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February 4, 2019

**TO:** All U.S. Ford and Lincoln Dealers

**SUBJECT: NEW VEHICLE DEMONSTRATION / DELIVERY HOLD -  
Compliance Recall 19C02**  
Certain 2019 Model Year Ranger Vehicles  
Brake Transmission Shift Interlock Override – Wire Routing

**AFFECTED VEHICLES**

Vehicle	Model Year	Assembly Plant	Build Dates
Ranger	2019	Michigan	June 04, 2018 through January 9, 2019

Affected vehicles are identified in OASIS and FSA VIN Lists.

**REASON FOR THIS COMPLIANCE RECALL**

Some of the affected vehicles may not conform to the requirements specified by Federal Motor Vehicle Safety Standard (FMVSS) 114, theft protection and rollaway prevention. On some vehicles, improperly routed transmission floor shift selector wiring may interfere with the brake transmission shift interlock override plunger. This may prevent the shifter from locking in the park position allowing the shifter to move without the key in the starting system and without depressing the brake pedal. If the park brake is not applied on the vehicle, this can result in unintended vehicle movement, increasing the risk of injury or crash.

**SERVICE ACTION**

Before demonstrating or delivering any new in-stock vehicles involved in this recall, dealers are to inspect the brake transmission shifter interlock functionality for proper operation by attempting to move the shifter out of “park” without starting the vehicle and without pressing the brake pedal. If the vehicle can be shifted out of “park”, the shifter will be inspected for wiring interference with the interlock plunger and misrouted wires will be repositioned off the plunger. This service must be performed on all affected vehicles at no charge to the vehicle owner.

**OWNER NOTIFICATION MAILING SCHEDULE**

Owner letters are expected to be mailed the week of February 18, 2019. Dealers should repair any affected vehicles that arrive at their dealerships, whether or not the customer has received a letter.

**PLEASE NOTE:**

**Federal law requires dealers to complete this recall service before a new vehicle is delivered to the buyer or lessee. Violation of this requirement by a dealer could result in a civil penalty of up to \$21,000 per vehicle. Correct all vehicles in your new vehicle inventory before delivery.**

**ATTACHMENTS**

Attachment I: Administrative Information  
Attachment II: Labor Allowances and Parts Ordering Information  
Attachment III: Technical Information  
Owner Notification Letter

**QUESTIONS & ASSISTANCE**

For questions and assistance, contact the Special Service Support Center (SSSC) via the SSSC Web Contact Site. The SSSC Web Contact Site can be accessed through the Professional Technician Society (PTS) website using the SSSC link listed at the bottom of the OASIS VIN report screen or listed under the SSSC tab.

Sincerely,

A handwritten signature in black ink, appearing to read "D. Johnson".

David J. Johnson

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**OASIS ACTIVATION**

OASIS will be activated on February 4, 2019

**FSA VIN LISTS ACTIVATION**

FSA VIN Lists will be available through <https://web.fsavinlists.dealerconnection.com> on February 4, 2019. Owner names and addresses will be available by March 1, 2019.

**NOTE:** Your FSA VIN Lists may contain owner names and addresses obtained from motor vehicle registration records. The use of such motor vehicle registration data for any purpose other than in connection with this recall is a violation of law in several states, provinces, and countries. Accordingly, you must limit the use of this listing to the follow-up necessary to complete this recall.

**SOLD VEHICLES**

- Ford has not issued instructions to stop selling/delivering or driving used vehicles under this compliance recall. Owners should contact their dealer for an appointment to have their vehicles remedied as soon as practicable. Owners can continue to safely drive their vehicles.
- Immediately contact any of your affected customers whose vehicles are not on your VIN list but are identified in OASIS. Give the customer a copy of the Owner Notification Letter (when available) and schedule a service date.
- Correct other affected vehicles identified in OASIS which are brought to your dealership.
- Dealers are to prioritize repairs of customer vehicles over repairs of new and used vehicle inventory.

**STOCK VEHICLES**

- Correct all affected units in your new vehicle inventory before delivery.

**DEALER-OPERATED RENTAL VEHICLES**

The Fixing America's Surface Transportation (FAST) Act law effective June 2016 prohibits a rental company from selling, renting or leasing vehicles subject to a safety or compliance recall. Please consult your legal counsel for legal advice.

**TITLE BRANDED / SALVAGED VEHICLES**

Affected title branded and salvaged vehicles are eligible for this recall.

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**OWNER REFUNDS**

Refunds are not approved for this program.

**RENTAL VEHICLES**

Rental vehicles are not approved for this program.

**ADDITIONAL REPAIR (LABOR TIME AND/OR PARTS)**

Additional repairs identified as necessary to complete the FSA should be managed as follows:

- For related damage and access time requirements, refer to the Warranty and Policy Manual / Section 6 – Ford & Lincoln Program Policies / General Information & Special Circumstances for FSA's / Related Damage.
- For vehicles within new vehicle bumper-to-bumper warranty coverage, no SSSC approval is required, although related damage must be on a separate repair line with the "Related Damage" radio button checked.
  - Ford vehicles – 3 years or 36,000 miles
- For vehicles outside new vehicle bumper-to-bumper warranty coverage, submit an Approval Request to the SSSC Web Contact Site prior to completing the repair.

**CLAIMS PREPARATION AND SUBMISSION**

- **Claim Entry:** Enter claims using Dealer Management System (DMS) or One Warranty Solution (OWS) online.
  - When entering claims, select claim type 31: Field Service Action. The FSA number 19C02 is the sub code.
  - For additional claims preparation and submission information, refer to the Recall and Customer Satisfaction Program (CSP) Repairs in the OWS User Guide.
- **Related Damage/Additional labor and/or parts:** Must be claimed as Related Damage on a separate repair line from the FSA with same claim type and sub code as described in Claim Entry above.

**IMPORTANT:** Click the Related Damage Indicator radio button.

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**LABOR ALLOWANCES**

<b>Description</b>	<b>Labor Operation</b>	<b>Labor Time</b>
Verify brake transmission shift interlock operation - Pass	19C02A	0.2 Hours
Verify brake transmission shift interlock operation - Does NOT Pass - relocate misrouted wiring	19C02B	0.4 Hours

**PARTS REQUIREMENTS / ORDERING INFORMATION**

Parts are not required to complete this repair.

## CERTAIN 2019 MODEL YEAR RANGER VEHICLES — BRAKE TRANSMISSION SHIFT INTERLOCK OVERRIDE – WIRE ROUTING

### OVERVIEW

Some of the affected vehicles may not conform to the requirements specified by Federal Motor Vehicle Safety Standard (FMVSS) 114, theft protection and rollaway prevention. On some vehicles, improperly routed transmission floor shift selector wiring may interfere with the brake transmission shift interlock override plunger. This may prevent the shifter from locking in the park position, allowing the shifter to move without the key in the starting system and without depressing the brake pedal. If the park brake is not applied on the vehicle, this can result in unintended vehicle movement, increasing the risk of injury or crash.

Before demonstrating or delivering any new in-stock vehicles involved in this recall, dealers are to inspect the brake transmission shifter interlock functionality for proper operation by attempting to move the shifter out of “park” without starting the vehicle and without pressing the brake pedal. If the vehicle can be shifted out of “park”, the shifter will be inspected for wiring interference with the interlock plunger and misrouted wires will be repositioned off the plunger. This service must be performed on all affected vehicles at no charge to the vehicle owner.

### SERVICE PROCEDURE

#### Recommended Tool List:

General Tools	General Equipment
1/4" Drive Ratchet (Power and Hand Tool)	
1/4" Drive 25 TORX®	
1/4" Drive 3" Extension	
1/4" Drive 7mm Shallow Socket	
1/4" Drive Torque Wrench	
Plastic Trim Tool	<b>Special Tools</b>
Flashlight	

#### Brake Transmission Shift Interlock Inspection Procedure

1. With the **key off**, squeeze the shifter release button, and attempt to shift the selector lever from the Park (P) position. Did the selector lever shift out of the Park (P) position?

Yes - Proceed to: Brake Transmission Shift Interlock Repair Procedure on Page 2.

No - Proceed to Step 2.

2. Without depressing the brake pedal, with the **key on**, squeeze the shifter release button, and attempt to shift the selector lever from the Park (P) position. Did the selector lever shift out of the Park (P) position?

Yes - Proceed to: Brake Transmission Shift Interlock Repair Procedure on Page 2.

No - Inspection Passes. No repair is required.



### Brake Transmission Shift Interlock Repair Procedure

1. Using a plastic trim tool, release the retainers and remove the lower RH center stack trim panel.  
See Figure 1.

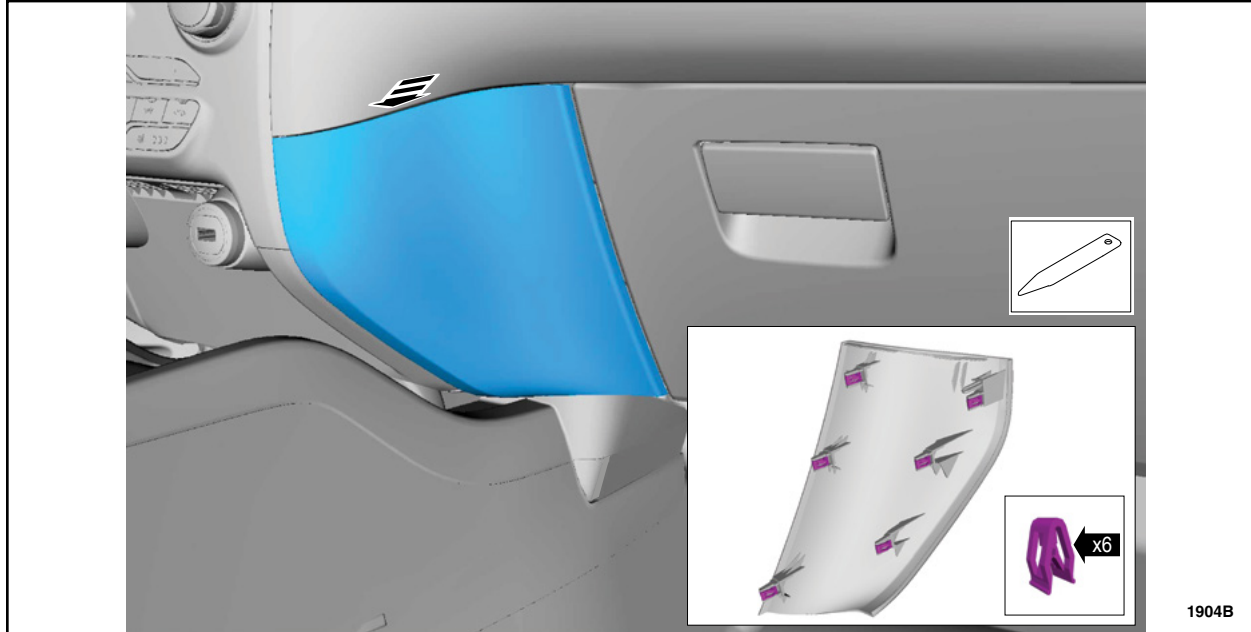


FIGURE 1

2. Using a plastic trim tool, release the two inboard retainers and position the steering column opening trim panel rearward. See Figure 2.

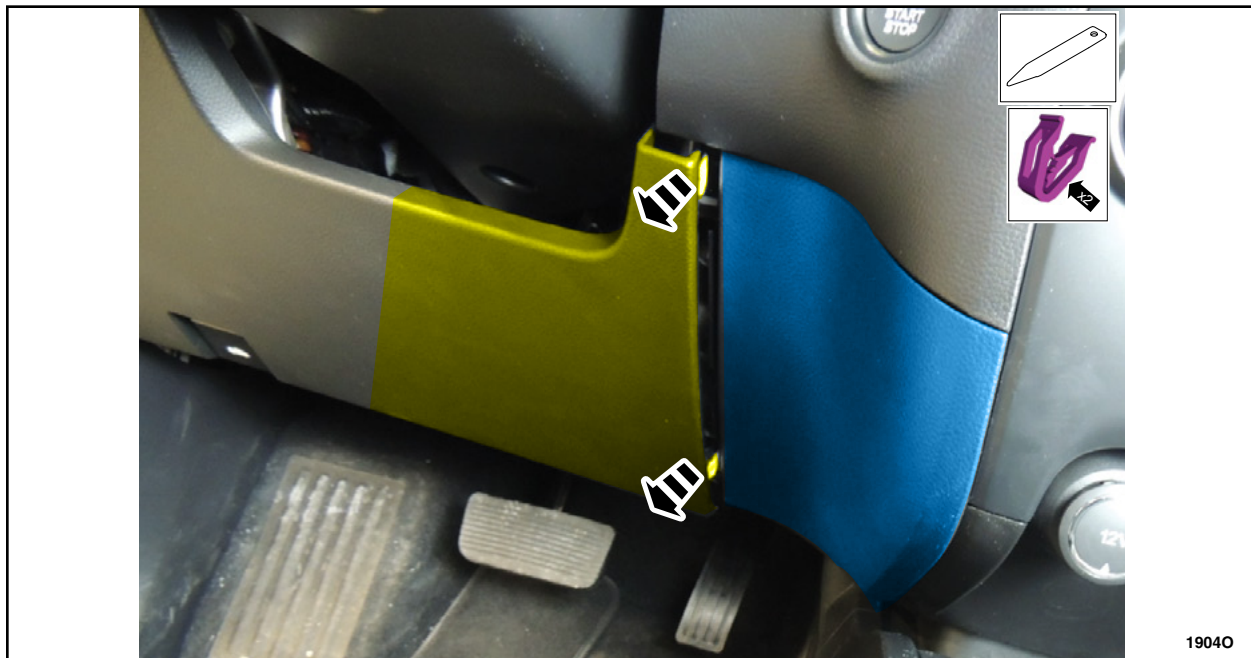
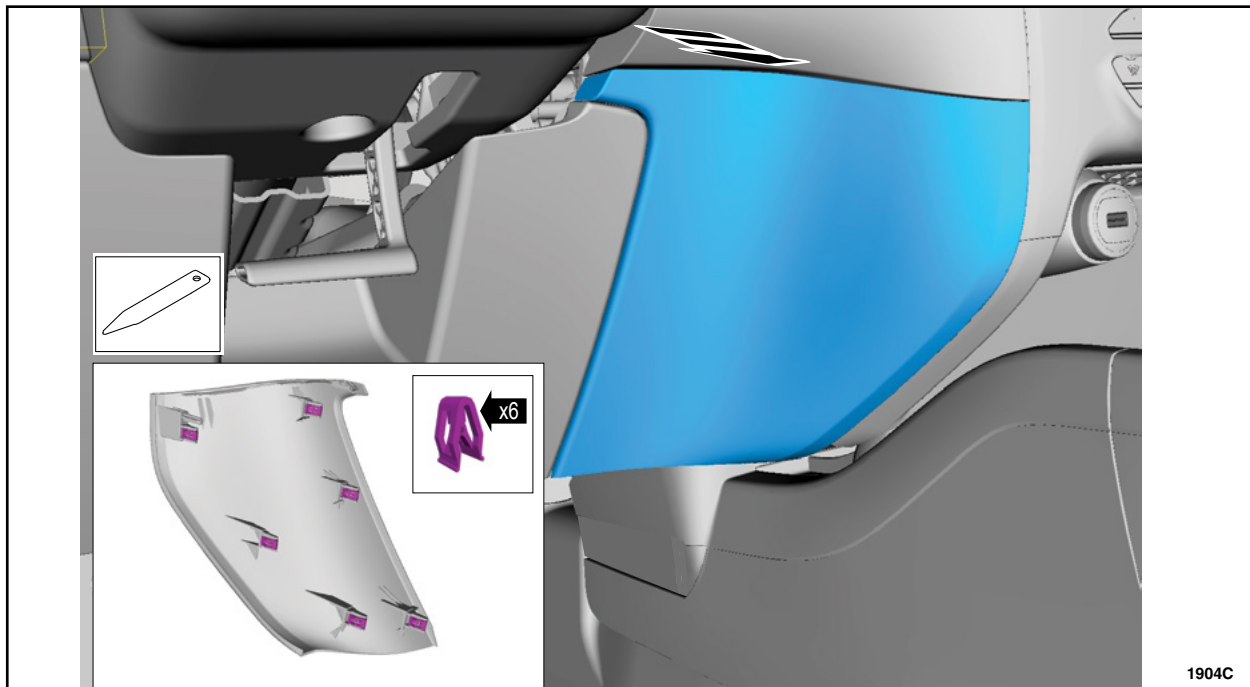


FIGURE 2



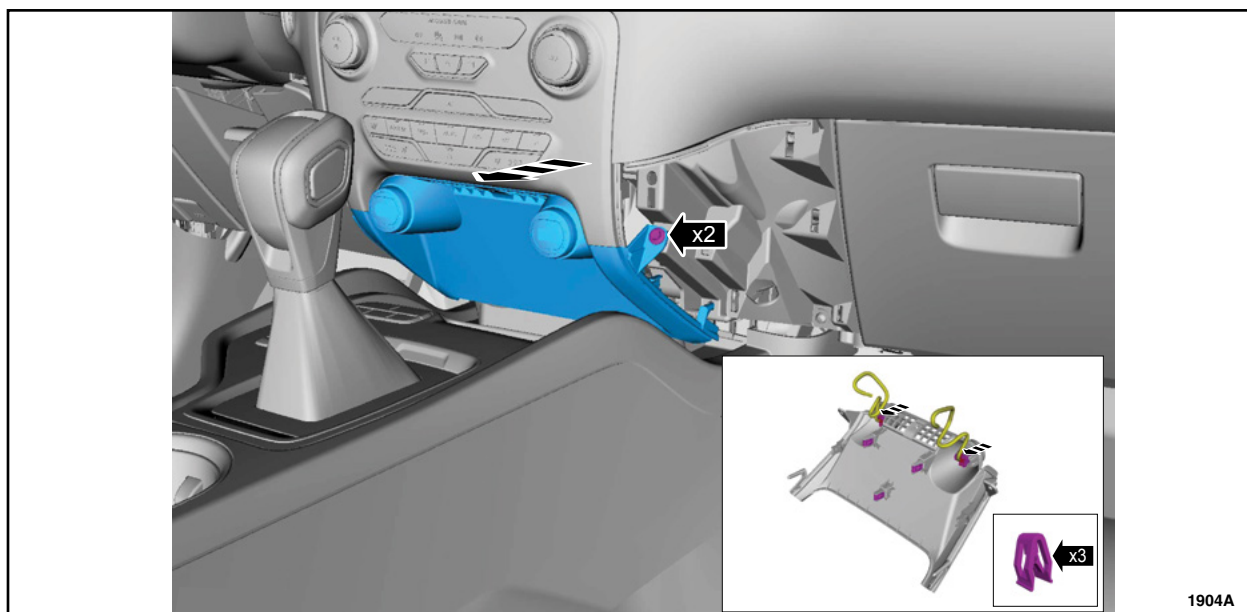
3. Using a plastic trim tool, release the retainers and remove the lower LH center stack trim panel.  
See Figure 3.



**FIGURE 3**

4. Remove the retainers, disconnect the electrical connectors and remove the lower center stack trim panel. See Figure 4.

- Torque: 17 lb.in (1.9 Nm)



**FIGURE 4**





5. Using a plastic trim tool, release the retainers, disconnect the electrical connectors and remove the floor console upper trim panel. See Figure 5.

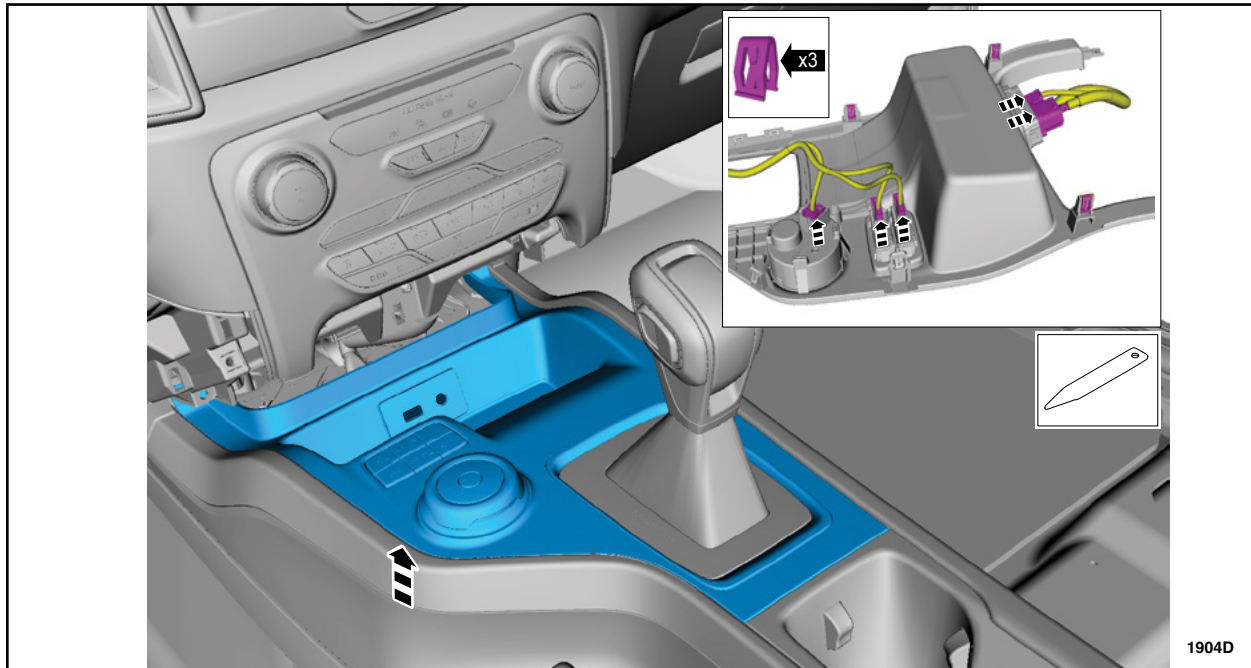


FIGURE 5

6. Remove the rearward selector lever retainer and the floor console bracket retainer. See Figure 6.

- Torque: 13 lb.in (1.5 Nm)

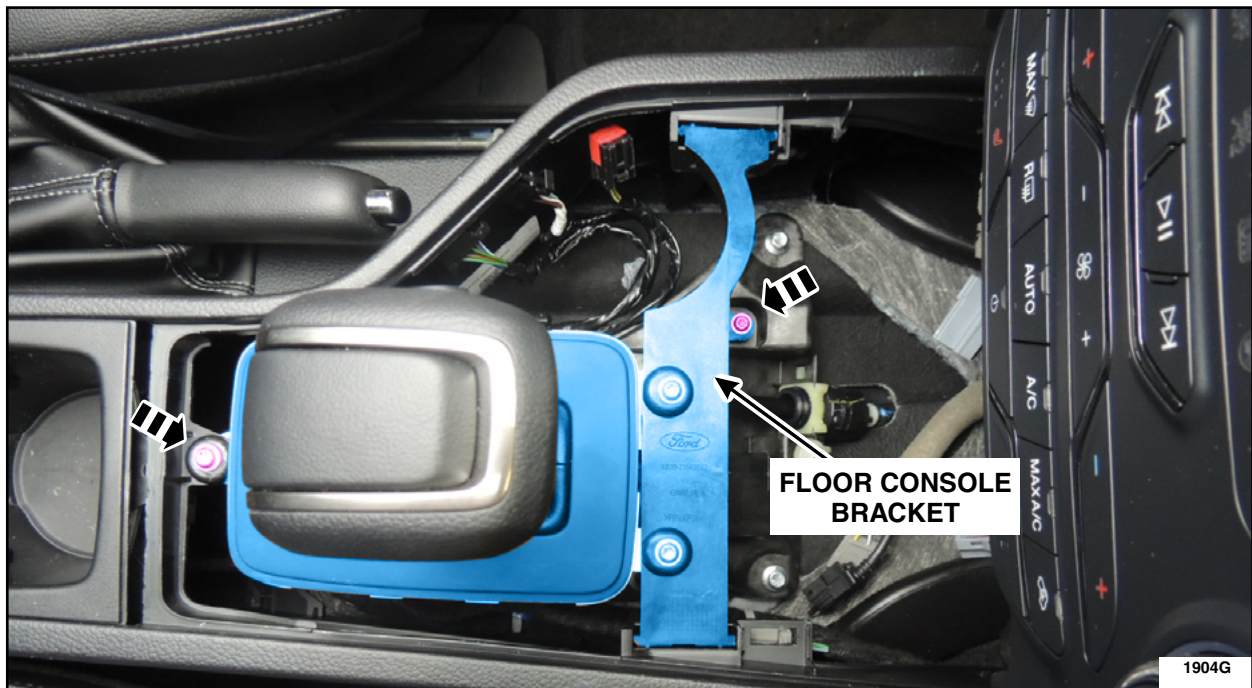


FIGURE 6



7. Pull up and release the floor console bracket and selector lever bezel from the floor console.  
See Figure 7.



FIGURE 7

8. Relocate the improperly routed yellow and/or black wires, that were holding down the shift interlock override plunger, to the correct position. See Figure 8.

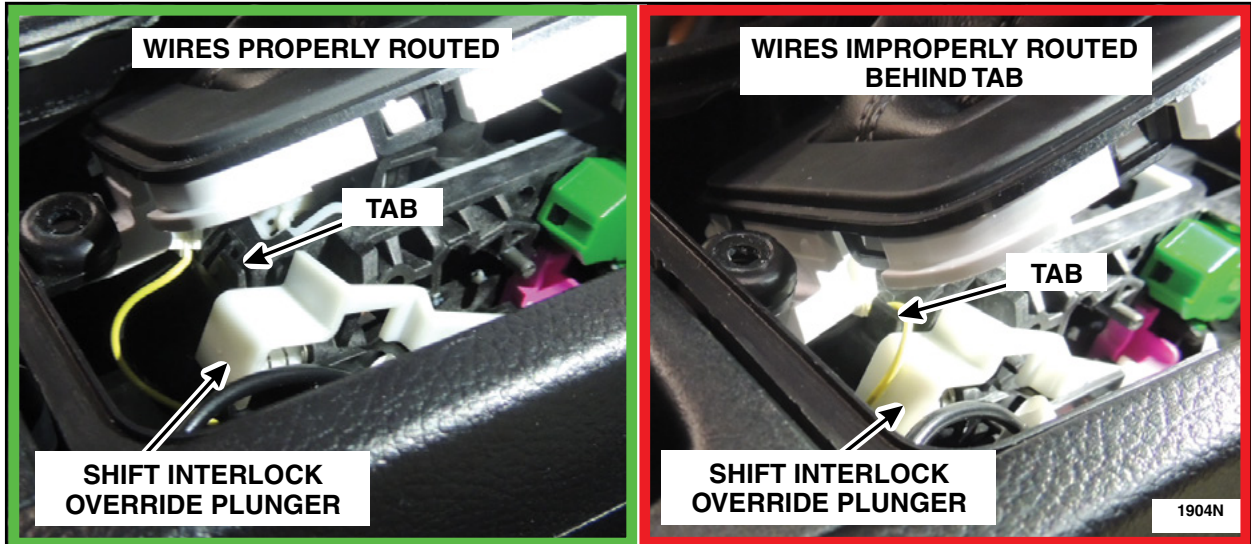
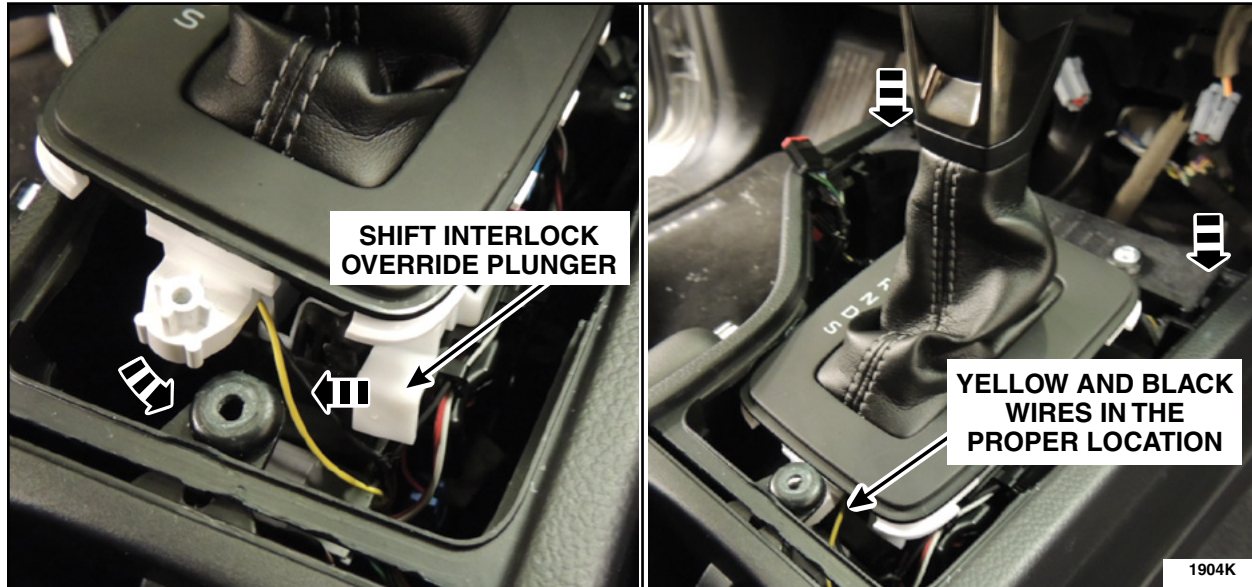


FIGURE 8



9. Guiding the wires away from the shift interlock override plunger, reposition the shift selector lever bezel assembly and secure the floor console bracket into the floor console. See Figures 7 and 9.



**FIGURE 9**

10. Install the rearward selector lever retainer and the floor console bracket arm retainer. See Figure 6.
11. Install the floor console upper trim panel. See Figure 5.
12. Install the lower center stack trim panel. See Figure 4.
13. Install the lower LH center stack trim panel. See Figure 3.
14. Position back and attach the steering column opening trim panel clips. See Figure 2.
15. Install the lower RH center stack trim panel. See Figure 1.
16. Verify proper operation of the brake transmission shift interlock by performing the Brake Transmission Shift Interlock Inspection Procedure on Page 1.

