



U.S. Department
of Transportation

National Highway
Traffic Safety
Administration

Part 573 Safety Recall Report

25V341

Manufacturer Name: Ford Motor Company

Submission Date: May 23, 2025

NHTSA Recall No.: 25V341

Manufacturer Recall No.: 24S76

Manufacturer Information

Population

Manufacturer Name: Ford Motor Company

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

Total number of potentially involved: 29,501

Estimated percentage with defect: 1%

Vehicle Information

Vehicle 1: 2024-2025 FORD F-150 LIGHTNING BEV

Product Category: Light Vehicles

Product Type: Light Truck

Fuel / Propulsion: Electric Battery Power

Production Dates: Feb 15, 2024 - Apr 14, 2025

Number of potentially involved: 29,501

Descriptive Information:

Ford's team reviewed assembly plant records to determine the population of affected parts. The front upper control arm ball joint on affected vehicles may not have been properly secured during assembly.

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.

20,528 2024 model year Ford F-150 Lightning BEV vehicles are affected.

8,973 2025 model year Ford F-150 Lightning BEV vehicles are affected.

Defect / Noncompliance Description

Description of the defect or noncompliance:

Certain vehicles may have an improperly torqued nut on the ball joint which secures the front upper control arm to the knuckle assembly. An improperly torqued nut on the ball joint can result in separation of the front upper control arm from the knuckle assembly.

Part 573 Safety Recall Report

25V341**FMVSS1:****FMVSS2:****Description of the safety risk, including crash, fire, death, injury:**

If the upper control arm ball joint nut is loose or missing, the front upper control arm can separate from the knuckle assembly, which can cause the driver to experience a partial loss of directional control, increasing a risk of a crash.

Description of the cause:

The nut on the upper control arm ball joint may not have achieved the correct torque due to variation in the alignment or orientation between the fastening tool and the fastener that may have induced lateral forces on the tool, preventing it from properly seating on the fastener.

Identification of any warning that can occur:

If the ball joint nut is loose or missing, the driver may experience vehicle vibration and hear a clunk or rattle noise during suspension jounce and rebound.

Component Manufacturer

Tier of Supplier:**Supplier Type:** OEM**Name:** Ford Motor Company**Address:** 1 American Road
Dearborn MI, 48126**Country:** United States

Involved Components

Component Name 1: Nut & Wshr M12 Hf Ptp Con 10**Component Description:** Control Arm Ball Joint Nut**Component Part Number:** W717969-S440

Chronology

On March 6, 2025, Ford received a field report pertaining to the right front upper control arm nut missing on a 2024 model year F-150 BEV vehicle built on March 3, 2024. The customer reported that at 634 miles they experienced right front wheel failure while driving. The vehicle was towed to a dealership and the dealership technician determined that the right front upper control arm nut was missing and the control arm had detached from the knuckle.

Part 573 Safety Recall Report

25V341

The Part 573 for Ford Field Service Action (FSA) 24S76 (NHTSA Recall # 24V-949) was submitted on December 20, 2024 for 2023-2024 model year F-150 BEV vehicles where the front upper control arm ball joint nut may not have been tightened properly, allowing the front upper control arm to detach from the knuckle assembly. Ford FSA 24S76 addresses F-150 BEV vehicles built from November 5, 2023 through February 13, 2024, when Ford's assembly plant did not have a process in place to provide a secondary validation of upper control arm nut torque.

On March 14, 2025, the Ford assembly plant team brought the new field issue to Ford's Critical Concern Review Group (CCRG) for review. The subject vehicle was produced after the production end date of FSA 24S76. Although the secondary torque verification station had been in effect on the day the vehicle was produced, the upper control arm separated at low mileage.

The CCRG investigation analyzed torque and angle rundown curves for vehicles produced after the end date of FSA 24S76. Statistical analysis of the rundown data could not conclusively identify joints that may not have achieved proper torque when installed. Additionally, the CCRG determined that the manual secondary torque validation may not identify each instance of low torque.

Based on the investigation findings, the CCRG recommended a safety recall for F-150 BEV vehicles produced from February 14, 2024, through April 14, 2025, the date tooling with an improved design was implemented.

As of May 16, 2025, Ford is aware of one field report related to this issue, received on March 6, 2025.

On May 16, 2025, Ford's Field Review Committee reviewed the concern and approved a field action.

Ford is aware of one property damage claim for this population.

Related NHTSA Recall Number: 24V949

Description of Remedy

Remedy Type: Inspect, Replace

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 inspect the torque of the left and right upper control arm ball joint nut. If the torque inspection passes, dealers will replace the nut. If the torque inspection fails, dealers will replace the knuckle and nut. 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 ball joint nut (W717969-S440) securing front upper control arm (NL38-3K185/3K186-LA) to the knuckle assembly (NL38-3084/3091-DC) will be properly installed and torqued.

Identify how/when recall condition was corrected in production:

Part 573 Safety Recall Report

25V341

Not required per 49 Part 573.

Reimbursement Plan

Manufacturer used general reimbursement plan on file.

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 June 9, 2025 and is expected to be completed by June 13, 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: Jun 09, 2025 - Jun 13, 2025 ☐ Phased Recall

Date when VIN will be searchable: May 27, 2025