



U.S. Department
of Transportation

National Highway
Traffic Safety
Administration

Part 573 Safety Recall Report

25V237

Manufacturer Name: Ford Motor Company

Submission Date: Feb 17, 2026

NHTSA Recall No.: 25V237

Manufacturer Recall No.: 25C10

Manufacturer Information

Population

Manufacturer Name: Ford Motor Company

Address: 20000 Rotunda Drive
Mezzanine
Dearborn MI, 48124

Total number of potentially involved: 1,177

Estimated percentage with defect: 100%

Vehicle Information

Vehicle 1: 2024-2024 Lincoln Nautilus

Product Category: Light Vehicles

Product Type:

Fuel / Propulsion:

Production Dates: Oct 18, 2023 - Jul 02, 2024

Number of potentially involved: 275

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 the Driver Door Module (DDM) and Passenger Door Module (PDM) software for recall 24C24. 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. 275 Nautilus vehicles are affected

Vehicle 2: 2024-2024 Ford Ranger

Product Category: Light Vehicles

Product Type:

Fuel / Propulsion:

Production Dates: Jan 18, 2023 - Jul 16, 2024

Number of potentially involved: 902

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 the Driver Door Module (DDM) and Passenger Door Module (PDM) software for recall 24C24. These vehicles are not produced in VIN

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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. 902 Ranger vehicles are affected

Defect / Noncompliance Description

Description of the defect or noncompliance:

According to Ford's records, certain 2024 MY Ranger and Nautilus vehicles did not have the remedy for Safety Recall 24C24 / 24V-597 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 24C24 / 24V-597 may still exist, and the driver or passenger side windows may not automatically reverse when encountering an object until after exerting an upward force greater than 100 N when using the "global closing" (unattended) feature. This may only occur if the preceding window movement was in the "up" direction with the window remaining partially open, followed by a key off/sleep cycle that has a duration greater than 12 minutes.

FMVSS1: 118 - Power-operated window systems

FMVSS2:

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

The underlying safety risk specified in Safety Recall 24C24 / 24V-597 still exists on these specified vehicles. Ford described that safety risk as, "A window automatic reversal system that exerts an upward force greater than 100 N on an obstacle increases the risk of injury."

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 error in the assessment tool used to identify the populations of repaired vehicles used the incorrect 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:

Supplier Type:

Name: Ford Motor Company

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Address: 1 American Road
Dearborn MI, 48126

Country: United States

Involved Components

Component Name 1: Ranger DDM

Component Description: Driver Door Module

Component Part Number: NU5T-14B531-*

Component Name 2: Ranger PDM

Component Description: Passenger Door Module

Component Part Number: NU5T-14B533-*

Component Name 3: Ranger DDM

Component Description: Driver Door Module

Component Part Number: PU5T-14B531-*

Component Name 4: Ranger PDM

Component Description: Passenger Door Module

Component Part Number: PU5T-14B533-*

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 vehicles 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 **March 27, 2025**, the cross-functional team completed the audit of 24C24 and brought the results to Ford's CCRG for review, concluding that 96.2% of the repairs

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conducted under 24C24 had the correct software installed. The team identified the specific vehicles that were recorded as receiving the remedy, but have software that does not remedy the noncompliance. On **April 4, 2025**, Ford's Field Review Committee reviewed the concern and approved a field action.

On **November 17, 2025**, Ford's FSA Software Validation team discovered an error in the assessment tool used to identify the populations of repaired vehicles used the incorrect values in the "fixed vehicle" calculation. Ford determined that this error could have resulted in an inflated "fixed" population. Ford conducted a review of these vehicles to determine whether any VINs still had not received the FSA remedy. Ford completed this review on **January 28, 2026** and was able to identify 9 VINs that had been incorrectly closed as repaired without receiving the FSA remedy.

On **February 10, 2026**, Ford's Field Review Committee reviewed the concern and approved an amendment to this field action.

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

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 DDM and/or PDM 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 SRV0003242 or SRV0003367 will have the intended remedy for 24C24 / 24V-597

Identify how/when recall condition was corrected in production:

Not required per 49 Part 573.

Reimbursement Plan

Part 573 Safety Recall Report**25V237****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 15, 2025. Mailing of owner notification letters is expected to begin May 19, 2025 and is expected to be completed by May 23, 2025.

Planned Dealer Notification Date: May 15, 2025 - May 15, 2025 No Dealers

Planned Interim Owner Notification Date: No Owners

Planned Remedy Owner Notification Date: May 19, 2025 - May 23, 2025 Phased Recall

Date when VIN will be searchable: