



U.S. Department
of Transportation

National Highway
Traffic Safety
Administration

Part 573 Safety Recall Report

25V614

Manufacturer Name: Ford Motor Company

Submission Date: Feb 03, 2026

NHTSA Recall No.: 25V614

Manufacturer Recall No.: 25S92

Manufacturer Information

Population

Manufacturer Name: Ford Motor Company

Address: 20000 Rotunda Drive
Mezzanine
Dearborn MI, 48124

Total number of potentially involved: 332,778

Estimated percentage with defect: 3%

Vehicle Information

Vehicle 1: 2015-2017 FORD MUSTANG

Product Category: Light Vehicles

Product Type: Passenger Car

Fuel / Propulsion:

Production Dates: Feb 14, 2014 - Oct 02, 2017

Number of potentially involved: 332,778

Descriptive Information:

The affected part was introduced into production on 02/14/14 date and was taken out of production on 10/02/17, when a different supplier began providing a part of a different design.

332,778 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

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.

Part 573 Safety Recall Report

25V614

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: A-pillar body seal adhesive patches

Component Description: A-pillar body seal adhesive patches

Component Part Number: 3M51-R016C62-A

Component Name 2: 1st row outboard seat floor bolts

Component Description: 1st row outboard seat floor bolts

Component Part Number: W715925-S

Component Name 3: Carpet Assembly

Part 573 Safety Recall Report

25V614

Component Description: Carpet Assembly

Component Part Number: GR3B/FR3B-6313000-A

Component Name 4: Coupe Driver Seatbelt Assembly

Component Description: Seatbelt assembly (LHS)

Component Part Number: FR3B-63612D65-AHW

Component Name 5: Convertible Driver Seatbelt Assembly

Component Description: Seatbelt assembly (LHS)

Component Part Number: FR3B-76612D65-AJW

Component Name 6: Coupe Passenger Seatbelt Assembly

Component Description: Seatbelt assembly (RHS)

Component Part Number: FR3B-63612D64-AHW

Component Name 7: Convertible Passenger Seatbelt Assembly

Component Description: Seatbelt assembly (RHS)

Component Part Number: FR3B-76612D64-AJW

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

Part 573 Safety Recall Report

25V614

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.

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.

Subsequent to this approval, the National Highway Traffic Safety Administration (NHTSA) verbally communicated guidance to Ford that all 2015 to 2017 Mustang vehicles in the United States and Federal Territories be included in the recall population.

Part 573 Safety Recall Report

25V614

On October 03, 2025, Ford's Field Review Committee approved an amended field action that added these

vehicles to the population.

Subsequent to this approval, on October 16, 2025, the Restraints Engineering team and Ford's Field Service

Engineering team completed inspection of a 2016 Mustang and identified an additional potential water leak

source.

On November 21, 2025, Ford's Field Review Committee approved an amendment to the field action that added additional inspection and replacement criteria to the remedy based on this additional potential leak path.

This additional inspection criteria included review of the vehicle's Body Control Module (BCM) based on engineering judgement that considered its proximity to the additional potential leak path.

After this approval, on December 17, 2025, Ford's FSA Implementation team and the Ford Customer Service

Division team completed a service trial on a 2017 Mustang that did not show any impact to the BCM area

during the water hose testing. The teams also tested the worst-case condition, directly introducing water through the A-Pillar hole. After conducting these tests, no evidence of water was noted at the BCM or its connectors. On January 09, 2026, the service trial results were reviewed with the BCM engineering team,

where no concerns with the testing and its results were identified.

On January 27, 2026, Ford's Field Review Committee approved an amendment to the field action that removed the reference to any inspection and action to the Body Control Module (BCM) based on the service

trial results.

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

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

Part 573 Safety Recall Report

25V614

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. Additionally, dealers will review the A-Pillar sealing patches and note if holes are fully sealed before replacing the patches with body plugs. If seatbelt anchor pretensioner corrosion is found and/or A-Pillar body sealing patches are found not fully sealed, the dealer will inspect outboard bolts of the driver and front passenger seats that secure the seats to the vehicle's floor and replace as needed. 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. The A-Pillar sealing patches (3M51-R016C62-A) will be replaced with body plugs (W718717-S300). The outboard bolts (W715925-S) of the driver and front passenger seats that secure the seats to the vehicle's floor will be free of corrosion.

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