



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

OFFICE OF DEFECTS INVESTIGATION

ODI RESUME

Investigation: DP26004
Prompted By: Defect Petition
Date Opened: 04/09/2026
Date: 10/23/2026
Closed:
Investigator: David Engel
Reviewer: Peter Kivett
Approver: Tanya Topka
Subject: Anti-lock brake system (ABS) Malfunction Indicator Lamp (MIL) illuminated

MANUFACTURER & PRODUCT INFORMATION

Manufacturer: Ford Motor Company
Products: MY 2010 Ford Fusion Hybrid
Population: 20,816 (Estimated)

Problem Description: The defect petition alleges that an illuminated Anti-lock Braking System (ABS) malfunction indicator lamp (MIL) is associated with a failure of the ABS hydraulic control unit (HCU), resulting in ABS malfunction, loss of traction and electronic stability control functions, and reduced braking performance, particularly on slippery road surfaces.

FAILURE REPORT SUMMARY

	ODI	Manufacturer	EWR D&I	Other	Total	EWR Field Reports
All Incidents:	10	0	0	0	10	0
Crashes/Fires:	0	0	0	0	0	0
Injury Incidents:	0	0	0	0	0	0
Number of Injuries:	0	0	0	0	0	0
Fatality Incidents:	0	0	0	0	0	0
Number of Fatalities:	0	0	0	0	0	0

ACTION/SUMMARY INFORMATION

Action: Petition is denied; close this Defect Petition.

Summary:

The Office of Defects Investigation (ODI) received a petition on December 22, 2025, requesting a defect investigation into the hydraulic control unit (HCU) for the Anti-lock Braking System (ABS) on the MY 2010 Ford Fusion Hybrid. The petition alleges that an illuminated ABS MIL is associated with a failure of the ABS HCU,

resulting in ABS malfunction, loss of traction and electronic stability control functions, and reduced braking performance, particularly on slippery road surfaces.

ODI conducted an analysis of complaints submitted to ODI for the subject vehicle population along with data submitted by Ford. The Petitioner alleged that the condition in the subject vehicles was comparable to the defect addressed by NHTSA recall No. 19V904, which covered certain MY 2006-2010 Ford Fusion, Mercury Milan, and Lincoln MKZ vehicles. The population of this recall consisted of the non-hybrid variants of these models. The recall addressed a defect where the ABS valves in the HCU could remain stuck open due to a chemical reaction with aged DOT 3 brake fluid, potentially causing extended brake pedal travel and increasing the risk of a crash. DOT 3 brake fluid is a conventional, glycol-ether-based hydraulic fluid used to transfer force from the brake pedal to a vehicle's brakes. No visual or audible warning was presented to the driver in this scenario.

The MY 2010 Ford Fusion Hybrid is equipped with a different brake apply system in which the traditional hydraulic (friction) brakes are blended with the hybrid regenerative brake system. In this system, the brake master cylinder is electrically activated and provides force feedback through the brake pedal to the driver. Unlike the recalled models, Petitioner's 2010 Ford Fusion Hybrid would not experience the same defect, as a stuck-open normally closed valve within its ABS HCU does not result in increased brake pedal travel. This condition is further supported by the relative complaint rates in the two populations: ODI found the complaint rate of the recalled MY 2010 Fusion vehicles was six times higher than that of the subject MY 2010 Fusion Hybrid vehicles, which supports a significant difference in the design and performance of the brake system and components.

As the Petitioner stated, most of the subject hybrid vehicle VOQs cited an illuminated ABS MIL. The vehicles in 19V904 did not present the driver with an illuminated MIL or associated diagnostic trouble code (DTC). Since the MY 2010 Ford Fusion Hybrid presented with a brake MIL, the failure mode differs from that of the non-hybrid population, which did not trigger an illuminated warning light. Additionally, given the age of the subject vehicles (MY 2010), the low complaint volume is consistent with expected wear and tear rather than an actionable safety defect trend.

For the above reasons, ODI is denying this Defect Petition as it has not found an unreasonable risk to highway safety. The Agency reserves the right to take additional action if warranted by future circumstances. To review the reports cited in the Closing Resume ODI Report Identification Number document, go to [NHTSA.gov](https://www.nhtsa.gov).