



U.S. Department  
of Transportation

National Highway  
Traffic Safety  
Administration

## Part 573 Safety Recall Report

## 25V441

**Manufacturer Name:** Ford Motor Company

**Submission Date:** Jun 27, 2025

**NHTSA Recall No.:** 25V441

**Manufacturer Recall No.:** 23S56

### Manufacturer Information

### Population

**Manufacturer Name:** Ford Motor Company

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

**Total number of potentially involved:** 239

**Estimated percentage with defect:** 100%

### Vehicle Information

**Vehicle 1:** 2022-2022 FORD MUSTANG MACH E

**Product Category:** Light Vehicles

**Product Type:** Multipurpose Passenger Vehicle

**Fuel / Propulsion:**

**Production Dates:** May 25, 2022 - May 27, 2022

**Number of potentially involved:** 239

#### Descriptive Information:

The recalled Bussed Electrical Center parts NK48-10C666-AA, NK48-10C666-BA, or LK98- 10C666-AB were introduced into production on 05/27/2020 and were taken out of production on 05/27/2022. Vehicles produced 5/27/2020 through 5/24/2022 are included in the original recall population (23V687).

Affected vehicles are equipped with the extended range battery, but without the GT powertrain.

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.

- 239 Mustang Mach-E vehicles are affected.

### Defect / Noncompliance Description

#### Description of the defect or noncompliance:

Direct Current ("DC") fast charging and repeated wide open pedal events can cause the high voltage battery main contactors to overheat. Overheating may lead to arcing and deformation of the electrical contact surfaces, which can result in a contactor that is prevented from closing or a contactor that welds closed.

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**25V441****FMVSS1:****FMVSS2:****Description of the safety risk, including crash, fire, death, injury:**

An overheated contactor that is prevented from properly closing while driving can result in a loss of motive power, which can increase the risk of a crash.

**Description of the cause:**

The high voltage battery Bussed Electrical Center (BEC) main contactor design and part-to-part variation is not robust to heat generated from multiple wide-open pedal and DC Fast-Charge events. Damage to the Extended Range and GT contactors caused by heat and accumulated wear during customer usage prior to the software update may reduce the effectiveness of the software deployed with 22S41. If the contactors are damaged, the contactors may be prevented from properly closing or weld closed when driving.

**Identification of any warning that can occur:**

Vehicles were built with the 22V412/22S41 remedy, and in most cases, the software will proactively detect damage to the contactors and display a warning to the customer.

If the contactors weld closed while driving, there will be no immediate effect on vehicle operation. Upon the next key cycle, a wrench light will be illuminated, vehicle diagnostics will set a DTC and vehicle will not start.

If the contactors are prevented from properly closing while driving, vehicle diagnostics will set a DTC, a wrench light will be illuminated, the vehicle will display "Stop Safely Now" and the vehicle will immediately lose motive power. The vehicle will coast to a stop, and all 12V systems including power brakes and steering will remain functional.

## Component Manufacturer

**Tier of Supplier:** Tier 1**Supplier Type:** Other**Name:** TE Connectivity**Address:** Blvd. Industrial Norte #23 & Blvd. Solid  
Hermosillo Foreign States, 83118**Country:** Mexico

## Involved Components

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**Component Name 1:** Bussed Electrical Center

**Component Description:** BEC – Extended Range RWD

**Component Part Number:** NK48-10C666-AA

**Component Name 2:** Bussed Electrical Center

**Component Description:** BEC – Extended Range AWD

**Component Part Number:** NK48-10C666-BA

## Chronology

On **October 6, 2023**, Ford's Field Review Committee approved field action 23V687 (23S56) to address a condition in which Direct Current ("DC") fast charging and repeated wide open pedal events may cause the high voltage battery main contactors to overheat.

In support of Ford's obligations under paragraph 44 of the Ford consent order with NHTSA, Ford's CCRG opened an investigation to review scoping of FSA 23S56/23V687 on **June 3, 2025**. The investigation identified that Bussed Electrical Center parts affected by this condition were taken out of production at Cuautitlan Assembly Plant (CSAP) for Extended Range non-GT variants on May 27, 2022. The original 23S56/23V687 recall population erroneously used a population cutoff point of May 24th, 2022.

On **June 20, 2025**, Ford's Field Review Committee reviewed the concern and approved an amendment to the 23V687 (23S56) field action. This amendment adds the VINS erroneously not included in the original population.

As of **June 25, 2025**, Ford is aware of 22 warranty claims in North America relating to High Voltage Battery Junction Box concerns in this population of vehicles. These claims were received between October 6, 2022 and February 17, 2025.

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

**Related NHTSA Recall Number:** 23V687

## Description of Remedy

**Remedy Type:** Replace

**Consumer Advisories:** ☐ Do Not Drive ☐ Park Outside

**Description of remedy program:**

Owners will be directed to take their vehicle to a Ford or Lincoln dealer to complete a replacement of the Bussed Electrical Center (BEC) also referred to as the High Voltage Battery Junction Box (HVBJB) as per workshop manual. There will be no charge for this service.

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**25V441****How remedy component differs from recalled component:**

The updated BEC (NK48-10C666-AC, NK48-10C666-BC, LK98-10C666-AD) design has flat contact surfaces and the groove on the movable contactor surface is removed.

**Identify how/when recall condition was corrected in production:**

The updated BEC hardware design was introduced into production on May 27, 2022.

## Reimbursement Plan

Manufacturer used general reimbursement plan on file.

## Recall Schedule

**Description of recall schedule:**

Notification to dealers is expected to occur on June 30, 2025. Mailing of remedy owner notification letters is expected to begin July 14, 2025 and is expected to be completed by July 18, 2025. The date VINs are planned to be searchable is June 30, 2025.

**Planned Dealer Notification Date:** Jun 30, 2025 - Jun 30, 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:** Jun 30, 2025