



U.S. Department  
of Transportation

National Highway  
Traffic Safety  
Administration

## Part 573 Safety Recall Report

# 25V787

**Manufacturer Name:** Ford Motor Company

**Submission Date:** Nov 14, 2025

**NHTSA Recall No.:** 25V787

**Manufacturer Recall No.:** 25SC6

### Manufacturer Information

### Population

**Manufacturer Name:** Ford Motor Company

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

**Total number of potentially involved:** 2

**Estimated percentage with defect:** 100%

### Vehicle Information

**Vehicle 1:** 2025-2025 FORD MAVERICK

**Product Category:** Light Vehicles

**Product Type:** Light Truck

**Fuel / Propulsion:**

**Production Dates:** Jun 25, 2025 - Jun 25, 2025

**Number of potentially involved:** 1

**Descriptive Information:**

Affected vehicles have an electric brake booster (EBB) that was built with an incorrect electric control unit (ECU) cover. Ford's team reviewed supplier process records to determine the population of affected parts. The Ford process is capable of tracing EBB production to the vehicle in which the EBB is installed.

1 Maverick is affected

Ford vehicles are not produced in VIN order and we typically cannot provide VIN specific information. However, in this instance Ford is able to provide the specific VIN list – see attachment VINs.

**Vehicle 2:** 2025-2025 FORD ESCAPE

**Product Category:** Light Vehicles

**Product Type:** Multipurpose Passenger Vehicle

**Fuel / Propulsion:**

**Production Dates:** Jun 17, 2025 - Jun 17, 2025

**Number of potentially involved:** 1

**Descriptive Information:**

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1 Escape is affected

Ford vehicles are not produced in VIN order, and we typically cannot provide VIN specific information. However, in this instance Ford is able to provide the specific VIN list – see attached VIN list.

## Defect / Noncompliance Description

### Description of the defect or noncompliance:

Affected vehicles have electric brake boosters (EBBs) that were built with an incorrect electric control unit (ECU) cover. The incorrect ECU cover could lead to internal temperatures exceeding the specification limits for ECU printed circuit board components. This condition has the potential for premature component breakdown and failure, which could ultimately result in loss of brake boost and vehicle stability control features.

**FMVSS1:**

**FMVSS2:**

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

An unexpected loss of brake power assist and/or vehicle stability control features while driving increases the risk of a crash.

### Description of the cause:

Incorrect covers were installed on the EBB ECU housing at the Tier-2 supplier as a result of ECU covers being placed in a mislabeled container.

### Identification of any warning that can occur:

In the event of ECU failure, warning lamps will be displayed in the vehicle's instrument panel cluster.

## Component Manufacturer

**Tier of Supplier:** Tier 2

**Supplier Type:** OEM

**Name:** Aumovio

**Address:** Continental Automotive Mexicana  
S. de R.L. de C.V.  
Las Colinas Foreign States, 36113

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**25V787****Country:** Mexico**Tier of Supplier:** Tier 1**Supplier Type:** OEM**Name:** Aumovio**Address:** 1103 Jamestown Rd  
Morganton NC, 28655**Country:** United States

## Involved Components

**Component Name 1:** EBB**Component Description:** Escape Electric Brake Booster**Component Part Number:** PZ1C-2D335-EM**Component Name 2:** EBB**Component Description:** Maverick Electric Brake Booster**Component Part Number:** SZ1C-2D335-CK

## Chronology

On **September 10, 2025**, Ford's Flat Rock Assembly Plant (FRAP) identified an electric brake booster (EBB) that did not correctly fit into their EBB pre-build assembly station fixture. FRAP team members notified the Tier-1 EBB supplier, who determined that the suspect EBB had an incorrect electric control unit (ECU) housing cover installed at the Tier-2 ECU supplier. On **September 30, 2025**, this issue was brought to Ford's Critical Concern Review Group (CCRG) for review.

In **October 2025**, the CCRG team initiated an investigation to assess the potential impact of the incorrect ECU cover on vehicle performance. This investigation included component testing, specifically measuring the temperature of the ECU internal components during various braking events and under expected under-hood temperatures. The CCRG team also reviewed the Tier-2 ECU supplier's process and quality records to determine the affected population of vehicles.

On **November 7, 2025**, Ford's Field Review Committee reviewed the concern and approved a field action.

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

**Related NHTSA Recall Number:**

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## 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 electric brake booster replaced. There will be no charge for these services.

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

The remedy EBB (part number PZ1Z-2005-V Escape, SZ1Z-2005-D Maverick) will be built with the correct ECU cover.

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

## Reimbursement Plan

Manufacturer used general reimbursement plan on file.

## Recall Schedule

**Description of recall schedule:**

Notification to dealers is expected to occur on November 17, 2025. Mailing of owner notification letters is expected to begin November 24, 2025, and is expected to be completed by November 28, 2025.

**Planned Dealer Notification Date:** Nov 17, 2025 - Nov 17, 2025  No Dealers

**Planned Interim Owner Notification Date:**  No Owners

**Planned Remedy Owner Notification Date:** Nov 24, 2025 - Nov 28, 2025  Phased Recall

**Date when VIN will be searchable:** Nov 17, 2025