000	170
⊟EPC SOLENOID	148
7G383	148







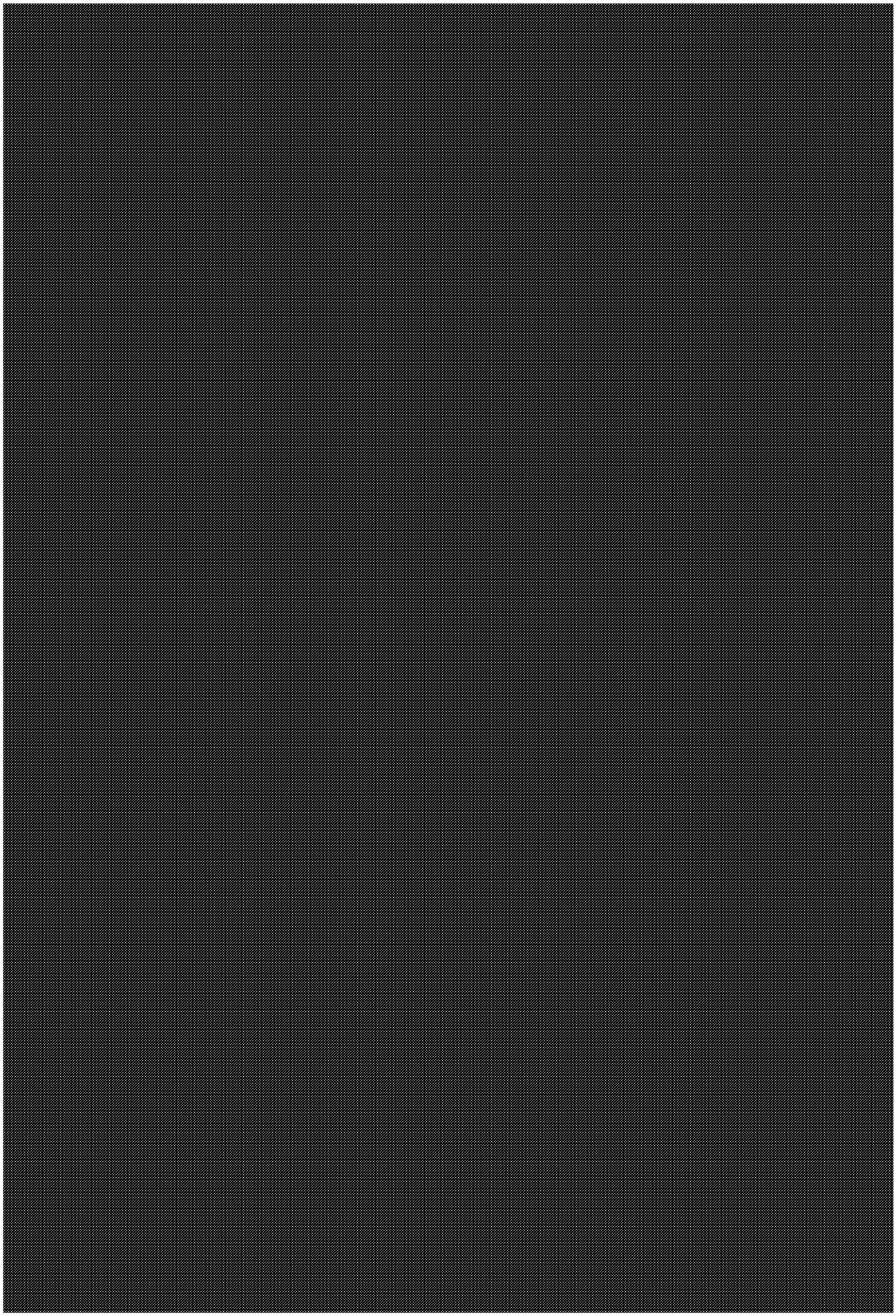


Follow up

Example Verbatims:

- Vehicle is experiencing delayed shifting and down-shifting at inappropriate times. Rear wheels will occassionally lock-up causingthe truck to slide sideways. Orange wrench light is on and the check engine light as well. It shows the following codes--P0706-00, P0707-00, P1702-00, AND P1921-00.
- TRANSMISSION DOWNSHIFT FROM 6TH GEAR DOWN TO 2ND GEAR WHILE TRAVELING AT 50MPH WHICH CAUSED THE WHEELS TO LOCK AND SKID. SOMETIMES YOU WILL JUST FEEL A SUDDEN JOLT DURING THE DOWNSHIFT. HAS BEEN HAPPENING MORE OFTEN. MY TRUCK HAS ONLY 75K MILES ON IT. *TR
- ON JULY 24, 2020 WHILE DRIVING ON INTERSTATE 291 DRIVING 45-50MPH WITH HEAVY TRAFFIC, WITH ABSOLUTELY NO WARNING THERE WAS A LOUD EXPLOSION. I THOUGHT I WAS REAR ENDED. SIMULTANEOUSLY THE REAR TIRES LOCKED UP WHILE APPROACHING A WORK ZONE. I SKIDDED UNCONTROLLABLY FOR APPROXIMATELY 100 FEET. ULTIMATELY CAME TO REST ON THE SHOULDER. AS MY FAMILY AND I EXITED THE VEHICLE THERE WAS HEAVY SMOKE COMING FROM THE REAR AND UNDERSIDE OF THE VEHICLE. WE THOUGHT THE VEHICLE WAS ON FIRE.
- While driving the truck, the engine RPM increased suddenly, and the rear wheel locked while traveling at about 55 mph. The vehicle stopped quick enough that caused the seat belts to lock. Took the truck to the dealership and was informed that the leed frame for the transmission was not properly communicating with the truck computer. We were told that the vehicle was in risk of shifting into reverse at anytime and not to drive the truck until it is fixed. The are other F-Series trucks that have been recalled for this issue but my truck was not included in the recall.
- When driving on the interstate the truck suddenly downshifted causing the tires to lock up and the vehicle to swerve out of control There is already a recall for this issue for Lead Frame in 2011 2013 vehicles The recall needs to be extended to the 2014 model vehicles as well

Back-up



From: Henney, Travis (J.) [thenney@ford.com]
Sent: 1/17/2024 3:27:37 PM
To: Blackful, Jasper (J.) [jblackfu@ford.com]
Subject: FW: Review 2015-2017 F-150 & Expedition 6R80 Claims
Attachments: 2011-2014 F150 6R80 Sudden Downshift TRG.pptx; Appendix C.pdf

From: Henney, Travis (J.)
Sent: Tuesday, January 16, 2024 4:45 PM
To: Blackful, Jasper (J.) <jblackfu@ford.com>
Subject: FW: Review 2015-2017 F-150 & Expedition 6R80 Claims

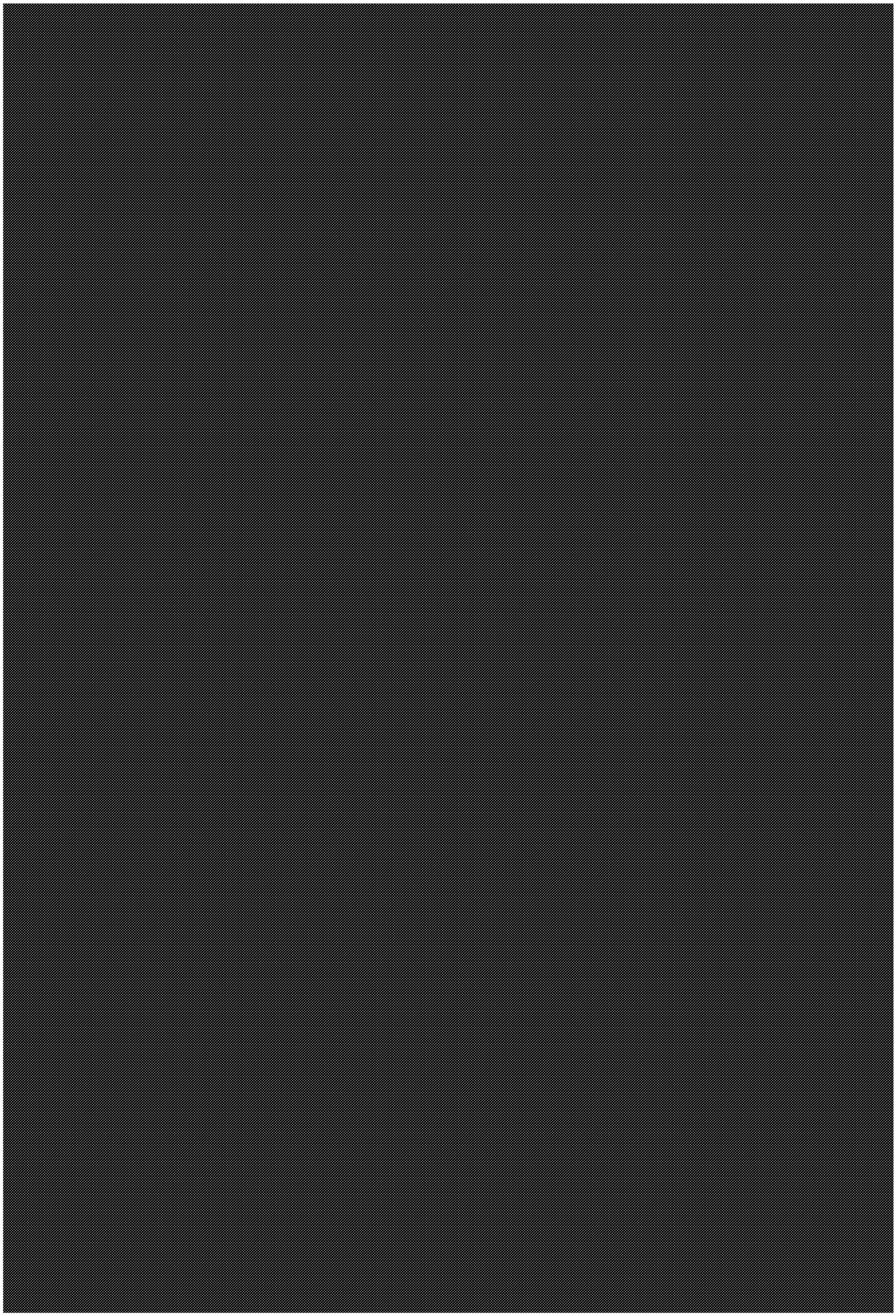
Sharing background information from Mike Gaduski. I recall the Trans Team sharing that added plausibility check for 2015MY. I will work some of this into the background info.

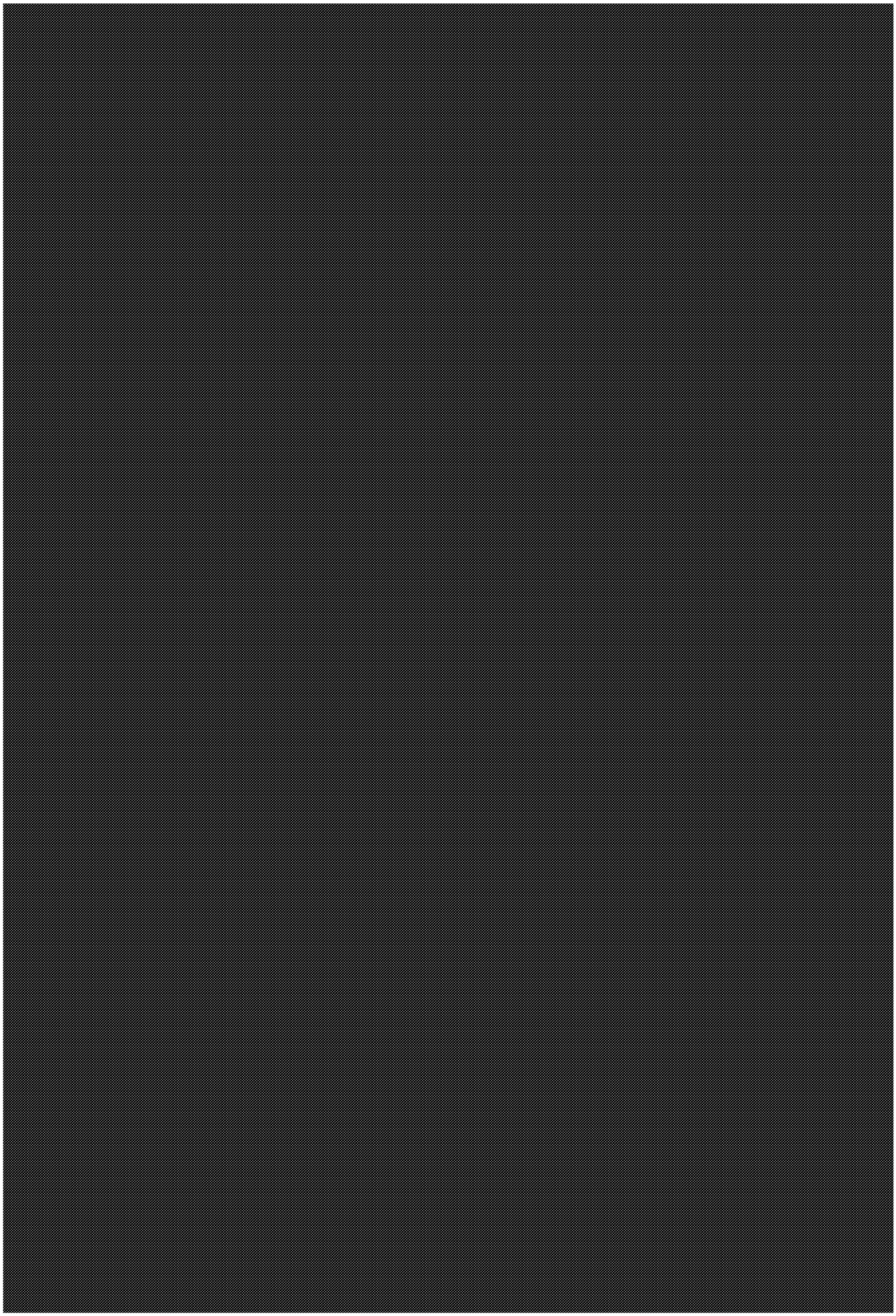
-----Original Appointment-----
From: Gaduski, Michael (M.) <mgaduski@ford.com>
Sent: Tuesday, January 16, 2024 2:58 PM
To: Henney, Travis (J.)
Subject: Tentative: Review 2015-2017 F-150 & Expedition 6R80 Claims
When: Wednesday, January 17, 2024 3:00 PM-3:30 PM (UTC-05:00) Eastern Time (US & Canada).
Where:

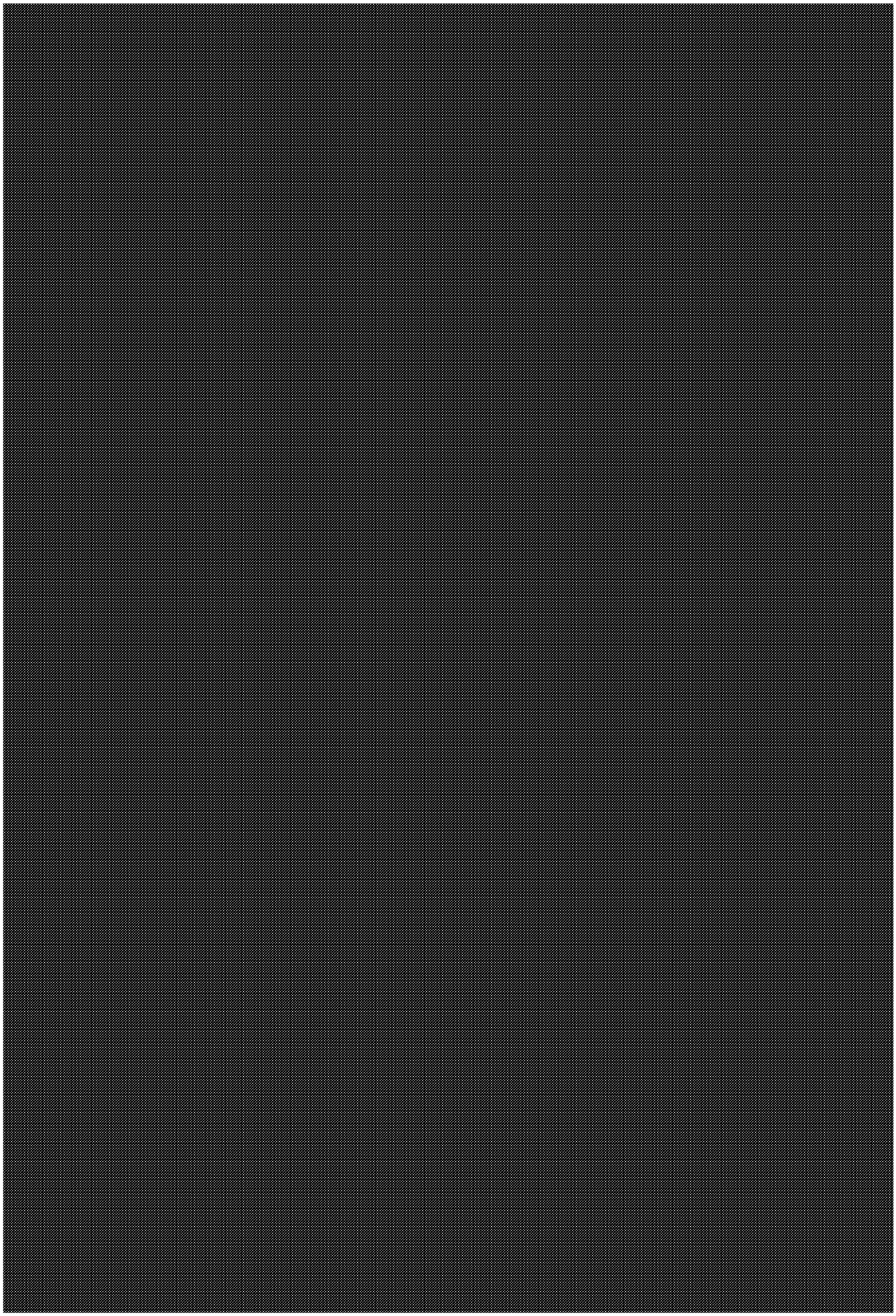
Travis, I have a dentist appointment tomorrow at 3:00 so I won't be able to attend. Here's my last TRG presentation of the 2011-2014 6R80 downshift concern and the DVP test results for the plausibility check PCA implemented for 2015MY

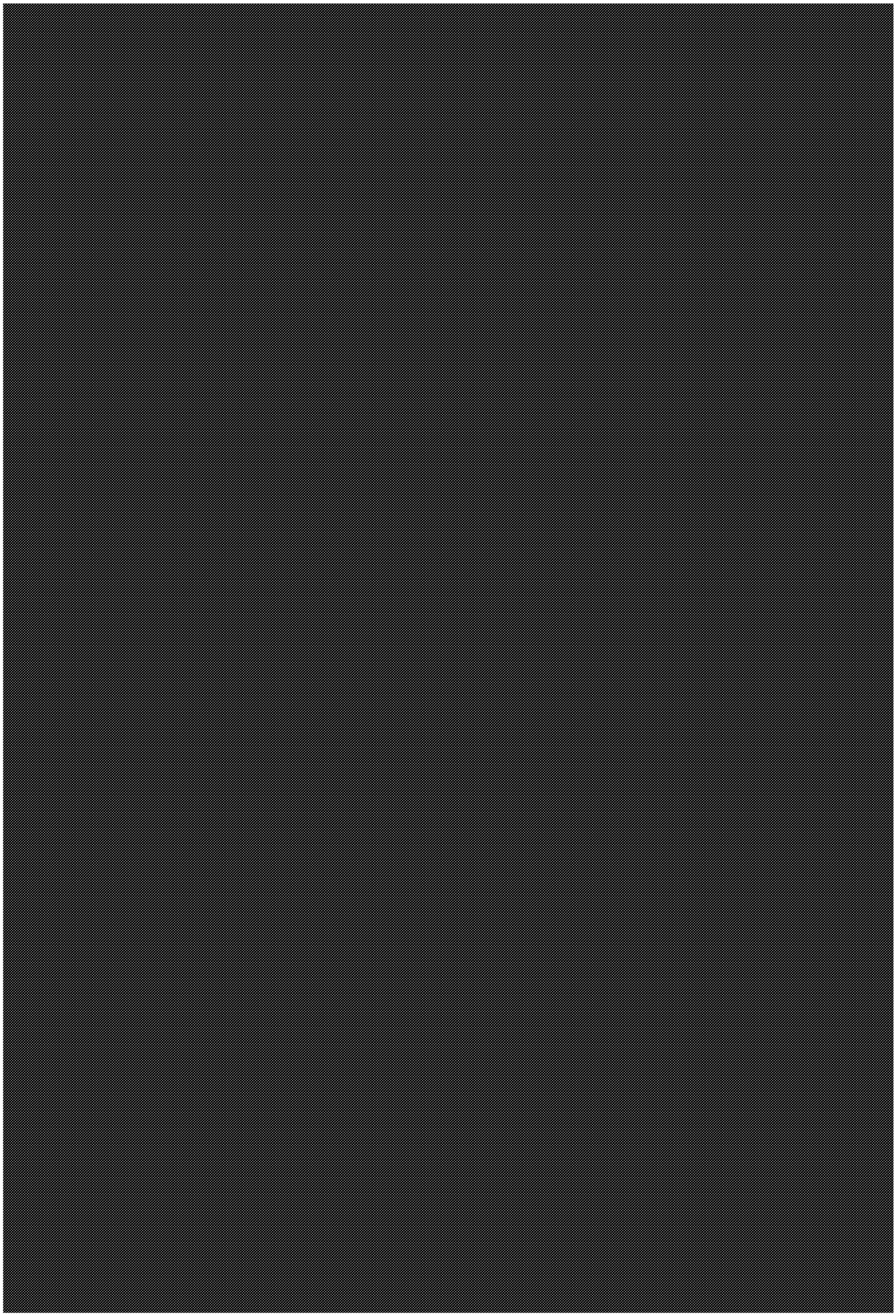
2011-2014 F150 6R80 Sudden Downshift

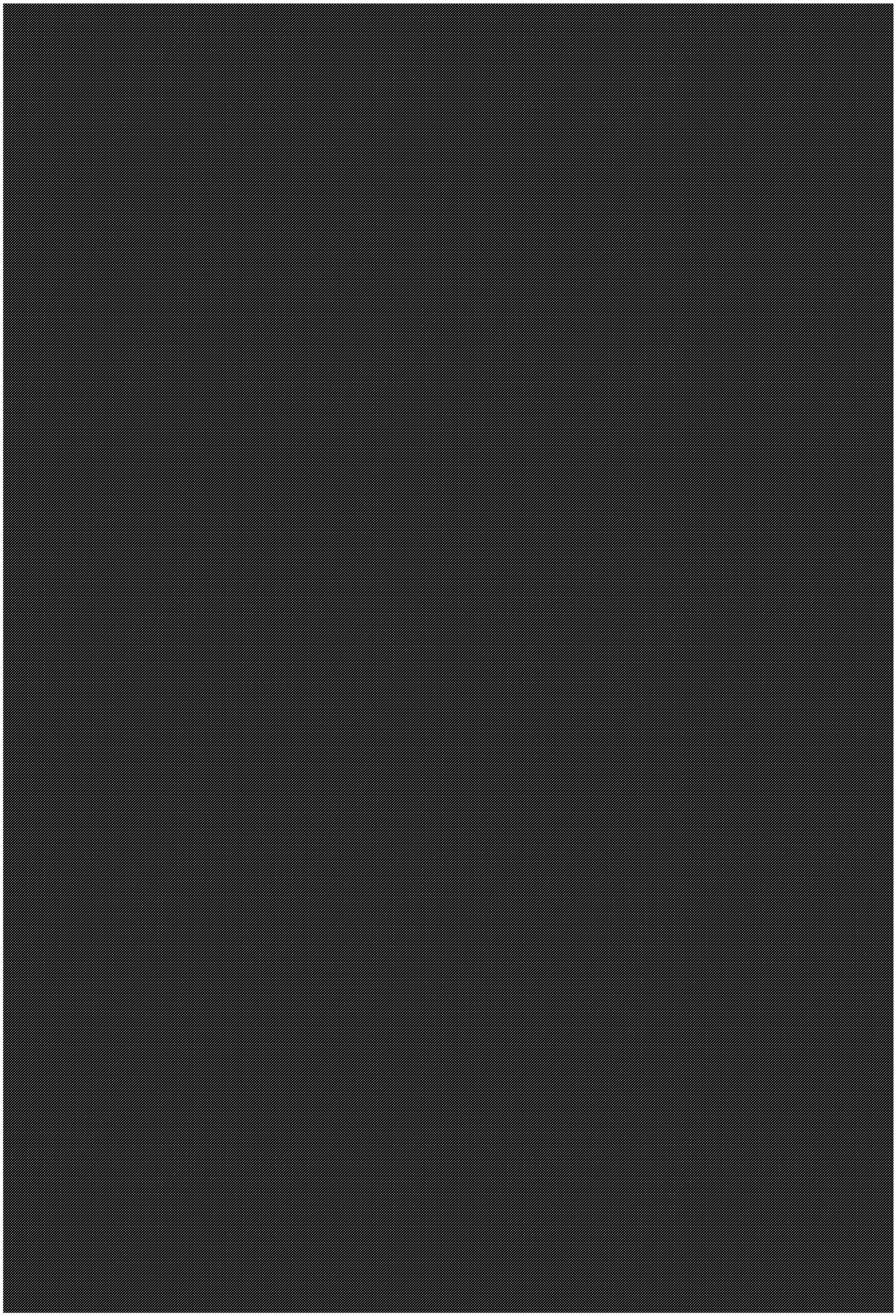
5/6/2021 EMM

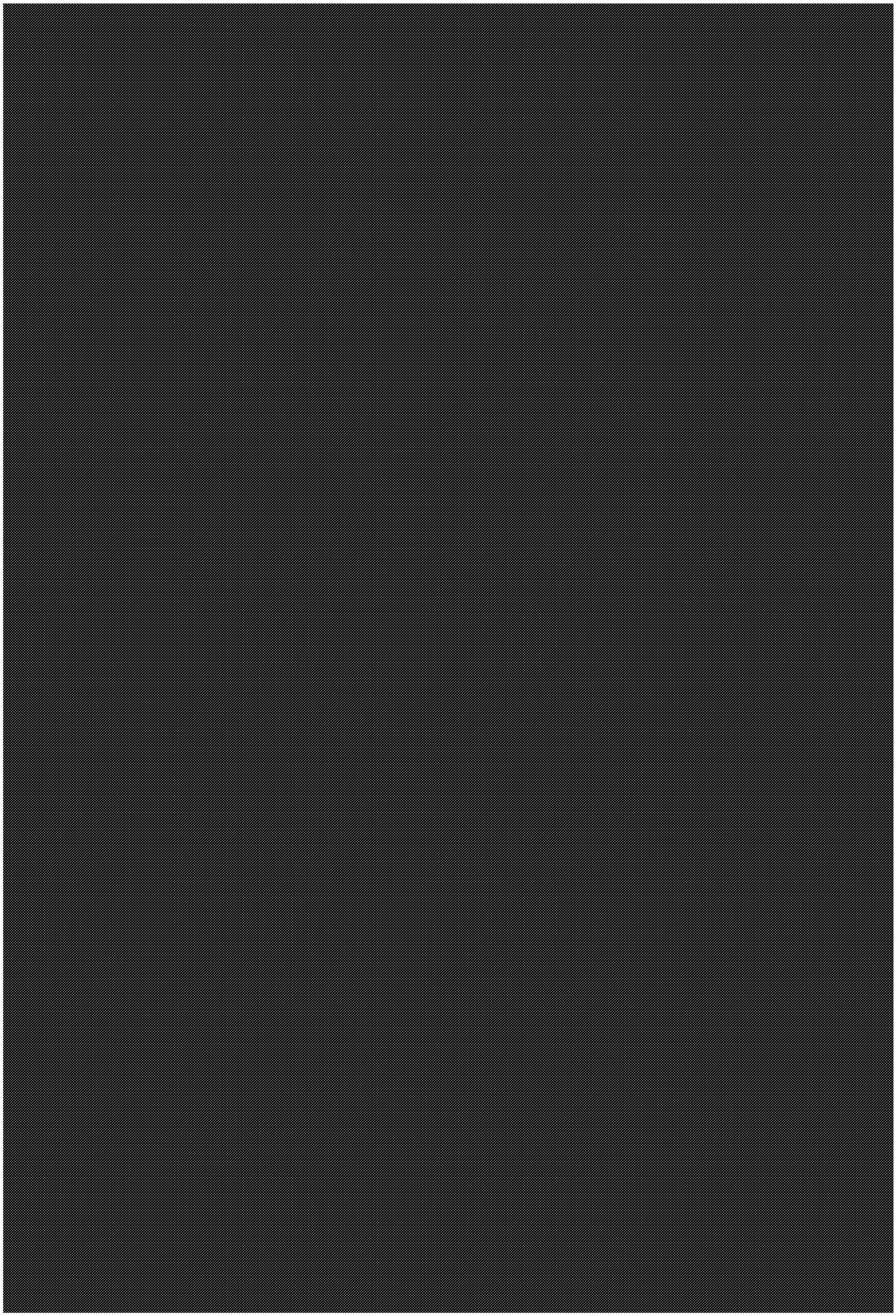






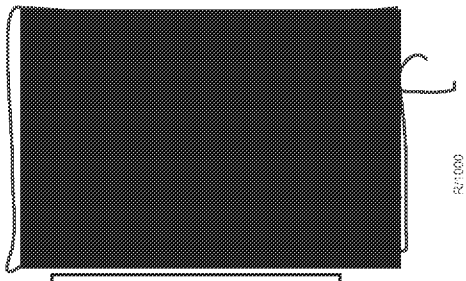






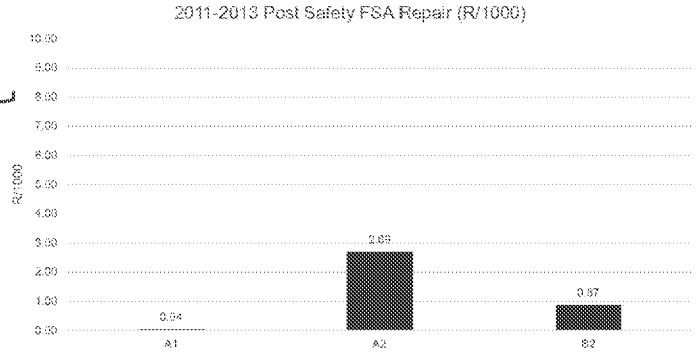
Data update (7/20/2020)

Population #1 2011-2013 F-150 Post Safety FSA PCM reflash



805 VOQs
(40 in last 6 months)

* Reports may be prior to FSA repairs



Category	Allegation
A1	Wheel Lock-Up due to Sudden (Unexpected) Downshift
A2	Sudden (Unexpected) Transmission Downshift
B1	Wheel Lock-Up Unknown Cause
B2	Harsh Downshift and Other Downshifting Issues

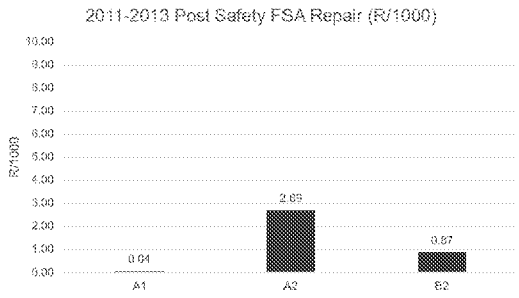
* Reports claiming ambiguous symptoms of 16S19, 19S07, or 19S19 were classified as A2

SECRET

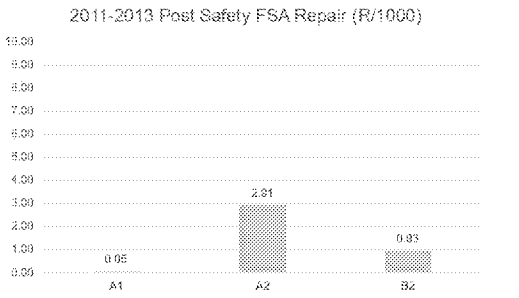
8

Population # 1: 2011-2013 F-150 Post Safety FSA PCM reflash data update

Data update (7/20/2020)

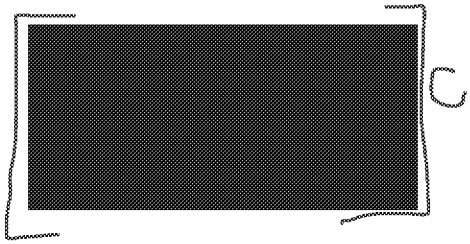


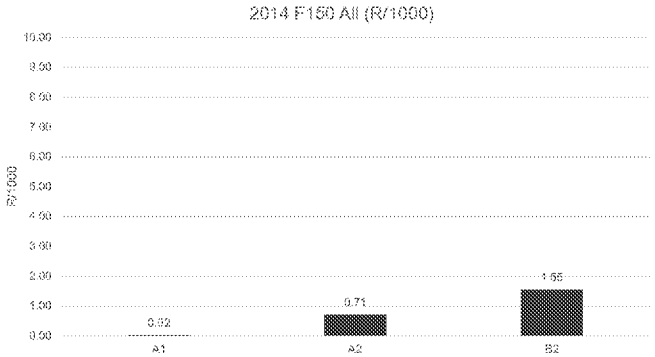
Data update (3/5/2021)



Data update (7/20/2020)

Population #2: 2014 F-150 6R80 Sudden Downshift





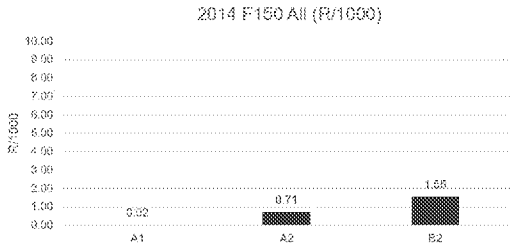
Category	Allegation
A1	Wheel Lock-Up due to Sudden (Unexpected) Downshift
A2	Sudden (Unexpected) Transmission Downshift
B1	Wheel Lock-Up Unknown Cause
B2	Harsh Downshift and Other Downshifting Issues

41 VOQs
(2 in last 6 months)

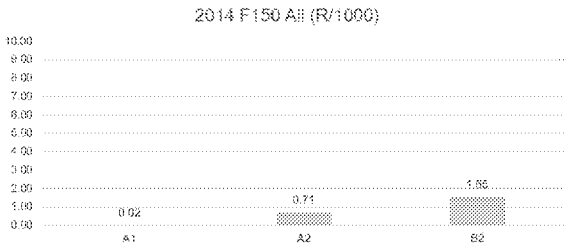
* Reports claiming ambiguous symptoms of 16S19, 19S07, or 19S19 were classified as A2

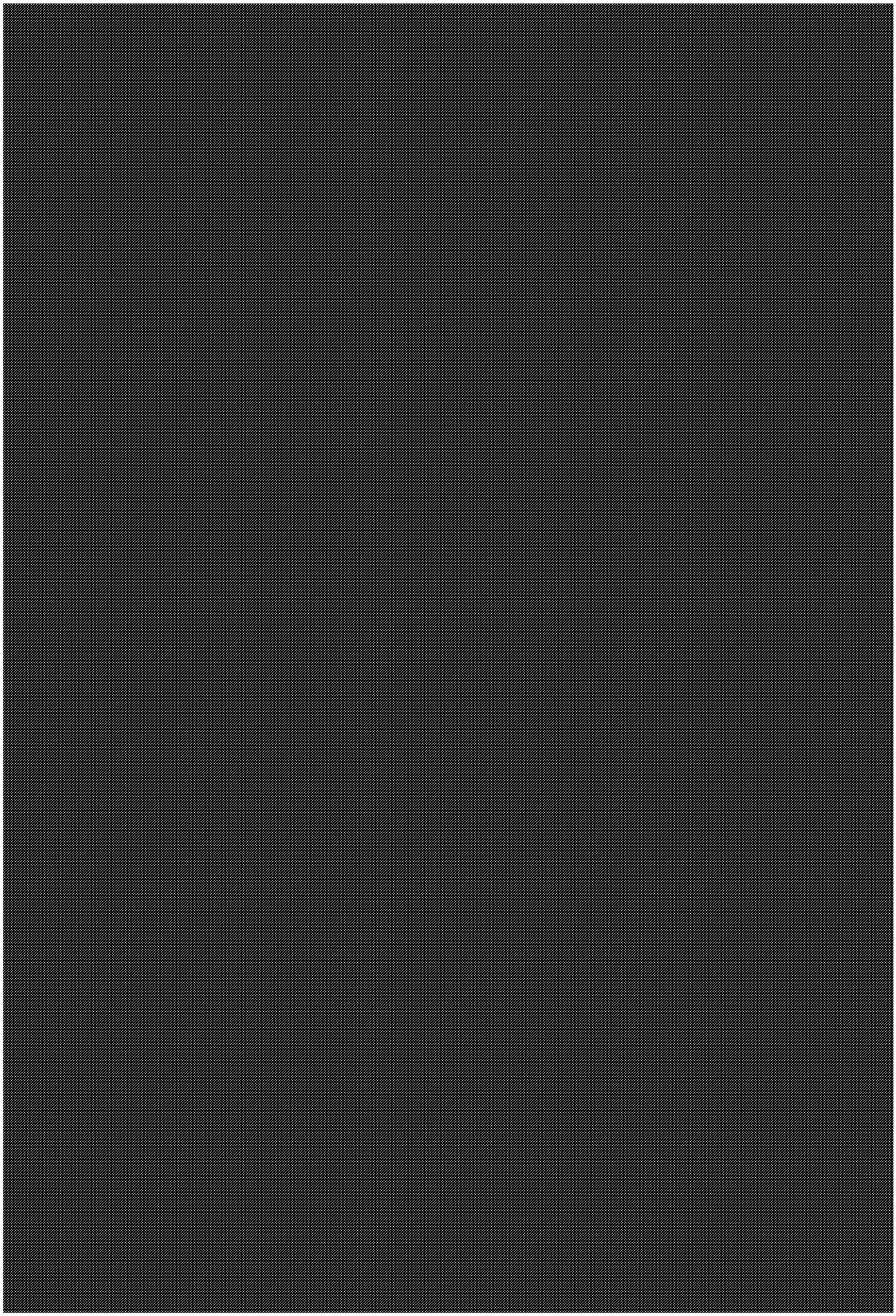
Population #2: 2014 F-150 6R80 Sudden Downshift Data Update

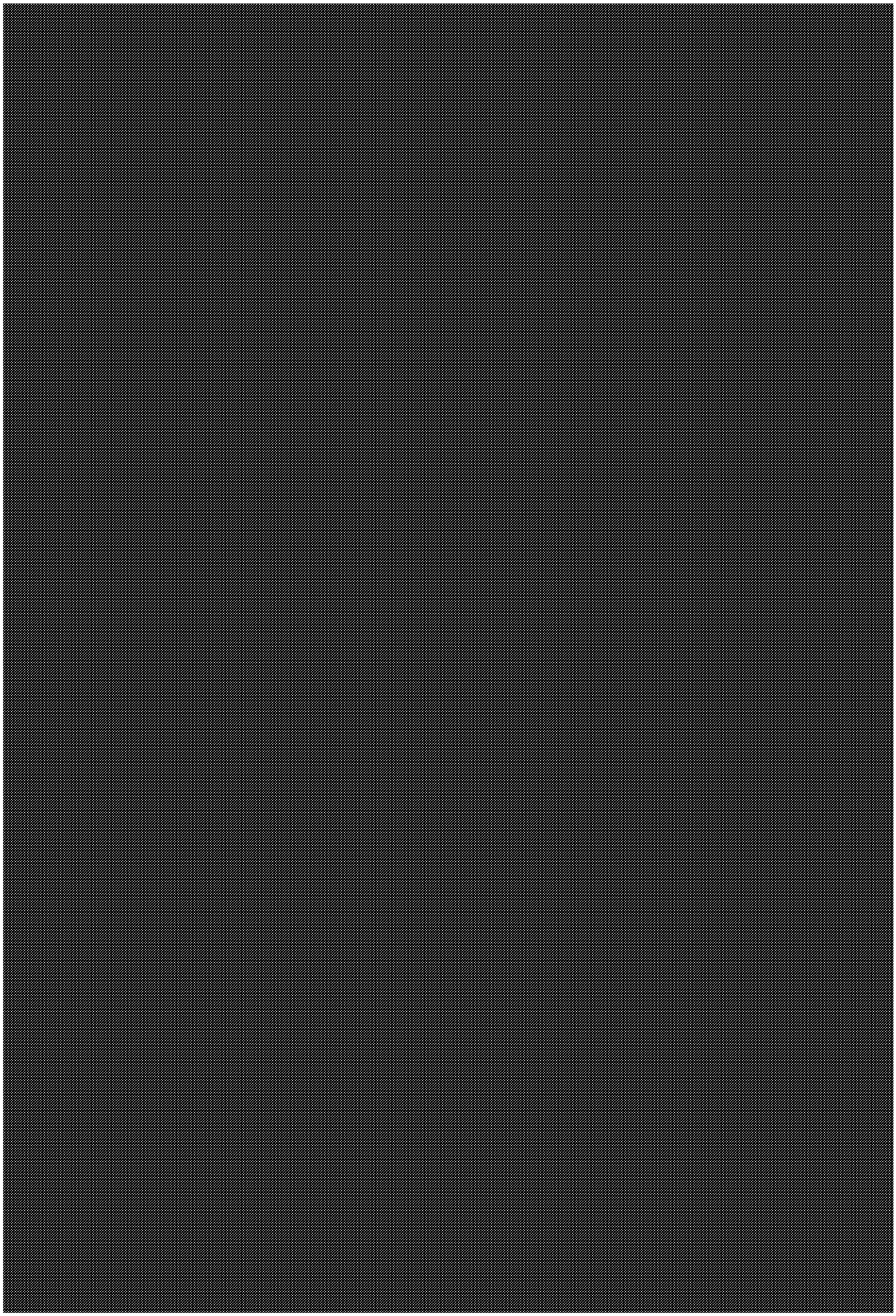
Data update (7/20/2020)



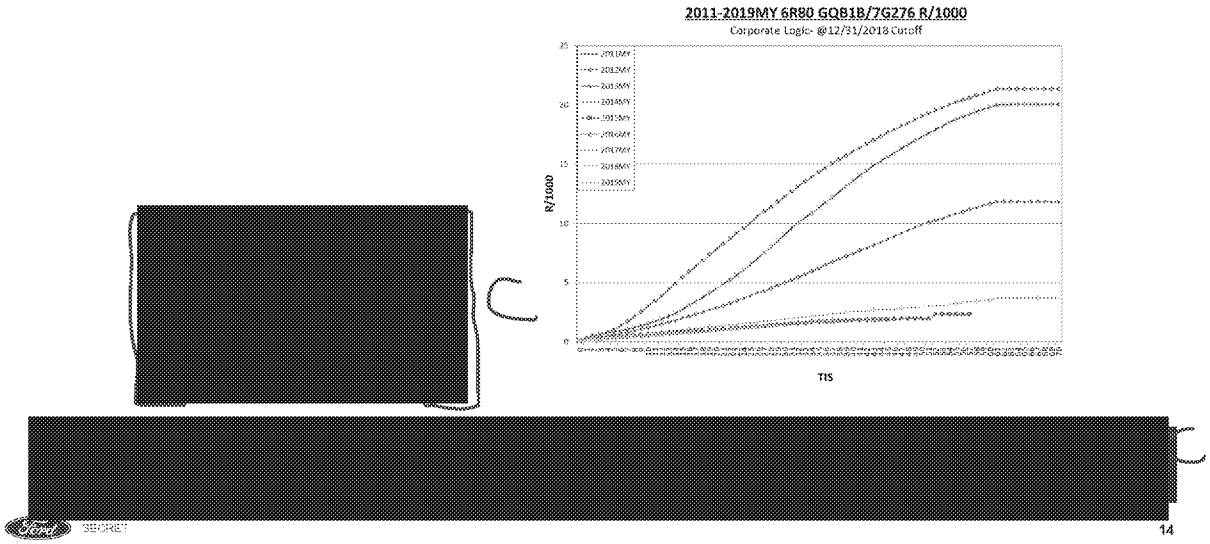
Data update (3/5/2021)





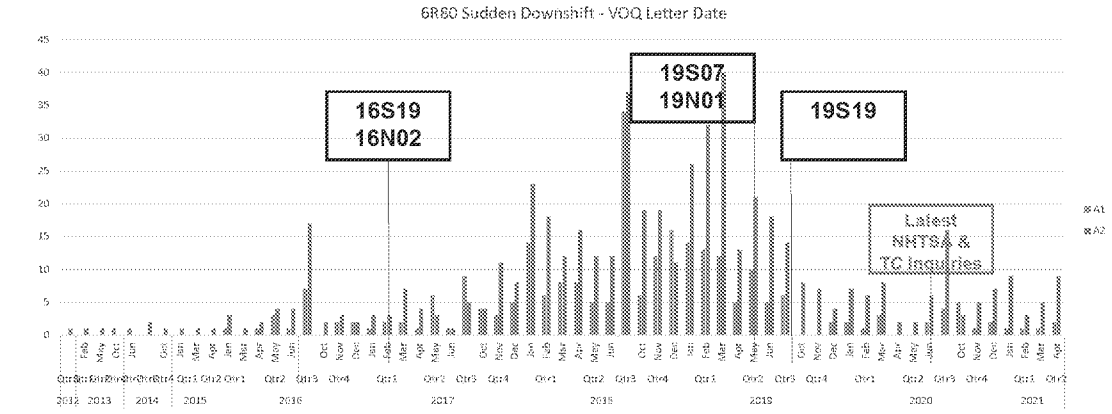


Leadframe warranty by TIS

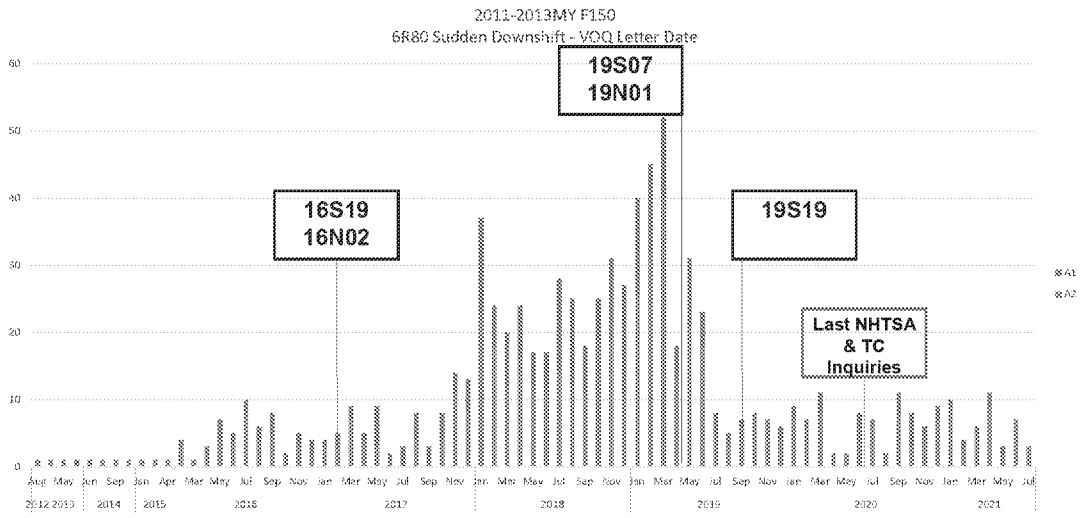


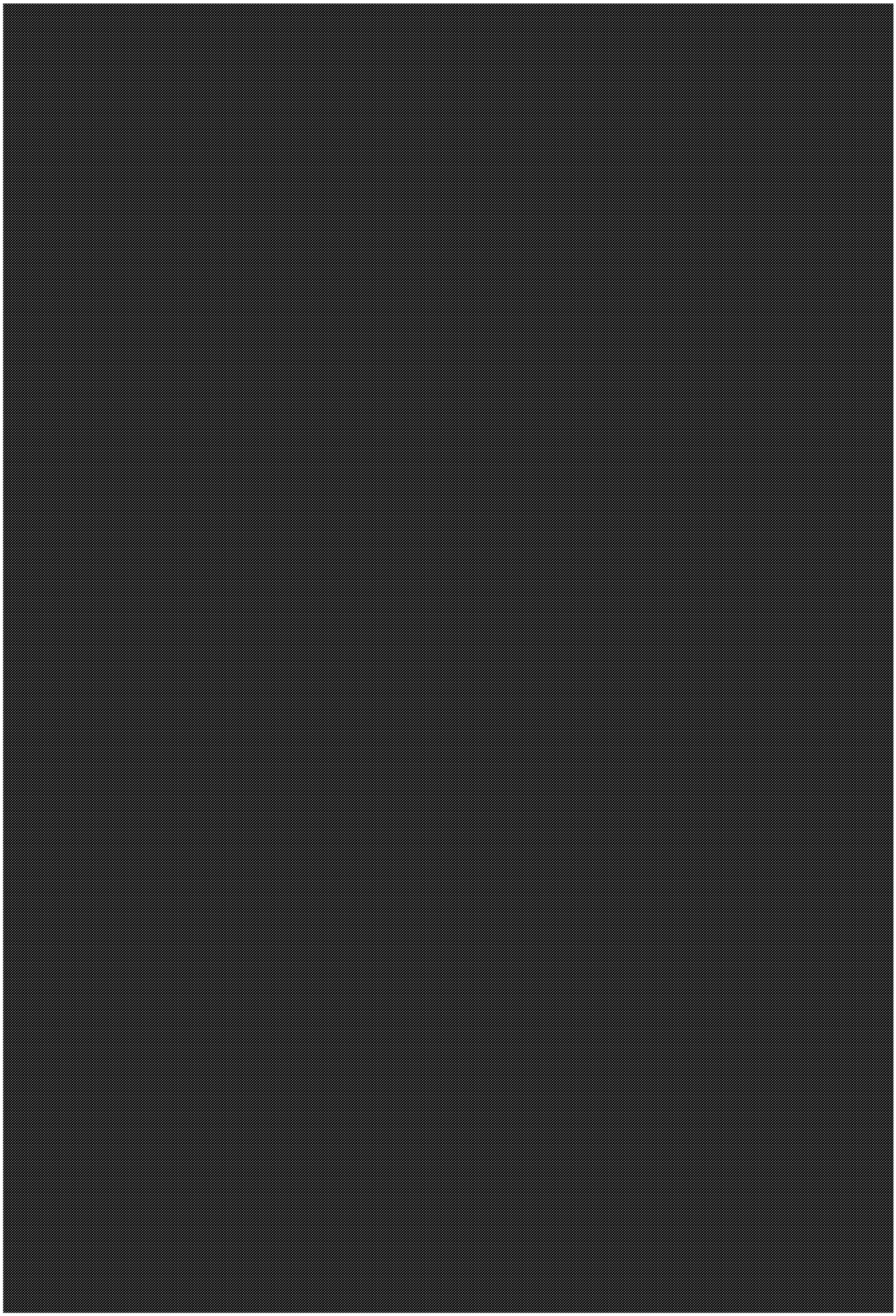
SECRET

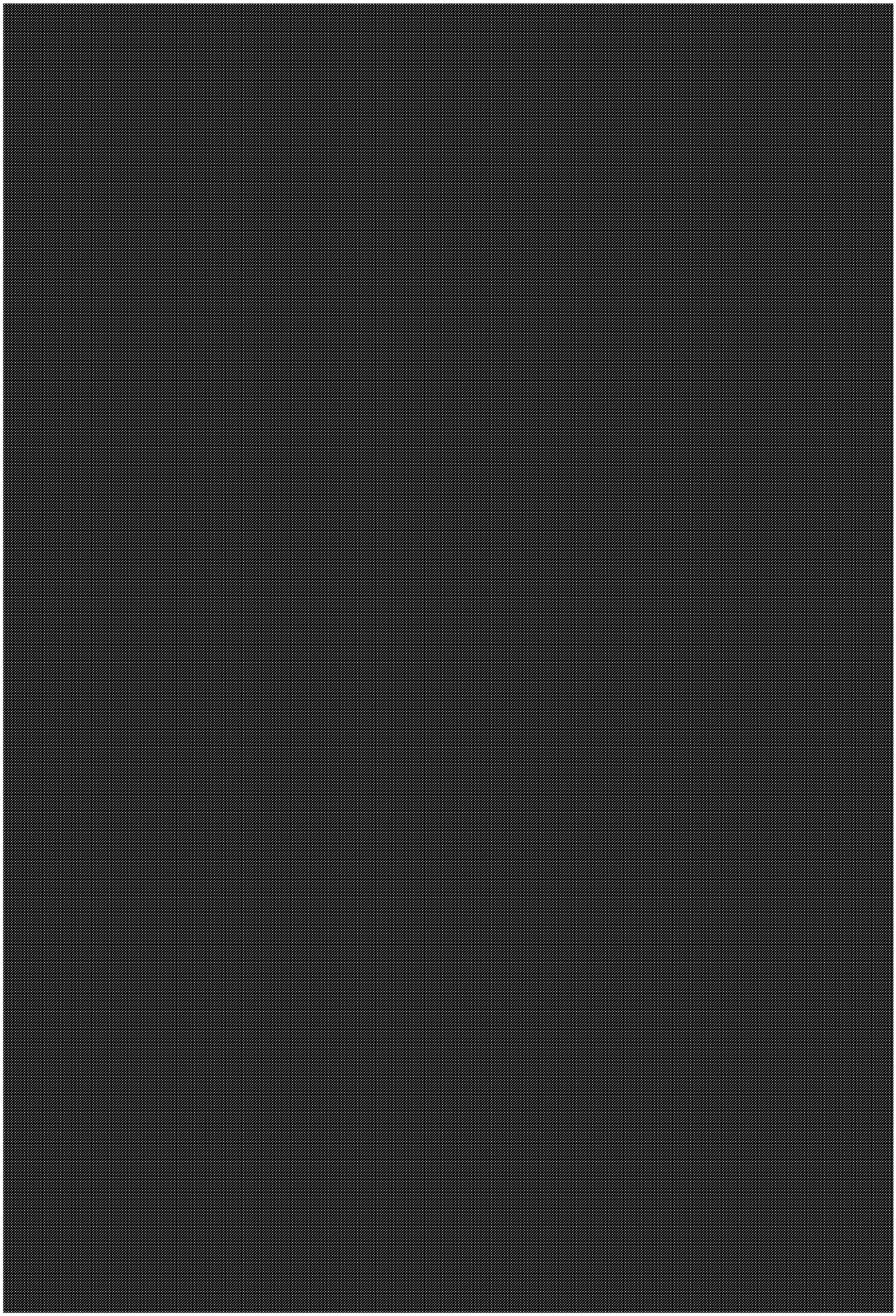
VOQ update


6R80 Sudden Downshift - VOQ Letter Date
16S19
16N02
19S07
19N01
19S19
Latest
NHTSA &
TC inquiries
A1
A2

VOQ Update 7/28/2021

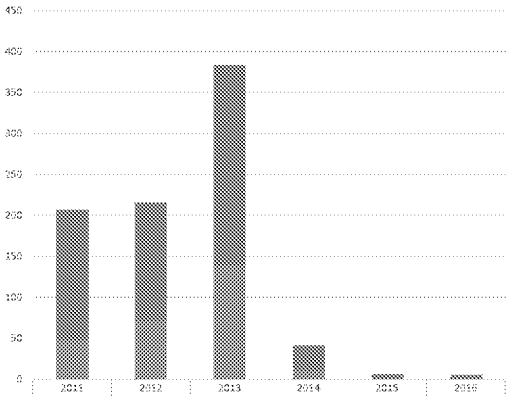






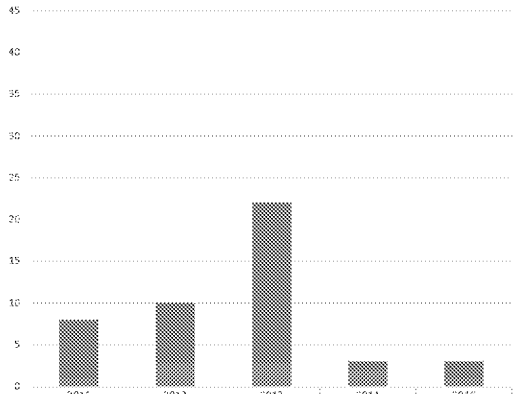
VOQ update with 2015-2016MY P552

F-150 6R80 Downshift VOQs Cumulative
May 2021 Update



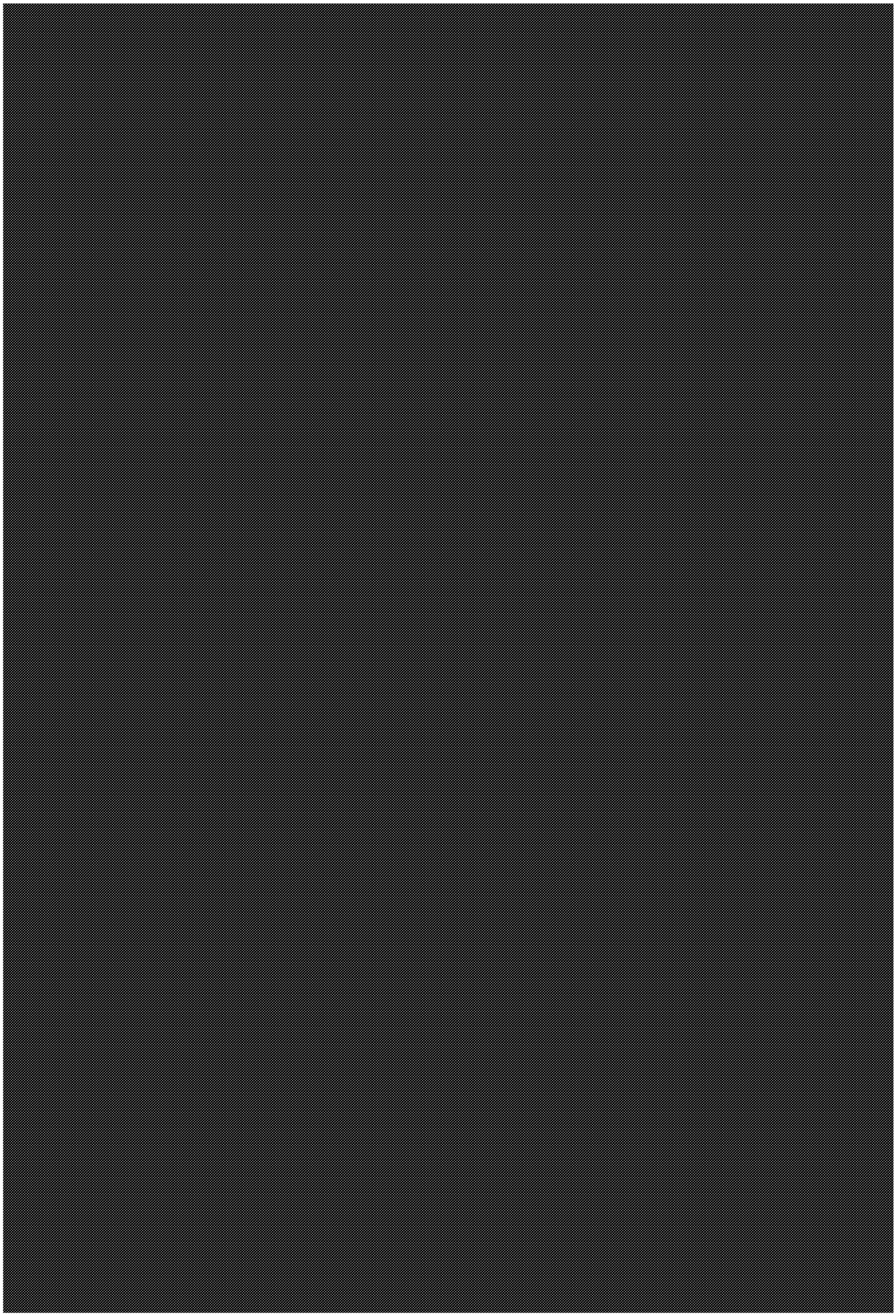
	2011	2012	2013	2014	2015	2016
A2	159	184	245	39	0	5
A1	48	71	140	10		2

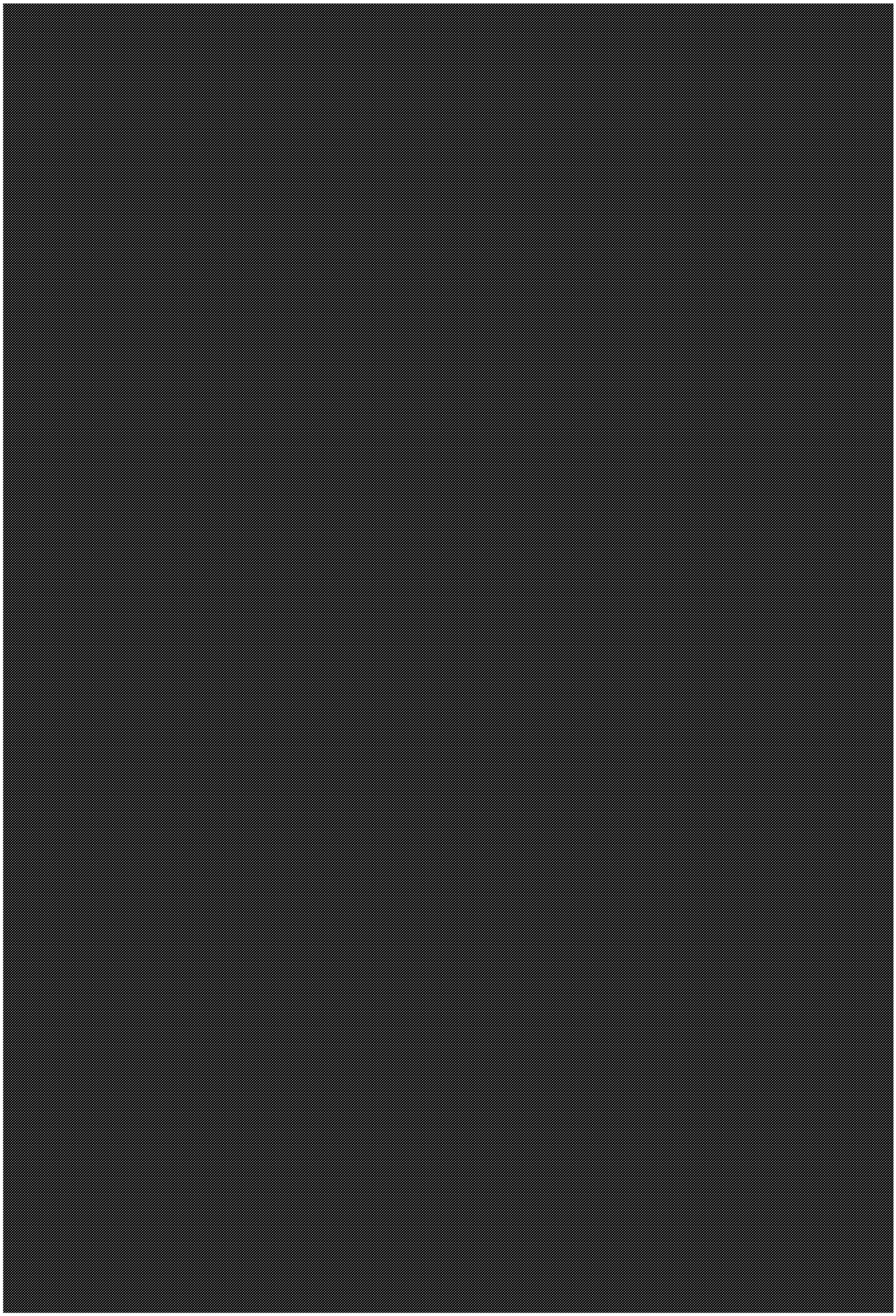
F-150 6R80 Downshift VOQs Last 6 Months
May 2021 Update



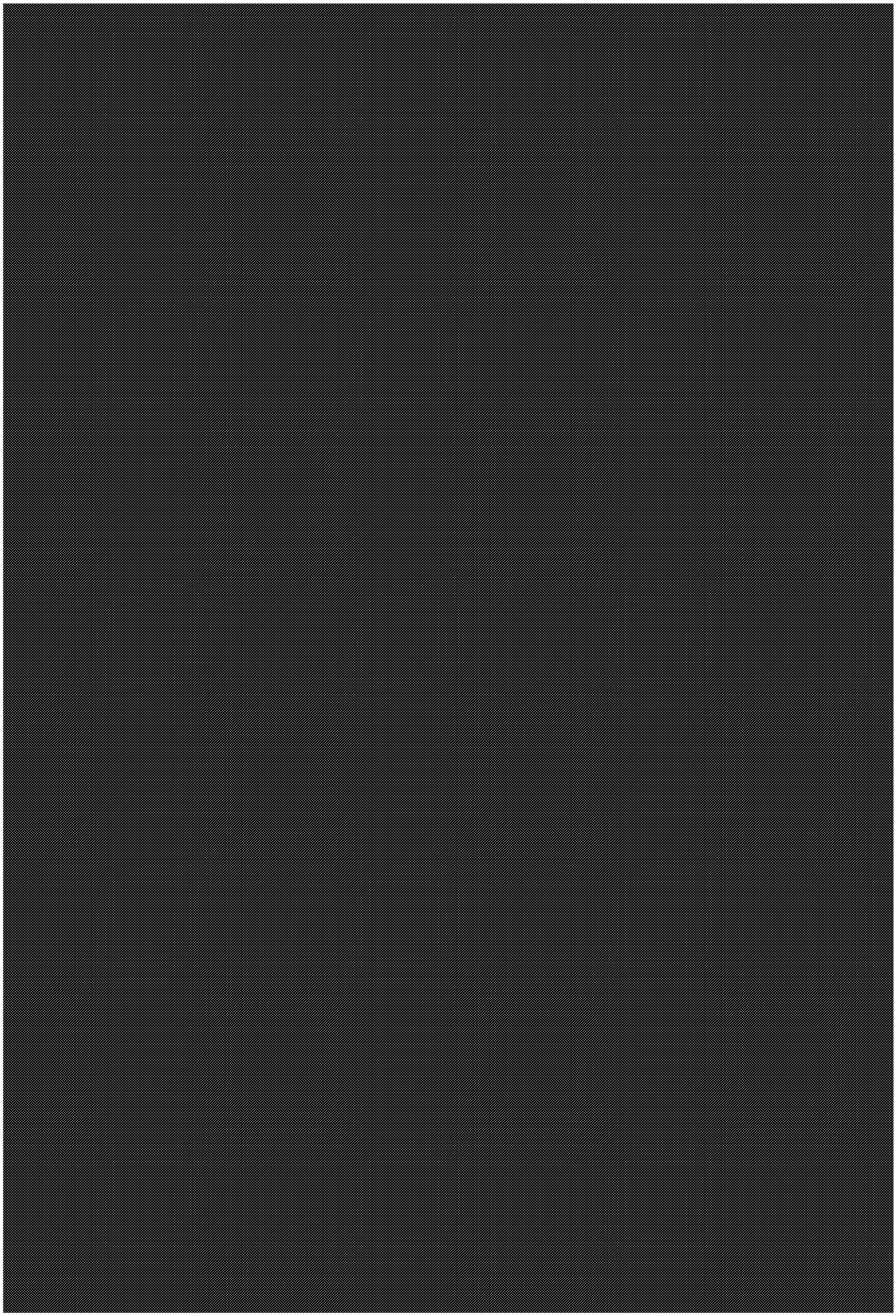
	2011	2012	2013	2014	2016
A2	7	7	19	1	2
A1	1	3	9	1	1

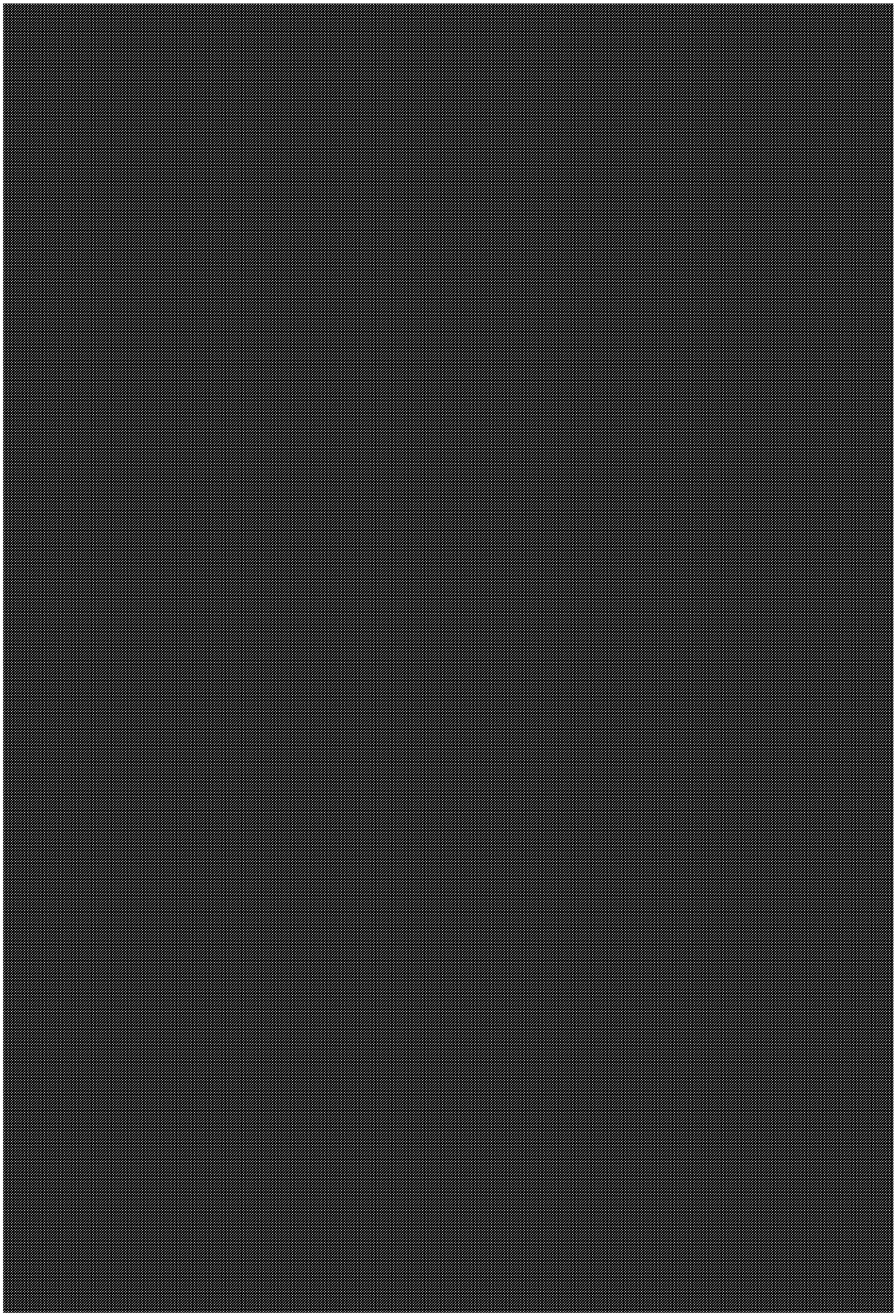
SECRET

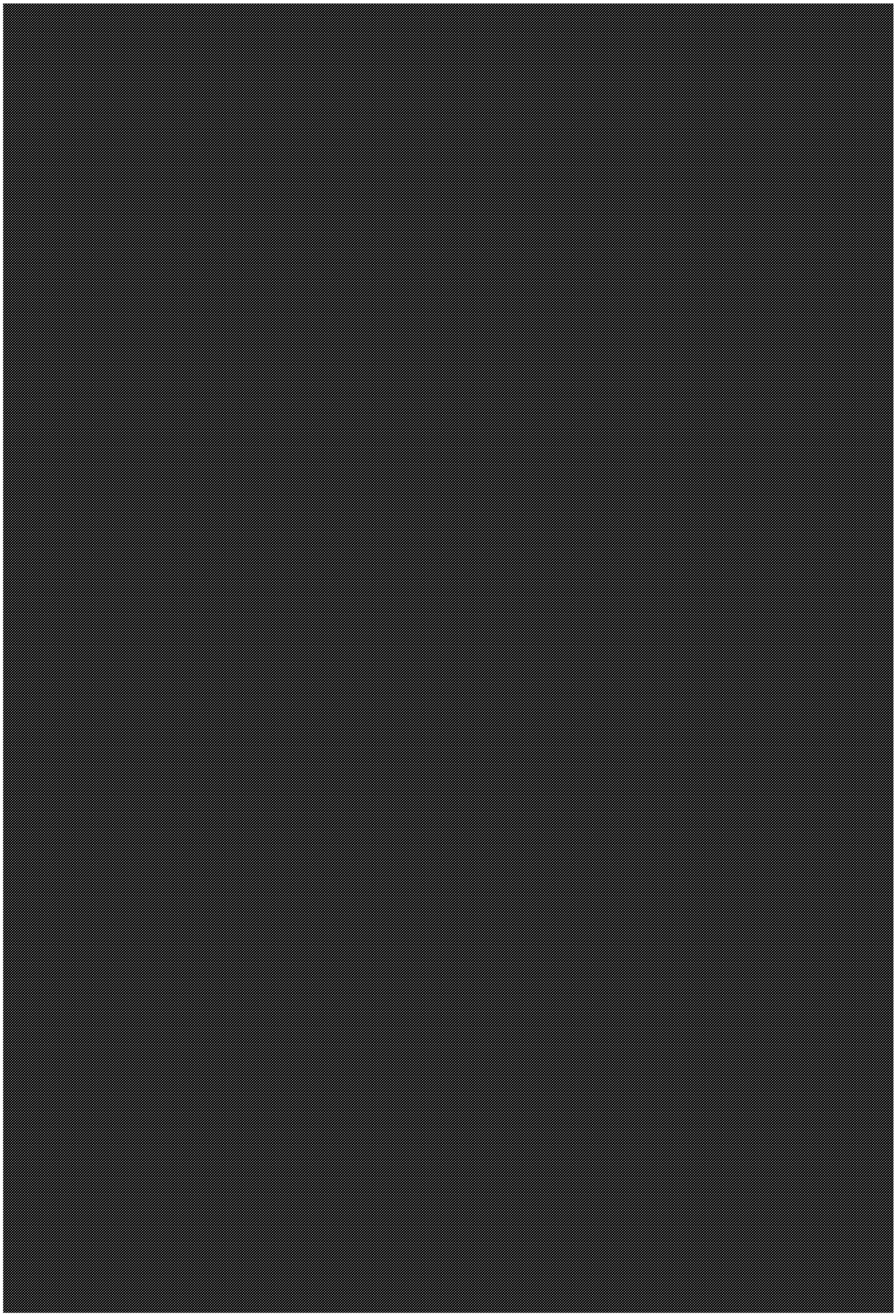


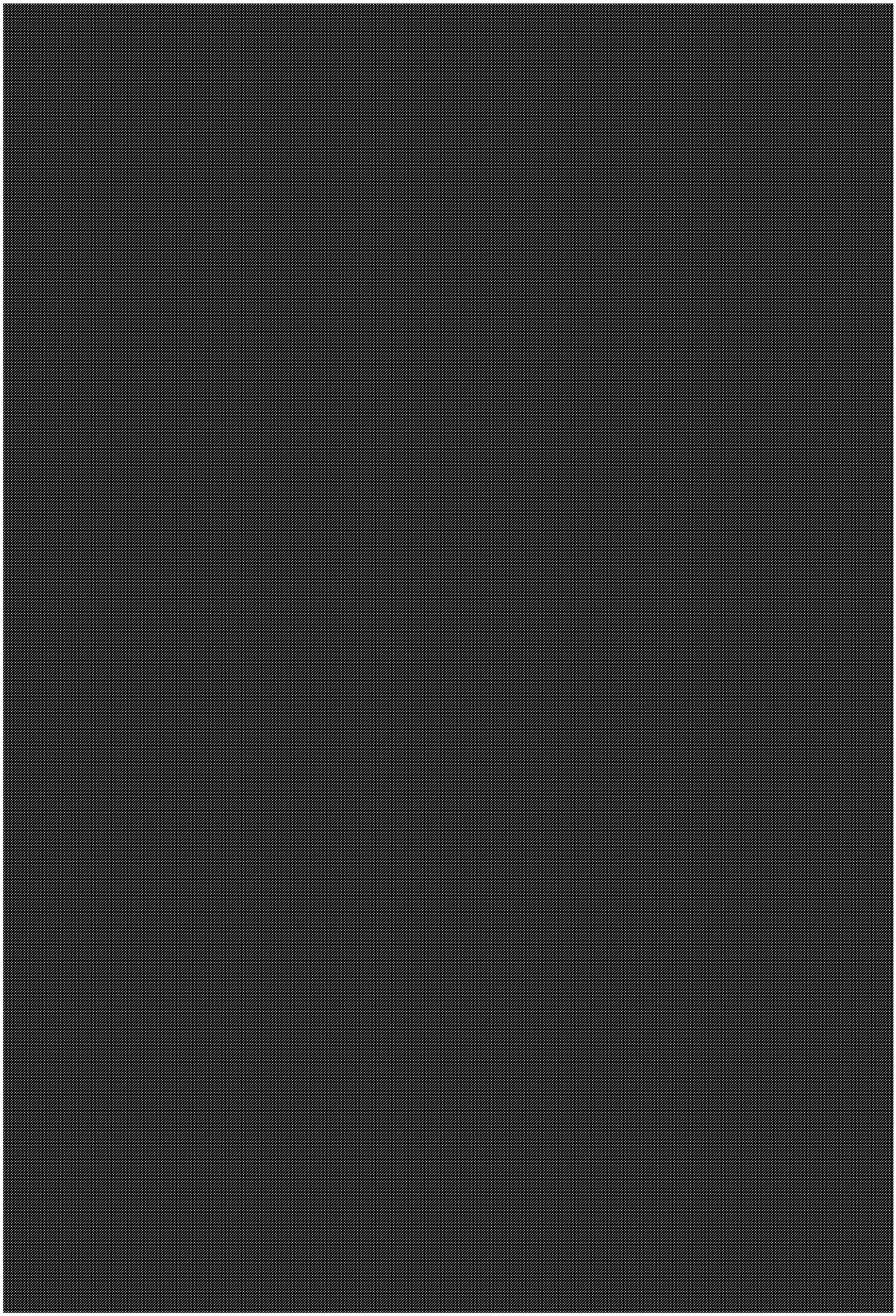


Backup















From: O'Connor, Tammy (T.A.)
Sent: Friday, April 5, 2024 8:28 AM
To: Feldkamp, Andrew (A.D.)
Cc: Moreau, Jerimy (J.C.)
Subject: RE: 14D Kickoff Mtg: 6R80 Transmission Functionality GRID # 24-049
Attachments: 19S07 Claims Listing Related Damage.xlsx; 24-049 Related Damage molded leadframe.xlsx

Importance: High

Andrew: Forwarding to you in advance of the entire team, wondering what your opinion is on the attached files and related damage.

FYI for now, I submitted a couple of warranty runs for related damage to 19S07 and the second file is for just 2014 F-150 and related damage to the molded leadframe.

We can discuss in one of the 14d meetings when we get to the section #9 and the parts requirements.

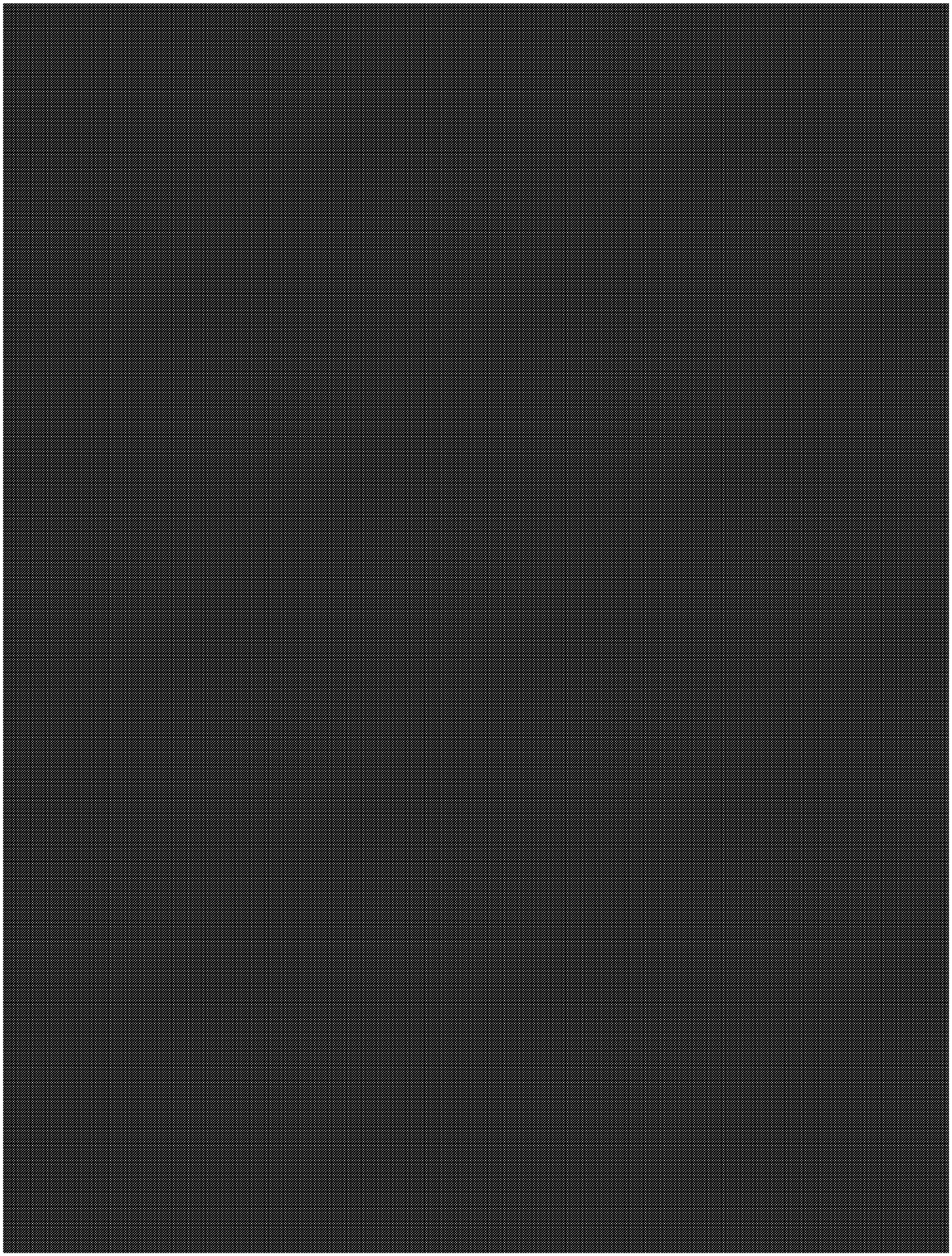
Tammy O'Connor
Program Analyst, Recall & Service Programs
FCSD, Service Engineering Operations
[redacted] e-mail: toconnor@ford.com

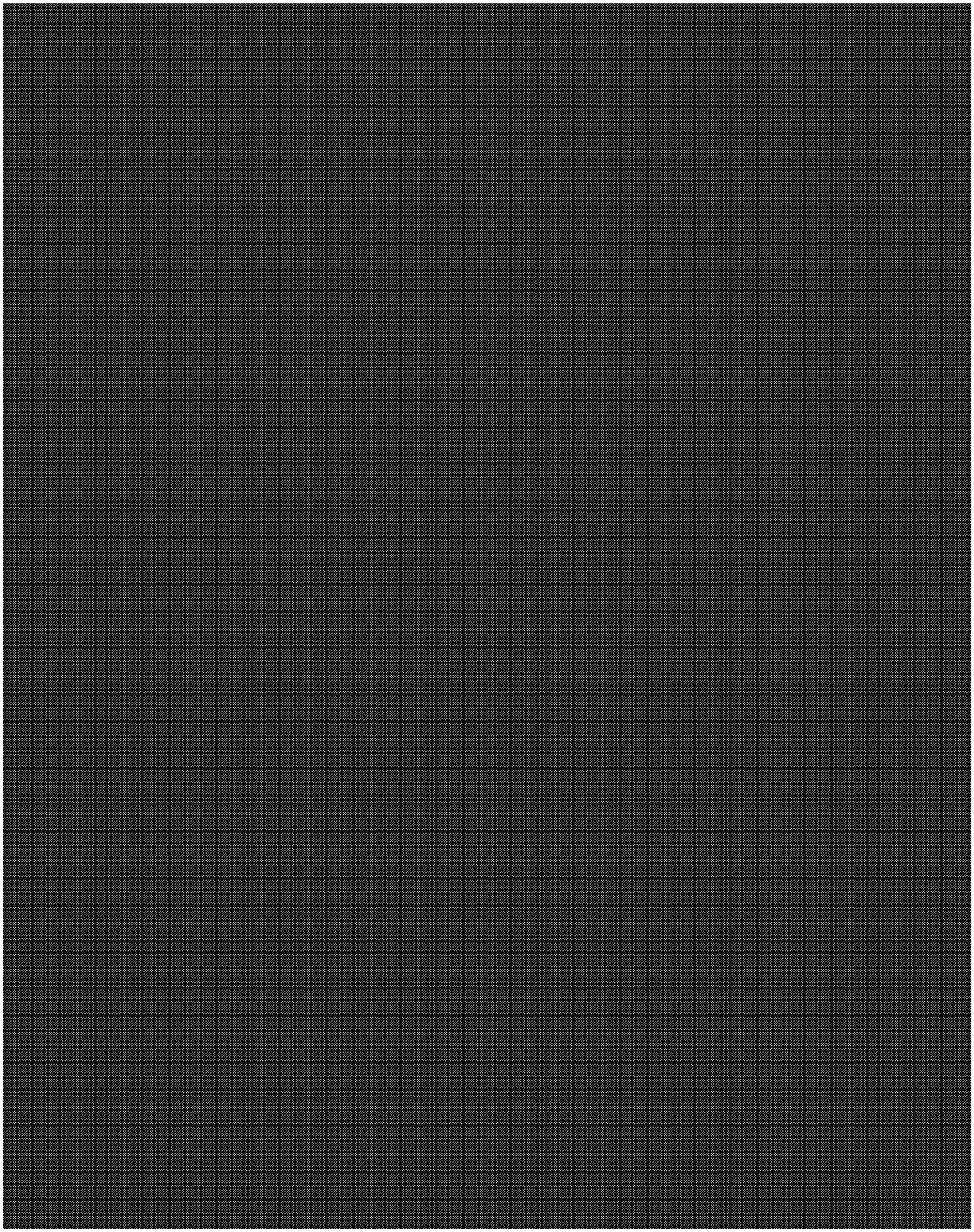
From: Feldkamp, Andrew (A.D.) <afeldka1@ford.com>
Sent: Sunday, March 17, 2024 4:27 PM
To: Amos, Jeffrey (J.R.) <jamos13@ford.com>; McNamara, Bill (W.M.) <wmcnamar@ford.com>; Williams, Christopher (C.M.) <cwill127@ford.com>; Velamakanni, Ravi (R.) <rvelamak@ford.com>; Menapace, Colin (C.) <cmenapac@ford.com>; Borneo, Joseph (J.A.) <jborneo@ford.com>; Blackful, Jasper (J.) <jblackfu@ford.com>; Ahmed, Mohammed (M.) <MAHME119@ford.com>; Moreau, Jerimy (J.C.) <jmoreau@ford.com>; O'Connor, Tammy (T.A.) <toconnor@ford.com>
Cc: Fallu, John (W.) <jfallu1@ford.com>
Subject: RE: 14D Kickoff Mtg: 6R80 Transmission Functionality GRID # 24-049

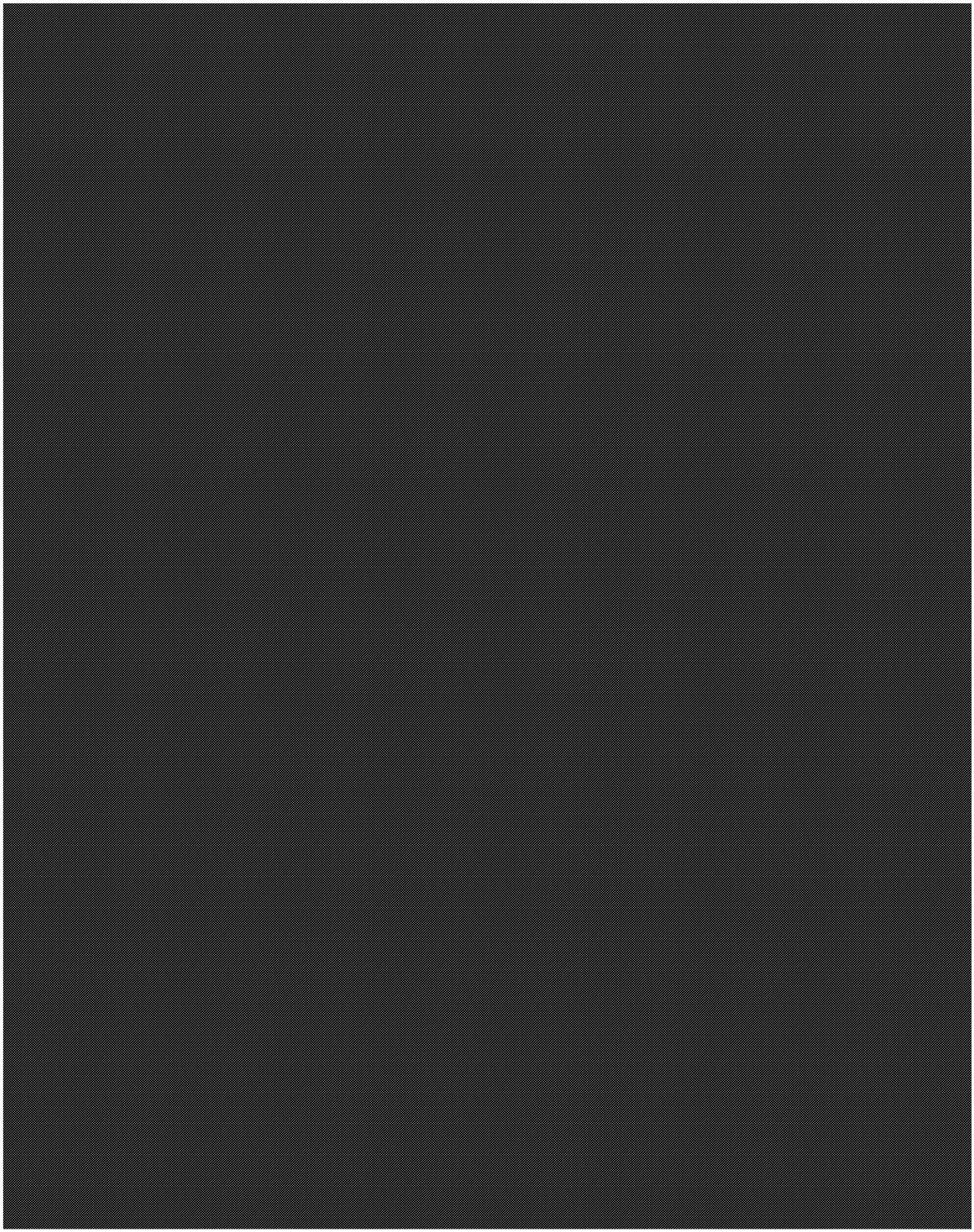
Jeff, can you please get this team access to the 14D from FSA 19S07? I expect some of that material can be carried over

-----Original Appointment-----
From: Amos, Jeffrey (J.R.) <jamos13@ford.com>
Sent: Friday, March 15, 2024 3:35 PM
To: McNamara, Bill (W.M.); Williams, Christopher (C.M.); Velamakanni, Ravi (R.); Menapace, Colin (C.); Borneo, Joseph (J.A.); Blackful, Jasper (J.); Ahmed, Mohammed (M.); Moreau, Jerimy (J.C.); O'Connor, Tammy (T.A.)
Cc: Fallu, John (W.); Feldkamp, Andrew (A.D.)
Subject: 14D Kickoff Mtg: 6R80 Transmission Functionality GRID # 24-049
When: Tuesday, March 19, 2024 4:00 PM-4:30 PM (UTC-05:00) Eastern Time (US & Canada).
Where: Webex

Team, a request has been made by CCRG to Kick Off a 14D on the 6R80 Functionality of the transmission GRID 24-049. Please note that Colin Menapace has assigned Bill McNamara as 14D lead for this issue during his absence or work assignment in Thailand.







retention protocols and programs. · We do not destroy information if there is a legal requirement to maintain it, such as a suspension order or other litigation hold.

For company policies on recording: Click Here to Download
For additional help joining Webex meetings: WebEx Help
Can't join the meeting? Ford users submit a ticket: Contact Support

T32MC04

From: Williams, Christopher (C.M.)
Sent: Tuesday, February 27, 2024 11:34 AM
To: Feldkamp, Andrew (A.D.); Masterson, Lee (L.)
Subject: FW: CCRG 24-049 2014 and 2015-2017 Expedition and F-150 6R80 Claims
Attachments: CCRG VIN Look Ups.xlsx

I'm resending the data I collected from the VINS we chose for further investigation. I can't attend the meeting at 4 pm today, but I can research any additional VINS that you deem necessary.

Thanks,

Christopher Williams
Transmission Calibration Supervisor, 10R60; Ranger (gas applications) and Mustang
Vehicle Propulsion Systems Engineering, Ford Motor Company
E: cwill127@ford.com | T: [redacted]

From: Williams, Christopher (C.M.)

VPSE Vehicle Propulsion Systems Engineering

Sent: Friday, February 16, 2024 12:59 PM
To: Feldkamp, Andrew (A.D.) <afeldka1@ford.com>; Masterson, Lee (L.) <lmaster1@ford.com>
Subject: RE: CCRG 24-049 2014 and 2015-2017 Expedition and F-150 6R80

[redacted]

Thanks,

Christopher Williams
Transmission Calibration Supervisor, 10R60; Ranger (gas applications) and Mustang
Vehicle Propulsion Systems Engineering, Ford Motor Company
E: cwill127@ford.com | T: [redacted]

From: Feldkamp, Andrew (A.D.) <afeldka1@ford.com>

VPSE Vehicle Propulsion Systems Engineering

Sent: Friday, February 16, 2024 12:21 PM
To: Henney, Travis (J.) <thenney@ford.com>; Menapace, Colin (C.) <cmenapac@ford.com>; Rivera, Vicente (.) <vrivera2@ford.com>; Williams, Christopher (C.M.) <cwill127@ford.com>; Blackful, Jasper (J.) <jblackfu@ford.com>; Amos, Jeffrey (J.R.) <jamos13@ford.com>; Ahmed,

Mohammed (M.) <MAHME119@ford.com>
Cc: Beyer, Laura (L.D.) <lbeyer4@ford.com>; Fallu, John (W.) <jfallu1@ford.com>; Bhavsar, Daven (D.) <dbhavsar@ford.com>; Jimenez, Zyanya (Z.) <ZJIMENE1@ford.com>; Wilson, Vernon (V.R.) <vwilson1@ford.com>; Stanley, Daniel (D.J.) <dstanle1@ford.com>
Subject: RE: CCRG 24-049 2014 and 2015-2017 Expedition and F-150 6R80 Claims

Hi Travis,

[redacted]

I'll be out of the office next week but the following week would likely be good to get the team back together. Chris can run through the findings on the 10-or-so VOQ VINs then we can agree on the next steps.

Thanks

From: Henney, Travis (J.) <thenney@ford.com>
Sent: Tuesday, February 6, 2024 6:35 AM
To: Menapace, Colin (C.) <cmenapac@ford.com>; Rivera, Vicente (.) <vrivera2@ford.com>; Feldkamp, Andrew (A.D.) <afeldka1@ford.com>; Williams, Christopher (C.M.) <cwill127@ford.com>; Blackful, Jasper (J.) <jblackfu@ford.com>; Amos, Jeffrey (J.R.) <jamos13@ford.com>; Ahmed, Mohammed (M.) <MAHME119@ford.com>
Cc: Beyer, Laura (L.D.) <lbeyer4@ford.com>; Fallu, John (W.) <jfallu1@ford.com>; Bhavsar, Daven (D.) <dbhavsar@ford.com>; Jimenez, Zyanya (Z.) <ZJIMENE1@ford.com>; Wilson, Vernon (V.R.) <vwilson1@ford.com>; Stanley, Daniel (D.J.) <dstanle1@ford.com>
Subject: CCRG 24-049 2014 and 2015-2017 Expedition and F-150 6R80 Claims

My apologies for resending, but I should have included the CCRG number in the title originally. I did that now. Same content.

From: Henney, Travis (J.)
Sent: Tuesday, February 6, 2024 6:01 AM
To: Menapace, Colin (C.) <cmenapac@ford.com>; Rivera, Vicente (.) <vrivera2@ford.com>; Feldkamp, Andrew (A.D.) <afeldka1@ford.com>; Williams, Christopher (C.M.) <cwill127@ford.com>; Blackful, Jasper (J.) <jblackfu@ford.com>; Amos, Jeffrey (J.R.) <jamos13@ford.com>; Ahmed, Mohammed (M.) <MAHME119@ford.com>
Cc: Beyer, Laura (L.D.) <lbeyer4@ford.com>; Fallu, John (W.) <jfallu1@ford.com>; Bhavsar, Daven (D.) <dbhavsar@ford.com>; Jimenez, Zyanya (Z.) <ZJIMENE1@ford.com>; Wilson, Vernon (V.R.) <vwilson1@ford.com>; Stanley, Daniel (D.J.) <dstanle1@ford.com>
Subject: 2014 and 2015-2017 Expedition and F-150 6R80 Claims

Hello Team,

Here are some promised follow-ups from our last discussion on the 6R80 VOQs.

Please find attached:

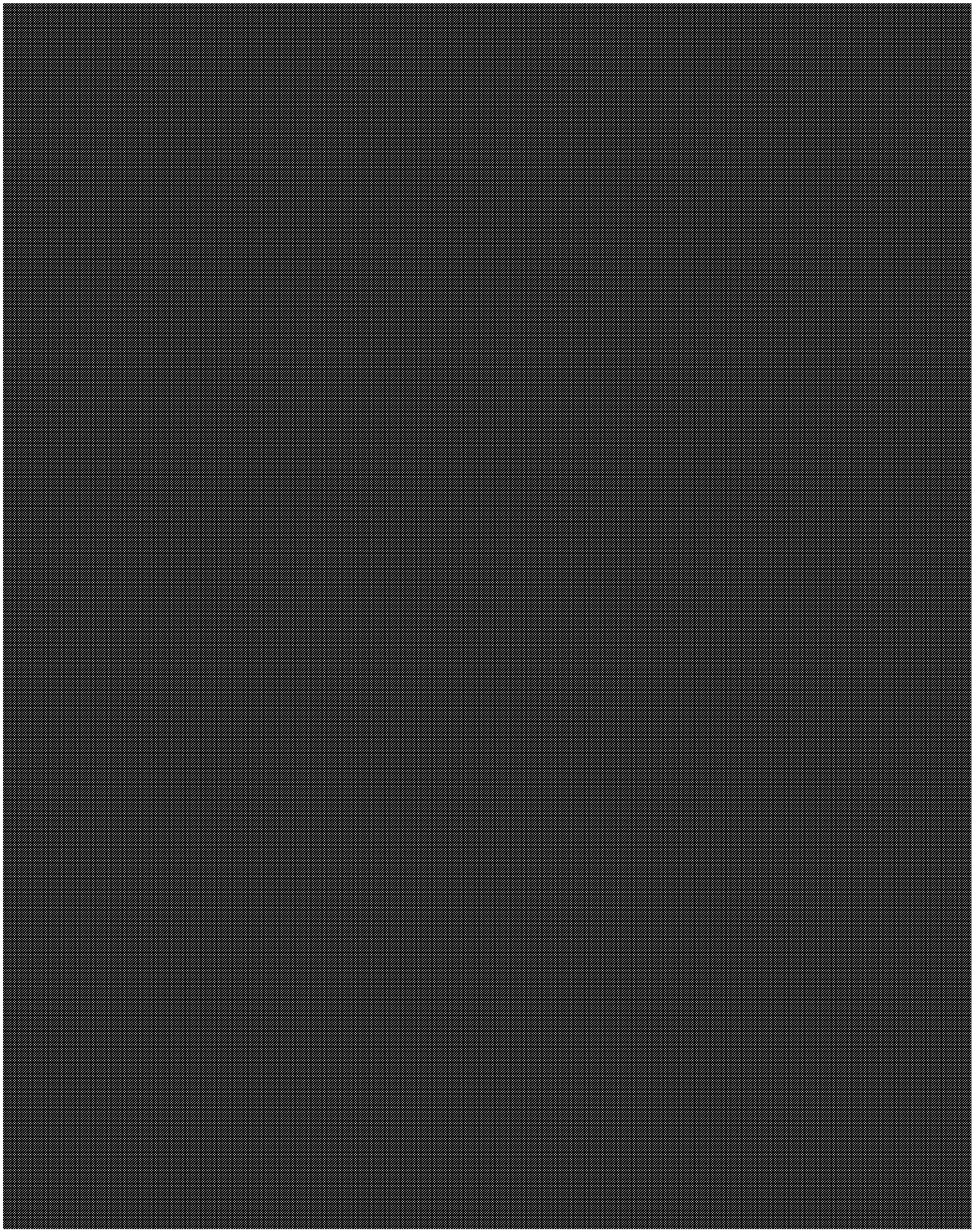
- **2014MY** Expedition and F-150 transmission related VOQs filtered for allegations of lock-up and/or mentions of the leadframe. Where provided, these records may have full VIN. All have customer comments. Please see the "VOQs" tab for record details.

- **2015-2017MY** Expedition and F-150 transmission related VOQs filtered for allegations of lock-up and/or mentions of the leadframe. Where provided, these records may have full VIN. All have customer comments. Please see the "VOQs" tab for record details.
- Updated summary presentation detailing previous investigations and actions for earlier populations, previously determined rates for the 2014 and 2015-2016 populations, as well as the most recent rate update.

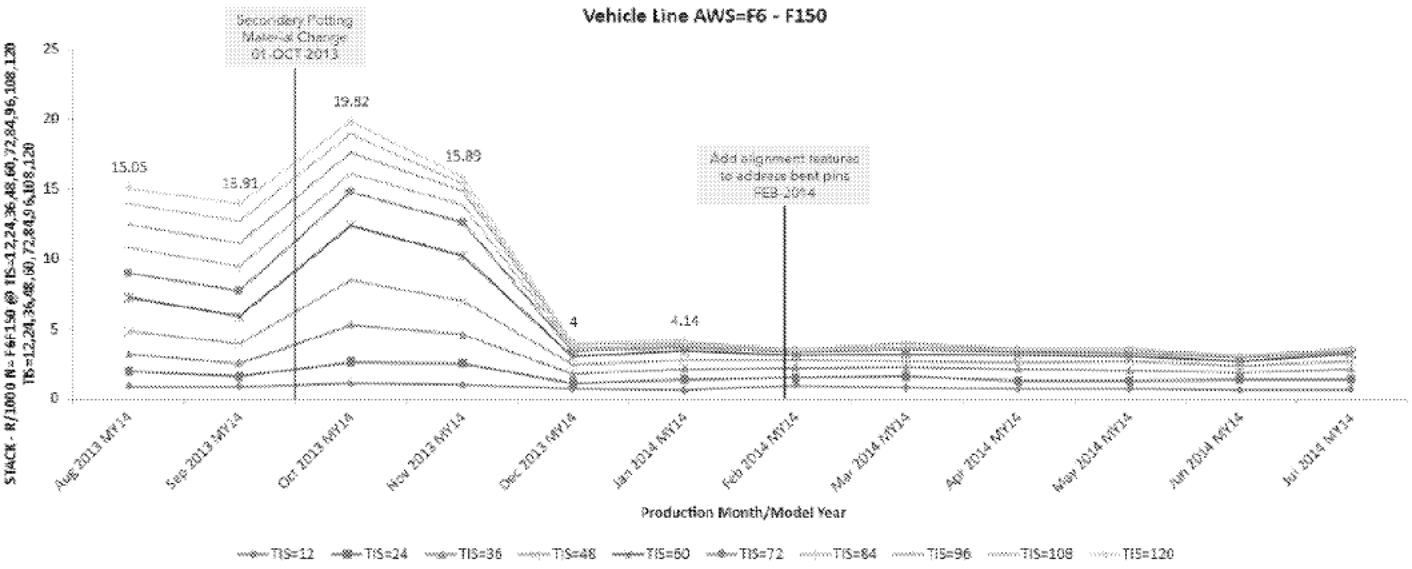
Please consider and let us know if you have any questions. When everyone has had a bit of time to consider we can get back together to discuss and review.

Thanks for your support.

Best Regards,
Travis Henney
Automotive Safety Office-Senior Safety Engineer
thenney@ford.com
[redacted]



2014MY F-150 Lead Frame Warranty (not all OSS)



-----Original Appointment-----
From: Single, Tom (T.C.) <tsingle@ford.com>
Sent: Friday, March 22, 2024 11:12 AM
To: Single, Tom (T.C.); Ahmed, Mohammed (M.); Beyer, Laura (L.D.); Amos, Jeffrey (J.R.); McNamara, Bill (W.M.); Feldkamp, Andrew (A.D.); Menapace, Colin (C.); Fallu, John (W.); Allard, Christopher (C. E.); Williams, Christopher (C.M.); Velamakanni, Ravi (R.); Borneo, Joseph (J.A.); O'Connor, Tammy (T.A.); Moreau, Jerimy (J.C.)
Cc: Ahmadi, Shadan (S.); Baker, Donna (D.J.); Bell, Jacob (J.); Bhavsar, Daven (D.); Blackful, Jasper (J.); BOBO, REGINALD (R.); Boehk, Karen (K.S.); Brezee, Shane (S.B.); Britton, Eric (E.J.); Brophy, Adam (A.); Buchel, Sara (S. N.); Buehl, Margaret (M.L.); Castro, Silney (S. C.); Champoux, Andre (A.); Cherman, Andre (A.L.); Clark, Michael (M.J.); Coffey, Jolanta (K.); Cooper, Andy (A. H.); Cueceoglu, Aslan (A.D.); Darney, Simon (S.); Demski, Jacob (J.K.); Donovan, Kevin (K.M.); Doorlag, Laura (L. A.); Dostie, Natalie (N.); Duchaine, Thomas (T.); Dunlap, Zachary (Z.); Fahr, Josie (J.); Fazio, John (J.V.); Fischer, Robert (R.M.); Furgerson, Bryan (B.L.); Fusco, John (J.J.); Gaduski, Michael (M.); Gillanders, Eric (E.S.); Gnanasekaran, Saravanan (S.); Grazioli, Alicia (A.B.); Gu, Tao (T.); Haser, Kay (K.); Henney, Travis (J.); Hider, Alyce (A.); Hotrum, Erin (E.M.); Hultman, Paula (R.); Johnson, Brandon (B.L.); Kilar, Kurt (K.R.); Kummer, Alfons (A.); Landt, Michael (M.R.); Mann, Katie (K.); Marepalli, Krishna chaitan (K.); Martinez O, Mario O (M O.); Mena, Alfredo (A.); Neborg, Kai (K.); Page, Kimberly (K.A.); Parrish, Will (W.F.); Parsons, Jeremy (J.); Pawlica, Gregory (G.D.); Perez, Hugo (H.); Pietrasanta, Carlos (C.); Quinones, Joseph (J.O.); Raval, Jody (J.); Remington, Jenny (J.); Reppenhagen, Nancy (N.B.); Robledo, Diana (D.); Sandefur, Kyle (K.D.); Schop, Christopher (C.D.); Schultz, Matthew (M.J.); Singh, Hardeep (H.); Smolarek, David (D.T.); Stanley, Daniel (D.J.); Svenson, Thomas (T.E.); Tien, Markus (M.); Trudgeon, Keith (K.); Vega, Andres (A.); Vushaj, Valentin (V.); Werthman, Alyssa (A.A.); Wilyard, Dan (D.J.); Yako, Sarra (A.); Zendler, Kristen (K.M.); Zobel, Gretchen (G.P.); Pline, Roger (A.)
Subject: ASO EMM: Investigation Awareness (24-049) 2014 & 2015-2017 F-150; 2014-2017 Expedition/Navigator; 6R80 Transmission Downshift
When: Tuesday, March 26, 2024 9:00 AM-9:30 AM (UTC-05:00) Eastern Time (US & Canada).
Where: WebEx

Requester: Tom Single [redacted]
Alternate Hosts: Mohammed Ahmed and Laura Beyer

Deep-dive CCRG investigations or any business-related topics that need support from the ASO Assistant Director, Tom Single.
Please direct any questions to ASO Lead of each agenda topic. Topics and attendees are based on agenda (managed by Andrés Vega).
Distributed to the broader ASO team for awareness. You may connect at your discretion if not directly involved in the items discussed.

Agenda:

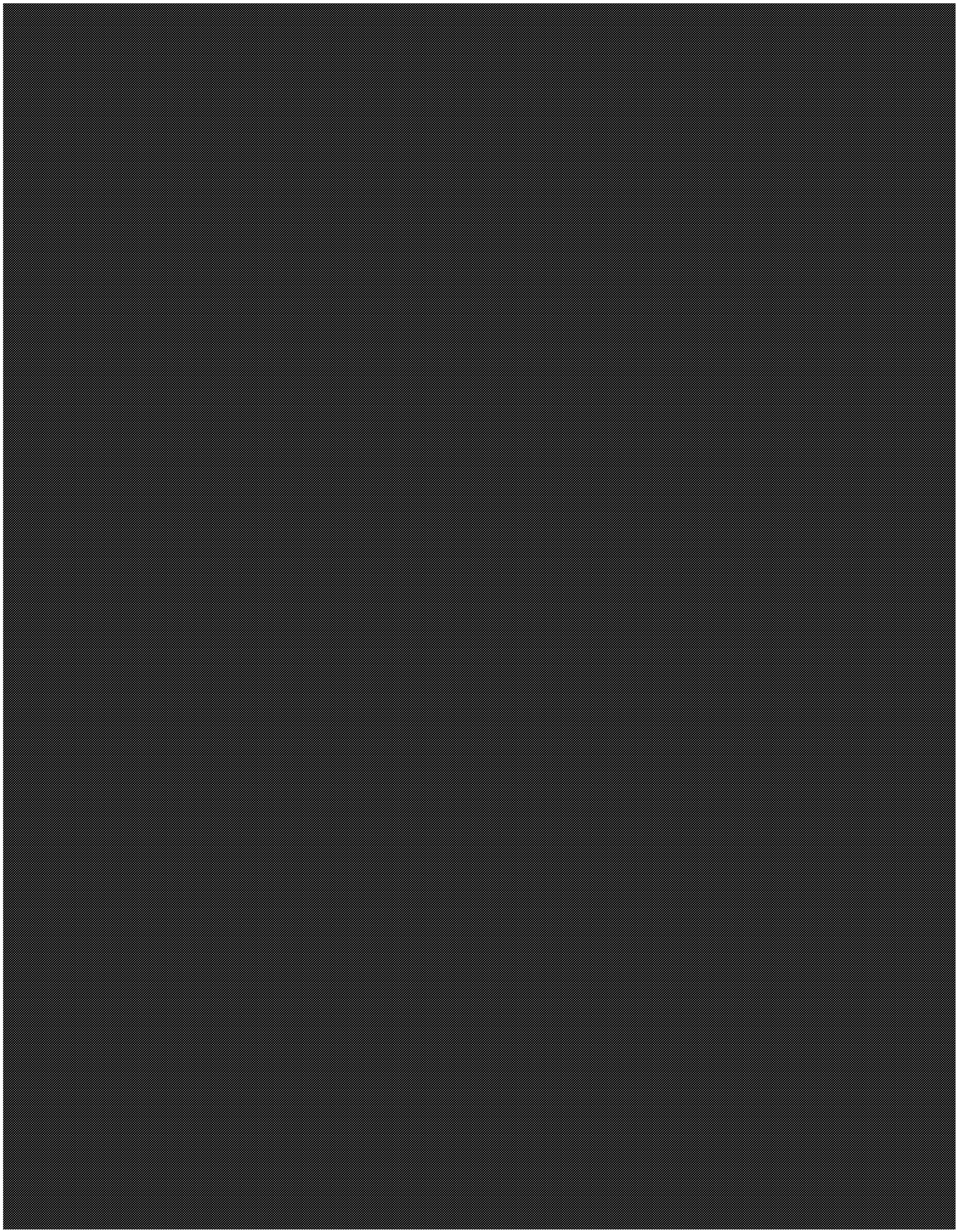
EMM Type	Investigation Awareness
Lead Region	NA
GRID #	24-049
Title	2014 & 2015-2017 F-150; 2014-2017 Expedition/Navigator; 6R80 Transmission Downshift
Requested by	Ahmed, Mohammed (M.)
CCRG Chair	lbeyer4@ford.com
CCE	Amos, Jeffrey (J.R.)
Objective / Desired Outcome	Awareness on CCRG Investigation.

-~-~-~

NOTICE: ***Protecting and Properly Using Company Assets: We are careful not to disclose Ford information, even accidentally. If we share non-public information outside of Ford, we follow applicable procedures and obtain proper approvals and ensure appropriate confidentiality agreements are in place. · We follow Ford's information and records retention protocols and programs. · We do not destroy information if there is a legal requirement to maintain it, such as a suspension order or other litigation hold.***

For company policies on recording: Click Here to Download
For additional help joining Webex meetings: WebEx Help
Can't join the meeting? Ford users submit a ticket: Contact Support

T32MC04



Director Underbody Systems
[redacted]

Admin. Assistant: Diane Jackson (djackso6@ford.com)

From: Feldkamp, Andrew (A.D.) <afeldka1@ford.com>
Sent: Wednesday, March 13, 2024 12:44:40 PM
To: Gardner, Greg (G.D.) <ggardne2@ford.com>; Allard, Christopher (C. E.) <callard1@ford.com>; Kummer, Andy (A.E.) <akummer@ford.com>
Cc: Menapace, Colin (C.) <cmenapac@ford.com>; Fallu, John (W.) <jfallu1@ford.com>; Pline, Roger (A.) <rpline@ford.com>; Kainz, Laura (L.L.) <lkainz@ford.com>
Subject: RE: CCRG 24-049 2014MY F-150 6r80

Greg, Andy & Chris,

[redacted]

Colin Menapace & I have been covering CCRG. Because of the new shot clock for getting issues through the critical concerns process, the critical concerns team wants to have a TRG within the next 2 weeks. Colin & John will be in Thailand, so I'll lead the presentation but I'd like to run you all through the material ahead of the TRG in a small group forum.

You'll see a meeting from me for Wed, Mar 20 @ 12:30pm where I'll run you through the material in preparation for the TRG

-----Original Appointment-----
From: Ahmed, Mohammed (M.) <mahme119@ford.com>
Sent: Tuesday, March 12, 2024 11:48 AM
To: Ahmed, Mohammed (M.); Feldkamp, Andrew (A.D.); Henney, Travis (J.); Menapace, Colin (C.); Amos, Jeffrey (J.R.)
Subject: CCRG 24-049 2014MY F-150 6r80
When: Wednesday, March 13, 2024 12:00 PM-12:30 PM (UTC-05:00) Eastern Time (US & Canada).
Where: WebEx
Sensitivity: Private

Hello all,

Setting up time to review updated VOQ / GSAR warranty data on 2014MY F-150. Tried to find a spot that fits with everyone's schedules and feel free to forward meeting as needed.

Sharing a link to the two excel files with the updated data, some GSAR reports still need to be categorized so it will update with those changes. These files are also in the shared 24-049 folder. Charts are on a separate tab. If you have any questions feel free to let me know.

24-049 VOQs 2014_2020MY F150.xlsm

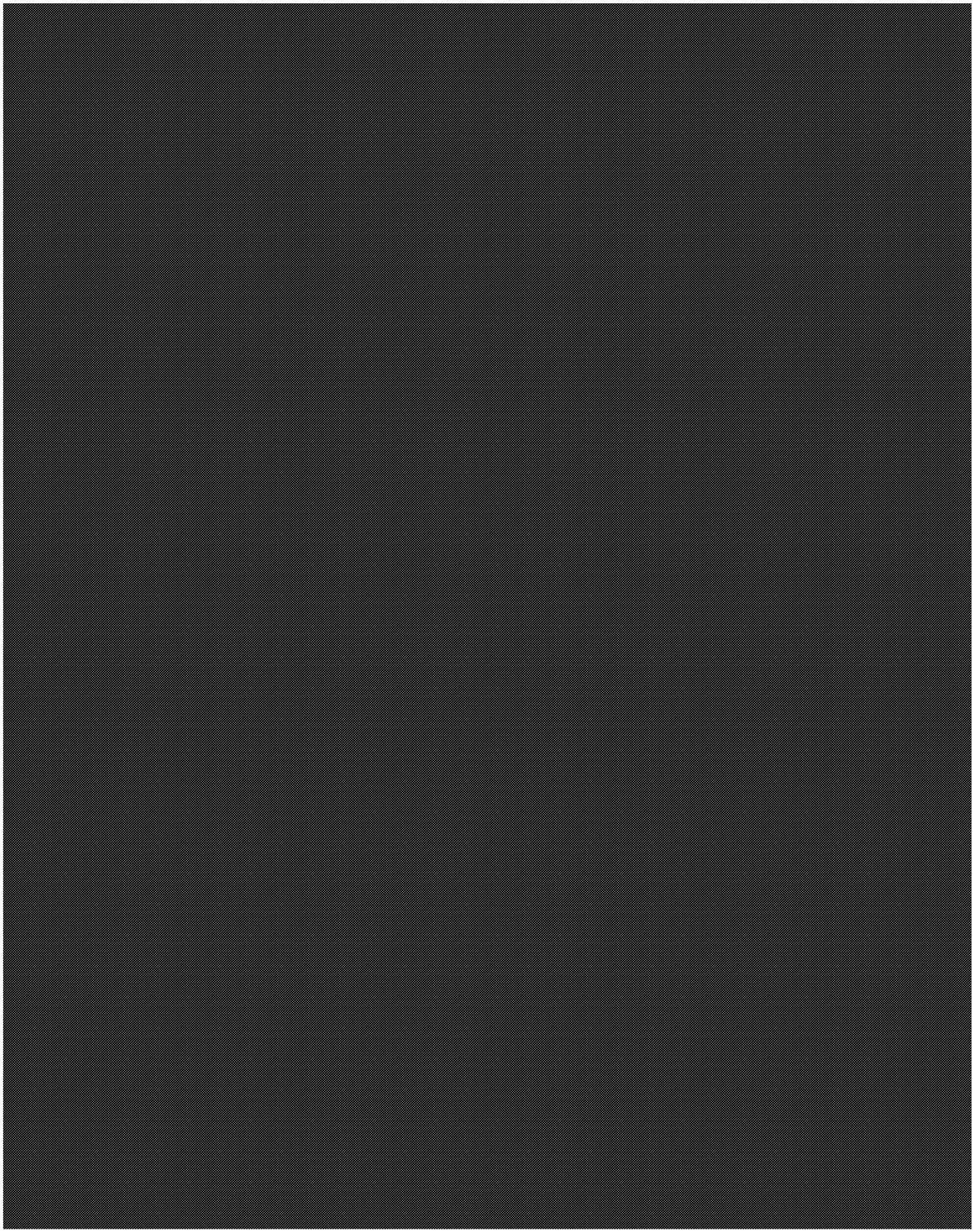
CDR_2014MY F150_30 Months.xlsm

Thanks,

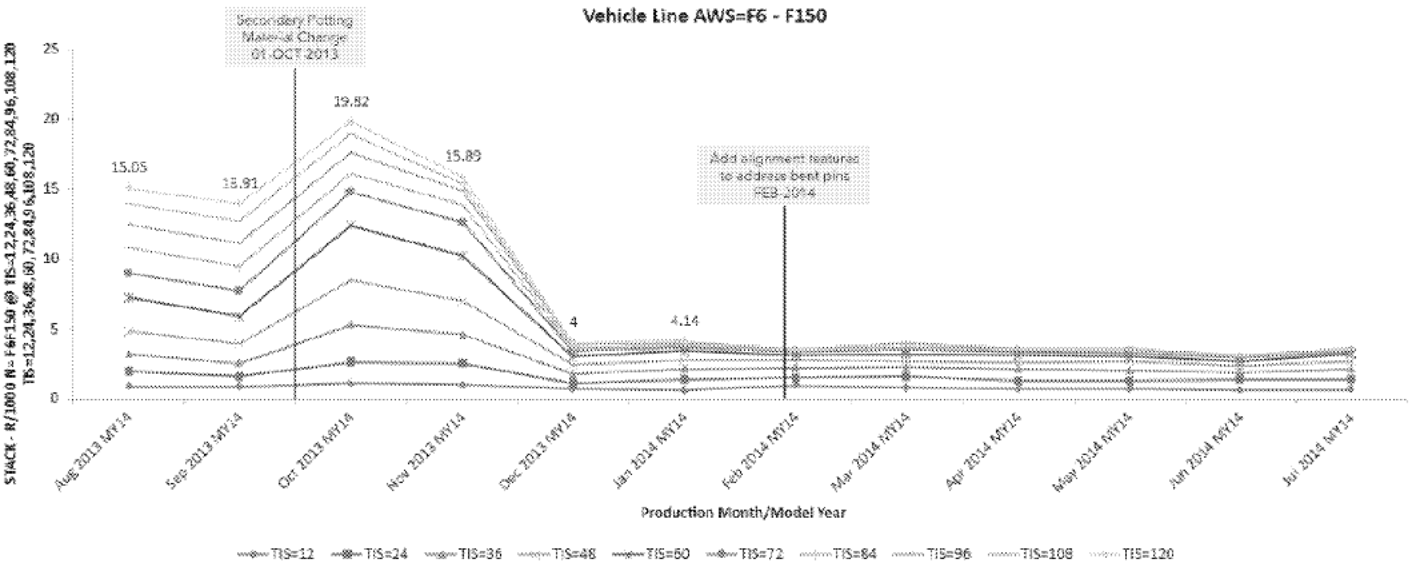
Mohammed Ahmed (he/him/his)
Automotive Safety Office - ECG
mahme119@ford.com [redacted]

ENVIRONMENTAL &
SAFETY
COMPLIANCE

_~_~_~



2014MY F-150 Lead Frame Warranty (not all OSS)



-----Original Appointment-----
From: Single, Tom (T.C.) <tsingle@ford.com>
Sent: Friday, March 22, 2024 11:12 AM
To: Single, Tom (T.C.); Ahmed, Mohammed (M.); Beyer, Laura (L.D.); Amos, Jeffrey (J.R.); McNamara, Bill (W.M.); Feldkamp, Andrew (A.D.); Menapace, Colin (C.); Fallu, John (W.); Allard, Christopher (C. E.); Williams, Christopher (C.M.); Velamakanni, Ravi (R.); Borneo, Joseph (J.A.); O'Connor, Tammy (T.A.); Moreau, Jerimy (J.C.)
Cc: Ahmadi, Shadan (S.); Baker, Donna (D.J.); Bell, Jacob (J.); Bhavsar, Daven (D.); Blackful, Jasper (J.); BOBO, REGINALD (R.); Boehk, Karen (K.S.); Brezee, Shane (S.B.); Britton, Eric (E.J.); Brophy, Adam (A.); Buchel, Sara (S. N.); Buehl, Margaret (M.L.); Castro, Silney (S. C.); Champoux, Andre (A.); Cherman, Andre (A.L.); Clark, Michael (M.J.); Coffey, Jolanta (K.); Cooper, Andy (A. H.); Cueceoglu, Aslan (A.D.); Darney, Simon (S.); Demski, Jacob (J.K.); Donovan, Kevin (K.M.); Doorlag, Laura (L. A.); Dostie, Natalie (N.); Duchaine, Thomas (T.); Dunlap, Zachary (Z.); Fahr, Josie (J.); Fazio, John (J.V.); Fischer, Robert (R.M.); Furgerson, Bryan (B.L.); Fusco, John (J.J.); Gaduski, Michael (M.); Gillanders, Eric (E.S.); Gnanasekaran, Saravanan (S.); Grazioli, Alicia (A.B.); Gu, Tao (T.); Haser, Kay (K.); Henney, Travis (J.); Hider, Alyce (A.); Hotrum, Erin (E.M.); Hultman, Paula (R.); Johnson, Brandon (B.L.); Kilar, Kurt (K.R.); Kummer, Alfons (A.); Landt, Michael (M.R.); Mann, Katie (K.); Marepalli, Krishna chaitan (K.); Martinez O, Mario O (M O.); Mena, Alfredo (A.); Neborg, Kai (K.); Page, Kimberly (K.A.); Parrish, Will (W.F.); Parsons, Jeremy (J.); Pawlica, Gregory (G.D.); Perez, Hugo (H.); Pietrasanta, Carlos (C.); Quinones, Joseph (J.O.); Raval, Jody (J.); Remington, Jenny (J.); Reppenhagen, Nancy (N.B.); Robledo, Diana (D.); Sandefur, Kyle (K.D.); Schop, Christopher (C.D.); Schultz, Matthew (M.J.); Singh, Hardeep (H.); Smolarek, David (D.T.); Stanley, Daniel (D.J.); Svenson, Thomas (T.E.); Tien, Markus (M.); Trudgeon, Keith (K.); Vega, Andres (A.); Vushaj, Valentin (V.); Werthman, Alyssa (A.A.); Wilyard, Dan (D.J.); Yako, Sarra (A.); Zendler, Kristen (K.M.); Zobel, Gretchen (G.P.); Pline, Roger (A.)
Subject: ASO EMM: Investigation Awareness (24-049) 2014 & 2015-2017 F-150; 2014-2017 Expedition/Navigator; 6R80 Transmission Downshift
When: Tuesday, March 26, 2024 9:00 AM-9:30 AM (UTC-05:00) Eastern Time (US & Canada).
Where: WebEx

Requester: Tom Single [redacted]
Alternate Hosts: Mohammed Ahmed and Laura Beyer

Deep-dive CCRG investigations or any business-related topics that need support from the ASO Assistant Director, Tom Single.
Please direct any questions to ASO Lead of each agenda topic. Topics and attendees are based on agenda (managed by Andrés Vega).
Distributed to the broader ASO team for awareness. You may connect at your discretion if not directly involved in the items discussed.

Agenda:

EMM Type	Investigation Awareness
Lead Region	NA
GRID #	24-049
Title	2014 & 2015-2017 F-150; 2014-2017 Expedition/Navigator; 6R80 Transmission Downshift
Requested by	Ahmed, Mohammed (M.)
CCRG Chair	lbeyer4@ford.com
CCE	Amos, Jeffrey (J.R.)
Objective / Desired Outcome	Awareness on CCRG Investigation.

-~-

-- Do not delete or change any of the following text. --

Join Meeting

[redacted]

If you are a host, click here and login site to view host information.

NOTICE: ***Protecting and Properly Using Company Assets: We are careful not to disclose Ford information, even accidentally. If we share non-public information outside of Ford, we follow applicable procedures and obtain proper approvals and ensure appropriate confidentiality agreements are in place. · We follow Ford's information and records retention protocols and programs. · We do not destroy information if there is a legal requirement to maintain it, such as a suspension order or other litigation hold.***

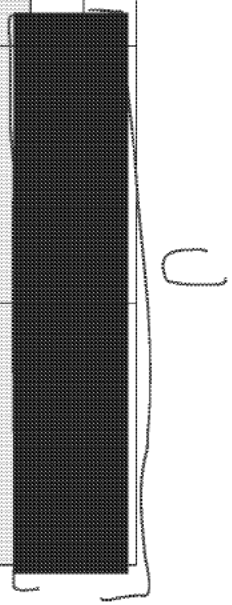
For company policies on recording: Click Here to Download
For additional help joining Webex meetings: WebEx Help
Can't join the meeting? Ford users submit a ticket: Contact Support

T32MC04

Source	Source	Model	Make	Model	Body	Engine	Transmission	Assembly	VIN	16639	16ND2	16507	16NR0	13319	Production	Warranty Start Date	Report/Repair	Mileage	Dealer Name	Dealer	Repair	Part	Part Base	Part	Part	DTC Cards	Labor
GDP: MC393	AME4 DA 3-53	2011		F-150	DOUBLE CAB (CREW CAB)	3.5L V6 GAS DOHC TIVCT	6 SPD AUTO TRANS (6R80)	DEARBO RN PLANT BUILD	[redacted]	9/5/2018	7/25/2019	#N/A	#N/A	#N/A	10/11/2011	10/25/2011	9/26/2019	52600	BAUGH FORD, LLC	AL	USA				NOT PROVIDE D BY SOURCE		
AWS	26038198	2013		F-150		3.5L V6 GAS DOHC TIVCT	6 SPD AUTO TRANS (6R80)	KANSAS CITY PLANT BUILD		#N/A	#N/A	12/5/2019	9/5/2020	#N/A	8/29/2013	2/21/2014	3/5/2020	124089	BILL CUNDIFF FORD	FL	USA	*	*	*			
AWS	24468908	2013		F-150		MOD 5.0L 4V DOHC SEFI MA	6 SPD AUTO TRANS (6R80)	DEARBO RN PLANT BUILD		#N/A	#N/A	2/15/2019	4/13/2019	#N/A	1/18/2013	5/21/2013	4/15/2019	72608	CORWIN FORD TRI-CITIES	WA	USA	*	*	*			

									[redacted]																				
AWS	1587479[illegible]	2011			F-150		MOD 5.0L 4V DOHC SEFI NA	6 SPD AUTO TRANS (6R80)	DEARBO RN PLANT BUILD		[illegible]/2018	5/19/2011	#N/A	#N/A	#N/A	11/4/2011	12/20/2011	5/17/2019	71939	KEN GARFF WEST VALLEY FORD	UT	USA	*	*	*			
AWS	1723[illegible]9	2012			F-150		3.5L V6 GAS DOHC TIVCT	6 SPD AUTO TRANS (6R80)	DEARBO RN PLANT BUILD		#N/A	#N/A	10/23/2019	11/5/2019	#N/A	8/22/2012		11/5/2019	148619	MIKE BASS FORD, INC.	OH	USA	*	*	*			
GM-CCSI	K2HJP90 2	2012			F-150	SUPER SINGLE CAB (SUPER CAB)	3.5L V6 GAS DOHC TIVCT	6 SPD AUTO TRANS (6R80)	DEARBO RN PLANT BUILD		#N/A	#N/A	2/11/2019	3/5/2019	#N/A	8/14/2012	8/25/2012	2/14/2019	81892	TOWN & COUNTRY FORD	AL	USA		Unknown		Unknown		

Part	Report	Report	Report	Report	Alleged	Alleged	Alleged	Alleged	Duplicate	Comments	Comment	Comment	Report is	Report is
X1	Y	N/A	N/A	Y	false	true				2019-07-02-14:28:08.000000 LETTER DATED 6-18-19CUSTOMER SAYS: I RECEIVED A NOTICE OF A RECALL WITH FIX FOR MY PICKUP LAST YEAR. I TOOK MY PICKUP WITH THE NOTICE TO BAUGH FORD. I HAD AN APPOINTMENT WITH THE LOCAL DEALERSHIP ON 5/9/19. THEY KEPT THE PICKUP A COUPLE OF DAYS. PRIOR TO THIS I HAD NOT NOTICED OR EXPERIENCED ANY PROBLEMS WITH THE TRANSMISSION. HOWEVER, FOLLOWING THE REPAIR, I NOTICED THE TRANSMISSION SLIPPING OR FOR LACK OF A BETTER TERM FORGETTING WHAT GEAR IT WAS IN. THIS SEEMED TO HAPPEN WHILE TRAVELING SLOWLY AS IN A PARKING LOT, THEN LETTING OFF OF THE ACCELERATOR. THIS OCCURRED VERY INFREQUENTLY AND NOT MADE TO BE DUPLICATED. THIS OCCURRED SIX TIMES SINCE SEPTEMBER LAST YEAR. ON 6/15/19, WHILE DRIVING AT HIGHWAY SPEED, I NOTICED THE TRANSMISSION SEEMED TO MOMENTARILY SLIP OR GO INTO NEUTRAL AT ONE POINT THE REAR TIRES LOCKED AND THE VEHICLE VEERED TO THE RIGHT AND I AND THE TRUCK LEFT THE INTERSTATE. WE WENT DOWN A STEEP EMBANKMENT. I EXITED MY VEHICLE AND WALKED AROUND AND LOOKED UNDERNEATH THE VEHICLE. EVERYTHING APPEARED INTACT AND UNDAMAGED. I THEN DROVE ANOTHER 30 MILES TO MY HOME. AT TIMES, I PULL A TRAVEL TRAILER WITH THIS PICKUP. WITH THIS EVIDENT, I HAVE LOST MY CONFIDENCE IN THE REPAIR RESOLUTION. I HAVE NO COMPLAINTS WITH THE LOCAL DEALERSHIP. THEY ARE GOOD PEOPLE. ARE THERE ANY FURTHER REPAIRS OR CHECKS TO ENSURE THIS DOES NOT HAPPEN AGAIN?CRC SAYS: HERE AT THE CUSTOMER RELATIONSHIP CENTER WE ARE NOT FORD CERTIFIED TECHNICIANS. AS SUCH, I AM UNABLE TO COMMENT ON ANY FURTHER REPAIRS TO ENSURE THIS SITUATION DOES NOT HAPPEN AGAIN. WE RECOMMEND THAT YOUR VEHICLE BE INSPECTED BY BAUGH FORD TO DETERMINE THE CAUSE OF ANY SYMPTOMS YOUR VEHICLE MAY BE EXPERIENCING. YOUR LOCAL FORD DEALERSHIP HAS FACTORY-TRAINED TECHNICIANS, THE MOST CURRENT ENGINEERING SERVICE INFORMATION, AND THE SPECIALIZED EQUIPMENT REQUIRED TO RESOLVE YOUR VEHICLE CONCERNS. IF THERE IS NO COVERAGE UNDER APPLICABLE WARRANTIES, RECALLS, OR ESPS, REPAIRS AND SERVICES WOULD BE YOUR RESPONSIBILITY. YOUR NEXT STEP IS TO MAKE AN APPOINTMENT WITH YOUR SERVICING DEALERSHIP TO HAVE YOUR VEHICLE DIAGNOSED.CRC SAYS: 2019-07-02-14:28:08.000000 MICROSOFT SQLSERVER DTS PIPELINE BLOBCOLUMN 2019-07-02-14:28:58.000000 MICROSOFT SQLSERVER DTS PIPELINE BLOBCOLUMN				
X1	N/A	Y	N/A	Y	false	true				Customer (Native): CUSTOMER STATES THAT VEHICLE SLAMS INTO GEAR. CONDITIONS TO DUPLICATE: VEHICLE AT STOP, TRANSMISSION IN DRIVE, FOOT ON BRAKE. ENGINE WILL REV. VEHICLE THEN ACTS LIKE IT IS IN NEUTRAL. RPMS RAISE TO 5000. VEHICLE SLAMS BACK INTO DRIVE AND LURCHES FORWARD. VEHICLE WAS INVOLVED IN A COLLISION. 2/2/20 MILEAGE - 122875 MILES RO 49898. A RECALL WAS PERFORMED ON 12/6/2018 RO 43032 118868 MILES FOR RECALL NUMBER 18S97. ALSO AT 55 MPH VEHICLE SHIFTS INTO NEUTRAL REVS UP TO 4500 RPM THEN SLAMS BACK INTO FIRST GEAR LOCKING UP THE REAR TIRES CAUSING THE VEHICLE TO SPIN OUT. LOD PANEL GOES BLANK. CUSTOMER HAD TO DO PARTY GARAGE RUN CODE P0720 SPEED SENSOR REPORTED. SEE CASE NUMBER [redacted] CREATED BY MIKE YOUNG ON MARCH 11TH 2020. SEE HISTORY Technician (Native): TRANSMISSION: Road test and can not verify concern. Still test PCM and retrieved codes P0720, P0722, and P1500. Follow recall 18N01 to diagnose and repair concern. Replace transmission load frame. Fill and check fluid level per workshop manual. Road test to verify repair. Ok at this time. (Check for DTCs P0720, P0722, P0731 and/or P1500 stored in the PCM and if present replace the motor load frame)				
X1	N/A	Y	N/A	Y	false	true				Customer (Native): C/S: WHEN DRIVING AT TER 1930/ PERFORMED TRUCK WILL SHIFTED FROM 6TH TO FIRST, LOCKED UP THE TIRES AND SLID OFF THE ROAD. PLEASE CHECK AND ADVISE. Technician (Native): VERIFY CONCERN FRONT DRIVE SHAFT TWISTED AND BROKE IN 2 ON THE FRONT DRIVE SHAFT. VEHICLE IS LIFTED AND HAS OVER SIZE TIRES. TAKE VEHICLE OUT OF GEAR AND TRIED TO TURN THE REAR DRIVE SHAFT UNABLE TO TURN REAR DRIVE SHAFT. INSPECTED FLUID, ALL OK REMOVE REAR DIFF COVER AND INSPECT NO DAMAGE NOTED. REMOVED REAR DRIVE SHAFT AND STILL UNABLE TO TURN REAR DIFF, FOUND THAT THE RIGHT REAR PARKING BRAKE ADJUSTER IS VERY RUSTY AND IS STUCK ON. REMOVED REAR ROTOR AND INSPECTED. NEEDS BOTH SIDE ADJUSTERS. TRANSFER CASE IS ABOUT 1/2 QUART LOW BUT FLUID IS CLEAN. NO METAL IN TRANSFER CASE. TRANSMISSION HAS A LEAK FOUND TRANSMISSION PAN IS BENT UP CAUSED BY THE DRIVE SHAFT HITTING IT. REMOVED PAN AND FILTER TO INSPECT TRANSMISSION CASE FOR ANY CRACKS, NONE NOTED FLUID IS VERY DIRTY, BUT HAS NO METAL OR FRICTION MATERIAL IN PAN OR FILTER. FOUND THAT THE FRONT PINION HAS IN AND OUT PLAY WHILE ROTATING FLANGE. REMOVED FRONT COVER ON DIFF AND FOUND 1 BROKEN TEETH ON RING GEAR AND PINION HITTING THE CASE. CHECK FOR CODES HAS A P0722 NEEDS A LEAD FRAME. TECH 22274- PERFORMED FSB 19-0008 REMOVED TRANS PAN REMOVED VALVE BODY AND REPLACED LEAD FRAME. INSTALLED VALVE BODY. INSTALLED PAN FILLED WITH FLUID. MADE SURE FLUID WAS TOPPED OFF. CLEARED CODES. OKAY AT THIS TIME				



A1	Y	N/A	N/A	Y	false	true				Customer (Native): - C/S DRIVING 65MPH IN 6TH GEAR. IT DOWN SHIFTED TO 5TH GEAR THEN RPM'S RED LINED AND DOWNSHIFTED TO 1ST GEAR. STARTED SKIDDING, WENT OFF ROAD AND CAME BACK UP. Technician (Native): - LEAD FRAME RECALL 18ND. VERIFIED THAT CUSTOMER HAS DOWNSHIFT ISSUES WHILE DRIVING. USING IDS, CAN SEE THAT VEHICLE HAS AN UNINTENDED DOWN SHIFT. REMOVED LEAD FRAME FROM VEHICLE AND INSTALLED NEW LEAD FRAME PER SERVICE RECALL 18NC2. FILLED TO OPERATING SPEC AND FOUND THAT ALL OKAY AFTER REPAIRS. VEHICLE HAS NO ISSUES AFTER REPAIRS. 18ND08 2.10 HRS. TEST DROVE MULTIPLE MILES TO VERIFY REPAIRS. NO ABNORMALITIES OR ISSUES AT THIS TIME. ABS LIGHTS ON. DEALER TOOK CARE OF REPROGRAMMING ABS SYSTEM AT NO CHARGE TO CUSTOMER.			
A2	N/A	Y	N/A	Y	false	true				Customer (Native): - C/S TRANS ISSUE STILL PRESENT. WENT FROM FIFTH TO FIRST GEAR AND THREW HIM OFF THE ROAD. SEE HISTORY. ATW 213 Technician (Native): - 18ND7 COMPLETED			
A3	N/A	Y	N/A	NP	false	TRUE				CONCERN WEB FORM DATA [redacted] DESCRIPTION OF VEHICLE CONCERN: CUST STATES WHILE DRIVING 45-55 MPH THE VEHICLE SUDDENLY DOWNSHIFTED INTO FIRST GEAR CAUSING THE VEHICLE TO BE OUT OF CONTROL AND THE CUSTOMER SUBSEQUENTLY HAD AN ACCIDENT. PLEASE LIST ANY DIAGNOSTICS ALREADY PERFORMED: SCANNED. NO CODES. WHILE I CAN RESEARCH AND FIND THIS ISSUE BY GOOGLING IT, I CANNOT FIND ANYTHING PUBLISHED AS IN TSB/SSM. THE CUSTOMER SAYS HE KNOWS WHEN IT'S ABOUT TO HAPPEN BECAUSE THE SPEEDOMETER DROPS TO ZERO. PARTS REPLACED: NONE YOUR QUESTION: HOW DO I PROCEED WITH DIAGNOSIS TECHC CONSULTED TEAM LEADER CHAD GLENNIE, SECT ON SPECIALIST VINCE VIGIL, AND SME ADAM SNIDER. ASKED IF OGC HAD TO BE CONTACTED FOR THIS CONCERN EVEN THOUGH THE VEHICLE IS NO LONGER COVERED UNDER WARRANTY. AS THE WARRANTY AND POLICY MANUAL STATES TO CONTACT THEM BEFORE BEGINNING A "NO-CHARGE" REPAIR. ADVISED THAT OGC SHOULD BE CONTACTED ANY TIME A PRODUCT DEFECT HAS ALLEGEDLY CAUSED AN ACCIDENT OR DAMAGE. OGC SHOULD BE CONTACTED BEFORE PROVIDING TECHNICAL DIRECTION. RECOMM CHARLIE_<P> WHEN YOU HAVE A CONCERN ALLEGING A FIRE, ACCIDENT, INJURY, PROPERTY DAMAGE AND/OR BURN(S) HAS OCCURRED DUE TO AN ALLEGED PRODUCT DEFECT, PURSUANT TO THE WARRANTY AND POLICY MANUAL, NO REPAIRS SHOULD BE PERFORMED. SEE BELOW <B><U>U.S. DEALERSHIPS</U></B> SHOULD COMPLETE A <B>DEALER/FLEET REQUEST FOR OGC REVIEW</B> FOUND ON FMCDEALER.COM : PARTS & SERVICE TAB , CUSTOMER SATISFACTION LINK. <B><U>NOTE:</U></B> THE TECHNICAL ASSISTANCE CENTER WILL NOT BE ABLE TO PROVIDE FURTHER ASSISTANCE WITH THIS ISSUE UNTIL AFTER THE OGC REVIEW.			

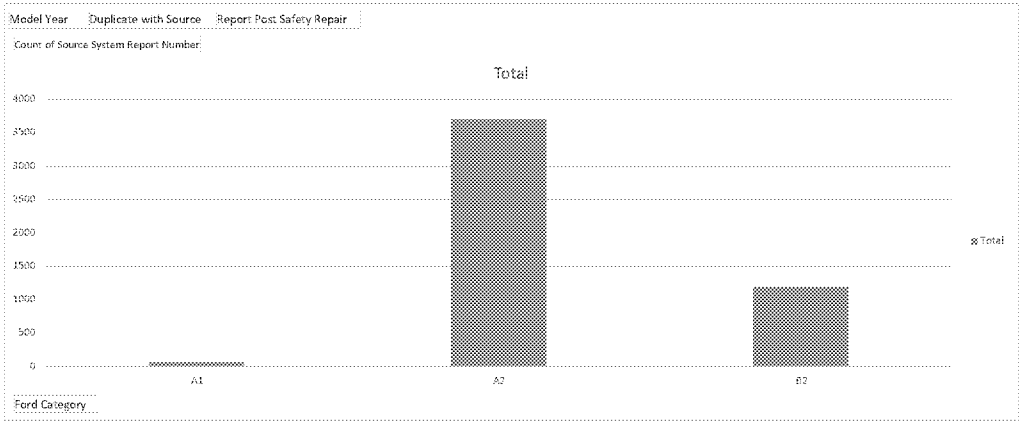
Model Year	(Multiple Items)
Duplicate with Source	(blank)
Report Post Safety Repair	Y

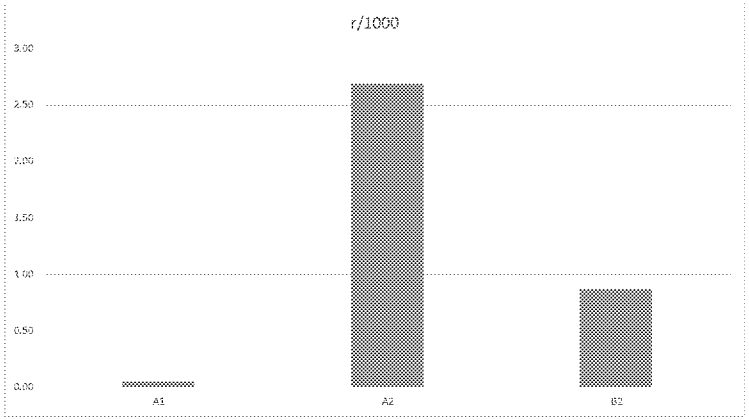
Row Labels	Count of Source System Report Number
A1	59
A2	3700
B2	1192
Grand Total	**4951**

2011-2013 F150 Volume 1374489

	Total	r/1000
A1	59	0.04
A2	3700	2.69
B2	1192	0.87

742647
631842
1374489



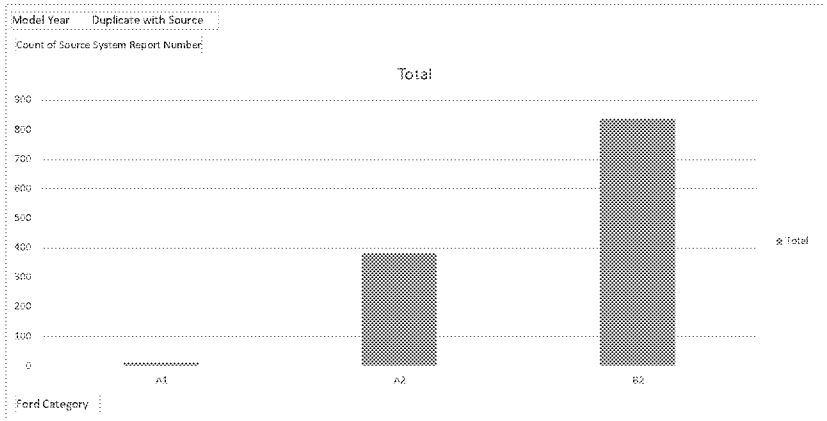


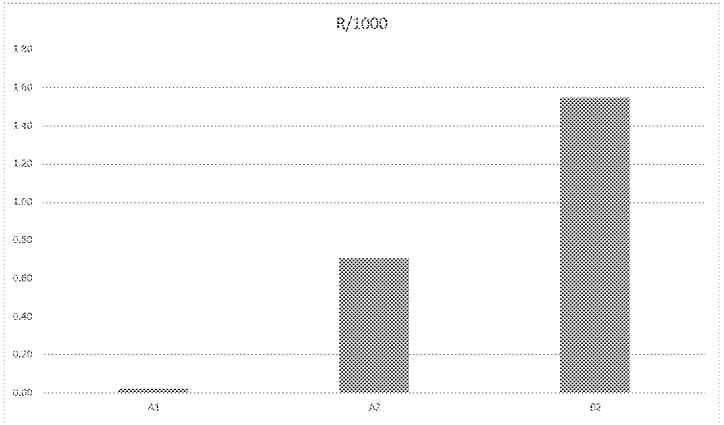
Model Year	2014
Duplicate with Source	(blank)

Row Labels	Count of Source System Report Number
A1	11
A2	382
B2	836
Grand Total	**1229**

2014MY Volume 540,086

	Number	R/1000
A1	11	0.02
A2	382	0.71
B2	836	1.55





Source System	Source System	Model	Make	Model	Body Style	Engine	Transmission	Assembly Plant	VIN	16525 Coved	15K01	15G07	15N02	19513	Software Updated	Production	Warranty Start	Record(s)	Mileage
GWLFMC390	A4E411IA21-53	2013		F-150	DOUBLE CAB (CREW CAB)	3.5L V6 GAS DOHC TIVCT	6 SPD AUTO TRANS (6R80)	DEARBORN PLANT BUILD KANSAS CITY PLANT BUILD		3/5/2018	7/25/2019	#N/A	#N/A	#N/A	No Record	10/11/2011	10/25/2011	8/25/2019	52800
AWS	28038188	2013		F-150		3.5L V6 GAS DOHC TIVCT	6 SPD AUTO TRANS (6R80)			#N/A	#N/A	2/6/2019	3/5/2020	#N/A	Yes		8/28/2013	2/21/2014	3/5/2020	124388
AWS	24418035	2013		F-150		MOD 5.0L 4V DOHC SFI NA	6 SPD AUTO TRANS (6R80)	DEARBORN PLANT BUILD		#N/A	#N/A	2/15/2019	4/15/2019	Available	No Record		1/18/2013	5/21/2013	4/15/2019	72838
AWS	15074795	2013		F-150		MOD 5.0L 4V DOHC SFI NA	6 SPD AUTO TRANS (6R80)	DEARBORN PLANT BUILD		10/11/2018	5/13/2019	#N/A	#N/A	#N/A	No Record		11/6/2011	12/20/2011	5/13/2019	71838

AWS	1FZ23182	2012	F-150		3.5L V6 GAS DOHC TiVCT	6 SPD AUTO TRANS (6R80)	DEARBORN PLANT BUILD	[redacted]	#N/A	#N/A	##########	11/5/2019	#N/A	Yes		8/22/2012		11/5/2019	149810
CDR-GCCLS	K2NUF52	2012	F-150	SUPER SINGLE CAB (SUPER CAB)	3.5L V6 GAS DOHC TiVCT	6 SPD AUTO TRANS (6R80)	DEARBORN PLANT BUILD		#N/A	#N/A	2/11/2019	6/5/2019	#N/A	Yes		8/14/2012		9/29/2012, 2/14/2019	39852

Dealer Name	Dealer	Region	Part	Part Base	Part	Part Description	DTC Code	Labor	Field	Report	Report	Report	Report	Alleged	Alleged	Alleged	Alleged	Duplicate	Comments	Comment	Comment
																			2019-07-02-14.20.08.000000 LETTER DATED 6-18-19CUSTOMER SAYS: I RECEIVED A NOTICE OF A RECALL WITH FIX FOR MY PICKUP LAST YEAR. I TOOK MY PICKUP WITH THE NOTICE TO BAUGH FORD. I HAD AN APPOINTMENT WITH THE LOCAL DEALERSHIP ON 9/5/18. THEY KEPT THE PICKUP A COUPLE OF DAYS. PRIOR TO THIS I HAD NOT NOTICED OR EXPERIENCED ANY PROBLEMS WITH THE TRANSMISSION. HOWEVER, FOLLOWING THE REPAIR, I NOTICED THE TRANSMISSION SLIPPING OR FOR LACK OF A BETTER TERM FORGETTING WHAT GEAR IT WAS IN. THIS SEEMED TO HAPPEN WHILE TRAVELING SLOWLY AS IN A PARKING LOT. THEN LETTING OFF OF THE ACCELERATOR. THIS OCCURRED VERY INFREQUENTLY AND NOT MADE TO BE DUPLICATED. THIS OCCURRED SIX TIMES SINCE SEPTEMBER LAST YEAR. ON 6/15/19, WHILE DRIVING AT HIGHWAY SPEED, I NOTICED THE TRANSMISSION SEEMED TO MOMENTARILY SLIP OR GO INTO NEUTRAL. AT ONE POINT THE REAR TIRES LOCKED AND THE VEHICLE VEERED TO THE RIGHT AND I AND THE TRUCK LEFT THE INTERSTATE. WE WENT DOWN A STEEP EMBANKMENT. I EXITED MY VEHICLE AND WALKED AROUND AND LOOKED UNDERNEATH THE VEHICLE. EVERYTHING APPEARED INTACT AND UNDAMAGED. I THEN DROVE, ANOTHER 30 MILES TO MY HOME. AT TIMES, I PULL A TRAVEL TRAILER WITH THIS PICKUP. WITH THIS EVIDENT, I HAVE LOST MY CONFIDENCE IN THE REPAIR RESOLUTION. I HAVE NO COMPLAINTS WITH THE LOCAL DEALERSHIP, THEY ARE GOOD PEOPLE. ARE THERE ANY FURTHER REPAIRS OR CHECKS TO ENSURE THIS DOES NOT HAPPEN AGAIN?ORG SAYS HERE AT THE CUSTOMER RELATIONSHIP CENTER WE ARE NOT FORD CERTIFIED TECHNICIANS. AS SUCH, I AM UNABLE TO COMMENT ON ANY FURTHER REPAIRS TO ENSURE THIS SITUATION DOES NOT HAPPEN AGAIN. WE RECOMMEND THAT YOUR VEHICLE BE INSPECTED BY BAUGH FORD TO DETERMINE THE CAUSE OF ANY SYMPTOMS YOUR VEHICLE MAY BE EXPERIENCING. YOUR LOCAL FORD DEALERSHIP HAS FACTORY-TRAINED TECHNICIANS, THE MOST CURRENT ENGINEERING SERVICE INFORMATION, AND THE SPECIALIZED EQUIPMENT REQUIRED TO RESOLVE YOUR VEHICLE CONCERNS. IF THERE IS NO COVERAGE UNDER APPLICABLE WARRANTIES, RECALLS, OR ESPS, REPAIRS AND SERVICES WOULD BE YOUR RESPONSIBILITY. YOUR NEXT STEP IS TO MAKE AN APPOINTMENT WITH YOUR SERVICING DEALERSHIP TO HAVE YOUR VEHICLE DIAGNOSED.ORG SAYS:		
																			2019-07-02-14.20.08.000000 MICROSOFT SQL SERVER DTS PIPELINE BLOBCOLUMN		
BAUGH FORD, LLC	AL	USA				NOT PROVIDED BY SOURCE		A1	Y	N/A	N/A	Y	false	true					2019-07-02-14.20.56.000000 MICROSOFT SQL SERVER DTS PIPELINE BLOBCOLUMN (Customer (Native)) CUSTOMER STATES THAT VEHICLE SLAMS INTO GEAR. CANNOT TO DUPLICATE. VEHICLE AT STOP, TRANSMISSION IN DRIVE, FOOT ON BRAKE, ENGINE WILL REV. VEHICLE THEN ACTS LIKE IT IS IN NEUTRAL. RPMS RAISE TO 6000. VEHICLE SLAMS BACK INTO DRIVE AND LUNGES FORWARD. VEHICLE WAS INVOLVE IN A COLLISION. 2/27/20 MILEAGE 122875 MILES RO 49666. A RECALL WAS PERFORMED ON 12/6/2018 RO 42632 118666 MILES FOR RECALL NUMBER 18S07 ALSO AT 55 MPH VEHICLE SHIFTS INTO NEUTRAL REVS UP TO 6500 RPM THEN SLAMS BACK INTO FIRST GEAR LOCKING UP THE REAR TIRES CAUSING THE VEHICLE TO SPIN OUT. LCD PANEL GOES BLANK. CUSTOMER HAD THIRD PARTY GARAGE RUN CODE P0720 SPEED SENSOR REPORTED. SEE CASE NUMBER 11740200 CREATED BY MIKE YOUNG ON MARCH 11TH 2020. SEE HISTORY Technician (Native): TRANSMISSION. Road test and can not verify concern. Self test PCM and retrieved codes P0720, P0722, and P1500. Follow recall 18N01 to diagnose and repair concern. Replace transmission lead frame. Fill and check fluid level per workshop manual. Road test to verify repair. Ok at this time (Check for DTCs P0720, P0722, P0731 and/or P1500 stored in the PCM and if present replace the molded leadframe)		
BILL DUBKE FORD	FL	USA	*	*	*			A1	N/A	Y	N/A	Y	false	true							
CORWIN FORD TRI-CITIES	WA	USA	*	*	*			A1	N/A	Y	N/A	Y	false	true					FIRST, LOCKED UP THE TIRES AND SLID OFF THE ROAD, PLEASE CHECK AND ADVISE Technician (Native): VERIFY CONCERN FRONT DRIVE SHAFT TWISTED AND BROKE IN 2 ON THE FRONT DRIVE SHAFT. VEHICLE IS LIFTED AND HAS OVER SIZE TIRES. TAKE VEHICLE OUT OF GEAR AND TRIED TO TURN THE REAR DRIVE SHAFT UNABLE TO TURN REAR DRIVE SHAFT. INSPECTED FLUID, ALL OK REMOVE REAR DIFF COVER AND INSPECT NO DAMAGE NOTED, REMOVED REAR DRIVE SHAFT AND STILL UNABLE TO TURN REAR DIFF. FOUND THAT THE RIGHT REAR PARKING BRAKE ADJUSTER IS VERY RUSTY AND IS STUCK ON. REMOVED REAR ROTOR AND INSPECTED. NEEDS BOTH SIDE ADJUSTERS. TRANSFER CASE IS ABOUT 1/2 QUART LOW BUT FLUID IS CLEAN. NO METAL IN TRANSFER CASE. TRANSMISSION HAS A LEAK FOUND TRANSMISSION PAN IS BENT UP CAUSED BY THE DRIVE SHAFT HITTING IT. REMOVED PAN AND FILTER TO INSPECT TRANSMISSION CASE FOR ANY CRACKS, NONE NOTED FLUID IS VERY DIRTY, BUT HAS NO METAL OR FRICTION MATERIAL IN PAN OR FILTER. FOUND THAT THE FRONT PINION HAS IN AND OUT PLAY WHILE ROTATING FLANGE. REMOVED FRONT COVER ON DIFF AND FOUND 3 BROKEN TEETH ON RING GEAR AND PINION HITTING THE CASE. CHECK FOR CODES HAS A P0722 NEEDS A LEAD FRAME. TECH 22774- PERFORMED TSB 18-0008 REMOVED TRANS PAN. REMOVED VALVE BODY AND REPLACED LEAD FRAME. INSTALLED VALVE BODY. INSTALLED PAN. FILLED WITH FLUID. MADE SURE FLUID WAS TOPPED OFF. CLEARED CODES. OKAY AT THIS TIME		
KEN GARFF WEST VALLEY FORD	UT	USA	*	*	*			A1	Y	N/A	N/A	Y	false	true					(customer (Native)) C/S DRIVING 55MPH IN 6TH GEAR, IT DOWNSHIFTED TO 5TH GEAR THEN RPM'S RED LINED AND DOWNSHIFTED TO 1ST GEAR. STARTED SKIDDING, WENT OFF ROAD AND CAME BACK UP. Technician (Native): LEAD FRAME RECALL 19N02, VERIFIED THAT CUSTOMER HAS DOWNSHIFT ISSUES WHILE DRIVING. USING IDS, CAN SEE THAT VEHICLE HAS AN UNINTENDED DOWN SHIFT. REMOVED LEAD FRAME FROM VEHICLE AND INSTALLED NEW LEAD FRAME PER SERVICE RECALL 19N02. FILLED TO OPERATING SPEC AND FOUND THAT ALL OKAY AFTER REPAIRS. VEHICLE HAS NO ISSUES AFTER REPAIRS. 19N02B 2.10 HRS. TEST DROVE MULTIPLE MILES TO VERIFY REPAIRS. NO ABNORMALITIES OR ISSUES AT THIS TIME. ABS LIGHTS ON. DEALER TOOK CARE OF REPROGRAMMING ABS SYSTEM AT NO CHARGE TO CUSTOMER.		

													ABOUT 60 MPH). C/S BRAKES ASSIST STILL PRESENT, WENT INCAR TO TOP MOST GEAR AND THREW HIM OFF THE ROAD. SEE HISTORY. ADV 212 Technician (Native): 10601 COMPLETED
MIKE BASS FORD, INC	OH	USA	'	'	'			A2	N/A	Y	N/A	Y	false	true	
TOWN & COUNTRY FORD	AL	USA		Unknown	Unknown			A2	N/A	Y	N/A	N*	false	TRUE	CONCERN WEB FORM DATA [redacted] DESCRIPTION OF VEHICLE CONCERN: CUST STATES WHILE DRIVING 45-55 MPH THE VEHICLE SUDDENLY DOWNSHIFTED INTO FIRST GEAR CAUSING THE VEHICLE TO BE OUT OF CONTROL AND THE CUSTOMER SUBSEQUENTLY HAD AN ACCIDENT. PLEASE LIST ANY DIAGNOSTICS ALREADY PERFORMED: SCANNED. NO CODES. WHILE I CAN RESEARCH AND FIND THIS ISSUE BY GOOGLING IT, I CANNOT FIND ANYTHING PUBLISHED AS IN TSI/SSM. THE CUSTOMER SAYS HE KNOWS WHEN IT IS ABOUT TO HAPPEN BECAUSE THE SPEEDOMETER DROPS TO ZERO PARTS REPLACED: NONE YOUR QUESTION: HOW DO I PROCEED WITH DIAGNOSIS TECNIC CONSULTED TEAM LEADER CHAD GLENNIE, SECTION SPECIALIST VINCE VIGIL, AND SME ADAM SNIDER. ASKED IF OGC HAD TO BE CONTACTED FOR THIS CONCERN EVEN THOUGH THE VEHICLE IS NO LONGER COVERED UNDER WARRANTY, AS THE WARRANTY AND POLICY MANUAL STATES TO CONTACT THEM BEFORE BEGINNING A "NO-CHARGE" REPAIR. ADVISED THAT OGC SHOULD BE CONTACTED ANY TIME A PRODUCT DEFECT HAS ALLEGEDLY CAUSED AN ACCIDENT OR DAMAGE. OGC SHOULD BE CONTACTED BEFORE PROVIDING TECHNICAL DIRECTION. RECOMMCHART: <P> WHEN YOU HAVE A CONCERN ALLEGING A FIRE, ACCIDENT, INJURY, PROPERTY DAMAGE, AND/OR RUNAWAY(S) HAS OCCURRED DUE TO AN ALLEGED PRODUCT DEFECT, PURSUANT TO THE WARRANTY AND POLICY MANUAL, NO REPAIRS SHOULD BE PERFORMED. SEE BELOW. <B><U>U.S. DEALERSHIPS</U></B> SHOULD COMPLETE A <B>DEALER/FLEET REQUEST FOR OGC REVIEW</B> FOUND ON FMCDEALER.COM : PARTS & SERVICE TAB : CUSTOMER SATISFACTION LINK. <B><U>NOTE:</U></B> THE TECHNICAL ASSISTANCE CENTER WILL NOT BE ABLE TO PROVIDE FURTHER ASSISTANCE WITH THIS ISSUE UNTIL AFTER THE OGC REVIEW.



