



U.S. Department
of Transportation

National Highway
Traffic Safety
Administration

Part 573 Safety Recall Report

25V626

Manufacturer Name: Ford Motor Company

Submission Date: Sep 22, 2025

NHTSA Recall No.: 25V626

Manufacturer Recall No.: 25S94

Manufacturer Information

Population

Manufacturer Name: Ford Motor Company

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

Total number of potentially involved: 115,539

Estimated percentage with defect: 1%

Vehicle Information

Vehicle 1: 2020-2021 Ford F-Super Duty (F250-F450)

Product Category:

Product Type:

Fuel / Propulsion:

Production Dates: Feb 19, 2019 - Sep 30, 2020

Number of potentially involved:

Descriptive Information:

Ford's team reviewed supplier process and maintenance records to determine the population of affected parts. Affected vehicles are equipped with a steering column upper shaft that may separate and were built between February 19, 2019, and September 30, 2020.

Affected F-Super Duty models include F250, F350 and F450.

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 are built with a steering column upper shaft that may separate.

FMVSS1:

FMVSS2:

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25V626**Description of the safety risk, including crash, fire, death, injury:**

A steering column upper shaft separation may result in a loss of steering, which could increase the risk of a crash.

Description of the cause:

The steering column upper shaft hard slider does not satisfy anti-pull apart load specifications.

Identification of any warning that can occur:

There are no instrument cluster messages or other warnings that would alert the driver to a steering column upper shaft separation.

Component Manufacturer

Tier of Supplier: Tier 1

Supplier Type: OEM

Name: HL Mando

Address: 80, Munmakgongdan-gil, Munmak-eup
Wonju Foreign States, 26362

Country: Korea, Democratic People'S Republic Of

Involved Components

Component Name 1: Steering Column Upper Shaft

Component Description: Steering Column Upper Shaft

Component Part Number: LC3C-3E751-BD

Chronology

On **June 26, 2025**, an issue pertaining to Ford Super Duty steering column upper shaft separations was brought to Ford's Critical Concern Review Group (CCRG) for review.

In **July and August 2025**, Ford reviewed upper shaft design history. The part history shows a single primary staking for anti-pull apart force was utilized from the start of 2020 model year until February 2021, when a second staking was added to the upper shaft hard slider design. Ford also assessed customer claim history and observed all known reports occurred on vehicles manufactured in March 2020 or earlier. Ford and the supplier then analyzed manufacturing data and determined a correlated shift in primary staking load and depth occurred and prior to this manufacturing change, the pull-apart load was much lower. Ford completed a Chi-Square analysis to confirm the statistical significance of the concentration of reports, which determined a difference exists in parts manufactured after March 2020. Ford also assessed pull apart force data on upper shafts built in both timeframes via a Weibull analysis and confirmed a higher pull apart force capability exists on shafts manufactured after March 2020.

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Ford's team reviewed supplier process and maintenance records to determine the population of affected parts and determined that the total population of suspect upper shafts were assembled into vehicles at Kentucky Truck Plant prior to October 1, 2020.

As of **September 11, 2025**, Ford is aware of three (3) VOQs, seven (7) warranty claims, three (3) field reports and four (4) customer call hotline reports potentially related to this concern. These reports were received between September 15, 2020, and April 7, 2025, and represent eleven (11) unique VINs.

On **September 12, 2025**, Ford's Field Review Committee reviewed the concern and approved a field action.

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 their steering column upper shaft inspected for evidence of extension. Parts that do not pass inspection will be replaced. Parts that pass inspection will be modified to improve pull-apart retention. There will be no charge for this service.

How remedy component differs from recalled component:

The remedied vehicles will have steering column upper shafts that meet anti-pull apart load specifications.

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 23, 2025. Mailing of interim owner notification letters is expected to begin October 6, 2025 and is expected to be completed by October 10, 2025.

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Mailing of remedy owner notification letters is expected to begin December 26, 2025 and is expected to be completed by December 31, 2025. The date VINs are planned to be searchable is September 23, 2025.

Planned Dealer Notification Date: Sep 23, 2025 - Sep 23, 2025 ☐ No Dealers

Planned Interim Owner Notification Date: Oct 06, 2025 - Oct 10, 2025 ☐ No Owners

Planned Remedy Owner Notification Date: Dec 26, 2025 - Dec 31, 2025 ☐ Phased Recall

Date when VIN will be searchable: Sep 23, 2025