



U.S. Department
of Transportation

National Highway
Traffic Safety
Administration

Part 573 Safety Recall Report

26V402

Manufacturer Name: Ford Motor Company

Submission Date: Jun 24, 2026

NHTSA Recall No.: 26V402

Manufacturer Recall No.: 26S48

Manufacturer Information

Population

Manufacturer Name: Ford Motor Company

Address: 20000 Rotunda Drive
Mezzanine
Dearborn MI, 48124

Total number of potentially involved: 741,195

Estimated percentage with defect: 1%

Vehicle Information

Vehicle 1: 2021-2021 FORD F-150

Product Category: Light Vehicles

Product Type: Light Truck

Fuel / Propulsion:

Production Dates: Jan 08, 2020 - Oct 08, 2021

Number of potentially involved: 82,570

Descriptive Information:

Ford's team reviewed transmission plant and vehicle assembly plant records to determine the population of affected vehicles. Affected vehicles are built from January 8, 2020, to October 8, 2021, and equipped with park-by-wire functionality and 10R80 transmissions.

82,570 F-150 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: 2020-2021 LINCOLN AVIATOR

Product Category: Light Vehicles

Product Type: Multipurpose Passenger Vehicle

Fuel / Propulsion:

Production Dates: Oct 25, 2018 - Aug 25, 2021

Number of potentially involved: 40,197

Descriptive Information:

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Ford's team reviewed transmission plant and vehicle assembly plant records to determine the population of affected vehicles. Affected vehicles are built from October 25, 2018, to August 25, 2021, and equipped with park-by-wire functionality and 10R60 or 10R80MHT transmissions.

40,197 Aviator 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 3: 2020-2021 FORD EXPLORER

Product Category: Light Vehicles

Product Type: Multipurpose Passenger Vehicle

Fuel / Propulsion:

Production Dates: Oct 28, 2018 - Nov 09, 2021

Number of potentially involved: 313,147

Descriptive Information:

Ford's team reviewed transmission plant and vehicle assembly plant records to determine the population of affected vehicles. Affected vehicles are built from October 28, 2018, to November 9, 2021, and equipped with park-by-wire functionality and 10R60 or 10R80MHT transmissions.

313,147 Explorer 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 4: 2018-2021 LINCOLN NAVIGATOR

Product Category: Light Vehicles

Product Type: Multipurpose Passenger Vehicle

Fuel / Propulsion:

Production Dates: Mar 16, 2017 - May 24, 2021

Number of potentially involved: 59,079

Descriptive Information:

Ford's team reviewed transmission plant and vehicle assembly plant records to determine the population of affected vehicles. Affected vehicles are built from March 16, 2017, to May 24, 2021, and equipped with park-by-wire functionality and 10R80 transmissions.

59,079 Navigator 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.

Part 573 Safety Recall Report**26V402****Vehicle 5:** 2018-2021 FORD EXPEDITION**Product Category:** Light Vehicles**Product Type:** Multipurpose Passenger Vehicle**Fuel / Propulsion:****Production Dates:** Mar 14, 2017 - Jul 27, 2021**Number of potentially involved:** 246,202**Descriptive Information:**

Ford's team reviewed transmission plant and vehicle assembly plant records to determine the population of affected vehicles. Affected vehicles are built from March 14, 2017, to July 27, 2021, and equipped with park-by-wire functionality and 10R80 transmissions.

246,202 Expedition 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 experience temporary engagement of their transmission parking pawl while the vehicle is in motion when certain shifts are commanded by the transmission, potentially damaging park system components.

FMVSS1:**FMVSS2:****Description of the safety risk, including crash, fire, death, injury:**

In the event of transmission park system damage, the ability of the transmission park feature to hold the vehicle if the parking brake is not applied may be affected. Unintended movement in Park increases the risk of a crash or injury.

Description of the cause:

The vehicle's transmission valve body separator plate may limit flow to the park valve causing temporary park pawl engagement when certain shifts are commanded.

Identification of any warning that can occur:

Customers will receive a wrench light in the IPC, and the vehicle's Electronic Parking Brake will

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automatically apply in the event the vehicle's transmission range sensor does not reach the park position when Park is commanded.

Component Manufacturer

Tier of Supplier:

Supplier Type:

Name: Ford Motor Company

Address: 20000 Rotunda Dr
Dearborn MI, 48124-3900

Country: United States

Involved Components

Component Name 1: PCM Software

Component Description: Explorer/Aviator Powertrain Control Module Software

Component Part Number: LB5A-14C204-*

Component Name 2: PCM Software

Component Description: F-150 Powertrain Control Module Software

Component Part Number: ML3A-14C204-*

Component Name 3: PCM Software

Component Description: Expedition/Navigator Powertrain Control Module Software

Component Part Number: JL7A-14C204-*

Chronology

On April 6, 2026, NHTSA's Office of Defects Investigation (ODI) contacted Ford regarding eleven (11) Vehicle Owner Questionnaires (VOQs) on nine (9) vehicles reporting vehicle moves after shifting to Park, unable to shift into Park, vehicle stuck in Park, or vehicle moves with brake applied on 2020 Model Year (MY) Explorer and Aviator vehicles. On April 14, 2026, Ford's Critical Concern Review Group (CCRG) opened an investigation into this concern.

The CCRG reviewed connected vehicle data, Diagnostic Trouble Codes (DTCs), and warranty claims for the 9 vehicles associated with the VOQs and determined that 8 of the vehicles' symptoms could relate to transmission park system damage. The CCRG previously investigated warranty claims citing park system damage on 2020 MY Ford Explorer from February 2022 – March 2022. This investigation was

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closed with the issue assessed as not an unreasonable risk to motor vehicle safety based on the determination that in the event of park pawl damage, electric parking brake apply strategies would prevent unintended vehicle movement and customers would be provided notification in the instrument panel cluster.

Through April and May 2026, the CCRG reviewed warranty claims and field data for Explorer and Aviator vehicles and identified additional reports citing vehicle movement in Park and containing DTCs indicative of park system damage. This review identified some reports addressing a condition resulting from the vehicle's transmission valve body separator plate limiting flow to the park valve causing temporary park pawl engagement when certain shifts are commanded. The investigation team reviewed production records and determined which vehicles utilized the separator plate design with the potential for reduced flow to establish a suspect population.

The CCRG's investigation determined that while all affected vehicles have "roll away detection", which will automatically apply the EPB if vehicle movement is detected while the vehicle is in Park, the vehicle's Powertrain Control Module (PCM) may not be awake in some instances after the vehicle has been powered down after a period of time and unable to detect movement.

As of May 20, 2026, Ford has identified 220 Ford reports in North America and 10 VOQs on 2020-2021 MY Explorer and Aviator vehicles, 62 Ford reports in North America and 3 VOQs on 2018-2021 MY Expedition Navigator vehicles potentially related to vehicle movement in Park on vehicles equipped with transmissions built using the original separator plate design.

On June 16, 2026, Ford's Field Review Committee reviewed the concern and approved a field action.

Ford is aware of 24 allegations of property damage and 9 alleged injuries (2 of these are allegations of emotional injuries) related to this issue.

Related NHTSA Recall Number:

Description of Remedy

Remedy Type: Inspect, Repair, 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 their vehicle's Powertrain Control Module (PCM) updated to the latest level software. Dealers will also inspect the vehicle's transmission for park system damage and replace damaged transmission components as needed. There will be no charge for this service.

How remedy component differs from recalled component:

The updated PCM software will prevent the transmission from commanding those shifts which may result in temporary engagement of the transmission parking pawl while the vehicle is motion. Additionally, transmission park system components will be undamaged following inspection and replacement if necessary.

Identify how/when recall condition was corrected in production:

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Manufacturer used general reimbursement plan on file.

Recall Schedule**Description of recall schedule:**

Notification to dealers is expected to occur on June 26, 2026. Mailing of interim owner notification letters is expected to begin August 3, 2026, and is expected to be completed by August 7, 2026. Mailing of remedy owner notification letters is expected to take place in phases throughout the second quarter of 2027. The date VINs are planned to be searchable is June 26, 2026.

- Planned Dealer Notification Date:** Jun 26, 2026 - Jun 26, 2026 No Dealers
- Planned Interim Owner Notification Date:** Aug 03, 2026 - Aug 07, 2026 No Owners
- Planned Remedy Owner Notification Date:** Apr 05, 2027 - Apr 09, 2027 Phased Recall
- Date when VIN will be searchable:** Jun 26, 2026