U.S. Department of Transportation

National Highway Traffic Safety Administration

Part 573 Safety Recall Report 25V467

Manufacturer Name: Ford Motor Company
Submission Date: Nov 14, 2025
NHTSA Recall No.: 25V467
Manufacturer Recall No.: 25S76

Manufacturer Information

Manufacturer Name: Ford Motor Company
Address: 20000 Rotunda Drive
Mezzanine
Dearborn MI, 48124

Population

Total number of potentially involved: 694,271
Estimated percentage with defect: 0.3%

Vehicle Information

Vehicle 1: 2020-2022 FORD ESCAPE
Product Category: Light Vehicles
Product Type: Multipurpose Passenger Vehicle
Fuel / Propulsion: Spark Ignition Fuel
Production Dates: Nov 19, 2018 - Dec 16, 2022
Number of potentially involved: 355,227
Descriptive Information:

The recalled fuel injectors were introduced into production on 11/19/2018 and were taken out of production on 12/16/2022. Affected vehicles are equipped with 1.5L engines.

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.

355,227 Escape vehicles are affected.

Vehicle 2: 2021-2024 FORD BRONCO SPORT
Product Category: Light Vehicles
Product Type: Multipurpose Passenger Vehicle
Fuel / Propulsion: Spark Ignition Fuel
Production Dates: Feb 05, 2020 - Feb 08, 2024
Number of potentially involved: 339,044
Descriptive Information:

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The recalled fuel injectors were introduced into production on 02/05/2020 and were taken out of production on 02/08/2024. Affected vehicles are equipped with 1.5L engines.

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.

339,044 Bronco Sport vehicles are affected.

Defect / Noncompliance Description

Description of the defect or noncompliance:

A fuel injector may crack, resulting in fuel or vapor migrating to and accumulating near ignition sources, resulting in potential underhood fire.

FMVSS1:

FMVSS2:

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

Liquid fuel and/or fuel vapor that accumulates near a sufficiently hot surface may ignite resulting in an underhood fire, increasing the risk of injury.

Description of the cause:

A cracked fuel injector in the engine allows for fuel to leak at a high rate into the cylinder head, which can travel out via a drain hole and down onto hot surfaces on the exhaust/turbo system.

Identification of any warning that can occur:

A fuel leak may result in fuel odor both outside and inside the vehicle. If there is a fire, the customer may notice smoke or flames emanating from the engine compartment or underbody, or instrument cluster warnings.

Component Manufacturer

Tier of Supplier: Tier 1

Supplier Type: Other

Name: Dumarey Flowmotion Technologies S.R.L.

Address: SS 206, KM 28
Fauglia, Pisa Foreign States, 56043

Country: Italy

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Involved Components

Component Name 1: XL3 Injector
Component Description: High Pressure Fuel Injector
Component Part Number: HX7G-9F597-BB

Component Name 2: XL3 Injector
Component Description: High Pressure Fuel Injector
Component Part Number: HX7G-9F597-BC

Chronology

Ford's Field Review Committee (FRC) approved Field Service Action (FSA) 22S73/22V859 on **November 10, 2022**, and FSA 24S16/24V187 on **March 1, 2024**, to address the risk of underhood fire due to fuel leaks from cracked injectors in Escape and Bronco Sport with 1.5L Dragon GTDI engines. The remedy for both recalls updates the engine control software to allow for detection of a cracked fuel injector and invokes a strategy to disable the high-pressure fuel pump, derate engine power output and reduce temperatures of possible ignition sources in the engine compartment. The remedy also includes installation of a tube for additional robustness to allow fuel to drain from the cylinder head drain hole, away from surfaces which may initiate combustion. Ford's FRC also approved FSA 25S21/25V165 **on March 7, 2025,** to address a subset of vehicles that did not properly receive the software portion of the recall remedy when having FSA 22S73/22V859 or 24S16/24V187 performed.

On **April 11, 2024**, the National Highway Traffic Safety Administration (NHTSA) opened a Recall Query (RQ24-008) to assess the "adequacy and safety consequences" of the 24S16/24V187 remedy. NHTSA's communication noted they believe that "the remedy program does not address the root cause of the issue and does not proactively call for the replacement of defective fuel injectors prior to their failure". Ford provided its response to RQ24-008 on **May 21, 2024**, and **June 21, 2024**. On **September 26, 2024**, NHTSA requested additional information through a supplemental information request associated with RQ24-008 and Ford provided a response to this request one month later.

On **July 23, 2024**, Ford's Critical Concern Review Group (CCRG) opened an investigation into a vehicle that had experienced an underhood fire subsequent to receiving the 22S73/22V859 remedy. Ford repurchased this vehicle and conducted component testing, which identified a cracked injector. Fire damage to the vehicle prevented a conclusive determination that the cracked injector was the cause of the fire.

From **August 2024** through **May 2025**, Ford continued efforts to verify the effectiveness of the 22S73/22V859 and 24S16 /24V187 remedies through inspection of vehicles that had experienced underhood fires post-remedy. Ford inspected additional vehicles and identified one vehicle with an injector that showed evidence of slight weeping. Ford believes this low leak rate would be insufficient to result in a fire. Ford confirmed that this vehicle had not received the software portion of the recall

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remedy and was part of the FSA 25S21/25V165 population. Ford also recovered injectors that had been replaced in warranty to better understand injector cracking occurrence rate and injector leak rates.

Between **April and May 2025**, Ford learned more about corrosion's role as a contributing factor to injector cracking through further analyses of returned injectors. Ford analyzed potential corrosion contributing factors, injector leak testing results, remedy software operation, and drive cycle conditions. To evaluate the adequacy of the remedy, Ford also reviewed data on how the size of an injector crack could impact the amount of fuel that could leak to the roadway for vehicles equipped with and without the software and drain tube recall remedy.

On **May 29, 2025**, Ford had a meeting with NHTSA in which NHTSA provided a full technical briefing about their concerns with the 22S73/22V859 and 24S16/24V187 remedy. Ford had a follow-up meeting with NHTSA on **June 10, 2025**, where Ford presented their latest findings on issue root cause, the current and projected occurrence rate of injector cracking, potential for fuel leakage on roadways, and evidence demonstrating the effectiveness of the remedy at preventing underhood fires. As part of this review, Ford and NHTSA discussed whether the remedy fully addressed the combination of risks related to fires and fuel spillage on roadways resulting from cracked injectors.

On **July 7, 2025**, Ford's Field Review Committee reviewed the concern and approved a field action to administer a safety recall with a to-be-determined remedy for vehicles previously recalled under 22S73/22V859 and 24S16/24V187, as well as an additional population of vehicles produced with the 1.5L engine and the updated engine control software.

Ford has identified injector cracking on 8 vehicles experiencing underhood fire, 6 of which did not have updated engine control software. Ford is aware of no allegations of injuries associated with these 8 fires.

Related NHTSA Recall Number: 22V859, 24V187, 25V165

Description of Remedy

Remedy Type: Replace, 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 their engine control software updated to include fuel injector leak detection as an interim remedy. There will be no charge for this service. Some owners may have already received this software update via the 22S73/22V859 or 24S16/24V187 or 25S1/25V165 remedies or their vehicle may have been produced with the update software. Ford will inform these owners that they will not require the interim service fix.

When the final remedy is available, owners will be notified by mail and instructed to take their vehicle to a Ford or Lincoln dealer to have their high-pressure fuel rail assembly and high-pressure fuel injectors replaced, and their engine control software updated. There will be no charge for this service.

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How remedy component differs from recalled component:

Remedy high pressure fuel injectors are of a different design than recalled High Pressure Fuel Injectors HX7G-9F597-BB and HX7G-9F597-BC.

Identify how/when recall condition was corrected in production:

Reimbursement Plan

Manufacturer used general reimbursement plan on file.

Recall Schedule

Description of recall schedule:

Notification to dealers occurred on July 15, 2025. Mailing of interim owner notification letters with interim remedy guidance began on August 18, 2025, and was completed on August 22, 2025. Mailing of remedy owner notification letters is expected to begin on July 27, 2026, and is expected to be completed by July 31, 2026. The date VINs were searchable was July 15, 2025.

Planned Dealer Notification Date: Jul 15, 2025 - Jul 15, 2025 ☐ No Dealers

Planned Interim Owner Notification Date: Aug 18, 2025 - Aug 22, 2025 ☐ No Owners

Planned Remedy Owner Notification Date: Jul 27, 2026 - Jul 31, 2026 ☐ Phased Recall

Date when VIN will be searchable: Jul 15, 2025