



U.S. Department
of Transportation

National Highway
Traffic Safety
Administration

Part 573 Safety Recall Report

26V580

Manufacturer Name: Ford Motor Company

Submission Date: Sep 09, 2026

NHTSA Recall No.: 26V580

Manufacturer Recall No.: 26S64

Manufacturer Information

Population

Manufacturer Name: Ford Motor Company

Address: 20000 Rotunda Drive
Mezzanine
Dearborn MI, 48124

Total number of potentially involved: 2,711

Estimated percentage with defect: 100%

Vehicle Information

Vehicle 1: 2026-2026 FORD BRONCO

Product Category: Light Vehicles

Product Type: Multipurpose Passenger Vehicle

Fuel / Propulsion:

Production Dates: Jun 27, 2026 - Jul 26, 2026

Number of potentially involved: 2,711

Descriptive Information:

Ford's team reviewed supplier manufacturing records to determine the population of affected vehicles. Affected vehicles may have been produced with a bracket on the right-hand side (RHS) side air curtain (SAC) containing a metal burr.

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:

On affected vehicles, the metal bracket on the right-hand side (RHS) side air curtain (SAC) may have a metal burr, creating the potential for a tear upon deployment of the side air curtain. This tear in the SAC may cause faster curtain deflation.

FMVSS1:

FMVSS2:

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

A tear in the side air curtain (SAC) during deployment may cause faster curtain deflation, potentially increasing the risk of occupant injury in the event of a crash.

Description of the cause:

The Tier 2 supplier skipped the deburring stage due to a production layout change, which altered the material flow and allowed non-deburred parts to proceed directly to the next manufacturing operation and ship to the Tier 1 supplier.

Identification of any warning that can occur:

None

Component Manufacturer

Tier of Supplier: Tier 2

Supplier Type: OEM

Name: Multitech

Address: 500 Territorial Drive
Bolingbrook IL, 60440

Country: United States

Tier of Supplier: Tier 1

Supplier Type: OEM

Name: Joyson Safety Systems

Address: 2500 Innovation Drive
Auburn Hills MI, 48326

Country: United States

Involved Components

Component Name 1: Side Air Curtain

Component Description: Right-Hand Side Air Curtain – 5DR

Component Part Number: M2DB-S042D94-AR

Component Name 2: Side Air Curtain

Component Description: Right-Hand Side Air Curtain – 3DR

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Chronology

On **July 16, 2026**, the Tier 1 supplier conducted a Lot Acceptance Testing (LAT) and detected a 20mm tear on the right-hand-side (RHS) side air curtain (SAC) on a model year (MY) 2026 Ford Bronco vehicle during the LAT. The 20mm tear was determined to be caused by a sharp edge on the Head Injury Criteria (HIC) bracket.

On July 20, 2026, Michigan Assembly Plant (MAP) was notified of this concern and initiated a yard hold for all Bronco and Bronco Raptor units. On July 21, 2026, a type 1 stop ship was issued. All vehicles captured under the type 1 stop ship were repaired at MAP.

On July 23, 2026, Ford opened this concern in the Critical Concern Review Group (CCRG).

In August 2026, the Tier 1 supplier completed physical deployment tests related to Ford's internal requirements. Physical test data was correlated with Computer Aided Engineering (CAE) simulations for the applicable Federal Motor Vehicle Safety Standards (FMVSS) No. 201 (Occupant Protection in Interior Impact S6.2(b)(3)) and No. 208 (Occupant Crash Protection S5.1.2(b)). Additional CAE simulations were conducted to validate performance against Ford's internal Side Impact Protection and Ejection Mitigation requirements.

In reviewing the test data and CAE correlations, CCRG concluded that the vehicles would remain compliant to the applicable FMVSSs with this tear in the SAC. However, the test data and CAE correlations indicate degraded performance of the SAC in a crash event.

CCRG reviewed supplier production records and has traceability of Tier 2 supplier brackets that were improperly removed from normal process workflow and subsequently installed within the Tier 1 supplied airbag module assembly. Production records for these airbag module assemblies were used to establish affected population.

As of August 18, 2026, Ford is not aware of any warranty claims, field reports, customer reports, or vehicle owner questionnaires (VOQs) related to this condition.

On **September 1, 2026**, Ford's Field Review Committee reviewed the concern and approved a field service action.

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 remove

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the contact condition between the metal burr and the side air curtain. There will be no charge for this service.

How remedy component differs from recalled component:

The contact between the metal burr and the side air curtain will no longer be present.

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 September 10, 2026. Mailing of interim owner notification letters is expected to begin September 15, 2026, and is expected to be completed by September 15, 2026. Mailing of remedy owner notification letters is expected to begin October 30, 2026, and is expected to be completed by October 30, 2026. The date VINs are planned to be searchable is September 10, 2026.

Planned Dealer Notification Date: Sep 10, 2026 - Sep 10, 2026 ☐ No Dealers

Planned Interim Owner Notification Date: Sep 15, 2026 - Sep 15, 2026 ☐ No Owners

Planned Remedy Owner Notification Date: Oct 30, 2026 - Oct 30, 2026 ☐ Phased Recall

Date when VIN will be searchable: Sep 10, 2026