Part 573 Safety Recall Report 20V-365

Manufacturer Name : Ford Motor Company
Submission Date : JUN 23, 2020
NHTSA Recall No. : 20V-365
Manufacturer Recall No. : 20S33

Manufacturer Information :

Manufacturer Name : Ford Motor Company
Address : 330 Town Center Drive
Suite 500 Dearborn MI 48126-2738
Company phone : 1-866-436-7332

Population :

Number of potentially involved : 13
Estimated percentage with defect : 100 %

Vehicle Information :

Vehicle 1 : 2020-2020 Ford F-Super Duty: F250, F350, F550
Vehicle Type : BUSES, MEDIUM & HEAVY VEHICLES
Body Style : ALL
Power Train : DIESEL
Descriptive Information : Ford's team reviewed supplier process records to determine the population of affected parts. The Ford process is capable of tracing torque converter production to the vehicle in which the torque converter is installed.

Affected vehicles are equipped with 6.7L diesel engines and 10R140 Transmissions built with suspect torque converters.

Ford vehicles are not produced in VIN order and we typically cannot provide VIN specific information. However, in this instance Ford is able to provide the specific VIN list – see attachment VINs.

Production Dates : JAN 13, 2020 - FEB 19, 2020

VIN Range 1 :	Begin :	1FDUF5HT1LEC32928	End :	1FDUF5HT1LEC32928	☑ Not sequential
VIN Range 2 :	Begin :	1FD0W5HT5LEC46166	End :	1FD0W5HT5LEC46166	☐ Not sequential
VIN Range 3 :	Begin :	1FDUF5HT9LEC43305	End :	1FDUF5HT9LEC43305	☐ Not sequential
VIN Range 4 :	Begin :	1FD0W5HTXLEC56997	End :	1FD0W5HTXLEC56997	☐ Not sequential
VIN Range 5 :	Begin :	1FT7W2BTXLED04847	End :	1FT7W2BTXLED04847	☐ Not sequential
VIN Range 6 :	Begin :	1FD8W3HTXLEC56926	End :	1FD8W3HTXLEC56926	☐ Not sequential
VIN Range 7 :	Begin :	1FT8W2BT6LEC70720	End :	1FT8W2BT6LEC70720	☐ Not sequential
VIN Range 8 :	Begin :	1FD8X3FT3LEC50708	End :	1FD8X3FT3LEC50708	☐ Not sequential
VIN Range 9 :	Begin :	1FD0W5HT6LEC56737	End :	1FD0W5HT6LEC56737	☐ Not sequential
VIN Range 10 :	Begin :	1FT7W2BT2LEC91334	End :	1FT7W2BT2LEC91334	☐ Not sequential
VIN Range 11 :	Begin :	1FD0X5HT9LEC50976	End :	1FD0X5HT9LEC50976	☐ Not sequential
VIN Range 12 :	Begin :	1FDUF5GT9LDA01685	End :	1FDUF5GT9LDA01685	☐ Not sequential
VIN Range 13 :	Begin :	1FD8W3HT2LEC53051	End :	1FD8W3HT2LEC53051	☐ Not sequential

Description of Defect :

Description of the Defect :	Affected vehicles are built with a transmission torque converter damper plate that was not tempered, resulting in a brittle damper plate that may fracture.
FMVSS 1 :	NR
FMVSS 2 :	NR
Description of the Safety Risk :	A torque converter built with an un-tempered damper plate may result in fracturing of the damper plate, potentially causing the engine to stall and require increased brake pedal pressure while coming to a stop for these Super Duty vehicles (similar to coming to a stop in a manual transmission without depressing the clutch), increasing the risk of a crash. If the driver shifts to neutral or park the engine can be restarted and mobility may be regained but with an unexpected, aggressive reengagement upon selection of drive or reverse and the potential for re-stalling. The vehicle will continue to exhibit these symptoms until the transmission is repaired.
Description of the Cause :	The damper plate batch tempering process was missed due to non-robust supplier material handling processes.
Identification of Any Warning that can Occur :	None.

Involved Components :

Component Name 1 :	Torque Converter
Component Description :	10R140 Transmission Torque Converter
Component Part Number :	LC3P-7902-AD

Supplier Identification :

Component Manufacturer

Name :	Schaeffler Automotive Buehl GMBH & CO.
Address :	3401 Old Airport PO Box 798 Wooster OHIO 446910798
Country :	United States

Chronology :

On June 4, 2020, a concern on a 2020 Super Duty 6.7L 10R140 transmission torque converter was brought into Ford's Critical Concern Review Group (CCRG) for review. On May 22, 2020, Sharonville Transmission Plant

(STP) received a warranty-returned transmission for tear down analysis. STP found a broken damper plate in the torque converter. Upon further analysis, the torque converter supplier found cracks that had initiated at the rivet holes because the damper plate was not tempered. Ongoing discussions with transmission engineering were held to understand the failure mechanism and potential effect on vehicle driveability.

The torque converter supplier reviewed their process records and identified torque converter serial numbers that were built with un-tempered damper plates. Ford was able to use the torque converter serial numbers to identify the associated transmissions and vehicles into which these suspect torque converters were installed.

As of June 15, 2020, there is one warranty report related to this concern.

On June 16, 2020, 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.

Description of Remedy :

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 transmission replaced. There will be no charge for this service. Ford is excluding reimbursement for costs because the original warranty program would provide for a free repair for this concern. Ford will forward a copy of the notification letters to dealers to the agency when available.
How Remedy Component Differs from Recalled Component :	Remedy transmissions were built with torque converters containing tempered damper plates.
Identify How/When Recall Condition was Corrected in Production :	Vehicles not included in this recall were built with torque converters containing tempered damper plates.

Recall Schedule :

Description of Recall Schedule :	Notification to dealers is expected to occur on June 24, 2020. Mailing of owner notification letters is expected to begin July 6, 2020 and is expected to be completed by July 10, 2020.
Planned Dealer Notification Date :	JUN 24, 2020 - JUN 24, 2020
Planned Owner Notification Date :	JUL 06, 2020 - JUL 10, 2020

* NR - Not Reported