

Part 573 Safety Recall Report

22V-454

Manufacturer Name : Ford Motor Company

Submission Date : JUN 24, 2022

NHTSA Recall No. : 22V-454

Manufacturer Recall No. : 22C13



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 : 1,000

Estimated percentage with defect : 8 %

Vehicle Information :

Vehicle 1 : 2022-2022 Lincoln Aviator

Vehicle Type : LIGHT VEHICLES

Body Style :

Power Train : NR

Descriptive Information : Affected vehicles have engine rails that may not meet FMVSS requirements. Ford's team reviewed supplier records to determine the population of affected parts which includes as many as 77. Ford used vehicle assembly plant records to identify the vehicle population, which includes 1000 Explorer and Aviator vehicles built from April 4, 2022, through May 4, 2022. Ford is evaluating plant quality data to confirm the vehicle population which may cause the volumes to change after this defect notice is submitted. An update will be provided to the Agency after the investigation is completed.

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 04, 2022 - MAY 04, 2022

VIN Range 1 : Begin :

NR

End : NR

☐ Not sequential

Vehicle 2 : 2022-2022 Ford Explorer

Vehicle Type : LIGHT VEHICLES

Body Style :

Power Train : NR

Descriptive Information : Affected vehicles have engine rails that may not meet FMVSS requirements. Ford's team reviewed supplier records to determine the population of affected parts which includes as many as 77. Ford used vehicle assembly plant records to identify the vehicle population, which includes 1000 Explorer and Aviator vehicles built from April 4, 2022, through May 4, 2022. Ford is evaluating plant quality data to confirm the vehicle population which may cause the volumes to change after this defect notice is submitted. An update will be provided to the Agency after the investigation is completed.

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Production Dates : APR 04, 2022 - MAY 04, 2022

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 rail that may not maintain its integrity in a crash and as a result may not meet FMVSS 208 Occupant Crash Protection/301 Fuel System Integrity requirements.

FMVSS 1 : 208 - Occupant crash protection

FMVSS 2 : 301 - Fuel system integrity

Description of the Safety Risk : An annealed engine rail may come loose from the front subframe, resulting in a clunking noise during acceleration, deceleration, or contact with a pothole, speedbump or other similar road surface irregularity. An annealed aluminum engine rail may have degraded mechanical properties, and as a result may not meet FMVSS 208 Occupant Crash Protection/301 Fuel System Integrity requirements. A vehicle that does not comply with FMVSS 208/301 increases the risk of injury in a crash.

Description of the Cause : Root Cause is still under investigation. Preliminary root cause investigation indicated that the supplier sent the aluminum engine rails to a sub-supplier for an unapproved repair procedure to remove an e-coat common cause visual defect that did not meet acceptance criteria. At the sub-supplier, an oven was used to strip the e-coat off, which annealed the aluminum rails and affected the mechanical properties. The annealed aluminum material does not meet the design intent yield strength requirement.

Identification of Any Warning that can Occur : An annealed engine rail may come loose from the front subframe, resulting in a clunking noise during acceleration, deceleration, or contact with a pothole, speedbump, or other similar road surface irregularity.

Involved Components :

Component Name 1 : Engine Rail sub-assembly

Component Description : Apron Assembly IC Engine

Component Part Number : RH: L1MB-16A044-A, APR & FRT S-M ASY

Component Name 2 : Engine Rail sub-assembly

Component Description : Apron Assembly IC Engine

Component Part Number : LH: L1MB-16A045-A, APR & FRT S-M ASY LH

Component Name 3 : Engine Rail sub-assembly

Component Description : Apron Assembly PHEV

Component Part Number : RH: L1MB-16A044-D, APR & FRT S-M ASY

Component Name 4 : Engine Rail sub-assembly

Component Description : Apron Assembly PHEV

Component Part Number : LH: L1MB-16A045-D, APR & FRT S-M ASY LH

Supplier Identification :

Component Manufacturer

Name : Autokiniton Global Group

Address : 12350 South Avenue O
Chicago Illinois 60633-1171

Country : United States

Chronology :

See attached

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 engine rail. The engine rail inspection includes a strength test. If the vehicle does not pass the minimum strength test, customers will be given the option of a replacement of the engine rail assembly or, because of the extensive nature of this repair, vehicle replacement or buyback. Customers choosing to have their vehicle repaired instead of a buyback, may be offered options like an extended warranty and/or reimbursement payments.

Timing for engine rails is not yet defined. Customers will be sent awareness letters and instructed to bring their vehicles in when parts become available. Rentals will be provided for vehicles being repaired and other customers as required.

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 2022. The ending date for reimbursement eligibility is estimated to be August 15, 2022.

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

How Remedy Component Differs from Recalled Component : The new engine rail assemblies will meet design intent yield strength requirements.

Identify How/When Recall Condition was Corrected in Production : Current production engine rails meet Ford design requirements and FMVSS 208/301

Recall Schedule :

Description of Recall Schedule : Notification to dealers is expected to occur on June 27, 2022. Mailing of owner notification letters is expected to begin August 1, 2022 and is expected to be completed by August 5, 2022.

Ford is still validating the service remedy for this issue. Timing for remedy parts is still being developed. An update will be provided to the Agency after the sourcing is completed.

Planned Dealer Notification Date : JUN 27, 2022 - JUN 27, 2022
Planned Owner Notification Date : AUG 01, 2022 - AUG 05, 2022

* NR - Not Reported