

Part 573 Safety Recall Report

22V-109

Manufacturer Name : Ford Motor Company**Submission Date :** FEB 24, 2022**NHTSA Recall No. :** 22V-109**Manufacturer Recall No. :** 22S10**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 : 155

Estimated percentage with defect : 5 %

Vehicle Information :

Vehicle 1 : 2021-2021 Ford Escape

Vehicle Type : LIGHT VEHICLES

Body Style :

Power Train : HYBRID ELECTRIC

Descriptive Information : Affected vehicles have suspect engine crankshafts with surface finish that is potentially out of specification. Ford used engine plant and assembly plant records to identify the affected population.

Certain 2021 model year Escape vehicles with build dates between April 6, 2021 and May 17, 2021 are affected.

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.

Production Dates : APR 06, 2021 - MAY 17, 2021

VIN Range 1 : Begin :

NR

End : NR

 Not sequential**Description of Defect :**

Description of the Defect : Vehicles included in this action were built with an engine crankshaft that may not meet the surface specification due to a missing polishing operation.

FMVSS 1 : NR

FMVSS 2 : NR

Description of the Safety Risk : Improper surface finish can cause excessive friction and heat, resulting in premature bearing wear and engine noise. If the vehicle is driven in this condition, it will lead to bearing failure that may result in an engine stall, or

Description of the Cause : broken connecting rod and potential engine breach, significant engine oil loss, and fire, increasing the risk of crash and injury.

Identification of Any Warning that can Occur : Plant records indicate that the 25 suspect engine crankshafts have a surface finish that is potentially out of specification due to an emery lapping tape breakage that resulted in incomplete connecting rod journal #4 polishing.

Identification of Any Warning that can Occur : The customer will experience engine noise.

Involved Components :

Component Name 1 : 2.5L Crankshaft

Component Description : 2.5L Engine Crankshaft

Component Part Number : LX6E-6300-AA

Supplier Identification :

Component Manufacturer

Name : Ford Motor Company, Chihuahua Engine Pla

Address : Carretera a Ciudad Juarez Km. 11.5.
Complejo Industrial Chihuahua. Chihuahua Foreign States 31000

Country : Mexico

Chronology :

On February 10, 2022, Ford's Chihuahua Engine Plant (ChEP1) contacted the Critical Concern Review Group (CCRG) about a potential concern related to 2.5L Escape Engine failures.

On February 11, 2022, CCRG opened a formal investigation into this matter.

Investigation revealed that between February 22 and February 23, 2021, ChEP1 produced 25 crankshafts with potentially out of specification surface finish on crankshaft connecting rod journal #4 due to an emery lapping tape breakage that resulted in incomplete polishing. The 25 suspect crankshafts were not contained. Subsequent investigation showed that the 25 suspect crankshafts were included on a pallet of 200 parts that was forwarded to the engine assembly area. Plant records indicate the crankshafts could have been installed in any of 199 suspect engines. The 199 suspect engines were traced to 204 vehicles based on Louisville Assembly Plant traceability records (including 163 vehicles in the U.S.).

A search of Ford's warranty database identified 15 warranty claims, including 8 claims in the U.S., for engine

replacement including one report of engine stall while driving because of connecting rod bearing failure on 2021 model year Escape HEV vehicles with 2.5L engine. Warranty claims were received between May 18, 2021 and February 11, 2022.

Field return analysis indicated that the 15 failed engines have crankshafts from a batch that was produced on February 22, 2021, at ChEP1.

On February 18, 2022, Ford's Field Review Committee reviewed the concern and approved a field action.

Our investigation did not identify any accidents or injuries relating 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 for inspection of the crankshaft and if necessary, replacement of the engine. There will be no charge for this service.

Ford provided the general reimbursement plan for the cost of remedies paid for by vehicle owners prior to notification of a safety recall in May 2021. The ending date for reimbursement eligibility is estimated to be March 18, 2022.

Ford will forward a copy of the notification letters to dealers to the agency when available.

How Remedy Component Differs from Recalled Component : Engines will be replaced on any vehicle that does not pass the crankshaft inspection.

Identify How/When Recall Condition was Corrected in Production : This was a quality issue that did not affect current production.

Recall Schedule :

Description of Recall Schedule : Notification to dealers is expected to occur on February 24, 2022. Mailing of owner notification letters is expected to begin March 2, 2022 and is expected to be completed by March 4, 2022.

Planned Dealer Notification Date : FEB 24, 2022 - FEB 24, 2022

Planned Owner Notification Date : MAR 02, 2022 - MAR 04, 2022

* NR - Not Reported