

Part 573 Safety Recall Report

23V-070

Manufacturer Name : Ford Motor Company**Submission Date :** FEB 10, 2023**NHTSA Recall No. :** 23V-070**Manufacturer Recall No. :** 23S06**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 : 944

Estimated percentage with defect : 3 %

Vehicle Information :

Vehicle 1 : 2022-2023 Ford F-150

Vehicle Type : LIGHT VEHICLES

Body Style : ALL

Power Train : NR

Descriptive Information : Ford's team reviewed plant records to determine the population of affected parts. The Ford process is capable of tracing transmission production to the vehicle in which the transmission is installed. A loose (extra) bolt may be present in the automatic transmission of affected vehicles. 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. 297 Ford F-150 vehicles are affected.

Production Dates : NOV 09, 2022 - JAN 13, 2023

VIN Range 1 : Begin :

NR

End : NR

 Not sequential

Vehicle 2 : 2022-2023 Ford Mustang

Vehicle Type : LIGHT VEHICLES

Body Style : ALL

Power Train : NR

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Production Dates : DEC 01, 2022 - JAN 05, 2023

VIN Range 1 : Begin :

NR

End : NR

Not sequential

Vehicle 3 : 2022-2023 Ford Explorer

Vehicle Type : LIGHT VEHICLES

Body Style : ALL

Power Train : NR

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Production Dates : NOV 13, 2022 - JAN 27, 2023

VIN Range 1 : Begin :

NR

End : NR

Not sequential

Vehicle 4 : 2022-2023 Ford Bronco

Vehicle Type : LIGHT VEHICLES

Body Style : ALL

Power Train : NR

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Production Dates : NOV 14, 2022 - JAN 12, 2023

VIN Range 1 : Begin :

NR

End : NR

Not sequential

Vehicle 5 : 2023-2023 Lincoln Aviator

Vehicle Type : LIGHT VEHICLES

Body Style : ALL

Power Train : NR

Descriptive Information : Ford's team reviewed plant records to determine the population of affected parts. The Ford process is capable of tracing transmission production to the vehicle in which the transmission is installed. A loose (extra) bolt may be present in the automatic transmission of affected vehicles. 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. 29 Lincoln Aviator vehicles are affected.

Production Dates : NOV 15, 2022 - JAN 26, 2023

VIN Range 1 : Begin :

NR

End : NR

Not sequential

Description of Defect :

Description of the Defect : The transmissions in affected vehicles may contain a loose (extra) bolt introduced during the transmission assembly process' quality review. A loose bolt inside the transmission could prevent the transmission from achieving park by blocking the park pawl from engaging the park gear, although the gear shifter position may indicate that the vehicle has been shifted to "PARK."

FMVSS 1 : NR

FMVSS 2 : NR

Description of the Safety Risk : Loss of the ability to secure the park pawl could result in unintended vehicle movement, increasing the risk of a crash or injury.

Description of the Cause : During a quality assurance review at the transmission plant, certain transmissions were flagged for review, which included a re-assembly of the transmission. The transmission plant personnel performing the quality assurance review did not account for all bolts during assembly processes and inadvertently dropped or otherwise left a bolt loose inside the transmission.

Identification of Any Warning that can Occur : A check engine light may illuminate and drivers may hear grinding noises from the transmission and poor transmission shift performance.

Involved Components :

Component Name 1 : 10 Speed Automatic Transmission Assembly

Component Description : Automatic Transmission Assembly

Component Part Number : L1MP-7000-FD

Component Name 2 : 10 Speed Automatic Transmission Assembly

Component Description : Automatic Transmission Assembly

Component Part Number : L1MP-7000-SB

Component Name 3 : 10 Speed Automatic Transmission Assembly

Component Description : Automatic Transmission Assembly

Component Part Number : L1MP-7000-TB

Component Name 4 : 10 Speed Automatic Transmission Assembly

Component Description : Automatic Transmission Assembly

Component Part Number : L1MP-7000-VB

Component Name 5 : 10 Speed Automatic Transmission Assembly

Component Description : Automatic Transmission Assembly

Component Part Number : L1MP-7000-YA

Component Name 6 : 10 Speed Automatic Transmission Assembly

Component Description : Automatic Transmission Assembly

Component Part Number : MB3P-7000-RD

Component Name 7 : 10 Speed Automatic Transmission Assembly

Component Description : Automatic Transmission Assembly

Component Part Number : ML38-7000-EA

Supplier Identification :

Component Manufacturer

Name : Ford Motor Company

Address : 1 American Road
Dearborn Michigan 48126

Country : United States

Chronology :

January 2023:

On January 13, 2023, Ford's Critical Concern Review Group (CCRG) initiated an investigation into reports of unintended movement of two 2023 model year Bronco vehicles at the vehicle assembly plant. On January 11, 2023, assembly plant personnel reported that the two vehicles rolled forward with the gear selector in the park position. On January 12, 2023, the transmissions from the two vehicles were inspected and a loose (extra) bolt was found inside each transmission, preventing the park pawl from engaging the parking gear. The CCRG investigation identified one (1) related warranty report from December 30, 2022. In that report, the customer brought their 2022 model year Ford Explorer to the dealership for transmission-related failures. The vehicle had 29 miles on the odometer. The dealer found a loose bolt inside the transmission. The CCRG investigation further determined that all transmissions with a loose bolt had been subject to a repair process at the transmission assembly plant. Ford Engineering conducted vehicle tests to determine the effects of a loose bolt in the transmission. Additionally, Ford Engineering inspected quarantined transmissions and vehicles to identify the rate of occurrence and the correct build date range. Ford is aware of one warranty claim, received December 30, 2022. On February 3rd, 2023, Ford's Field Review Committee reviewed the concern and approved a field action. Ford is not aware of any reports of accidents 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 their transmissions inspected and/or 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 estimated to be May 24, 2023. Ford will forward a copy of the notification letters to dealers to the agency when available.

How Remedy Component Differs from Recalled Component : Remedy transmissions are manufactured without loose bolts inside the transmission.

Identify How/When Recall Condition was Corrected in Production : Not required per 49 Part 573.

Recall Schedule :

Description of Recall Schedule : Notification to dealers is expected to occur on February 13, 2023. Mailing of owner notification letters is expected to begin March 6, 2023, and is expected to be completed by March 10, 2023.

Planned Dealer Notification Date : FEB 13, 2023 - FEB 13, 2023

Planned Owner Notification Date : FEB 27, 2023 - MAR 03, 2023

* NR - Not Reported