U.S. Department of Transportation

National Highway Traffic Safety Administration

Part 573 Safety Recall Report 25V614

Manufacturer Name: Ford Motor Company
Submission Date: Sep 12, 2025
NHTSA Recall No.: 25V614
Manufacturer Recall No.: 25S92

Manufacturer Information

Manufacturer Name: Ford Motor Company
Address: 330 Town Center Drive
Suite 500
Dearborn MI, 48126-2738

Population

Total number of potentially involved: 94,584
Estimated percentage with defect: 11%

Vehicle Information

Vehicle 1: 2015-2017 FORD MUSTANG
Product Category: Light Vehicles
Product Type: Passenger Car
Fuel / Propulsion:
Production Dates: Feb 11, 2014 - Oct 02, 2017
Number of potentially involved: 94,584

Descriptive Information:

The recalled part was introduced into production on 02/11/14 date and was taken out of production on 10/02/17, when a different supplier took over the seatbelt assembly design for the 2018 Mustang.

Vehicles that were sold or are registered in Connecticut, Delaware, Illinois, Indiana, Iowa, Kentucky, Maine, Maryland, Massachusetts, Michigan, Minnesota, Missouri, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Vermont, Virginia, West Virginia, Wisconsin, and the District of Columbia are included.

94,584 Mustang vehicles are affected.

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.

Defect / Noncompliance Description

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Description of the defect or noncompliance:

Affected vehicles may have front driver and/or front passenger seatbelt anchor pretensioner cables that have corroded over time.

FMVSS1:

FMVSS2:

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

Corrosion on a seatbelt anchor pretensioner cable may weaken the cable or result in its separation from the anchor pretensioner assembly, reducing the effectiveness of the seatbelt restraint system in a crash and increasing the risk of injury.

Description of the cause:

Exposure to a corrosive environment (where use of road salt is prevalent in winter months as an example) may result in this condition. The seatbelt anchor pretensioner assembly is contacted by carpet and underlayment which can become wet with salt water and remain saturated for a length of time, increasing the risk of cable corrosion.

Identification of any warning that can occur:

None

Component Manufacturer

Tier of Supplier: Tier 1

Supplier Type: OEM

Name: Joyson Safety Systems

Address: Carretera Santa Rosa km 3.5 S/N
Ex-Hacienda Santa Rosa Foreign States, 66600

Country: Mexico

Involved Components

Component Name 1: Coupe Driver Seatbelt Assembly

Component Description: Seatbelt assembly (LHS)

Component Part Number: FR3B-63612D65-AHW

Component Name 2: Convertible Driver Seatbelt Assembly

Component Description: Seatbelt assembly (LHS)

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Component Part Number: FR3B-76612D65-AJW

Component Name 3: Coupe Passenger Seatbelt Assembly
Component Description: Seatbelt assembly (RHS)
Component Part Number: FR3B-63612D64-AHW

Component Name 4: Convertible Passenger Seatbelt Assembly
Component Description: Seatbelt assembly (RHS)
Component Part Number: FR3B-76612D64-AJW

Component Name 5: Carpet Assembly
Component Description: Carpet Assembly
Component Part Number: GR3B/FR3B-6313000-A

Chronology

On December 18, 2023, Transport Canada (TC) opened defect investigation 3280-38-20 related to reports of

driver's side seatbelt anchor pretensioner cable corrosion on 2015-2017 MY Mustang resulting in partial or

complete separation of the cable. The TC investigation included three defect complaint reports.

Chemical analysis by the Tier 1 pretensioner assembly supplier of one part provided by TC identified the

presence of carbon, oxygen, iron, sodium chloride, and zinc on the pretensioner cable, which is consistent with

exposure to salt water. Ford's Field Service Engineering team conducted two vehicle inspections and was

unable to identify any source of water intrusion into the seatbelt anchor pretensioner.

On May 21, 2024, this issue was brought to Ford's Critical Concern Review Group (CCRG) for review.

On July 12, 2024, Ford's Field Review Committee approved harvest program 24H02 for 2015-2017 MY

Mustang vehicles in North America to inspect front driver and passenger side seatbelt anchor pretensioner

cables for the presence of corrosion and to identify potential water intrusion paths. The program was launched

in December 2024, with the delay resulting from a lack of service parts to replace corroded anchor

pretensioner assemblies.

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Between December 2024 and August 2025, a total of 5,487 owner letters were mailed to corrosion provinces

in Canada and corrosion states in the United States. To date, 305 vehicles have been inspected under the

harvest program. Of these 305 vehicles, 33 showed evidence of at least some corrosion at the anchor

pretensioner cable area, with 2 of the 33 cables having separated from the anchor pretensioner assembly.

The investigation did not identify a common source of water intrusion to the anchor pretensioner. However, the

Product Development Restraints team observed that the anchor pretensioner assembly in 2015-2017 MY

Mustangs is surrounded by carpet underlayment, with the pretensioner cable in direct contact with the

underlayment. Benchmarking identified only one other vehicle model (not a Ford model) with a similar design.

The investigation team believes wicking and saturation of this underlayment with salt water can result in

corrosion of the cable over time.

As of August 27, 2025, Ford is aware of five warranty claims, five Global Contact Center Technology (GCCT)

customer reports, three defect complaint reports in Canada and zero Vehicle Owner Questionnaires (VOQs)

related to this concern.

On September 05, 2025, Ford's Field Review Committee reviewed the concern and approved a field action for

vehicles sold or registered in U.S. states with potential for corrosive environments: Connecticut, Delaware,

Illinois, Indiana, Iowa, Kentucky, Maine, Maryland, Massachusetts, Michigan, Minnesota, Missouri, New

Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Vermont, Virginia, West Virginia,

Wisconsin, and the District of Columbia. A companion customer satisfaction regional program for vehicles in

other U.S states and federal territories was also approved that provides for the same remedy.

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

Related NHTSA Recall Number:

Description of Remedy

Remedy Type: Inspect, Repair, Replace

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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 local sections of the carpet and underlayment that are in contact with the driver and front passenger seatbelt anchor pretensioner cables trimmed and removed, per the technical instructions. Dealers will also inspect the driver and seatbelt anchor pretensioner cables, using pictures in the technical instructions for guidance. If corrosion is found, the dealer will replace the anchor pretensioner assembly. There will be no charge for this service.

How remedy component differs from recalled component:

The remedy seatbelt anchor pretensioner assemblies (FR3B-63612D65-AHW, FR3B-76612D65-AJW, FR3B-63612D64-AHW, FR3B-76612D64-AJW) will be free of corrosion and/or water. The carpet assembly (GR3B/FR3B-6313000-A) will be locally trimmed to avoid direct contact with the seatbelt anchor pretensioner
cable when wet.

Identify how/when recall condition was corrected in production:

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 September 17, 2025. Mailing of interim owner notification letters
is expected to begin September 22, 2025 and is expected to be completed by September 26, 2025. Mailing of
remedy owner notification letters is expected to begin January 1, 2026 and is expected to be completed by
March 31, 2026. The date VINs are planned to be searchable is September 17, 2025.

Planned Dealer Notification Date: Sep 17, 2025 - Sep 17, 2025 ☐ No Dealers

Planned Interim Owner Notification Date: Sep 22, 2025 - Sep 26, 2025 ☐ No Owners

Planned Remedy Owner Notification Date: Jan 01, 2026 - Mar 31, 2026 ☐ Phased Recall

Date when VIN will be searchable: Sep 17, 2025