



U.S. Department
of Transportation

National Highway
Traffic Safety
Administration

Part 573 Safety Recall Report

26V376

Manufacturer Name: Ford Motor Company

Submission Date: Aug 11, 2026

NHTSA Recall No.: 26V376

Manufacturer Recall No.: 26S43

Manufacturer Information

Population

Manufacturer Name: Ford Motor Company

Address: 20000 Rotunda Drive
Mezzanine
Dearborn MI, 48124

Total number of potentially involved: 5,252

Estimated percentage with defect: 100%

Vehicle Information

Vehicle 1: 2013-2016 FORD FUSION

Product Category: Light Vehicles

Product Type: Multipurpose Passenger Vehicle

Fuel / Propulsion:

Production Dates: Jul 04, 2012 - Nov 03, 2015

Number of potentially involved: 1,489

Descriptive Information:

The Ford process is capable of determining which software part numbers have been installed in production and service. Affected vehicles may not have received the prolonged clutch slip system software remedy for Ford Recall 18S07 / 18V-845 / 18V-169.

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.

1489 Fusion vehicles are affected.

Vehicle 2: 2015-2018 FORD FOCUS

Product Category: Light Vehicles

Product Type: Multipurpose Passenger Vehicle

Fuel / Propulsion:

Production Dates: Oct 01, 2014 - Apr 25, 2018

Number of potentially involved: 3,763

Descriptive Information:

Part 573 Safety Recall Report

26V376

The Ford process is capable of determining which software part numbers have been installed in production and service. Affected vehicles may not have received the prolonged clutch slip system software remedy for Ford Recall 18S07 / 18V-845 / 18V-169.

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.

3763 Focus vehicles are affected.

Defect / Noncompliance Description

Description of the defect or noncompliance:

According to Ford's records, certain 2015-2018 model year Ford Focus and 2013-2016 model year Ford Fusion vehicles did not have the remedy for Safety Recall 18S07 / 18V-845 / 18V-169 installed correctly but were recorded as having the repair successfully completed. Because the correct software update remedy may not be installed on the vehicle, the underlying condition specified in Safety Recall 18S07 / 18V-845 / 18V-169 may still exist, and the vehicles equipped with 1.0L Fox GTDI engines with B6 manual transmissions may experience clutch slip, potentially resulting in elevated system operating temperatures and clutch plate fracture. Breach of the clutch cover and transmission housing can subsequently occur, potentially leading to a leak of transmission fluid.

FMVSS1:

FMVSS2:

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

The underlying safety risk specified in Safety Recall 18S07 / 18V-845 / 18V-169 still exists on this specified vehicle. Ford described that safety risk as, "Leaking of transmission fluid in the presence of an ignition source can lead to the risk of an engine compartment fire."

Description of the cause:

Repeated high energy clutch slip input can lead to premature clutch lining wear, reducing the mechanical properties of pressure plate material. Repeated cyclic heating and cooling events may cause cracks around the outer edge of the pressure plate. Torque capacity reduction due to clutch lining wear can cause excessive slip, introducing a large amount of energy and heat into the pressure plate. Structural failure or fracture of the pressure plate may eventually occur.

Identification of any warning that can occur:

Clutch odor and smoke, and reduced vehicle performance, are indications of a potential clutch slip condition prior to pressure plate fracture.

Component Manufacturer

Tier of Supplier:

Supplier Type: OEM

Part 573 Safety Recall Report

26V376

Name: Ford Motor Company
Address: 1 American Road
Dearborn MI, 48126
Country: United States

Involved Components

Component Name 1: Motorcraft Thread lock 262
Component Description: Part of Clutch Assembly
Component Part Number: TA-26

Component Name 2: Motorcraft High Temperature Nickel Anti-Seize Lub
Component Description: Part of Clutch Assembly
Component Part Number: XL-2

Component Name 3: Motorcraft High Temperature 4x4 Front Axle and Whe
Component Description: Part of Clutch Assembly
Component Part Number: XG-11

Component Name 4: Fusion Lower Ball Joint Nut
Component Description: Part of Clutch Assembly
Component Part Number: W520414-S442

Component Name 5: Fusion Lower Ball Joint Bolt
Component Description: Part of Clutch Assembly
Component Part Number: W500545-S439

Component Name 6: Fusion Half Shaft Retaining Strap
Component Description: Part of Clutch Assembly
Component Part Number: 4S4Z-3N324-AA

Component Name 7: Half Shaft Retaining Strap Nut
Component Description: Part of Clutch Assembly

Part 573 Safety Recall Report

26V376

Component Part Number: W520102-S442

Component Name 8: Fusion Halfshaft Retaining Circlip

Component Description: Part of Clutch Assembly

Component Part Number: 3M5Z-3B498-A

Component Name 9: Fusion Steering Column Shaft Coupler Bolt

Component Description: Part of Clutch Assembly

Component Part Number: W714878-S439

Component Name 10: Fusion Tie Rod End Nut

Component Description: Part of Clutch Assembly

Component Part Number: W520215-S440

Component Name 11: Fusion Stabilizer Bar Link Lower Nut

Component Description: Part of Clutch Assembly

Component Part Number: W705606-S440

Component Name 12: Fusion Forward & Rearward Front Subframe Bolts

Component Description: Part of Clutch Assembly

Component Part Number: W716457-S439

Component Name 13: Fusion Clutch Assembly

Component Description: Part of Clutch Assembly

Component Part Number: AV6Z-7B546-R

Component Name 14: Fusion RH/LH Halfshaft Seal

Component Description: Part of Clutch Assembly

Component Part Number: XS6Z-1177-A

Component Name 15: Focus Lower Ball Joint Nut

Component Description: Part of Clutch Assembly

Part 573 Safety Recall Report

26V376

Component Part Number: W520415-S442

Component Name 16: Focus Lower Ball Joint Bolt

Component Description: Part of Clutch Assembly

Component Part Number: W715491-S442

Component Name 17: Focus Half Shaft Retaining Strap

Component Description: Part of Clutch Assembly

Component Part Number: YS4Z-3N324-AA

Component Name 18: Focus Wheel Hub Nut and Halfshaft Circlip

Component Description: Part of Clutch Assembly

Component Part Number: F1FZ-3A331-E

Component Name 19: Focus RH/LH Halfshaft Seal

Component Description: Part of Clutch Assembly

Component Part Number: CV6Z-1S177-A

Component Name 20: Focus Clutch Assembly

Component Description: Part of Clutch Assembly

Component Part Number: DS7Z-7B546-P

Component Name 21: Clutch Slip Module

Component Description: Detect and prevent prolonged clutch slip

Component Part Number: FV6A-14C204-SH

Component Name 22: Clutch Slip Module

Component Description: Detect and prevent prolonged clutch slip

Component Part Number: F1GA-14C204-AJJ

Component Name 23: Clutch Slip Module

Component Description: Detect and prevent prolonged clutch slip

Part 573 Safety Recall Report

26V376

Component Part Number: GV6A-14C204-TH

Component Name 24: Clutch Slip Module

Component Description: Detect and prevent prolonged clutch slip

Component Part Number: HV6A-14C204-A*B

Chronology

On **November 26, 2024**, an issue pertaining to incomplete software recall remedies was brought to Ford's Critical Concern Group (CCRG) for review. This issue was initially identified in a Quality Office forum, where an audit was requested for software part numbers applied to vehicles remedied under a sample of field service actions (FSAs). Initial review of three FSAs revealed insufficient data to confirm correct software application across all FSAs using the current field service tool, known as FDRS. CCRG decided to conduct further investigation.

In **December 2024**, a cross-functional team was formed to audit all software FSAs that used the FDRS service tool, with its first focus being on safety and compliance FSAs. Templates were created to track software lineage part numbers.

On **December 19, 2024**, Ford informed NHTSA of this concern -- the service tool data confirmed that the software state on the service tool at the time of installation matches the FSA software release for most vehicles. However, there are vehicles that do not have a match between the software state on the service tool and the FSA software release. Ford discussed with NHTSA its plan to address the mismatched vehicles.

In **January 2025**, the cross-functional team created database records to store all software lineage part numbers for previously launched FSAs. The team then began auditing the current software level for every VIN repaired under several previously launched FSAs.

In **March 2025**, during a comprehensive audit of software-related FSAs dating back to 2017, discrepancies were identified during the transition between the legacy field service tool, known as IDS, and the new FDRS service tool. The audit revealed that implementation inconsistencies found in FDRS could also be present within the IDS software as well as a significant lack of historical data. Further investigation was deemed necessary.

In **November 2025**, a harvest program was approved to assess the success of remedies applied using the IDS tool for programs administered during this transition period. Results of this harvest program showed that in some FSAs, the intended remedy software may not have been successfully applied to all vehicles.

On **April 16, 2026**, the matter was presented to the Critical Concern Review Group (CCRG). The CCRG determined that several FSAs that had a recall remedy implemented using the IDS tool may have been closed without that remedy being installed. As a result, an activity was initiated to verify the software levels of vehicles that previously received these FSA repairs. The VINs included in this program are both (1) VINs confirmed to contain the incorrect software, and (2) VINs with a closed FSA, but the software version cannot be confirmed due to gaps in the records.

On **May 27, 2026**, Ford's audit team confirmed that the software state matched the FSA software release in a subset of vehicles out of the total population of completed FSA 18S07 remedy repairs.

On **June 2, 2026**, Ford's Field Review Committee reviewed the concern and approved a field action.

Part 573 Safety Recall Report

26V376

On **June 26, 2026**, CCRG received a concern that FSA 26S43 did not include the additional hardware remedy that was included on the original FSA 18S07. Subsequently, CCRG reviewed and agreed that customers that may not have received the correct software from 18S07 could still experience potential cracks, excessive slipping, or fractures to the clutch pressure plate, which were the symptoms in FSA 18S07. Because the original FSA 18S07 is considered closed for vehicles in 26S43, CCRG recommended that the 18S07 hardware remedy be added to 26S43.

On **August 4, 2026**, Ford's Field Review Committee reviewed the concern and approved an amendment to this field action.

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

Related NHTSA Recall Number: 18V845 and 18V169

Description of Remedy

Remedy Type: Software, Repair

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 software updated to detect and prevent prolonged clutch slip. Then, the software part numbers will be validated using the Software Validation Form in the Professional Technician System before the FSA is closed. There will be no charge for this service.

Focus vehicles without the required software will also have the clutch inspected following the same procedure described in 18S07. If the clutch passes inspection, then no further repair is needed. If the clutch fails inspection, dealers are to replace the clutch assembly.

Ford provided the general reimbursement plan for the cost of remedies paid for by vehicle owners prior to notification of a safety recall in May 2023. Owners who have paid to have these repairs completed at their own expense may be eligible for reimbursement, in accordance with the recall reimbursement plan on file with NHTSA.

How remedy component differs from recalled component:

The software service package will have the intended remedy for 18S07 / 18V-845 / 18V-169

Identify how/when recall condition was corrected in production:

Not required per 49 Part 573.

Reimbursement Plan

Manufacturer used general reimbursement plan on file.

Part 573 Safety Recall Report

26V376

Recall Schedule

Description of recall schedule:

Notification to dealers is expected to occur on July 22nd, 2026. Mailing of remedy owner notification letters is expected to begin August 5th, 2026 and is expected to be completed by September 7th, 2026. The date VINs are planned to be searchable is July 22nd, 2026.

Planned Dealer Notification Date: Jul 22, 2026☐ No Dealers**Planned Interim Owner Notification Date:** Aug 05, 2026☐ No Owners**Planned Remedy Owner Notification Date:** Sep 07, 2026 - Sep 11, 2026☐ Phased Recall**Date when VIN will be searchable:** Jul 22, 2026