



U.S. Department  
of Transportation

National Highway  
Traffic Safety  
Administration

## Part 573 Safety Recall Report

## 26V340

**Manufacturer Name:** Ford Motor Company

**Submission Date:** May 27, 2026

**NHTSA Recall No.:** 26V340

**Manufacturer Recall No.:** 26S36

### Manufacturer Information

### Population

**Manufacturer Name:** Ford Motor Company

**Address:** 20000 Rotunda Drive  
Mezzanine  
Dearborn MI, 48124

**Total number of potentially involved:** 4,653

**Estimated percentage with defect:** 1%

### Vehicle Information

**Vehicle 1:** 2022-2026 FORD MAVERICK

**Product Category:** Light Vehicles

**Product Type:** Light Truck

**Fuel / Propulsion:**

**Production Dates:** Mar 05, 2021 - Mar 25, 2026

**Number of potentially involved:** 2,357

**Descriptive Information:**

Ford's team reviewed plant records to determine the population of affected vehicles.

For production dates prior to June 1, 2025, affected vehicles may have improperly assembled front lower control arm ball joints. Unsold vehicles and vehicles with less than 3 months in service as of May 18, 2026, from this production period are included in the recall population based on Ford's understanding of the issue and observed occurrences in the field which indicate it will manifest very early in the vehicle's lifetime. On June 1, 2025, assembly station updates were made that prevented the improper assembly condition.

For production dates June 1, 2025, or later, affected vehicles have front lower control arm ball joints that may have been improperly repaired at the vehicle assembly plant. Vehicles from this production period that were sent to in-plant repair stations for inspection/repair of the joint are included in the recall population.

2357 Maverick vehicles are affected

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.

**Vehicle 2:** 2021-2026 FORD BRONCO SPORT

**Product Category:** Light Vehicles

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**Product Type:** Multipurpose Passenger Vehicle

**Fuel / Propulsion:**

**Production Dates:** Mar 11, 2020 - Apr 28, 2026

**Number of potentially involved:** 2,296

### Descriptive Information:

Ford's team reviewed plant records to determine the population of affected vehicles.

For production dates prior to June 1, 2025, affected vehicles may have improperly assembled front lower control arm ball joints. Unsold vehicles and vehicles with less than 3 months in service as of May 18, 2026, from this production period are included in the recall population based on Ford's understanding of the issue and observed occurrences in the field which indicate it will manifest very early in the vehicle's lifetime. On June 1, 2025, assembly station updates were made that prevented the improper assembly condition.

For production dates June 1, 2025, or later, affected vehicles have front lower control arm ball joints that may have been improperly repaired at the vehicle assembly plant. Vehicles from this production period that were sent to in-plant repair stations for inspection/repair of the joint are included in the recall population.

2296 Bronco Sport vehicles are affected

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.

## Defect / Noncompliance Description

### Description of the defect or noncompliance:

Affected vehicles may have an improperly assembled or improperly repaired left front lower control arm ball joint and/or an improperly assembled or improperly repaired right front lower control arm ball joint.

**FMVSS1:**

**FMVSS2:**

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

An incorrect assembly or repair that results in partial engagement of the ball stud to the knuckle may result in lower control arm ball joint separation from the knuckle which may result in loss of vehicle control while driving, increasing the risk of crash.

### Description of the cause:

For vehicles built prior to June 1, 2025, the vehicle assembly plant operator may not have fully inserted the front lower control arm ball stud into the front wheel knuckle before securing an associated pinch bolt. For vehicles built on June 1, 2025, or later, vehicles identified as requiring an in-plant repair to ensure proper bolt secure may have been shipped without the repair being completed.

### Identification of any warning that can occur:

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None.

## Component Manufacturer

**Tier of Supplier:****Supplier Type:****Name:** Ford Motor Company**Address:** 1 American Road  
Dearborn MI, 48126**Country:** United States

## Involved Components

**Component Name 1:** Lower Arm**Component Description:** Maverick Right Lower Arm Assy**Component Part Number:** LX6Z-3078-H**Component Name 2:** Lower Arm**Component Description:** Bronco Sport Left Lower Arm Assy**Component Part Number:** LX6Z-3079-G/J**Component Name 3:** Lower Arm**Component Description:** Bronco Sport Right Lower Arm Assy**Component Part Number:** LX6Z-3078-G/J**Component Name 4:** Lower Arm**Component Description:** Maverick Left Lower Arm Assy**Component Part Number:** LX6Z-3079-H

## Chronology

**On April 30, 2026**, Ford's Chassis team identified a warranty claim for a 2025 model year (MY) Bronco Sport vehicle that reported the left front wheel became misaligned while driving at 1 month-in-service.

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Dealership inspection determined that the left front lower control arm ball joint had separated from the knuckle. The vehicle was built at Hermosillo Stamping and Assembly Plant (HSAP) on May 17, 2025.

Subsequent data review by the HSAP Plant Vehicle Team (PVT) identified a second similar occurrence on another 2025 MY Bronco Sport in which the customer indicated the left front wheel felt like it came loose at 0 months-in-service. Dealer inspection determined that the left front lower control arm ball joint had separated from the knuckle. The vehicle was built at HSAP on August 28, 2025.

**On May 12, 2026**, this concern was brought to Ford's Critical Concern Group (CCRG) for review.

The CCRG team reviewed photos and plant assembly processes and determined that the issue on the vehicle built on May 17, 2025, most likely resulted from an operator improperly assembling the left front control arm ball joint by not fully inserting the control arm ball joint stud into the suspension knuckle before securing an associated pinch bolt. On June 1, 2025, HSAP implemented an assembly station improvement to ensure correct joint assembly. This improvement was implemented following identification of the improper assembly condition on a vehicle during internal plant inspection. Prior to the improvement, assembly station error proofing criteria could be satisfied upon achieving specified torque for the pinch bolt even with the ball joint stud only partially inserted.

Investigation into the vehicle built on August 28, 2025, determined that the vehicle was flagged for a bolt secure concern at the assembly station and the vehicle was shipped prior to the repair being properly completed.

The CCRG's investigation identified a potentially related third warranty claim on a 2022 MY Bronco Sport at 1 month-in-service. The vehicle was built on December 10, 2021, prior to the assembly station improvements to ensure correct joint assembly.

Based on an understanding of the failure mode and root causes, the CCRG, Chassis team, and HSAP PVT, reviewed plant records and vehicle times-in-service to identify the suspect population.

**On May 19, 2026**, Ford's Field Review Committee reviewed the concern and approved a field action.

Ford is not aware of any VOQs related to this issue.

Ford is not aware of any reports of accidents or injuries related to this condition.

**Related NHTSA Recall Number:**

## Description of Remedy

**Remedy Type:** Inspect, Repair

**Consumer Advisories:**  Do Not Drive  Park Outside

**Description of remedy program:**

Ford is contacting owners and instructing them to not drive their vehicle. Owners are asked to work with a Ford or Lincoln dealer to have their vehicle inspected at their location or towed in for service. Dealers will inspect for proper assembly of the front lower control arm ball joint to knuckle attachment on the left and right side of the vehicle and repair, as necessary. There will be no charge for these services.

**How remedy component differs from recalled component:**

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Dealers will confirm proper assembly and secure the ball joint to the knuckle attachment, as necessary.

**Identify how/when recall condition was corrected in production:**

## Reimbursement Plan

Manufacturer used general reimbursement plan on file.

## Recall Schedule

### Description of recall schedule:

Notifications to dealers are expected to occur on May 29, 2026. Ford will be contacting owners by phone and email. Mailing of owner notification letters is expected to begin June 1, 2026, and is expected to be completed by June 5, 2026.

**Planned Dealer Notification Date:** May 29, 2026 - May 29, 2026  No Dealers

**Planned Interim Owner Notification Date:**  No Owners

**Planned Remedy Owner Notification Date:** Jun 01, 2026 - Jun 05, 2026  Phased Recall

**Date when VIN will be searchable:** May 29, 2026