



U.S. Department  
of Transportation

National Highway  
Traffic Safety  
Administration

## Part 573 Safety Recall Report

## 25V163

**Manufacturer Name:** Ford Motor Company

**Submission Date:** Jul 25, 2025

**NHTSA Recall No.:** 25V163

**Manufacturer Recall No.:** 25S20

### Manufacturer Information

### Population

**Manufacturer Name:** Ford Motor Company  
**Address:** 330 Town Center Drive  
Suite 500  
Dearborn MI, 48126-2738

**Total number of potentially involved:** 11,621  
**Estimated percentage with defect:** 5%

### Vehicle Information

**Vehicle 1:** 2025-2025 Ford F-Super Duty (F250, F350, F450)

**Product Category:** Light Vehicles

**Product Type:**

**Fuel / Propulsion:**

**Production Dates:** Dec 17, 2024 - Apr 11, 2025

**Number of potentially involved:** 11,621

**Descriptive Information:**

Ford's team reviewed supplier process and maintenance records to determine the population of affected parts. Affected vehicles are equipped with a steering column shifter mechanism that may detach from the steering column assembly and were built between December 14, 2025, and April 11, 2025. 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.

### Defect / Noncompliance Description

**Description of the defect or noncompliance:**

Affected vehicles are built with a shifter mechanism that may detach from the steering column.

**FMVSS1:**

**FMVSS2:**

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

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If the shifter mechanism detaches while the vehicle is not in park, the driver will be unable to engage park. In this case, the vehicle may roll if the parking brake is not manually applied, increasing the risk of a crash.

## Description of the cause:

Due to process deviations at the supplier, the steering column assembly was built with misaligned welds attaching the shifter mechanism to the steering column.

## Identification of any warning that can occur:

The driver will receive audible warnings and a cluster message indicating that the vehicle is not in park when they open the door or shut off the ignition. If there is a physical key, the driver will notice that the key cannot be removed and is retained in the ignition. The vehicle cluster will remain awake and the driver will receive these audible warnings and cluster message even if the vehicle is shut off.

## Component Manufacturer

### Tier of Supplier:

### Supplier Type:

**Name:** Nexteer Corporation Mexico

**Address:** 1721 Rio Hondo  
Ciudad Juarez Foreign States, 32550

**Country:** Mexico

## Involved Components

**Component Name 1:** Steering Column Assembly

**Component Description:** Steering Column Assembly (Manual)

**Component Part Number:** PC3C-3C529-BE

**Component Name 2:** Steering Column Assembly

**Component Description:** Steering Column Assembly (Power)

**Component Part Number:** PC3C-3C529-CA

**Component Name 3:** Steering Column Assembly

**Component Description:** Steering Column Assembly (Manual)

**Component Part Number:** PC3C-3C529-AE

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**Component Name 4:** Steering Column Assembly

**Component Description:** Steering Column Assembly (Power)

**Component Part Number:** PC3C-3C529-DG

## Chronology

On February 6, 2025, an issue pertaining to 2025 model year F-Super Duty steering column shifter mechanism detachment was brought to Ford's Critical Concern Review Group (CCRG) for review after Ford received two related warranty reports on January 23, 2025, and February 4, 2025, respectively. In both warranty cases, the shifter mechanism detached from the steering column when the vehicle was parked, and the vehicle was unable to shift out of park. Ford requested and obtained the warranty return parts for analysis.

During February and early March 2025, the CCRG investigated the cause for this shifter mechanism detachment and identified the population of affected vehicles. Ford reviewed supplier process records, including cut and etch data and structural pull data for suspect parts. Ford and the supplier also analyzed warranty parts obtained from vehicles. Through this analysis, Ford confirmed that the welds attaching the shifter mechanism to the steering column's upper jacket had failed because the welds were misaligned due to process deviations at the supplier. The supplier's traceability data identified 36 suspect column jackets manufactured on December 10, 2024. After excluding six internally scrapped parts and two returned warranty parts, Ford identified 28 remaining suspect steering column assemblies that were built into vehicles.

As of March 7, 2025, Ford is aware of two warranty reports (described above), received January 23, 2025, and February 4, 2025. One of the warranty reports has an associated field report, received January 25, 2025.

On March 7, 2025, Ford's Field Review Committee reviewed the concern and approved a field action.

### **Amendment 1:**

On March 20, 2025, Ford reviewed archived scan data to identify the VINs of potentially affected vehicles. By cross referencing the assembly plant scan data with the steering column serial number list provided by the supplier, Ford was able to determine the recall population and identify all potentially affected vehicles.

On April 4, 2025, Ford's Field Review Committee reviewed the concern and approved an amendment to this field action to correct the potentially affected population.

### **Amendment 2:**

On May 29, 2025, Ford received a field report of an additional steering column shifter mechanism separation on a 2025 model year F-Super Duty. Ford and the supplier assessed the production history and determined that on January 15, 2025, a maintenance intervention occurred at the supplier's shifter mechanism welding station with no post-maintenance validation test. Between a passing validation test earlier on January 15, 2025, and a successive passing test January 16, 2025, 560 suspect steering column shifter mechanisms were welded. The suspect parts were subsequently assembled into vehicles at Kentucky Truck Plant between January 23, 2025, and April 11, 2025. Ford's traceability data can identify specific VINs for a portion of the suspect steering columns, which were assembled into vehicles built on or after February 11, 2025.

As of July 18, 2025, Ford is aware of three warranty reports, received between January 23, 2025, and June 7, 2025. Two of the warranty reports have associated field reports, received between January 25, 2025, and May 29, 2025.

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On July 18, 2025, Ford's Field Review Committee reviewed the concern and approved an amendment to this field action to correct the potentially affected population and update the remedy.

Ford is not aware of any reports of accident or injury related to this condition.

**Related NHTSA Recall Number:**

## Description of Remedy

**Remedy Type:** Inspect, Repair

**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 steering column serial number inspected and the steering column assembly replaced as needed. 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 replacement steering columns are produced with processes that meet specifications.

**Identify how/when recall condition was corrected in production:**

Not required per 49 Part 573.

## Reimbursement Plan

Manufacturer used general reimbursement plan on file.

## Recall Schedule

**Description of recall schedule:**

Notification to dealers occurred on March 19, 2025. Mailing of owner notification letters began April 24, 2025, and completed April 27, 2025.

Notification to dealers for Amendment 2 is expected to occur on July 30, 2025. Mailing of owner notification letters for Amendment 2 is expected to begin on September 8, 2025, and is expected to be completed on September 12, 2025.

**Part 573 Safety Recall Report****25V163****Planned Dealer Notification Date:** Mar 19, 2025 - Mar 19, 2025 No Dealers**Planned Interim Owner Notification Date:** No Owners**Planned Remedy Owner Notification Date:** Apr 24, 2025 - Apr 27, 2025 Phased Recall**Date when VIN will be searchable:**