



22S62 – CERTAIN 2020-2021 FORD F-53 RECREATIONAL STRIPPED CHASSIS – REAR
STABILIZER BAR ATTACHMENT BRACKETS

Chronology of Defect / Noncompliance Determination

Provide the chronology of events leading up to the defect decision or test data for the noncompliance decision.

November 2021 – January 2022

On **November 3, 2021**, an issue pertaining to Motorhomes built on F-53 Recreational Chassis was brought to Ford's Critical Concern Review Group (CCRG) for review. The National Highway Traffic Safety Administration (NHTSA) contacted Ford regarding complaints from four (4) recreational vehicle (RV) owners whose RVs were built on 2020 and 2021 model year F-53 stripped chassis (2-2020MY & 2-2021MY). The four (4) Vehicle Owners Questionnaires (VOQs) indicated that the rear stabilizer attachment brackets had loosening attachment bolts, bracket damage, and/or bracket separation.

CCRG investigation found that attachment fastener issues had been identified during 2020 MY early production builds when an upsized rear stabilizer bar (2.0" from 1.5" diameter) was incorporated into production. A revised attachment process was instituted to address this condition on January 20, 2020. By March 2021, Ford's modified vehicle fleet team had been receiving complaints of bolt loosening and bracket separation. A special service message (SSM 49694) was issued to the field on March 21, 2021, to address these concerns. The weld nuts were replaced in production with a flag-nut on August 2, 2021. CCRG's assessment was that this condition did not present a vehicle handling concern, which was consistent with its review of customer reports.

February – May 2022

On February 2, 2022, Ford reviewed the concern with NHTSA, who requested further review and analysis of warranty data. On April 27, 2022, Ford shared the updated report analysis and our position that this concern does not present an unreasonable risk to vehicle safety as an affected vehicle remains controllable and no sudden change in vehicle response would be expected. NHTSA and Ford discussed Ford's analysis and Ford agreed to conduct vehicle level testing and discussed a 0.3G lateral swept-steer evaluation with and without the stabilizer bar attachment bracket. Ford used a 2020MY F-53 Motorhome test mule and found that the vehicle remained stable when tested with no sudden change in vehicle dynamics.

July – September 2022

On July 12, 2022, and August 26, 2022, Ford and NHTSA reviewed and discussed the test results. Based on ongoing reports from the field, Ford and NHTSA discussed potential field actions. On September 14, 2022, NHTSA contacted Ford to relay their safety concerns relating to road debris hazard should a stabilizer bar attachment bracket separate from the vehicle and settle in the roadway. Between June 17, 2020, and September 14, 2022, there have been 477 warranty reports of loosening stabilizer attachment bolts, bracket damage and/or separation on 2020 and 2021 MY vehicles.

May 07, 2024

On **September 23, 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.

April - May 2024

In an email dated April 26, 2024, NHTSA requested Ford's plan to increase the completion rate of NHTSA Recall No. 22V-731 (Ford Recall 22S62). In preparing the response to the request, Ford discovered that due to a calculation error, the recall population was listed as 26,910 vehicles on the original Part 573 submission on September 30, 2022. The correct population for 22V-731 is 13,455 vehicles. Owner letters were sent only to the correct population of 13,455 owners and the correct VINs are provided in the VIN look-up tool.

Amendment #1 of the 22V-731 Part 573 contains the corrected recall population number.

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May 07, 2024