The information contained in this report was submitted pursuant to 49 CFR §573

Part 573 Safety Recall Report

Manufacturer Name :	Ford Motor Company
Submission Date :	MAR 14, 2025
NHTSA Recall No. :	25V-164
Manufacturer Recall No. :	25S19
Manulacturer Metali No	20010

Manufacturer Information :

Manufacturer Name : Ford Motor Company Address : 330 Town Center Drive Suite 500 Dearborn MI 48126-2738 Company phone : 1-866-436-7332

Vehicle Information :

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b Lond L Ibli vobiolog		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.		
OV 22, 2024 - JAN 31, 20				
in: NR	End: NR		Not sequential	



Number of potentially involved : 269

Estimated percentage with defect : 100 %

Population :

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Vehicle 2:	2024-2024 Ford	d Ranger			
Vehicle Type :	LIGHT VEHICLE	ES			
Body Style :	ALL				
Power Train :	GAS				
Descriptive Information :	The Ford process production to the installed. Affected These vehicles at this action to sp line (1-866-436 specific information	ss is capable of ne vehicle in wh ed vehicles are are not produce ecific vehicles o -7332) or by co ation regarding	tracing trans ich the trans equipped wi d in VIN ord an best be o ntacting a lo the vehicles	rmine the population of smission main control smission main control ith 10R80 transmission er. Information as to t btained by either callin ocal Ford or Lincoln de from the Ford On-line	valve body valve body is 1s. he applicability of 1g Ford's toll-free aler who can obtai
	Information Sys	stem (OASIS) da	tabase.		
	2 Ford Ranger v	vehicles are affe	cted.		
Production Dates :	NOV 15 2024 - 1	DFC 15 2024			
VIN Range 1:		NR	End: NR		Not sequentia
Power Train : Descriptive Information :	Ford's team rever The Ford process production to the installed. Affector These vehicles a this action to sp line (1-866-436	ss is capable of ne vehicle in wh ed vehicles are are not produce ecific vehicles of -7332) or by co ation regarding stem (OASIS) da	tracing trans ich the trans equipped wi d in VIN ord an best be o ntacting a lo the vehicles tabase.	rmine the population of smission main control smission main control ith 10R80 transmission er. Information as to t btained by either callin ocal Ford or Lincoln de from the Ford On-line	valve body valve body is 1s. he applicability of 1g Ford's toll-free aler who can obtai
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Production Dates :	- NFC 10 2097 L				

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Vehicle 4:	2025-2025 Ford Expl	orer			
	LIGHT VEHICLES				
Body Style :	ALL				
Power Train :	GAS				
Descriptive Information :	The Ford process is ca production to the veh installed. Affected veh These vehicles are no this action to specific line (1-866-436-7332	apable of traiticle in which nicles are ec t produced vehicles can c) or by com regarding th	acing tran h the tran Juipped w in VIN oro n best be o tacting a l le vehicles	ermine the population of smission main control smission main control with 10R80 transmission der. Information as to to obtained by either callin ocal Ford or Lincoln de s from the Ford On-line	valve body valve body is ns. he applicability of ng Ford's toll-free aler who can obtair
	55 Ford Explorer veh	icles are aff	ected.		
Production Dates	NOV 25, 2024 - JAN 30	0 2025			
VIN Range 1:			End: NR)	Not sequential
Body Style : Power Train : Descriptive Information :	GAS Ford's team reviewed The Ford process is ca production to the veh installed. Affected veh These vehicles are no this action to specific	apable of tr iicle in whic nicles are ec t produced vehicles ca	acing tran h the tran juipped w in VIN ore n best be o	ermine the population of smission main control smission main control with 10R80 transmission der. Information as to to obtained by either callin ocal Ford or Lincoln de	valve body valve body is ns. he applicability of ng Ford's toll-free
		egarding th OASIS) data	e vehicles base.	s from the Ford On-line	
_	NOV 27, 2024 - FEB 0				
Production Dates : VIN Range 1 :	Begin : NR		End: NR		Not sequential

FMVSS 1 : NR FMVSS 2 : NR

that can Occur: this malfunction occurs.

Description of the Safety Risk : Unexpected vehicle motion can increase the risk of a crash.

Description of the Cause : Ford has identified two bores within the Outer Valve Body (OVB) of the

holding steering during the production process. Identification of Any Warning The Malfunction Indicator Light (MIL) and Wrench light will illuminate when

transmission main control whose diameter and circularity dimensions did not meet the engineering print specification. The machining tool body was not

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	Vehicle 6:	2025-2025 Lincoln Aviator			
	Vehicle Type :	LIGHT VEHICLES			
	Body Style :				
	Power Train :				
	Descriptive Information :	 Ford's team reviewed plant records to determine the population of affected parts. The Ford process is capable of tracing transmission main control valve body production to the vehicle in which the transmission main control valve body is installed. Affected vehicles are equipped with 10R80 transmissions. 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. 3 Lincoln Aviator vehicles are affected. 			
	Production Dates :	DEC 04, 2024 - DEC 20, 2024			
	VIN Range 1:				
D	Description of Defect : Description of the Defect : Affected vehicles contain transmission main control valve bodies with out of specification machining. This can prevent the vehicle from entering reverse gear when reverse is commanded by the gear shift module (GSM). Customers may experience no reverse motion when the vehicle gear shift selector is placed in reverse. This condition may also result in the vehicle moving forward with the gear selector in either the reverse or neutral position.				

Involved Components :

Component Name 1 :Transmission Valve BodyComponent Description :Transmission Valve BodyComponent Part Number :KTJL3P-7A100-*

Component Name 2:	Transmission Valve Body
Component Description :	Transmission Valve Body
Component Part Number :	KTL1MP-7A100-*

Component Name 3:	Transmission Valve Body
Component Description :	Transmission Valve Body
Component Part Number :	KTML3P-7A100-*

Supplier Identification :

Component Manufacturer

Name : Ford Motor Company Address : 1 American Road Dearborn Michigan 48126 Country : United States

Chronology:

On February 6, 2025, an issue pertaining to certain 10R transmissions was brought to Ford's Critical Concern Review Group for review after Ford learned of a 2025 MY Mustang that experienced a transmission failure at Flat Rock Assembly Plant (FRAP) on January 31, 2025. The transmission failure prevented the vehicle from engaging reverse gear. On that same day, Ford issued a Stop Ship for 2025MY F150 ICE/HEV, Bronco, Ranger, Mustang, Explorer, and Aviator models containing these 10R transmissions. Ford learned that other vehicles, with 10R transmissions machined at the same Outer Valve Body (OVB) machining center at Livonia Transmission Plant (LTP), exhibited similar symptoms. The suspect transmission was returned to LTP for testing and analysis. This analysis determined that the E-Clutch shift solenoid in the OVB in the main control assembly (MCA) was stuck ON due to out-of-specification machining. This condition can prevent engagement of the reverse gear.

Ford's investigation utilized plant process run data from the suspect machining center to create a Machine Integrated Learning and Optimization (MILO) model that was successfully able to detect individual OVB units that were likely to experience this condition. Traceability of the individual transmission serial numbers

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assisted in stock sorting, as well as in identifying those associated with specific vehicle identification numbers (VIN) and installed into vehicles. Ford engineering and CCRG team members conducted evaluations of vehicles equipped with suspect parts from the identified production population and confirmed the symptoms as described by field reports.

As of February 21, 2025, Ford is aware of five (5) warranty reports, received February 6, February 8, February 10, February 12, and February 18, 2025.

On March 7, 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.

Description of Remedy :

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 transmission main control valve body replaced. 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.
5 1	Transmission main control valve bodies used in service of this action (JL3Z-7A100-*, L1MZ-7A100-*, ML3Z-7A100-*) will contain interior bore dimensions that meet the engineering print specification.
Identify How/When Recall Condition was Corrected in Production :	Not required per 49 Part 573.

Recall Schedule :

Description of Recall Schedule :	Notification to dealers is expected to occur on March 14, 2025. Mailing of owner notification letters is expected to begin May 5, 2025 and is
	expected to be completed by May 9, 2025.
Planned Dealer Notification Date :	MAR 14, 2025 - MAR 14, 2025
Planned Owner Notification Date :	MAY 05, 2025 ⁻ MAY 09, 2025

* NR - Not Reported