



U.S. Department
of Transportation
**National
Highway
Traffic Safety
Administration**

ODI RESUME

OFFICE OF DEFECTS INVESTIGATION

Investigation: RQ24014

Prompted By: VOQ Review & Recall Remedy Monitoring

Date Opened: 11/15/2024

Date: 10/10/2025

Closed:

Investigator: Joseph Teitelman

Reviewer: Peter Kivett

Approver: Tanya Topka

Subject: Loss of Motive Power

MANUFACTURER & PRODUCT INFORMATION

Manufacturer: Ford Motor Company

Products: 2021-2024 Ford Bronco Sport & 2022-2023 Ford Maverick

Population: 456,565

Problem Description: Loss of engine power accompanied by complete electrical system failure

FAILURE REPORT SUMMARY

	ODI	Manufacturer	EWR D&I	Other	Total	EWR Field Reports
All Incidents:	76	133	0	586	766*	0
Crashes/Fires:	0	1	0	0	1	0
Injury Incidents:	0	1	0	0	1	0
Number of Injuries:	0	1	0	0	1	0
Fatality Incidents:	0	0	0	0	0	0
Number of Fatalities:	0	0	0	0	0	0

Description of Other:

Manufacturer Warranty Claims

*Total eliminates duplicates received by the manufacturer

ACTION/SUMMARY INFORMATION

Action: This Recall Query (RQ) is closed with 25V019

Summary:

On January 31, 2024, The Office of Defects Investigation (ODI) opened a Preliminary Evaluation (PE24002) to investigate loss of motive power allegations in model year (MY) 2021 Ford Bronco Sport vehicles. Consumers reported a loss of engine power accompanied by complete electrical system failure either while driving or after stopping at a traffic light or stop sign. The vehicles generally could not be restarted, and the incidents were commonly diagnosed by dealerships to a failed 12-Volt (12V) battery.

On April 12, 2024, Ford issued safety recall 24V-267 covering 456,565 MY 2021-2024 Ford Bronco Sport and MY 2022-2023 Ford Maverick vehicles. The recall addressed loss of motive power resulting from sudden degradation of the 12V battery during the drive cycle. The recall remedy consisted of software updates to the body control module and the powertrain control module. The updated software aimed to provide warning to consumers when the battery is failing and inhibit certain vehicle functions which can lead to loss of motive power incidents. Additionally, Ford removed the existing 12V Enhanced Flooded Battery (EFB) as both a service component for the subject vehicles and original equipment for newly built Bronco Sport vehicles (during MY 2024 production), replacing it with a more robust absorbed glass mat (AGM) battery. The same AGM battery had been incorporated into Ford Maverick production in late 2022.

Following recall 24V-267, ODI received loss of motive power complaints in vehicles that had previously received Ford's software-based remedy. Consumers reported that they did not receive warnings related to the 12V battery or the vehicle's electrical system before the loss of power. On November 15, 2024, ODI opened Recall Query (RQ24014) to assess the effectiveness of the 24V-267 recall remedy.

On January 19, 2025, Ford issued recall 25V-019 covering 272,817 MY 2021-2023 Bronco Sport and MY 2022-2023 Ford Maverick vehicles. The new recall addressed the same hazard as 24V-267 but required replacement of the existing 12V battery with an AGM battery as the remedy. Ford reported that following the opening of RQ24014, it evaluated several field-returned 12V batteries, and determined that EFBs produced by battery supplier Camel potentially contained internal manufacturing defects causing loss of motive power. Ford further concluded that the software updates provided in the 24V-267 recall remedy were unable to detect battery failures quickly enough to avoid loss of motive power.

Vehicles previously within the scope of recall 24V-267, but outside of the scope of recall 25V-019, are equipped with EFBs produced by a different battery supplier (Clarios). When recall 25V-019 was issued, Ford had not identified any Clarios EFBs exhibiting the same failure mode as the Camel EFBs. In light of Ford's recall action, ODI is closing this Recall Query. The agency will continue to monitor loss of motive power complaints in Bronco Sport vehicles equipped with Clarios EFBs and reserves the right to take additional action if warranted by future circumstances. To review the reports cited in the Closing Resume ODI Report Identification Number document, go to [NHTSA.gov](https://www.nhtsa.gov).