



U.S. Department
of Transportation

National Highway
Traffic Safety
Administration

Part 573 Safety Recall Report

25V197

Manufacturer Name: Ford Motor Company

Submission Date: May 23, 2025

NHTSA Recall No.: 25V197

Manufacturer Recall No.: 25S31

Manufacturer Information

Population

Manufacturer Name: Ford Motor Company

Address: 330 Town Center Drive
Suite 500
Dearborn MI, 48126-2738

Total number of potentially involved: 112,949

Estimated percentage with defect: 1%

Vehicle Information

Vehicle 1: 2018-2020 Ford Expedition

Product Category: Light Vehicles

Product Type:

Fuel / Propulsion: Spark Ignition Fuel

Production Dates: Sep 01, 2018 - Jul 31, 2020

Number of potentially involved: 94,684

Descriptive Information:

Affected vehicles are equipped with driver and front passenger seatbelt retractor pretensioners and were built between October 1, 2018, and July 31, 2020. Additionally, some vehicles included in Ford recall 24S06 (NHTSA Recall 24V099) may be equipped with pretensioners that are the subject of this recall, and therefore are included in this action. Supplement 1 of the 24S06 Dealer Bulletin contains corrected date codes for part inspections on subject vehicles. Dealers may submit recall repair claims to Ford for reimbursement up to 30 days after the repair. Therefore, the number of vehicles affected by this recall may increase until all recall repair claims have been submitted by dealers for vehicles inspected under 24S06 prior to Supplement 1. Ford will submit an update to this defect report with a revised population as needed. 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. 94,718 Ford Expedition vehicles are affected.

Vehicle 2: 2018-2020 Lincoln Navigator

Product Category: Light Vehicles

Product Type:

Fuel / Propulsion: Spark Ignition Fuel

Production Dates: Sep 01, 2018 - Jul 31, 2020

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Number of potentially involved: 18,265

Descriptive Information:

Affected vehicles are equipped with driver and front passenger seatbelt retractor pretensioners and were built between October 1, 2018, and July 31, 2020. Additionally, some vehicles included in Ford recall 24S06 (NHTSA Recall 24V099) may be equipped with pretensioners that are the subject of this recall, and therefore are included in this action. Supplement 1 of the 24S06 Dealer Bulletin contains corrected date codes for part inspections on subject vehicles. Dealers may submit recall repair claims to Ford for reimbursement up to 30 days after the repair. Therefore, the number of vehicles affected by this recall may increase until all recall repair claims have been submitted by dealers for vehicles inspected under 24S06 prior to Supplement 1. Ford will submit an update to this defect report with a revised population as needed. 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. 18,231 Lincoln Navigator vehicles are affected.

Defect / Noncompliance Description

Description of the defect or noncompliance:

On some of the affected vehicles, the driver and/or front passenger seatbelt retractor pretensioners may deploy inadvertently. The primary seatbelt locking functions continue to function properly.

FMVSS1:

FMVSS2:

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

Inadvertent deployment of the retractor pretensioner will result in the seatbelt being locked in position and will not retract or extend, which is noticeable to the occupant. A seatbelt that does not retract or extend may result in injury in the event of a crash.

Description of the cause:

Oxidation on top of the seat belt pretensioner squib pins where the bridge-wire is connected in the seat belt pretensioner squib causes a high resistance or open circuit (primary failure) that triggers a diagnostic trouble code (DTC) and airbag light ON. If the welding between the squib pin and the bridge-wire degrades after extended corrosion, a pretensioner inadvertent deployment (secondary failure) may occur.

Identification of any warning that can occur:

An airbag malfunction light illuminates on the cluster preceding an inadvertent deployment of the seatbelt retractor pretensioner.

Component Manufacturer

Tier of Supplier:

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Supplier Type:

Name: ZF

Address: 4505 W. 26 Mile Rd
Washington MI, 48094

Country: United States

Involved Components

Component Name 1: Driver Seatbelt Retractor Pretensioner Assembly

Component Description: Driver Seatbelt Retractor Pretensioner Assembly for Lincoln Navigator

Component Part Number: JL7Z-78611B09-A*

Component Name 2: Driver Seatbelt Retractor Pretensioner Assembly

Component Description: Front Passenger Seatbelt Retractor Pretensioner Assembly for Lincoln Navigator

Component Part Number: JL7Z-78611B08-A*

Component Name 3: Driver Seatbelt Retractor Pretensioner Assembly

Component Description: Driver Seatbelt Retractor Pretensioner Assembly for Ford Expedition

Component Part Number: JL1Z-78611B09-A*

Component Name 4: Driver Seatbelt Retractor Pretensioner Assembly

Component Description: Front Passenger Seatbelt Retractor Pretensioner Assembly for Ford Expedition

Component Part Number: JL1Z-78611B08-A*

Chronology

On January 9, 2025, an issue pertaining to inadvertent deployment of seatbelt retractor pretensioners in certain Ford Expedition vehicles that did not fall into the Ford recall 24S06 (NHTSA 24V099) population was brought to Ford's Critical Concern Review Group for review.

On November 22, 2023, the National Highway Traffic Safety Administration (NHTSA) opened Preliminary Evaluation PE23-021 for inadvertent pretensioner deployment on 2019 Ford Expedition vehicles. On February 9, 2024, Ford issued safety recall 24S06 which included 2018-2020 Expedition and Navigator vehicles built between October 1, 2018, and June 30, 2019. This recall addressed a seat belt pretensioner that may develop corroded squib pins, resulting in high resistance or an open circuit. This condition may result in retractor pretensioner inadvertent deployment. In November 2024, the NHTSA Office of Defects Investigation (ODI) opened Recall Query (RQ24-015) after receiving three Vehicle

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Owner Questionnaire (VOQ) reports of seat belt retractor pretensioner inadvertent deployment in certain MY 2019-2020 Ford Expedition vehicles. The complaints allege not being included in recall 24S06 but experiencing the failure that it addressed.

One of the VOQs provided by NHTSA reported that in July 2024, a customer brought a vehicle with build date of December 2018 to the dealership for the 24S06 recall remedy. The dealer technician inspected the date code on the seat belt assembly per the 24S06 recall remedy instructions and confirmed that the date code did not require a seat belt pretensioner replacement and the recall was closed. However, in September 2024, this vehicle experienced an inadvertent seat belt pretensioner deployment.

Between January and March 2025, the CCRG analyzed available field data for vehicles produced after the 24S06 production date range. This review showed that there was an elevated rate of inadvertent deployment concerns for vehicles produced through July 31, 2020.

Additionally, Ford has learned that some vehicles in the expanded population that had inadvertent pretensioner deployment were built after February 2020, and therefore were produced with the HVAC drain tube elbow that was implemented pursuant to the remedy for recall 24S06. This indicates that the hypothesis set out in recall 24S06 that squib pin corrosion may be caused or exacerbated by water intrusion related to air-conditioning usage is likely inaccurate.

As of March 20, 2025, Ford is aware of 17 warranty or dealer reports of inadvertent deployment for the non-24S06 population in the U.S., received between December 1, 2023 and February 15, 2025.

Ford is not aware of any accidents or injuries related to inadvertent retractor pretensioner deployments in this expanded population.

On March 21, 2025, Ford's Field Review Committee reviewed the concern and approved a field action.

Amendment #1

On March 21, 2025, Ford's Field Review Committee approved safety recall 25S31 (NHTSA 25V-197) adding vehicles produced from July 1, 2019 through July 31, 2020 to the population of 24S06 (NHTSA 24V099) which included vehicles produced from October 1, 2018 through June 30, 2019.

On April 28, 2025, Ford and ODI reviewed a comprehensive chart of all inadvertent deployments and discussed three deployments that occurred in vehicles produced in September 2018, prior to the start date of the original recall. These deployments were reported through Ford's warranty system on August 10, 2022, August 24, 2022, and September 17, 2023, for vehicles in a market outside of the United States.

Ford is not aware of any accidents or injuries related to inadvertent retractor pretensioner deployments in this expanded population.

On May 16, 2025, Ford's Field Review Committee reviewed this topic and approved an expansion of this field action for vehicles produced in September 2018.

Related NHTSA Recall Number:

Description of Remedy

Remedy Type: Inspect, Repair

Consumer Advisories: Do Not Drive Park Outside

Description of remedy program:

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Owners will be notified by mail and instructed to take their vehicle to a Ford or Lincoln dealer to have the production date codes inspected on both front seatbelt retractors. Dealers will replace retractors that are within the suspect production date range. 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:

Remedy pretensioner assemblies were built outside of the suspect time window of the seatbelts that showed the propensity for inadvertent deployment.

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:

Address for reimbursement claims:

Recall Schedule

Description of recall schedule:

Notification to dealers is expected to occur on May 27, 2025. Mailing of owner notification letters is expected to begin July 14, 2025 and is expected to be completed by July 18, 2025.

Planned Dealer Notification Date: May 27, 2025 - May 27, 2025 No Dealers

Planned Interim Owner Notification Date: No Owners

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

Date when VIN will be searchable: