



U.S. Department
of Transportation

National Highway
Traffic Safety
Administration

Part 573 Safety Recall Report

25V132

Manufacturer Name: Ford Motor Company

Submission Date: Dec 18, 2025

NHTSA Recall No.: 25V132

Manufacturer Recall No.: 25S15

Manufacturer Information

Population

Manufacturer Name: Ford Motor Company

Address: 20000 Rotunda Drive
Mezzanine
Dearborn MI, 48124

Total number of potentially involved: 10,952

Estimated percentage with defect: 100%

Vehicle Information

Vehicle 1: 2022-2022 FORD EXPEDITION

Product Category: Light Vehicles

Product Type: Multipurpose Passenger Vehicle

Fuel / Propulsion:

Production Dates: Dec 07, 2021 - Feb 10, 2022

Number of potentially involved: 22

Descriptive Information:

The Ford process is capable of determining which software part numbers have been installed in production and service. Affected vehicles do not contain the remedy Integrated Trailer Relay Module (ITRM) software for recall 22S17. 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.

Vehicle 2: 2022-2022 FORD MAVERICK

Product Category: Light Vehicles

Product Type: Light Truck

Fuel / Propulsion:

Production Dates: Mar 09, 2021 - Feb 17, 2022

Number of potentially involved: 249

Descriptive Information:

The Ford process is capable of determining which software part numbers have been installed in production and service. Affected vehicles do not contain the remedy Integrated Trailer Relay Module (ITRM) software for recall 22S17. 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

Part 573 Safety Recall Report

25V132

(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.

Vehicle 3: 2022-2022 Ford Super Duty: F-250, F-350, F-450, F-550

Product Category:

Product Type:

Fuel / Propulsion:

Production Dates: May 28, 2021 - May 14, 2022

Number of potentially involved: 1,871

Descriptive Information:

The Ford process is capable of determining which software part numbers have been installed in production and service. Affected vehicles do not contain the remedy Integrated Trailer Relay Module (ITRM) software for recall 22S17.

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.

1,833 F-Super Duty: F-250, F-350, F-450, F-550 vehicles are affected.

Vehicle 4: 2021-2022 Ford F-150

Product Category:

Product Type:

Fuel / Propulsion:

Production Dates: Oct 05, 2020 - Feb 15, 2022

Number of potentially involved: 8,797

Descriptive Information:

The Ford process is capable of determining which software part numbers have been installed in production and service. Affected vehicles do not contain the remedy Integrated Trailer Relay Module (ITRM) software for recall 22S17.

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. 8,527 F-150 vehicles are affected.

Vehicle 5: 2022-2022 Lincoln Navigator

Product Category:

Part 573 Safety Recall Report**25V132****Product Type:****Fuel / Propulsion:****Production Dates:** Oct 05, 2021 - Feb 09, 2022**Number of potentially involved:** 13**Descriptive Information:**

The Ford process is capable of determining which software part numbers have been installed in production and service. Affected vehicles do not contain the remedy Integrated Trailer Relay Module (ITRM) software for recall 22S17.

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.

12 Navigator vehicles are affected.

Defect / Noncompliance Description**Description of the defect or noncompliance:**

Describe the defect/noncompliance: According to Ford's records, certain 2021-2022 model year F-150, Super Duty, Expedition, Maverick, and Navigator vehicles did not have the remedy for Safety Recall 22S17 / 22V-193 installed correctly but were recorded as having the repair successfully completed. Because the correct software update remedy may not be installed on the vehicle, the underlying condition specified in Safety Recall 22S17 / 22V-193 may still exist, and the trailer brake controller may not properly apply the trailer brakes when towing a trailer equipped with an electric or electric-over-hydraulic brake system.

FMVSS1:**FMVSS2:****Description of the safety risk, including crash, fire, death, injury:**

The underlying safety risk specified in Safety Recall 22S17 / 22V-193 still exists on these specified vehicles. Ford described that safety risk as, "Loss of trailer brake functionality could result in extended stopping distance, increasing the risk of a crash".

Description of the cause:

The dealer instructions to complete the recall instruct the technician to upload the latest software using the service tool, which downloads the latest software from Ford for installation on the vehicle. For these vehicles, the software tool did not upload the correct software to the vehicle

An audit dashboard bug, discovered in November 2025, incorrectly used engineering-entered values in the "fixed vehicle" calculation. This led to misidentifying certain vehicles as repaired that were not repaired.

Identification of any warning that can occur:

Part 573 Safety Recall Report

25V132

None.

Component Manufacturer

Tier of Supplier:

Supplier Type:

Name: Ford Motor Company

Address: 1 American Road
Dearborn MI, 48126

Country: United States

Involved Components

Component Name 1: Integrated Trailer Relay Module - Software

Component Description: F-150, Super Duty, Expedition, Navigator

Component Part Number: MU5T-19J297-DG

Component Name 2: Integrated Trailer Relay Module - Software

Component Description: Maverick

Component Part Number: NZ6T-19J297-AB

Chronology

On November 26, 2024, an issue pertaining to incomplete software recall remedies was brought to Ford's Critical Concern Group (CCRG) for review. This issue was initially identified in a Quality Office forum, where an audit was requested for software part numbers applied to a vehicle remedied under a sample of field service actions (FSAs). Initial review of three FSAs revealed insufficient data to confirm correct software application across all FSAs using the FDRS service tool. Further investigation was deemed necessary. In December 2024, a cross-functional team was formed to audit all software FSAs that used the FDRS service tool, with its first focus being on safety and compliance FSAs. Templates were created to track software lineage part numbers. On December 19, 2024, Ford informed NHTSA of this concern -- the service tool data confirmed that the software state on the service tool at the time of installation matches the FSA software release for most vehicles. However, there are vehicles that do not have a match between the software state on the service tool and the FSA software release. Ford discussed with NHTSA its plan to address the mismatched vehicles. In January 2025, the cross-functional team created database records to store all software lineage part numbers for previously launched FSAs. The team then began auditing the current software level for every VIN repaired under several previously launched FSAs. On February 17, 2025, the cross-functional team completed the audit of 22S17 and brought the results to Ford's CCRG for review, concluding that 97.1% of the repairs conducted under 22S17 had the correct software installed. The team identified the specific vehicles that

Part 573 Safety Recall Report

25V132

were recorded as receiving the remedy, but have software listed that does not remedy the safety defect. On February 21, 2025, 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.

On November 17, 2025, a bug in the audit dashboard logic for FSA audits was discovered. This bug incorrectly utilized engineering-entered values in the "fixed vehicle" calculation, leading to the misidentification of vehicles as fixed that should not have been. This error resulted in an inflated "fixed" population. A review of the vehicles shown as repaired was conducted after this bug was identified resulting in the identification of VINs incorrectly closed as repaired without receiving the FSA remedy. On December 11, 2025, Ford's Field Review Committee reviewed the concern and approved an amendment to this field action.

Related NHTSA Recall Number:

Description of Remedy

Remedy Type: Software

Consumer Advisories: Do Not Drive Park Outside

Description of remedy program:

Owners will be notified by mail and instructed to take their vehicle to a Ford or Lincoln dealer to have the ITRM software updated. Then, the software part numbers will be validated using the Software Validation Form in the Professional Technician System before the FSA is closed. 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 2023. Owners who have paid to have these repairs completed at their own expense may be eligible for reimbursement, in accordance with the recall reimbursement plan on file with NHTSA.

How remedy component differs from recalled component:

The software service package SRV0002233, SRV0002505, SRV0002543, or SRV0002544 will have the intended remedy for 22S17 / 22V-193

Identify how/when recall condition was corrected in production:

Not required per 49 Part 573.

Reimbursement Plan

Description of reimbursement program:

Period of reimbursement:

Costs to be reimbursed:

Part 573 Safety Recall Report**25V132**

Address for reimbursement claims:

Recall Schedule**Description of recall schedule:**

Notification to dealers is expected to occur on April 14, 2025. Mailing of owner notification letters is expected to begin April 14, 2025 and is expected to be completed by April 18, 2025.

Planned Dealer Notification Date: Apr 14, 2025 - Apr 14, 2025 No Dealers

Planned Interim Owner Notification Date: No Owners

Planned Remedy Owner Notification Date: Apr 14, 2025 - Apr 18, 2025 Phased Recall

Date when VIN will be searchable: