23S27 CHRONOLOGY – Amendment 3

June 2022: Ford's Field Review Committee approved field action 22S47 to address the risk of an under hood fire after an engine block breach on certain 2020-2022 Escape/Corsair/Maverick HEV/PHEV vehicles equipped with 2.5L engines built on or before July 7, 2022 after Ford's Critical Concern Review Group (CCRG) identified 23 reports globally of under hood fire or smoke after a suspected block or oil pan breach.

The service remedy for 22S47 modifies the under engine shield and active grille shutters to redirect and/or purge the engine compartment of engine oil and/or fuel vapor from known ignition sources to reduce the opportunity for under hood fire. These corrective actions were implemented in production at Louisville Assembly Plant on June 13, 2022 and at Hermosillo Stamping and Assembly Plant on July 7, 2022.

July - August 2022: Ford's Chihuahua Engine Plant continued to implement additional robustness actions to reduce engine failures and block breaches improving crankshaft machining/finishing operations and reducing contamination introduced during engine assembly. Ford launched the 22S47 service remedy in August 2022. Ford's CCRG continued to monitor the field performance of these engines after the production actions were implemented and the recall was launched.

August 2022 – December 2022: Ford's CCRG received three reports of under hood fires globally on vehicles that were included in the 22S47 population. Records indicated that all three vehicles had received the recall remedy. At this time, Ford did not have enough information to determine if the fires resulted from an engine block breach.

January 2023: Ford's Design Analysis Engineering team reviewed photographs of the vehicle from one of the under hood fire reports received between August – December 2022 and confirmed a block breach and that the recall remedy was performed correctly on the vehicle. On January 31, 2023, the issue pertaining to under hood fires after the 22S47 recall remedy was brought to Ford's CCRG for review.

February 2023 – May 2023: A Ford dealer in Europe inspected one of the previously identified vehicles that sustained an under hood fire and confirmed a block breach. Ford's CCRG received two reports globally of under hood fire on vehicles produced after the 22S47 clean point. Ford's inspection of these vehicles confirmed that a block breach is present.

After investigating the reported fires, the CCRG determined that the risk of block breach and fire is likely exacerbated by the PHEV/HEV system which allows the customer to continue to drive the vehicle following a bearing failure and loss of the gasoline engine torque.

Ford's CCRG conducted analysis of engine warranty data including all engine failures resulting from a worn crankshaft bearing on these vehicles. The CCRG reviewed the rates of engine replacement attributed to a worn crankshaft bearing and compared it to engines produced with the robustness actions and concluded that engines produced before the robustness actions were fully implemented in August 2022 have elevated rates of engine replacement. There have been no reports of engine block breaches on engines built after September 1, 2022.

Based on occurrences of 2.5L HEV/PHEV under hood fires on vehicles that had 22S47 completed or were built with the containment actions, Ford's CCRG and Technical Review Committee recommended a

safety recall for vehicles that were built with engines manufactured on or before September 1, 2022, when the engine robustness actions were fully implemented.

On May 19, 2023, 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.

September 15, 2023 Update: Ford revised the recall schedule for parts availability.

May – November 2023: Ford's Internal Combustion Powertrain and Powertrain Controls Engineering teams tested several engines and analyzed historical calibration data to characterize connecting rod bearing failures for all cylinders. The team used these findings to develop a connecting rod bearing failure detection algorithm which will limit engine speed/load after detecting a bearing that is in the process of failing, and provide notification to the driver. Once the software was developed, the engineering teams tested its effectiveness through dynamometer and vehicle testing. The results of the testing indicate that this algorithm will detect a connecting rod bearing failure and protect the engine from a block breach.

On December 15, 2023, Ford's Field Review Committee approved the remedy for the 23S27 field action.