

Part 573 Safety Recall Report

25V-309

Manufacturer Name : Ford Motor Company**Submission Date :** MAY 09, 2025**NHTSA Recall No. :** 25V-309**Manufacturer Recall No. :** 25S46**Manufacturer Information :**

Manufacturer Name : Ford Motor Company

Address : 330 Town Center Drive

Suite 500 Dearborn MI 48126-2738

Company phone : 1-866-436-7332

Population :

Number of potentially involved : 9,181

Estimated percentage with defect : 1 %

Vehicle Information :

Vehicle 1 : 2025-2025 Ford F-150

Vehicle Type : LIGHT VEHICLES

Body Style :

Power Train : NR

Descriptive Information : In the affected vehicles, the fastener used to attach the lower intermediate shaft (I-shaft) to the steering gear may not have been torqued to the required specification. Ford's team reviewed plant records to determine the population of affected parts. The Ford process is capable of tracing lower I-shaft production to the vehicle in which the lower I-shaft fastener is installed.

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.

9181 2025 Model year F-150 vehicles are affected

Production Dates : FEB 23, 2025 - MAR 07, 2025

VIN Range 1 : Begin :

NR

End : NR

☐ Not sequential**Description of Defect :**

Description of the Defect : In the affected vehicles, the fastener used to attach the lower intermediate shaft (I-shaft) to the steering gear may not have been torqued to the required specification.

FMVSS 1 : NR

FMVSS 2 : NR

Description of the Safety Risk : If the fastener securing the lower I-shaft to the steering gear is loose or

Description of the Safety Risk : missing, separation of steering system components may occur, resulting in loss of steering control and increasing the risk of a crash.

Description of the Cause : The error proofing process control was not effectively aligned with the assembly station tool. As a result, the error proofing system could record a successful joint secure for a vehicle that may not have a successfully secured fastener.

Identification of Any Warning that can Occur : If the lower I-shaft fastener is loose or missing, the customer may hear a rattle noise coming from the steering system while driving or may experience excessive steering play prior to separation.

Involved Components :

Component Name 1 : Lower Steering I-Shaft Fastener

Component Description : Lower Steering I-Shaft Fastener

Component Part Number : N808684-S101

Component Name 2 : Shaft Asy-Stng Col Lwr

Component Description : Lower Steering I-Shaf

Component Part Number : ML34-3C662-AE

Supplier Identification :

Component Manufacturer

Name : Ford Motor Company

Address : 1 American Road
Dearborn Michigan 48126

Country : United States

Chronology :

On March 28, 2025, the Kansas City Assembly Plant (KCAP) plant vehicle team (PVT) identified a warranty claim during their daily warranty review meeting. The claim indicated that the dealer technician observed “excessive steering play” while performing a road test as part of the pre-delivery inspection of a 2025 MY F-150 vehicle. The dealer technician found that the lower I-shaft fastener was missing. On that same day, KCAP initiated a yard campaign for all vehicles that were in Ford’s control. Ford’s yard campaign did not identify a loose or missing lower I-shaft fastener.

On April 10, 2025, the KCAP government regulations coordinator (GRC) brought this issue to the Critical Concern Review Group (CCRG) for review. The CCRG investigation team determined that due to the assembly plant’s labor rebalance operation on the lower I-shaft assembly station, the error proofing process control was misaligned with the assembly station tool that is used to torque the fastener which secures the I-shaft to the steering gear. As a result, the error proofing system had the potential to record a successful joint secure for a vehicle that may not have had a successfully secured fastener.

As of April 24, 2025, Ford is aware of one warranty claim received on March 28, 2025, related to this concern.

On May 2, 2025, Ford’s Field Review Committee reviewed the concern and approved a field action.

Ford is not aware of any accidents or injuries related to this concern.

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 their I-shaft fastener inspected. If the fastener is loose or missing, dealers will replace the fastener. 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 fastener (N808684-S101) that is securing the steering I-shaft to the steering gear will be properly torqued and installed.
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 May 14, 2025. Mailing of owner notification letters is expected to begin May 26, 2025 and is expected to be completed by May 28, 2025.
Planned Dealer Notification Date :	MAY 14, 2025 - MAY 14, 2025
Planned Owner Notification Date :	MAY 26, 2025 - MAY 28, 2025

* NR - Not Reported