



U.S. Department
of Transportation

National Highway
Traffic Safety
Administration

Part 573 Safety Recall Report

26V236

Manufacturer Name: Ford Motor Company

Submission Date: Apr 14, 2026

NHTSA Recall No.: 26V236

Manufacturer Recall No.: 26S26

Manufacturer Information

Population

Manufacturer Name: Ford Motor Company

Address: 20000 Rotunda Drive
Mezzanine
Dearborn MI, 48124

Total number of potentially involved: 4,922

Estimated percentage with defect: 1%

Vehicle Information

Vehicle 1: 2021-2025 FORD BRONCO

Product Category: Light Vehicles

Product Type: Multipurpose Passenger Vehicle

Fuel / Propulsion:

Production Dates: Jan 20, 2021 - Dec 16, 2025

Number of potentially involved: 4,922

Descriptive Information:

Ford's team reviewed warranty and plant records to determine the population of affected vehicles. Affected vehicles have a previous repair involving the transmission or the transfer case and were built between January 20, 2021, and December 16, 2025.

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.

4,922 F-150 vehicles are affected.

Defect / Noncompliance Description

Description of the defect or noncompliance:

On affected vehicles, the transmission-to-transfer case joint may be misaligned due to an incorrectly performed previous repair, which could lead to premature wear of the transmission output shaft splines and transfer case input splines.

FMVSS1:

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FMVSS2:

Description of the safety risk, including crash, fire, death, injury:

If the splines on the transmission output shaft or transfer case are worn such that they do not have sufficient spline engagement to transfer torque, a driver may experience a loss of motive power or loss of park pawl function, and these vehicles may roll in park if the parking brake is not applied. Loss of motor power while driving or vehicle rollaway can increase the risk of a crash.

Description of the cause:

During a prior service repair, the joint between the transmission and transfer case was misaligned when the transmission was reassembled. This misalignment can cause wear on the transmission output shaft splines and transfer case input splines.

Identification of any warning that can occur:

Customers may notice a grinding or clunking noise prior to loss of motive power or loss of park pawl function.

Component Manufacturer

Tier of Supplier:

Supplier Type: OEM

Name: Ford Motor Company

Address: 1 American Dr.
Dearborn MI, 48126

Country: United States

Involved Components

Component Name 1: 10R60 Transmission

Component Description: 10-speed Automatic Transmission Assembly

Component Part Number: MB3P-7000-B

Component Name 2: 10R60 Transmission

Component Description: 10-speed Automatic Transmission Assembly

Component Part Number: MB3P-7000-R

Component Name 3: 10R60 Transmission

Component Description: 10-speed Automatic Transmission Assembly

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Component Part Number: MB3P-7000-X

Component Name 4: MT88 Transmission

Component Description: 7-speed Manual Transmission Assembly

Component Part Number: MB3R-7003-A

Component Name 5: Transfer Case

Component Description: Automatic Transmission Transfer Case

Component Part Number: MB3P-7A195-B

Component Name 6: Transfer Case

Component Description: Automatic Transmission Transfer Case

Component Part Number: MB3P-7A195-M

Component Name 7: Transfer Case

Component Description: Manual Transmission Transfer Case

Component Part Number: MB3P-7A195-C

Component Name 8: Transfer Case

Component Description: Manual Transmission Transfer Case

Component Part Number: MB3P-7A195-H

Chronology

In November 2025, Ford assessed warranty claims related to transmission output shaft spline wear and transfer case input spline wear on 2022-2023 model year (MY) Bronco vehicles. These warranty claims included reports of noise and vibration and a failure to engage drive. On December 4, 2025, this concern was brought into Ford's Critical Concern Review Group (CCRG) for review.

In December 2025, the CCRG's investigation identified additional reports of similar spline wear in 2021-2025MY vehicles, including reports describing a loss of power while driving and loss of park pawl engagement. The CCRG identified a strong correlation between spline wear reports and a history of documented service repairs involving the removal of the transmission or transfer case.

During January and February 2026, the CCRG analyzed returned parts, completed computer-aided engineering (CAE) simulations, and conducted physical testing to conclude the root cause of the spline wear is misalignment in the joint between the transfer case and transmission. Physical vehicle testing found that an induced misalignment in this joint resulted in spline wear patterns consistent with those observed on warranty failures in the field.

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On February 26, 2026, Ford's workshop manuals were updated to ensure that the transmission and transfer case are properly aligned when they are reassembled during service repairs. The CCRG searched warranty data on Bronco vehicle production until the workshop manual update and found 4,922 Bronco vehicles in the US with documented transmission or transfer case-related repairs during this time period.

As of March 20, 2026, Ford's investigation identified 25 warranty claims, 10 field reports, and two customer service reports globally potentially related to this concern, received between February 25, 2023 and February 26, 2026, representing a total of 26 VINs.

On April 7, 2026, Ford's Field Review Committee reviewed the concern and approved a field service action.

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

Related NHTSA Recall Number:

Description of Remedy

Remedy Type: Inspect, Replace

Consumer Advisories: Do Not Drive Park Outside

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 transmission-to-transfer case joint inspected. Vehicles that show evidence of joint misalignment or excessive spline wear will have their transmission and transfer case replaced. There will be no charge for this service.

How remedy component differs from recalled component:

Remedied vehicles will have a properly aligned transmission-to-transfer case joint with bolts that are adequately torqued. Vehicles exhibiting excessive spline wear will have affected components replaced.

Identify how/when recall condition was corrected in production:

Not required per 49 Part 573.

Reimbursement Plan

Manufacturer used general reimbursement plan on file.

Recall Schedule

Description of recall schedule:

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Notification to dealers is expected to occur on April 15, 2026. Mailing of interim owner notification letters is expected to begin April 27, 2026 and is expected to be completed by May 1, 2026. Mailing of remedy owner notification letters is expected to begin July 1, 2026 and is expected to be completed by September 30, 2026. The date VINs are planned to be searchable is April 15, 2026.

Planned Dealer Notification Date: Apr 15, 2026 - Apr 15, 2026 No Dealers

Planned Interim Owner Notification Date: Apr 27, 2026 - May 01, 2026 No Owners

Planned Remedy Owner Notification Date: Jul 01, 2026 - Sep 30, 2026 Phased Recall

Date when VIN will be searchable: Apr 15, 2026