



U.S. Department
of Transportation

National Highway
Traffic Safety
Administration

Part 573 Safety Recall Report

25V158

Manufacturer Name: Ford Motor Company

Submission Date: Dec 18, 2025

NHTSA Recall No.: 25V158

Manufacturer Recall No.: 25S26

Manufacturer Information

Population

Manufacturer Name: Ford Motor Company

Address: 20000 Rotunda Drive
Mezzanine
Dearborn MI, 48124

Total number of potentially involved: 48,041

Estimated percentage with defect: 100%

Vehicle Information

Vehicle 1: 2022-2023 FORD MAVERICK

Product Category: Light Vehicles

Product Type:

Fuel / Propulsion:

Production Dates: Aug 02, 2021 - Aug 22, 2022

Number of potentially involved: 1,345

Descriptive Information:

The Ford process is capable of determining which software part numbers have been installed in production and service. Affected vehicles may not contain the remedy Powertrain Control Module and/or Body Control Module software for recall 24S24. 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: 2021-2024 Ford Bronco Sport

Product Category: Light Vehicles

Product Type:

Fuel / Propulsion:

Production Dates: Jul 08, 2020 - Mar 14, 2024

Number of potentially involved: 46,696

Descriptive Information:

The Ford process is capable of determining which software part numbers have been installed in production and service. Affected vehicles may not contain the remedy Powertrain Control Module and/or Body Control Module software for recall 24S24.

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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.
46,722 Bronco Sport vehicles are affected

Defect / Noncompliance Description

Description of the defect or noncompliance:

According to Ford's records, certain 2021 – 2024 model year Bronco Sport and 2022 – 2023 model year Maverick vehicles did not have the remedy for Safety Recall 24S24 / 24V267 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 24S24 / 24V267 may still exist, and an insufficient calibration strategy for detecting sudden battery degradations during a drive cycle may lead to (a) a vehicle that is unable to restart after an auto start/stop event or (b) experience a stall while coming to a stop at low speed. Either may be accompanied by a loss of 12-volt accessories, including hazard lights.

FMVSS1:

FMVSS2:

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

The underlying safety risk specified in Safety Recall 24S24 / 24V267 still exists on these specified vehicles. Ford described that safety risk as, "an insufficient calibration strategy for detecting sudden battery degradations during a drive cycle can lead to (a) a vehicle that is unable to restart after an auto start/stop event or (b) experience a stall while coming to a stop at low speed. Either may be accompanied by a loss of 12-volt accessories, including hazard lights. A loss of motive power can increase 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:

None

Component Manufacturer

Tier of Supplier:

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Supplier Type:**Name:** Ford Motor Company**Address:** 1 American Road
Dearborn MI, 48126**Country:** United States

Involved Components

Component Name 1: Body Control Module**Component Description:** Body Control Module Calibration – Maverick HEV**Component Part Number:** NZ6T-14F390-BD***Component Name 2:** Powertrain Control Module**Component Description:** Powertrain Control Module Calibration – MY2021**Component Part Number:** M1PA-12A650-***Component Name 3:** Powertrain Control Module**Component Description:** Powertrain Control Module Calibration – MY2022**Component Part Number:** N1PA-12A650-***Component Name 4:** Powertrain Control Module**Component Description:** Powertrain Control Module Calibration – MY2023**Component Part Number:** P1PA-12A650-***Component Name 5:** Powertrain Control Module**Component Description:** Powertrain Control Module Calibration – MY2024**Component Part Number:** R1PA-12A650-***Component Name 6:** Body Control Module**Component Description:** Body Control Module Calibration - Bronco Sport**Component Part Number:** M1PT-14F390-AC***Component Name 7:** Body Control Module

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Component Description: Body Control Module Calibration – Maverick Gas

Component Part Number: NZ6T-14F390-AD*

Chronology

See attachment: 2025-04-09 25S26 Chronology.

Additional information:

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 BCM and PCM calibrations 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 SRV0002082, SRV0002320, SRV0002321, SRV0002725, SRV0002727, SRV0003152, SRV0003153, SRV0002379, or SRV0002671 will have the intended remedy for 24S24 / 24V267.

Identify how/when recall condition was corrected in production:

Not required per 49 Part 573.

Part 573 Safety Recall Report**25V158****Reimbursement Plan****Description of reimbursement program:****Period of reimbursement:****Costs to be reimbursed:****Address for reimbursement claims:****Recall Schedule****Description of recall schedule:**

Notification to dealers is expected to occur on April 24, 2025. Mailing of owner notification letters is expected to begin April 24, 2025, and is expected to be completed by May 1, 2025.

Planned Dealer Notification Date: Apr 24, 2025 - Apr 24, 2025 No Dealers

Planned Interim Owner Notification Date: No Owners

Planned Remedy Owner Notification Date: Apr 24, 2025 - May 01, 2025 Phased Recall

Date when VIN will be searchable: