



## Complaints - Search Results

5 Record(s) Displayed.

Report Date : July 29, 2011 at 02:19 AM

Search Type : **VEHICLE**

Year : **2012**

Make : **FORD**

Model : **MUSTANG**

**Make :** FORD

**Model :** MUSTANG

**Year :** 2012

**Manufacturer :** FORD MOTOR COMPANY

**Crash :** No

**Fire :** No

**Number of Injuries:** 0

**ODI ID Number :** 10407584

**Number of Deaths:** 0

**Date of Failure:** June 16, 2011

**VIN :** 1ZVBP8CFXC5...

**Component:** POWER TRAIN:MANUAL TRANSMISSION

### Summary:

I OWN A 2012 MUSTANG GT WITH MANUAL TRANSMISSION. THE CAR HAS EXHIBITED VERY ROUGH SHIFTING ABOUT A WEEK AFTER PURCHASE. ADDITIONALLY THE CLUTCH AND DRIVETRAIN ARE VERY NOISY - LOT'S OF CLANGS AND SEEMINGLY LOOSE PARTS. THE CAR WILL POP OUT OF GEAR OCCASIONALLY WHEN IN 1ST. SHIFTING FROM 1ST TO 2ND IS SOMETIMES SMOOTH, SOMETIMES VERY ROUGH AND SOMETIMES GRINDS. ATTEMPTING TO SHIFT INTO 2ND WHEN MAKING A LEFT HAND TURN SEEMS TO MAKE ROUGH SHIFTING WORSE. I WAS AT A LIGHT MAKING A LEFT TURN ON A FOUR LANE ROAD. I WAS IN THE LEFT HAND LANE WITH A TRACTOR TRAILER TO MY RIGHT. THE LIGHT CHANGED AND WE BOTH STARTED MOVING. I TRIED TO SHIFT FROM 1ST TO 2ND AND WAS NOT ABLE TO ENGAGE THE GEAR AND LOST SPEED. THE TRACTOR TRAILER HOWEVER CONTINUED WITH THE TURN AND HAD TO SLAM ON HIS BREAKS TO AVOID SIDE SWIPING MY CAR. IF THE DRIVER HADN'T REACTED, HE WOULD HAVE HIT THE CAR. IF I HAD A PASSENGER IN THE FRONT SEAT AND HAD BEEN HIT THEY COULD HAVE BEEN INJURED OR WORSE. THIS CAR IS EQUIPPED WITH SKIP SHIFT TECHNOLOGY HOWEVER THE DASHBOARD MESSAGE THAT LIGHTS WHEN IT IS ACTIVE DID NOT LIGHT. THIS CAR HAS A SERIOUS SAFETY ISSUE WHICH SEEMS TO BE GETTING PROGRESSIVELY WORSE. THE FIRST TIME THE CAR WAS BROUGHT TO THE DEALER WAS FOR THE NOISY CLUTCH/TRANS - THEY FELT IT WAS "LOUDER THAN NORMAL" AND AFTER DISCUSSING WITH THEM THEY FELT IT WOULD NOT BREAK DOWN. WITH THIS MOST RECENT ISSUE OF NOT BEING ABLE TO SHIFT INTO GEAR AND A NEAR-MISS ACCIDENT, I'M SCHEDULING THE CAR TO BE SERVICED. THIS IS IN MY OPINION PRIMARILY A MAJOR SAFETY FLAW AND SECONDLY A RED FLAG FOR DURABILITY FOR THE LIFE OF THIS DRIVETRAIN. A TRANSMISSION THAT IS GRINDING GEARS / GETTING LOCKED OUT OF GEARS AFTER A COUPLE OF HUNDRED MILES CAN'T LAST FOR WHAT YOU WOULD NORMALLY EXPECT A TRANSMISSION TO LAST FOR. OVER THE LIFE OF THE CAR, HOW MANY MORE SITUATIONS WHERE YOU NEED TO MANEUVER THE CAR TO AVOID AN ACCIDENT WILL ARISE. HOW MANY OF THOSE TIMES WILL THE TRANSMISSION NOT RESPOND?

**Make :** FORD

**Model :** MUSTANG

**Year :** 2012

**Manufacturer :** FORD MOTOR COMPANY

**Crash :** No

**Fire :** No

**Number of Injuries:** 0

**ODI ID Number :** 10406901

**Number of Deaths:** 0

**Date of Failure:** June 12, 2011

**VIN :** 1ZVBP8AMXC5...

**Component:** POWER TRAIN:MANUAL TRANSMISSION

### Summary:

2012 MUSTANG V6 MANUAL 6 SPEED TRANSMISSION. HARD TO SHIFT INTO 1ST GEAR. STOPPED AT A RED LIGHT ON PCH AND TOPANGA CANYON WITH MY 3 YEAR OLD IN A BABY DAUGHTER IN THE BABY SEAT IN THE BACK BEHIND ME. I SAW A DRIVER BEHIND ME COMING IN TOO FAST. I STARTED PREPPING IF I HAD TO MOVE FORWARD INTO THE INTERSECTION THAT HAD NO TRAFFIC JUST IN CASE. WOULD NOT SHIFT INTO 1ST GEAR NO MATTER WHAT I TRIED. QUICKLY I SHIFTED INTO 2ND AND SAW THE DRIVER SMASH THE BREAKS WHILE HIS TIRES WERE SMOKING AS HE WAS APPROACHING MY REAR END IN A SLIDE. CAR HAD ENOUGH POWER TO MOVE ME FORWARD 10 FEET AND AVOID A COLLISION.

**Make :** FORD                      **Model :** MUSTANG                      **Year :** 2012  
**Manufacturer :** FORD MOTOR COMPANY  
**Crash :** No                      **Fire :** No                      **Number of Injuries:** 0  
**ODI ID Number :** 10404217                      **Number of Deaths:** 0  
**Date of Failure:** May 28, 2011  
**VIN :** 1ZVBP8CF5C5...  
**Component:** POWER TRAIN:MANUAL TRANSMISSION

**Summary:**

2012 MUSTANG GT 5.0 1.MERGING ONTO THE FREEWAY, COULD NOT GET THE CAR IN 2ND GEAR. 2.THIS HAPPENS ALL THE TIME. AND COULD BE DEADLY, 1 OF THESE TIMES, IF THE DRIVERS DONT RECOGNIZE I CAN NOT ACCELERATE UP TO SPEED, BECAUSE IM STUCK TRYING TO GET MY CAR INTO GEAR IN A PANIC. 3.NOTHING HAS BEEN DONE BY FORD OR THE DEALER BECAUSE THE SAY NOTHING IS WRONG AND IT IS NORMAL!

**Make :** FORD                      **Model :** MUSTANG                      **Year :** 2012  
**Manufacturer :** FORD MOTOR COMPANY  
**Crash :** No                      **Fire :** No                      **Number of Injuries:** 0  
**ODI ID Number :** 10403614                      **Number of Deaths:** 0  
**Date of Failure:** May 28, 2011  
**VIN :** 1ZVBP8CU7C5...  
**Component:** POWER TRAIN:MANUAL TRANSMISSION

**Summary:**

BRAND NEW 2012 FORD MUSTANG BOSS 302, 5.0L, MT82 6-SPD TRANSMISSION. MY UNDERSTANDING IS THIS CAR HAS A REVISED CLUTCH MECHANISM VS. THE 2011 MODEL YEAR. REGARDLESS, I'VE BEGUN TO EXPERIENCE THE SAME ISSUES 2011 MODEL YEAR OWNERS REPORT. I'VE OWNED THE CAR LESS THAN TWO WEEKS AND WITH LESS THAN 200 MILES ON THE CAR AT A STOP LIGHT THE TRANSMISSION FAILED TO ENGAGE INTO FIRST GEAR FULLY. THIS RESULTS IN A GRINDING COMING FROM THE TRANSMISSION. NEARLY REAR ENDED, VEHICLE WAS AT A LIGHT AT THE END OF A FREEWAY RAMP AND WAS UNABLE TO ACCELERATE UNTIL THE CAR WAS PLACED INTO NEUTRAL AND RE-SHIFTED TO 1ST. 1ST TO 2ND AND 2ND TO 3RD SHIFTS TEND TO BE HARD, ROUGH OR CLUNKY. ON OCCASSION SHIFTS TO 5TH EXHIBT A CLUNKY SENSATION AS WELL. AT 295 MILES WAS UNABLE TO SHIFT INTO 2ND GEAR, YOU COULD HEAR THE SYNCHRO WINDING UP IN THE TRANSMISSION DURING THE ATTEMPT. LIKewise MOVING BACK TO FIRST, EVEN AT SPEEDS OF LESS THAN 5MPH IN THIS INSTANCE, RESULTED IN A ROUGH ENGAGEMENT AND SYNCHRO WHINE FROM THE TRANNY. DRIVING IN 2ND GEAR AT 20MPH AND PUSHING THE CLUTCH IN TO COAST RESULTS IN A RATTLING NOISE INTERMITTENTLY. THIS RATTLING JUST STARTED WITHIN THE LAST 50 MILES OF DRIVING. THE BUILD DATE ON THE VEHICLE WAS 3/31/2011. I'VE NOT YET REPORTED THIS ISSUE TO MY FORD DEALER BUT INTEND TO SHORTLY! VERY VERY WORRIED AT OVER \$42,000 THIS IS THE MOST EXPENSIVE VEHICLE I'VE EVER PURCHASED AND AM GRAVELY CONCERNED I MAY HAVE A LEMON ON MY HANDS. MY PREVIOUS MUSTANG WITH A 5 SPD MANUL NEVER EXHIBITED THESE TENDENCIES. FORD MUST RESOLVE THE ISSUES THE MT-82 6 SPEED TRANSMISSION IMMEDIATELY OR REPLACE IT WITH A PROPERLY DESIGNED ALTERNATE UNIT. I WON'T ENTERTAIN HAVING MY SPECIAL EDITION VEHICLE DAMAGED DUE TO A FAULTY TRANSMISSION. LIKewise I UNDERSTAND THE FIX OFFERED TO 2011 OWNERS ONLY MAKES MATTERS WORSE, I REFUSE TO TRY ANYTHING THAT WILL WORSEN THE CURRENT SITUATION. DEEPLY FEARFUL THAT CONTINUED USE OF MY 2012 VEHICLE WILL RESULT IN CONSIDERABLE DRIVETRAIN DAMAGE OR ACCIDENT.

**Make :** FORD                      **Model :** MUSTANG                      **Year :** 2012  
**Manufacturer :** FORD MOTOR COMPANY  
**Crash :** No                      **Fire :** No                      **Number of Injuries:** 0  
**ODI ID Number :** 10393007                      **Number of Deaths:** 0  
**Date of Failure:** March 26, 2011  
**VIN :** Not Available  
**Component:** POWER TRAIN:MANUAL TRANSMISSION

**Summary:**

I CURRENTLY DRIVE A 2012 FORD MUSTANG GT COUPE (THIS SITE WILL NOT LET ME SELECT A 2012 MUSTANG FROM THE DROP DOWN MENU, ONLY 2011), PURCHASED 3/11/11. IT IS CURRENTLY EXPERIENCING A "CLUTCH STAY OUT" PROBLEM. IT IS A SIX SPEED MANUAL TRANSMISSION. WHEN SHIFTING FROM FIRST TO SECOND GEAR AT HIGH RPM, THE CLUTCH WILL NOT RELEASE FOR THE SHIFT UNTIL THE RPMS FALL BACK BELOW A CERTAIN LEVEL. I AM UNSURE IF THIS HOLDS TRUE FOR ALL THE GEARS AS MY CAR IS STILL FAIRLY NEW AND IN BREAK-IN AND I HAVEN'T TAKEN ANY GEAR PAST 5K RPM. THAT SAID, THE PHYSICAL EXPERIENCE GOES LIKE THIS, "TAKE FIRST GEAR PAST 3K RPM, SHIFT TO SECOND, CAR BUCKS, RPMS FALL, SECOND IS THEN ENGAGED, CAR LURCHES/LUNGES

FORWARD AFTER THE CLUTCH "CATCHES" AND THEN IT LAUNCHES ONE FORWARD UNPREDICTABLY."  
THIS HAS HAPPENED TO ME EVERY TIME I HAVE SHIFTED THE CAR INTO SECOND GEAR AFTER TAKING  
FIRST GEAR PAST 3K RPM.

---

1200 New Jersey Avenue, SE, West Building Washington DC 20590 USA  
1.888.327.4236 TTY 1.800.424.9153

