



U.S. Department
of Transportation

National Highway
Traffic Safety
Administration

Part 573 Safety Recall Report

25V678

Manufacturer Name: Ford Motor Company

Submission Date: Oct 09, 2025

NHTSA Recall No.: 25V678

Manufacturer Recall No.: 25C54

Manufacturer Information

Population

Manufacturer Name: Ford Motor Company

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

Total number of potentially involved: 405

Estimated percentage with defect: 100%

Vehicle Information

Vehicle 1: 2025-2025 FORD RANGER

Product Category: Light Vehicles

Product Type: Light Truck

Fuel / Propulsion: Spark Ignition Fuel

Production Dates: Sep 09, 2025 - Sep 10, 2025

Number of potentially involved: 405

Descriptive Information:

Ford's team reviewed supplier process and maintenance records to determine the population of affected vehicles. The Ford process is capable of tracing the instrument panel assembly and passenger airbag production to the vehicle in which the instrument panel assembly and passenger airbag are installed.

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:

Non-conforming instrument panel topper components may alter the intended passenger airbag cushion opening and inflation characteristics.

FMVSS1: 208 - Occupant crash protection

FMVSS2:

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25V678**Description of the safety risk, including crash, fire, death, injury:**

In the event of a crash in which the vehicle deploys the passenger airbag, the airbag may not always deploy as intended, increasing the risk of occupant injury.

Description of the cause:

Certain instrument panel (IP) assemblies were manufactured by the IP supplier with an incorrect laser scoring process on the underside of the IP toppler.

Identification of any warning that can occur:

None

Component Manufacturer

Tier of Supplier: Tier 1

Supplier Type: OEM

Name: Yanfeng US Automotive Interior Systems

Address: 1833 Frenchtown Ctr Dr
Monroe MI, 48162

Country: United States

Involved Components

Component Name 1: INSTRUMENT PANEL – IP TOPPER

Component Description: PNL ASY I/PNL – SINGLE DUCT

Component Part Number: N1WB-E04304-PM3ZHE

Component Name 2: INSTRUMENT PANEL – IP TOPPER

Component Description: PNL ASY I/PNL – DUAL DUCT

Component Part Number: N1WB-E04304-RM3ZHE

Chronology

On September 18, 2025, an issue pertaining to the model year 2025 Ford Ranger instrument panel (IP) toppler and passenger airbag was brought to Ford's Critical Concern Review Group for review.

On September 10, 2025, the Tier 1 Supplier Yanfeng (YF) communicated to Ford that an unintended change was made to the laser scoring process parameters. This change impacted the scoring pattern for certain model year (MY) 2025 North American built Ranger Instrument Panel (IP) Toppers and does

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not meet the design intent scoring pattern. As a result of the unintended change, the scoring pattern in a portion of the IP topper was out of specification. On September 9, 2025, the laser scoring pattern was revised to match the original master process and was verified and validated as defined in the Special Characteristics Communication and Agreement Form (SCCAF).

The CCRG reviewed Federal Motor Vehicle Safety Standard (FMVSS) 208, specifically S15.3 and S16.1(b). S15.3 sets forth multiple head and neck injury criteria that must be met during vehicle crash testing, while S16.1(b) outlines the conditions under which low-risk deployment tests should be conducted to ensure occupant safety. Physical testing was conducted on parts containing the alternate scoring pattern. This testing showed that in low output deployments, the fill time of the passenger airbag cushion was delayed. Additionally, it was observed for multiple samples in cold temperature static deployments with the alternate score pattern that the passenger airbag cushion did not fully exit the airbag canister/instrument panel surface.

Ford is not aware of any warranty, field or customer reports related to this concern.

On October 3, 2025, Ford's Field Review Committee reviewed the concern and approved a field action.

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

Related NHTSA Recall Number:

Description of Remedy

Remedy Type: 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 the instrument panel assembly replaced. There will be no charge for this service.

How remedy component differs from recalled component:

Replacement instrument panel assemblies were produced with laser scoring patterns that meet 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

Part 573 Safety Recall Report**25V678****Description of recall schedule:**

Notification to dealers is expected to occur on October 14, 2025. Mailing of interim owner notification letters is expected to begin November 24, 2025, and is expected to be completed by November 25, 2025. The date VINs are planned to be searchable is October 14, 2025.

Planned Dealer Notification Date: Oct 14, 2025 - Oct 14, 2025

☐ No Dealers

Planned Interim Owner Notification Date: Oct 24, 2025 - Oct 25, 2025

☐ No Owners

Planned Remedy Owner Notification Date:

☐ Phased Recall

Date when VIN will be searchable: Oct 14, 2025