



U.S. Department
of Transportation

National Highway
Traffic Safety
Administration

Part 573 Safety Recall Report

26V299

Manufacturer Name: Ford Motor Company

Submission Date: May 12, 2026

NHTSA Recall No.: 26V299

Manufacturer Recall No.: 26S32

Manufacturer Information

Population

Manufacturer Name: Ford Motor Company

Address: 20000 Rotunda Drive
Mezzanine
Dearborn MI, 48124

Total number of potentially involved: 16,200

Estimated percentage with defect: 5%

Vehicle Information

Vehicle 1: 2021-2022 FORD BRONCO

Product Category: Light Vehicles

Product Type: Multipurpose Passenger Vehicle

Fuel / Propulsion:

Production Dates: Sep 23, 2020 - Jan 13, 2022

Number of potentially involved: 16,200

Descriptive Information:

Ford's team reviewed supplier process records to determine the population of affected parts. Affected vehicles are equipped with 3-door and 5-door Molded-In-Color (MIC) hard tops that may exhibit delamination or cracking in the exterior skin of the roof panel that may progress to detachment of sections of the outer layer while driving. This concern affects MIC hard tops on vehicles built between September 23, 2020 and January 13, 2022 for 3-door body styles, and between September 23, 2020 and October 22, 2021 for 5-door body styles.

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.

15,045 2021 model year Ford Bronco vehicles are affected.

1,155 2022 model year Ford Bronco vehicles are affected.

Defect / Noncompliance Description

Description of the defect or noncompliance:

Vehicles equipped with 3-door and 5-door Molded-In-Color (MIC) hard tops may exhibit delamination or

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cracking in the exterior skin of the roof panel as a result of environmental exposure. In severe cases, delamination can progress to detachment of sections of the outer skin while driving.

FMVSS1:

FMVSS2:

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

Detachment of a section of the hard top outer layer while driving can create a road hazard for other road users, increasing the risk of a crash.

Description of the cause:

During this time-period, supplier process and equipment parameters for MIC hard top manufacture were not optimized.

Identification of any warning that can occur:

Customers may notice progressive delamination of sections of the hard top outer layer and may hear increased wind noise while driving.

Component Manufacturer

Tier of Supplier: Tier 1

Supplier Type: OEM

Name: Webasto Roof Systems, Inc.

Address: 14200 N Haggerty Rd
Plymouth MI, 48170

Country: United States

Involved Components

Component Name 1: 3 Door Hard Top MIC

Component Description: Front Panel RH, Front Panel LH and Rear Cap

Component Part Number: M2DB-X50284-ETW; M2DB-X50285-ETW; M2DB-X502G33-EVW

Component Name 2: 5 Door Hard Top MIC

Component Description: Front Panel RH, Front Panel LH, Mid Panel and Rear Cap

Component Part Number: M2DB-S50284-CDW; M2DB-S50285-CAW; M2DB-S502G32-CEW; M2DB-S502G33-CNW

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Chronology

On January 22, 2026, Ford's Critical Concern Review Group (CCRG) opened an investigation into National Highway Transportation Safety Administration (NHTSA) Vehicle Owner Questionnaire (VOQ) complaints related to cracking and delamination of 2021-2023 Model Year (MY) Bronco 3-door and 5-door Molded in Color hard tops.

In February 2026, Ford Engineering and Ford Supplier Technical Assistance (STA) reviewed supplier production data. Supplier records indicated process optimization occurred in September 2021 followed by equipment optimization in December 2021.

On February 17, 2026, the Ford engineering team conducted vehicle testing to induce/accelerate delamination of the hardtop outer layer. A barrier was created between the outer layer of poly-methyl methacrylate (PMMA) and the polyurethane (PU) substrate to simulate delamination conditions observed in the field. Additionally, the team worked with the supplier to conduct thermal cycle testing in March and April 2026. The testing indicated that cracking can occur on the PMMA panel during thermal cycling if the area of delamination is large.

On March 30-31, 2026, a customer clinic was conducted to inspect the hardtops of 2021-24MY Bronco vehicles. On April 7, 2026, further vehicle testing was conducted using a worst-case scenario for panel damage and cracking.

Following a comprehensive review of investigation data, the CCRG determined that Bronco 3-door hard tops, produced prior to supplier equipment optimization in December 2021, may be subject to delamination which can progress to detachment of sections of the outer skin. Additional process improvements introduced in September 2021, corrected the issue for 5-door hard tops.

As of March 19, 2026, Ford is aware of 25 warranty claims, two field reports, and two customer complaints in the United States, received from December 21, 2021 to December 15, 2025, describing conditions that may lead to or have resulted in roof outer skin detachment for vehicles produced in the affected period.

On May 5, 2026, 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.

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 inspect and replace vehicle hardtops that exhibit cracking and delamination per the supplied technical instructions. There will be no charge for this service.

How remedy component differs from recalled component:

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The replacement MIC hard top will be manufactured using updated manufacturing processes to address previous adhesion concerns.

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 May 12, 2026. Mailing of interim owner notification letters is expected to begin May 27, 2026 and is expected to be completed by May 29, 2026. Mailing of remedy owner notification letters is expected to occur on November 5, 2026. The date VINs are planned to be searchable is May 12, 2026.

Planned Dealer Notification Date: May 12, 2026 - May 12, 2026 No Dealers

Planned Interim Owner Notification Date: May 27, 2026 - May 29, 2026 No Owners

Planned Remedy Owner Notification Date: Nov 05, 2026 - Nov 05, 2026 Phased Recall

Date when VIN will be searchable: May 12, 2026