



U.S. Department
of Transportation

National Highway
Traffic Safety
Administration

Part 573 Safety Recall Report

26V468

Manufacturer Name: Ford Motor Company

Submission Date: Jul 20, 2026

NHTSA Recall No.: 26V468

Manufacturer Recall No.: 26S55

Manufacturer Information

Population

Manufacturer Name: Ford Motor Company

Address: 20000 Rotunda Drive
Mezzanine
Dearborn MI, 48124

Total number of potentially involved: 565,691

Estimated percentage with defect: 1%

Vehicle Information

Vehicle 1: 2021-2026 FORD BRONCO

Product Category: Light Vehicles

Product Type: Multipurpose Passenger Vehicle

Fuel / Propulsion:

Production Dates: Sep 23, 2020 - Jun 28, 2026

Number of potentially involved: 565,691

Descriptive Information:

Ford's team reviewed plant records to determine the population of affected vehicles. Affected vehicles may have engine compartment wiring harness damage and were built between September 23, 2020, and June 28, 2026.

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:

A short in the engine compartment wiring harness may create heat or spark, resulting in fire in the engine compartment area.

FMVSS1:

FMVSS2:

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26V468**Description of the safety risk, including crash, fire, death, injury:**

When exposed circuits in the engine compartment wiring harness create a short to ground and arcing, heat or spark at this short may cause smoke or ignite nearby flammable components. Smoke or fire from the engine compartment area increases the risk of injury or a crash.

Description of the cause:

Relative movement between the engine compartment wiring harness and surrounding components and insufficient abrasion protection on the wiring harness can lead to exposure of wiring. If internal harness circuits are exposed, intermittent shorts can create arcing.

Identification of any warning that can occur:

Following a short circuit, a driver may notice smoke in their air vents or a cluster warning message prior to observing flames coming from the passenger side engine compartment area.

Component Manufacturer

Tier of Supplier: Tier 1**Supplier Type:** OEM**Name:** Versigent**Address:** Av Maestro Israel Cavazos Garza 300
Valle de San Roque
Guadalupe Foreign States, 67192**Country:** Mexico

Involved Components

Component Name 1: Engine Compartment Wiring Harness**Component Description:** Engine Compartment Wiring Harness (21MY)**Component Part Number:** M2DT-14290-*****Component Name 2:** Engine Compartment Wiring Harness**Component Description:** Engine Compartment Wiring Harness (21MY, 22MY)**Component Part Number:** N2DT-14290-*****Component Name 3:** Engine Compartment Wiring Harness**Component Description:** Engine Compartment Wiring Harness (23MY, 24MY)**Component Part Number:** P2DT-14290-***

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Component Name 4: Engine Compartment Wiring Harness

Component Description: Engine Compartment Wiring Harness (25MY)

Component Part Number: R2DT-14290-***

Component Name 5: Engine Compartment Wiring Harness

Component Description: Engine Compartment Wiring Harness (25MY)

Component Part Number: S2DT-14290-***

Component Name 6: Engine Compartment Wiring Harness

Component Description: Engine Compartment Wiring Harness (26MY)

Component Part Number: T2DT-14290-***

Chronology

On June 18, 2026, Ford's Critical Concern Group (CCRG) opened an investigation to review fire events on 2021-2026 model year (MY) Bronco vehicles to combine existing investigatory workstreams.

During these investigations, the CCRG identified similarities in certain fire events on 2021-2026MY Bronco vehicles in which some customers observed smoke in the air vent and flames from the passenger side of the engine compartment while driving. Further analysis of these incidents revealed evidence that at least some of the fires originated in the passenger side of the engine compartment. CCRG's investigation identified seven Bronco Raptor fires and eight base Bronco fires that may have started in the passenger side of the engine compartment.

CCRG investigated potential root causes for fires originating at this location and found that relative movement between the engine compartment wiring harness and surrounding components and insufficient abrasion protection on the wiring harness can lead to exposure of wiring. After internal harness wires are exposed, intermittent shorts can create arcing and potentially ignite nearby flammable components. Inspections of over 80 Bronco vehicles found evidence of rubbing or chafing on the engine compartment wiring harness covering in a small number of the inspected vehicles.

CCRG reviewed the differing physical architecture and suspension characteristics between Bronco Raptor and base units. Vehicle reviews, Computer Aided Engineering (CAE) analysis, and vibration testing were conducted to evaluate how these differences affect the underhood environment. Assessments on likely movement patterns of the engine compartment wiring harness found that harnesses in Bronco Raptor vehicles are more likely to experience relative chafing contact than harnesses on base Bronco vehicles. However, vibration testing on base Bronco resulted in wear levels to the wiring harness covering which still indicate opportunity for eventual exposure of internal circuits. Enhanced protective covering at the wiring harness was introduced into production to address the potential chafing concern.

As of July 13, 2026, Ford is aware 2 warranty reports, 3 field reports, 1 Customer Service Report, 4 Vehicle Owner Questionnaires, and 10 legal claims, representing a total of 15 incidents on 2021-2026MY Bronco vehicles for which Ford has evidence a fire event may have originated from the engine compartment wiring harness, and which occurred between October 15, 2024, and June 20, 2026.

On July 13, 2026, Ford's Field Review Committee reviewed the concern and approved a field action.

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

Related NHTSA Recall Number:

Description of Remedy

Remedy Type: 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 convolute sheathing with abrasion tape added to their engine compartment wire harness. There will be no charge for this service.

How remedy component differs from recalled component:

All remedied vehicles will have sufficient protective covering on the engine compartment wiring harness to prevent chafing and future shorts of exposed circuits.

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 July 23, 2026. Mailing of remedy owner notification letters is expected to begin August 24, 2026 and is expected to be completed by August 28, 2026. The date VINs are planned to be searchable is July 23, 2026.

Part 573 Safety Recall Report**26V468****Planned Dealer Notification Date:** Jul 23, 2026 - Jul 23, 2026☐ No Dealers**Planned Interim Owner Notification Date:**☐ No Owners**Planned Remedy Owner Notification Date:** Aug 24, 2026 - Aug 28, 2026☐ Phased Recall**Date when VIN will be searchable:** Jul 23, 2026