



U.S. Department  
of Transportation

National Highway  
Traffic Safety  
Administration

## Part 573 Safety Recall Report

## 26V470

**Manufacturer Name:** Ford Motor Company

**Submission Date:** Jul 21, 2026

**NHTSA Recall No.:** 26V470

**Manufacturer Recall No.:** 26S53

### Manufacturer Information

### Population

**Manufacturer Name:** Ford Motor Company

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

**Total number of potentially involved:** 79,579

**Estimated percentage with defect:** 100%

### Vehicle Information

**Vehicle 1:** 2026-2027 LINCOLN AVIATOR

**Product Category:** Light Vehicles

**Product Type:** Multipurpose Passenger Vehicle

**Fuel / Propulsion:** Spark Ignition Fuel

**Production Dates:** Nov 24, 2025 - Jun 27, 2026

**Number of potentially involved:** 15,170

**Descriptive Information:**

The driver seat motor was introduced into production on November 24, 2025 and was taken out of production on June 27, 2026

**Vehicle 2:** 2026-2027 FORD EXPLORER

**Product Category:** Light Vehicles

**Product Type:**

**Fuel / Propulsion:** Spark Ignition Fuel

**Production Dates:** Nov 24, 2025 - Jun 27, 2026

**Number of potentially involved:** 64,409

**Descriptive Information:**

The driver seat motor was introduced into production on November 24, 2025 and was taken out of production on June 27, 2026

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## Defect / Noncompliance Description

### Description of the defect or noncompliance:

Customers may experience unintended and unattended driver seat reclining movement. This can occur while remotely unlocking their doors, remote starting their vehicle, approaching their vehicle in possession of their key fob, or after recalling one of the saved button-activated seat memory positions.

**FMVSS1:**

**FMVSS2:**

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

Unintended and unattended reclining of the driver's seat without obstacle detection and/or bounce back could pose a risk of impingement or entrapment of a second-row passenger, increasing the risk of injury.

### Description of the cause:

The unintended seat back movement during memory recall is caused by the recline motor incorrectly interpreting the driver seat's position.

### Identification of any warning that can occur:

None

## Component Manufacturer

**Tier of Supplier:** Tier 2

**Supplier Type:** OEM

**Name:** Shenghuabo Group Co.,Ltd. Shanghai

**Address:** 898 Baian Rd  
Anting Town Foreign States, 201805

**Country:** China

**Tier of Supplier:** Tier 2

**Supplier Type:** OEM

**Name:** Lear Corporation

**Address:** Parque Industrial Rio Grande  
Piedras Negras Foreign States, 26080

**Country:** Mexico

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## Involved Components

**Component Name 1:** FR ASY FRT ST**Component Description:** FRONT SEAT BACKFRAME STRUCTURE**Component Part Number:** PU5A-S608A14-AGC**Component Name 2:** FR ASY FRT ST**Component Description:** FRONT SEAT BACKFRAME STRUCTURE**Component Part Number:** PU5A-S608A14-AJC

## Chronology

On **June 4, 2026**, Ford's Automotive Safety Office (ASO) reviewed an issue pertaining to unexpected reclining of the driver's seat to Ford's Critical Concern Review Group (CCRG) for review. CCRG reviewed a draft dealer communication that had been planned in response to reports of the driver's seat fully reclining without driver input on certain 2026 Model Year (MY) Explorer and Aviator vehicles when the vehicle doors were unlocked.

Ford's investigation determined that this movement was initiated by the seat's memory recall function, which returns the seat to positions previously programmed by vehicle drivers. Although this feature is present across many Ford vehicle lines and model years, the investigation team confirmed that a change in the supplier of the seat recline motor for Aviator and Explorer vehicles, beginning in November 2025, was associated with this condition.

On **June 11, 2026**, the investigation team confirmed that the memory recall function cannot be initiated once the vehicle exceeds 5 KPH (3 MPH), and identified several ways in which memory recall could be initiated remotely, including unlocking or remote-starting the vehicle using a key fob or mobile app, or approaching the vehicle with a programmed key fob. The investigation team also noted that, by design, the seat motor will stall if it encounters an obstacle during movement. CCRG reviewed the stall forces in this condition.

On **June 17, 2026**, CCRG inspected a vehicle exhibiting this condition and determined that unattended full rearward reclining of the driver's seat could result in the seatback contacting the second-row seat, posing a potential entrapment risk and injury hazard to second-row occupants in the vehicle while parked.

CCRG's review confirmed this condition is present only in 2026-2027 MY Explorer and Aviator vehicles equipped with a specific combination of seat motor and control strategy.

As of **June 26, 2026**, Ford is aware of 133 reports from various sources related to this condition. Ford is not aware of any Vehicle Owner Questionnaires (VOQs) associated with this condition.

On **July 7, 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:**

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## Description of Remedy

**Remedy Type:** Replace, Software OTA

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

**Description of remedy program:**

Ford is currently working to determine a remedy for this condition

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

TBD

**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:**

**Planned Dealer Notification Date:** ☐ No Dealers

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

**Planned Remedy Owner Notification Date:** ☐ Phased Recall

**Date when VIN will be searchable:**