

## **Ford Motor Company (Ford) Recall No. 25S08 Chronology**

### 25S08 – CERTAIN 2015-2017 Lincoln Navigator – Exterior Mirror Fire

**Date of Submission:** February 14, 2025

#### **Chronology of Defect / Noncompliance Determination**

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

#### **September 2024**

On September 5, 2024, ASO brought an issue to Ford's Critical Concern Review Group (CCRG) for review regarding a July 26, 2024, notification from Transport Canada (TC) of a fire involving the exterior mirror assembly on a 2017 Lincoln Navigator. Ford's Automotive Safety Office (ASO) also identified a prior government inquiry involving a TC log from February 10, 2020, where TC reported that a driver side mirror caught fire when the owner remotely started the vehicle. ASO had closed that prior investigation because no trend was identified based on a review for similar incidents. In August 2024, ASO reported to TC that it was aware of four fire reports on 2016-2017 model year vehicles in Canada involving the involving exterior mirror assembly on 2017 Lincoln Navigators.

The CCRG's investigation focused on identifying changes in the mirror assembly for the Lincoln Navigator from the start of production in 2003 through the end of production in 2017. The Engineering Team discovered that for the 2015 model year, the puddle light was changed from an incandescent bulb to an LED projector logo lamp. This change coincided with an increase in exterior mirror fire, smoke, and melt reports.

#### **October - November 2024**

Engineering obtained and performed tear-down analysis of 2015-2017 MY pedigree mirror samples from the field. Material analysis of these components identified elevated levels of fluid ingress and exposure to foreign elements on the LED logo lamp's printed circuit board (PCB) and terminals. Engineering performed a car wash test on a 2015 MY Navigator vehicle to observe the water path within the mirror. The test showed that water entered the inner mirror assembly, dripping down from the mirror wiring harness onto the LED logo lamp. Field-returned LED logo lamps exhibited corrosion on the tin-plated brass terminals, potting compound, and PCBs. Further evaluation indicated that water intrusion into the PCB, through gaps or cracks between the potting compound and terminals, caused severe corrosion.

#### **December 2024 – January 2025**

Corrosion testing of new LED logo lamps confirmed the presence of gaps or cracks in the potting material and corrosion of the PCB terminals.

#### **February 2025**

As of February 4<sup>th</sup>, 2025, Ford was aware of four (4) warranty claims, two (2) field reports, and three (3) customer service reports of fire in the U.S. that may be associated with this concern. The reports were received between August 2017 and December 2022.

On February 7<sup>th</sup>, 2025, Ford's Field Review Committee reviewed the concern and approved a field action.

Ford is not aware of any accidents or injuries attributed to this concern.