



U.S. Department  
of Transportation

National Highway  
Traffic Safety  
Administration

## Part 573 Safety Recall Report

# 25V721

**Manufacturer Name:** Ford Motor Company

**Submission Date:** Apr 28, 2026

**NHTSA Recall No.:** 25V721

**Manufacturer Recall No.:** 25SB5

### Manufacturer Information

### Population

**Manufacturer Name:** Ford Motor Company

**Address:** 20000 Rotunda Drive  
Mezzanine  
Dearborn MI, 48124

**Total number of potentially involved:** 163,256

**Estimated percentage with defect:** 3%

### Vehicle Information

**Vehicle 1:** 2021-2023 FORD BRONCO

**Product Category:** Light Vehicles

**Product Type:** Multipurpose Passenger Vehicle

**Fuel / Propulsion:** Spark Ignition Fuel

**Production Dates:** Sep 23, 2020 - Nov 30, 2022

**Number of potentially involved:** 163,256

#### Descriptive Information:

Ford's team reviewed supplier process and maintenance records to determine the population of affected parts. The Ford process is capable of tracing front seat height-adjust pivot link production to the vehicle in which the pivot link is installed. Affected vehicles are equipped with front seat height-adjust pivot links.

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:

On affected vehicles, one of the seat frame height adjustment pivot bolts may become loose and eventually dislodge on one or both front seats.

**FMVSS1:**

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## FMVSS2:

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

If the seat frame height-adjust pivot bolt comes out of the pivot joint, this can increase the risk of injury in a crash.

### Description of the cause:

During this time-period, the pivot link supplier manufactured links with out of specification geometric parameters, a condition that can allow a pivot bolt to loosen over time and eventually dislodge.

### Identification of any warning that can occur:

Seats with this condition may exhibit squeaks, looseness, or rattles.

## Component Manufacturer

### Tier of Supplier:

**Supplier Type:** Other

**Name:** Die-Max Tool & Die

**Address:** 23 Barr Rd  
Ajax Foreign States, L1S3Y1

**Country:** Canada

## Involved Components

**Component Name 1:** Front Pivot Link

**Component Description:** RH & LH Front Height Adjust Linkages

**Component Part Number:** MU5A-61937-AB; MU5A-61937-BB; MU5A-61936-AB; MU5A-61936-BB

## Chronology

On **July 24, 2025**, an issue pertaining to the front seat lower pivot bolt on Ford Bronco vehicles was brought to Ford's Critical Concern Review Group (CCRG) for review. The Ford Seat Structure engineering team shared five (5) warranty reports indicating that the lower seat frame height-adjust pivot bolt was loose or missing from the front seat cushion structure.

In August 2025, the CCRG completed its review of warranty records, field reports, and customer reports related to loose or missing pivot bolts. This data showed an elevated rate of claims for Bronco vehicles produced prior to December 2022. The field data showed that at the time of sale, the pivot pin was present, however, over time, the part could gradually loosen and even fall out on some vehicles. The CCRG also reviewed Federal Motor Vehicle Safety Standards (FMVSS) 202a, 207/210, and 208 and determined that there was a good faith basis for compliance as the pivot bolts were present and torqued

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correctly at the time of vehicle sale. Ford's engineering team conducted reviews of sample parts and parts returned from the field and determined that the geometry of the pivot link did not meet design specifications in some cases, allowing for the pivot bolt to loosen over time and potentially fully dislodge.

Starting in August and continuing into September 2025, Ford Seats Engineering and Supplier Technical Assistance (STA) reviewed supplier production data related to the period of time when elevated warranty claims were present in the field. Supplier maintenance records indicated that a full front link tool refurbishment occurred in late November 2022. This tool maintenance corrected the conditions observed in field returns related to pivot link geometry. During this same time period, Ford conducted CAE and physical testing to assess the performance of a seat during a potential crash event with a missing front lower seat frame height-adjust pivot bolt. In October 2025, Ford reviewed the results of this testing, which showed that a seat with a missing pivot bolt will meet FMVSS requirements, but may not meet the Ford acceptance criteria in certain crash scenarios.

As of October 2, 2025, Ford is aware of 157 warranty claims, three (3) GCQIS reports, and one (1) GCCT record in North America related to this concern. These claims and reports were received between April 29, 2022, and September 25, 2025.

On **October 17, 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:** Replace, Inspect

**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 remove both front seats and inspect the seat cushion height-adjust link pivot bolts per technical instructions. If any height-adjust link pivot bolt fails inspection, the height-adjust link and pivot bolts will be replaced. There will be no charge for this service.

**How remedy component differs from recalled component:**

The replacement pivot links (MU5A-61937-AB; MU5A-61937-BB; MU5A-61936-AB; MU5A-61936-BB) will be manufactured to meet design specifications.

**Identify how/when recall condition was corrected in production:**

Not required per 49 Part 573.

## Reimbursement Plan

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Manufacturer used general reimbursement plan on file.

**Recall Schedule****Description of recall schedule:**

Notification to dealers is expected to occur on October 28, 2025. Mailing of interim owner notification letters is expected to begin December 1, 2025, and is expected to be completed by December 5, 2025. The date VINs are planned to be searchable is October 28, 2025.

**Planned Dealer Notification Date:** Oct 28, 2025 - Oct 28, 2025 No Dealers**Planned Interim Owner Notification Date:** Dec 01, 2025 - Dec 05, 2025 No Owners**Planned Remedy Owner Notification Date:** Phased Recall**Date when VIN will be searchable:** Oct 28, 2025