

Part 573 Safety Recall Report

22V-256

Manufacturer Name : Ford Motor Company

Submission Date : APR 14, 2022

NHTSA Recall No. : 22V-256

Manufacturer Recall No. : 22S22



Manufacturer Information :

Manufacturer Name : Ford Motor Company

Address : 330 Town Center Drive

Suite 500 Dearborn MI 48126-2738

Company phone : 1-866-436-7332

Population :

Number of potentially involved : 23,165

Estimated percentage with defect : 7 %

Vehicle Information :

Vehicle 1 : 2020-2020 Ford Super Duty

Vehicle Type : LIGHT VEHICLES

Body Style : ALL

Power Train : DIESEL

Descriptive Information : Ford's team reviewed supplier process and maintenance records to determine the population of affected parts. The Ford process is capable of tracing the planetary 4 (P4) carrier production to the vehicle in which the P4 carrier is installed.

Affected vehicles are equipped with suspect P4 carriers and are equipped with 6.7L engines.

These vehicles are not produced in VIN order. Information as to the applicability of this action to specific vehicles can best be obtained by either calling Ford's toll-free line (1-866-436-7332) or by contacting a local Ford or Lincoln dealer who can obtain specific information regarding the vehicles from the Ford On-line Automotive Service Information System (OASIS) database.

Volume Super Duty 23,165 Total

F-250 = 9,775

F-320 = 8,284

F-450 = 2,031

F-550 = 3,075

Production Dates : OCT 01, 2019 - SEP 21, 2020

VIN Range 1 : Begin :

NR

End : NR

Not sequential

Description of Defect :

Description of the Defect : A pinion thrust washer within the 10R140 transmission planetary 4 carrier assembly can disintegrate, causing metallic debris to contaminate the gearset and potentially damage the gear teeth. Metallic debris can subsequently get lodged in the transmission's mechanical park pawl mechanism.

FMVSS 1 : NR

FMVSS 2 : NR

Description of the Safety Risk : Debris from broken P4 gear teeth and the P4 thrust washer can collect in the park gear mechanism and prevent the vehicle from achieving or holding park. Inability to achieve or hold park can result in unintended vehicle movement, increasing the risk of a crash.

Description of the Cause : The P4 carrier supplier produced parts with out-of-specification pad parallelism.

Identification of Any Warning that can Occur : Customers may experience harsh shifting, a grinding, groaning, or popping noise. Additionally, a malfunction indicator light may illuminate, and customers may experience a possible loss of motive power depending upon the extent of damage to the P4 gear teeth.

Involved Components :

Component Name 1 : Output Shaft and Planetary Carrier # 4

Component Description : Planetary Gear Set 4 (Short Shaft)

Component Part Number : LC3Z-7060-A

Component Name 2 : Output Shaft and Planetary Carrier # 4

Component Description : Planetary Gear Set 4 (Long Shaft)

Component Part Number : LC3Z-7060-B

Supplier Identification :**Component Manufacturer**

Name : Colfor Manufacturing Inc

Address : 461 Knox Court

Minerva Ohio 44657-1530

Country : United States

Chronology :

January 2022

On January 13, 2022, an issue pertaining to 10R140 transmission planetary 4 carrier assembly (P4) thrust washer degradation was brought to Ford's Critical Concern Review Group (CCRG) for review. Analysis of returned parts found the P4 gasket carrier pad parallelism/flatness to be out of tolerance. The returned components exhibited damage in the P4 gasket resulting from failed P4 thrust washer debris. In some returned components, debris from the P4 thrust washer and P4 gasket gear teeth was found lodged in the mechanical park pawl mechanism, which resulted in vehicles experiencing difficulty holding the Park position. All of the reports pertained to 2020 Model Year Super Duty vehicles with the 6.7L diesel engine.

February-March 2022

CCRG reviewed the supplier process capabilities and maintenance records. Sample carrier parallelism measurements from the suspect time period were analyzed and the statistical distribution was not within expected process capability tolerances.

Ford evaluated the field data in light of the new information from the supplier. As of March 15, 2022, Ford is aware of 66 US reports of broken P4 thrust washers on P4 carriers produced from November 7, 2019, through January 5, 2020 (2.8 R/1000), 24 of which reference a Park-related issue. The first known report of a broken P4 thrust washer resulting in P4 gasket damage and a roll-in-Park was received on December 8, 2020, and confirmed through parts return on January 19, 2021.

On April 8, 2022, Ford's Field Review Committee reviewed the concern and approved a field action.

Ford is not aware of any reports of accident or injury related to this condition.

Description of Remedy :

Description of Remedy Program : Owners will be notified by mail and instructed to take their vehicle to a Ford or Lincoln dealer to have the P4 gasket replaced. There will be no charge for this service.

Ford provided the general reimbursement plan for the cost of remedies paid for by vehicle owners prior to notification of a safety recall in May 2021. The ending date for reimbursement eligibility is May 27, 2022 or when the parts available owner letters are mailed.

Ford will forward a copy of the notification letters to dealers to the agency when available.

How Remedy Component Differs from Recalled Component : Remedy P4 gaskets contain a carrier produced with thrust washer pad parallelism within specification.

Identify How/When Recall Condition was Corrected in Production : Permanent corrective actions were implemented at the P4 gasket carrier supplier in June, 2021.

Recall Schedule :

Description of Recall Schedule : Notification to dealers is expected to occur on April 19, 2022. Mailing of owner notification letters is expected to begin May 30, 2022 and is expected to be completed by June 3, 2022.

Planned Dealer Notification Date : APR 19, 2022 - APR 19, 2022

Planned Owner Notification Date : MAY 30, 2022 - JUN 03, 2022

* NR - Not Reported