U.S. Department of Transportation

National Highway Traffic Safety Administration

Part 573 Safety Recall Report 26V688

Manufacturer Name: Ford Motor Company
Submission Date: Oct 20, 2026
NHTSA Recall No.: 26V688
Manufacturer Recall No.: 26S75

Manufacturer Information

Manufacturer Name: Ford Motor Company
Address: 20000 Rotunda Drive
Mezzanine
Dearborn MI, 48124

Population

Total number of potentially involved: 11,623
Estimated percentage with defect: 100%

Vehicle Information

Vehicle 1: 2027-2027 LINCOLN CORSAIR HYBRID
Product Category: Light Vehicles
Product Type: Multipurpose Passenger Vehicle
Fuel / Propulsion:
Production Dates: Mar 12, 2026 - Jul 08, 2026
Number of potentially involved: 63
Descriptive Information:

Ford's team reviewed supplier manufacturing records to determine the population of affected vehicles. Affected vehicles may have been produced with an anti-rust oil that may degrade the conformal coating on the Printed Circuit Board (PCB) of the Integrated Parking Module (IPM). Affected vehicles are equipped with HF55 transmissions.

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: 2026-2027 LINCOLN NAUTILUS HYBRID
Product Category: Light Vehicles
Product Type: Multipurpose Passenger Vehicle
Fuel / Propulsion:
Production Dates: Sep 09, 2025 - Aug 06, 2026
Number of potentially involved: 11,560
Descriptive Information:

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Defect / Noncompliance Description

Description of the defect or noncompliance:

On affected vehicles, the Integrated Parking Module (IPM) may have a type of anti-rust oil that may degrade the conformal coating on the Printed Circuit Board (PCB) of the Integrated Parking Module (IPM), causing a drop in voltage on the rotary sensor.

FMVSS1:

FMVSS2:

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

If the rotary sensor were to have a drop in voltage while in motion, the vehicle may experience an unexpected shift into Neutral while driving, increasing the risk of crash. Additionally, while the vehicle is stationary, the customer may experience an inability to shift out of park after achieving park.

Description of the cause:

The IPM supplier changed the anti-rust oil without formally notifying Ford or conducting proper validation tests confirming the compatibility between the anti-rust oil and the conformal coating on the PCB.

Identification of any warning that can occur:

A service wrench malfunction indicator light (MIL) would illuminate on the display, and a popup would be generated stating "Service Vehicle Soon" or "Shifting System Error", dependent on the failure mode.

Component Manufacturer

Tier of Supplier: Tier 1

Supplier Type: OEM

Name: EFI Automotive Accessories Systems

Address: No 60, Quan Li Nan Lu
Wuhan, Eco. & Techno. Dev. Zone
Wuhan Foreign States, 430056

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Country: China

Involved Components

Component Name 1: Integrated Park Module (IPM)

Component Description: Integrated Park Module (IPM) – HF55 Transmission

Component Part Number: PZ18-7P236-MC

Chronology

In July 2026, a concern was opened in a regional Critical Concern Review Group (CCRG) forum located outside of North America related to an emerging field quality trend involving Full Hybrid Electric Vehicles (FHEV) equipped with HF55 transmissions. Field reports indicated that affected vehicles exhibited illumination of the powertrain malfunction (wrench) telltale accompanied by a “Service Vehicle Soon” message on the display while driving. In some instances, reports indicated the vehicle could not be shifted out of Park, accompanied by a “Shifting System Error” display message; in certain cases, the condition was intermittent, and propulsion was restored following a key cycle. Diagnostic investigations by dealerships identified diagnostic trouble code (DTC) P271A (Park Pawl Position Sensor “A” Circuit Low), indicating an anomaly within the Integrated Parking Module (IPM).

In August 2026, the issue was escalated to the Global CCRG after reviewing two warranty claims that reported a loss of motive power (LOMP) condition on 2026 model year (MY) Ford Edge FHEV vehicles. Further engineering investigation determined that the vehicle may unexpectedly shift into Neutral while driving. An update to the Hybrid Powertrain Control Module (HPCM) software strategy introduced this failure mode that can lead to LOMP. On August 13, 2026, the investigation transferred from the regional CCRG to the North American CCRG.

In September 2026, Ford completed physical failure analysis and testing evaluating the effects of the anti-rust oil used inside the IPM. The investigation concluded that an unvalidated change in anti-rust oil degraded the protective conformal coating on the internal Printed Circuit Board (PCB), promoting corrosion across the rotary sensor circuit and related the capacitor. As corrosion develops, it induces a progressive voltage drop; once the rotary sensor output signal voltage falls from its nominal value, the customer may experience an inability to shift out of Park or an unexpected shift into Neutral while driving, resulting in a loss of motive power.

CCRG reviewed supplier manufacturing records to trace all IPM assemblies produced using the suspect anti-rust oil as the only oil within the assemblies. Further records match IPM assemblies to completed HF55 transmissions and subsequently to vehicles. These transmission production records were utilized to establish the affected vehicle population.

As of September 28, 2026, Ford is aware of 15 warranty claims in the United States (106 total warranty claims occurring globally), one field report in the United States, one customer report in the United States, and zero Vehicle Owner Questionnaires (VOQs) related to this condition.

On **October 13, 2026**, Ford’s Field Review Committee reviewed the concern and approved a field action.

Ford is not aware of any accidents, fires, or injuries attributed to this condition.

Related NHTSA Recall Number:

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Description of Remedy

Remedy Type: Replace, 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 the Integrated Park Module (IPM) replaced. There will be no charge for this service.

How remedy component differs from recalled component:

The Integrated Park Module (IPM) will be replaced with a module that does not have anti-rust oil that will degrade the conformal coating, and the replacement module will be updated with the latest level software.

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 October 26, 2026. Mailing of interim owner notification letters is expected to begin November 2, 2026, and is expected to be completed by November 6, 2026. The date VINs are planned to be searchable is October 26, 2026.

Planned Dealer Notification Date: Oct 26, 2026 - Oct 26, 2026 ☐ No Dealers

Planned Interim Owner Notification Date: Nov 02, 2026 - Nov 06, 2026 ☐ No Owners

Planned Remedy Owner Notification Date: ☐ Phased Recall

Date when VIN will be searchable: Oct 26, 2026