



U.S. Department
of Transportation

National Highway
Traffic Safety
Administration

Part 573 Safety Recall Report

26V237

Manufacturer Name: Ford Motor Company

Submission Date: Apr 14, 2026

NHTSA Recall No.: 26V237

Manufacturer Recall No.: 26S28

Manufacturer Information

Population

Manufacturer Name: Ford Motor Company

Address: 20000 Rotunda Drive
Mezzanine
Dearborn MI, 48124

Total number of potentially involved: 1,392,935

Estimated percentage with defect: 1%

Vehicle Information

Vehicle 1: 2015-2017 FORD F-150

Product Category: Light Vehicles

Product Type: Light Truck

Fuel / Propulsion:

Production Dates: Mar 12, 2014 - Aug 18, 2017

Number of potentially involved: 1,392,935

Descriptive Information:

Ford's team reviewed plant records to determine the population of affected vehicles. Affected vehicles are equipped with a 6-speed automatic transmission and were built between March 12, 2014, and August 18, 2017.

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.

1,392,935 F-150 vehicles are affected.

Defect / Noncompliance Description

Description of the defect or noncompliance:

Some vehicles may experience an intermittent selection signal of the Transmission Range Sensor (TRS) to the Powertrain Control Module (PCM), potentially resulting in a temporary, unintended downshift into second gear.

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FMVSS1:

FMVSS2:

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

An unexpected downshift to a lower gear may cause an abrupt wheel speed reduction for a short duration, which in some situations could cause the rear tires to slide until the vehicle speed slows. This condition could result in loss of vehicle control, increasing the risk of a crash.

Description of the cause:

Degradation of the electrical connections in the transmission lead frame due to thermal cycling and vibration can result in a momentary detection of incorrect TRS signal positions by the PCM. A faulty TRS signal can lead to an unintended downshift.

Identification of any warning that can occur:

In some cases of TRS degradation, a driver may notice an illuminated malfunction indicator light (MIL) or wrench light in the instrument cluster.

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: Powertrain Control Module

Component Description: Powertrain Control Module Calibration

Component Part Number: FL3A-14C204-*

Component Name 2: Powertrain Control Module

Component Description: Powertrain Control Module Calibration

Component Part Number: GL3A-14C204-*

Component Name 3: Powertrain Control Module

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Component Description: Powertrain Control Module Calibration

Component Part Number: HL3A-14C204-*

Chronology

On October 30, 2024, NHTSA provided Ford with Vehicle Owner Questionnaires (VOQ) potentially related to unintended downshift events on 2015-2017 model year (MY) F-150 vehicles equipped with the 6-speed automatic 6R80 transmission. On October 31, 2024, Ford's Critical Concern Review Group (CCRG) began investigating these claims.

During November 2024 through February 2025, the CCRG reviewed information learned during previous investigations, including transmission concerns resulting from degradation of electrical connections due to thermal cycling and vibration over extended time in service. High mileage vehicle transmissions can experience a wide range of issues with different failure modes and performance consequences due to wear and aging of subcomponents. Outputs of the Transmission Range Sensor (TRS) are affected by this degradation. TRS-related faults can result in a maximum unintended downshift from 6th gear to 2nd gear (6-2) and are possible on 2015-2017MY F-150 vehicles. Additionally, the CCRG conducted track evaluations to assess deceleration and the impact on vehicle control of 6-2 downshifts.

On March 21, 2025, NHTSA's Office of Defects Investigation (ODI) opened a Preliminary Evaluation (PE25002) to further investigate the unintended downshift concern. In April and May 2025, Ford submitted its two-part response to NHTSA's PE25002 Information Request. On January 30, 2026, NHTSA ODI elevated PE25002 to an Engineering Analysis (EA26001) and provided Ford with additional VOQs potentially related to unintended downshift events.

The CCRG continued to review customer experiences reported in VOQs throughout its investigation and observed that this condition has varied impacts on drivers' experiences dependent on driving situations and conditions. The CCRG conducted vehicle evaluations to assess several trends observed in customer reports, including reports involving vehicles towing trailers and vehicles driving on wet surfaces.

As of April 2, 2026, Ford is aware of 444 warranty claims, 121 field reports, 105 customer service reports, and 316 VOQs in the US potentially related to this concern, received between April 24, 2015, and November 3, 2025, and representing a total of 891 VINs. Ford is aware of two injuries and one accident potentially related to this concern.

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

Related NHTSA Recall Number:

Description of Remedy

Remedy Type: Software

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

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their PCM calibration updated. If an affected vehicle previously exhibited certain diagnostic trouble codes relating to this condition prior to installing the software, dealers will replace the lead frame in accordance with the corresponding extended warranty program. There will be no charge for this service.

How remedy component differs from recalled component:

The updated PCM calibrations include additional time for the control system to recognize failed or failing TRS hardware prior to commanding the downshift during this unique shift command fault.

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:

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 13, 2026 and is expected to be completed by July 17, 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 13, 2026 - Jul 17, 2026 Phased Recall
- Date when VIN will be searchable:** Apr 15, 2026