



U.S. Department
of Transportation

National Highway
Traffic Safety
Administration

Part 573 Safety Recall Report

25V789

Manufacturer Name: Ford Motor Company

Submission Date: Jul 28, 2026

NHTSA Recall No.: 25V789

Manufacturer Recall No.: 25SC4

Manufacturer Information

Population

Manufacturer Name: Ford Motor Company

Address: 20000 Rotunda Drive
Mezzanine
Dearborn MI, 48124

Total number of potentially involved: 20,558

Estimated percentage with defect: 1%

Vehicle Information

Vehicle 1: 2021-2024 LINCOLN CORSAIR PHEV

Product Category: Light Vehicles

Product Type: Multipurpose Passenger Vehicle

Fuel / Propulsion: Plug-In Hybrid

Production Dates: Oct 24, 2019 - Apr 16, 2024

Number of potentially involved: 4,015

Descriptive Information:

Ford's team reviewed supplier process records to determine the population of affected parts. The Ford process can trace high voltage battery cell production to the vehicle in which the high voltage battery cell is installed. Affected vehicles are equipped with 2.5L PHEV engines and suspect high voltage battery cells.

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.

4,015 Lincoln Corsair PHEV vehicles are affected.

Vehicle 2: 2020-2024 FORD ESCAPE PHEV

Product Category: Light Vehicles

Product Type: Multipurpose Passenger Vehicle

Fuel / Propulsion: Plug-In Hybrid

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Production Dates: Jul 10, 2019 - Apr 17, 2024

Number of potentially involved: 16,543

Descriptive Information:

Ford's team reviewed supplier process records to determine the population of affected parts. The Ford process can trace high voltage battery cell production to the vehicle in which the high voltage battery cell is installed. Affected vehicles are equipped with 2.5L PHEV engines and suspect high voltage battery cells.

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.

16,543 Ford Escape PHEV vehicles are affected.

Defect / Noncompliance Description

Description of the defect or noncompliance:

The vehicle's high voltage battery cells may experience internal short circuiting. This population of vehicles was previously recalled under 24V954 /24S79 to address this risk. The 24V954 remedy updated the vehicle's Battery Energy Control Module (BECM) software, adding an enhanced capability to detect cell anomalies indicative of conditions that may lead to short circuiting. In the event of anomaly detection, the software provides customer notification, and battery charging is stopped to reduce the risk of shorting. Based on new information, the recall remedy for 24V954/24S79 may not detect these conditions in all cases.

FMVSS1:

FMVSS2:

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

In the event of a high voltage battery cell internal short circuit, customers may experience shutdown of the vehicle's propulsion system. Loss of motive power increases the risk of crash and injury. Steering, braking, and lighting functions are not affected.

In the event of a high voltage battery cell internal short circuit, the customer may also experience battery thermal venting potentially resulting in a vehicle fire, increasing the risk of injury.

Description of the cause:

Variability in the battery cell supplier's production process may result in the cell's cathode inducing micro-defects and/or local stresses in the cell's separator layer. These micro-defects and local stresses may damage the separator.

Identification of any warning that can occur:

In the event of a high voltage battery cell internal short circuit while driving the vehicle propulsion

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system will be shut down and a red “Stop Safely Now” message will be displayed to the driver via the instrument cluster.

Component Manufacturer

Tier of Supplier: Tier 1

Supplier Type: OEM

Name: Samsung SDI

Address: Schenek Istvan Street 1
Goed Foreign States

Country: Hungary

Involved Components

Component Name 1: UNT ASY BAT H/V TRCT

Component Description: High Voltage Battery Pack

Component Part Number: PZ1Z-10B759-AA

Component Name 2: UNT ASY BAT H/V TRCT

Component Description: High Voltage Battery Pack

Component Part Number: LX6Z-10B759-EB

Chronology

Safety Field Service Action (FSA) 24V954/24S79 was approved at Ford's Field Review Committee (FRC) meeting of December 13, 2024, to address the risk of high voltage battery thermal venting on a population of 2020 – 2024 Escape, Corsair, and Kuga Plug-In Hybrid Electric Vehicles (PHEV). Ford's Electrified Systems Engineering (ESE) and Supplier Technical Assistance (STA) teams as well as the high voltage battery cell supplier attributed venting to cell internal short circuiting due to damage to the cell's separator layer between its cathode and anode as a result of variability in the battery cell supplier's production. The 24V954/24S79 recall remedy updated the Battery Energy Control Module (BECM) software to provide enhanced capability to detect cell anomalies indicative of separator damage. In the event of anomaly detection, the software provides customer notification, and battery charging is stopped to reduce the risk of shorting.

On **August 27th, 2025**, Ford's Critical Concern Review Group (CCRG) opened an investigation into three European field reports received in July and August 2025 describing Kuga vehicles experiencing battery thermal venting after receiving the software remedy from field action 24V954/24S79. Two additional reports were received in September 2025.

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Beginning in **August 2025**, the investigation team recovered the battery energy control modules (BECM) and battery packs post-venting occurrence for the cited above. The team was unable to determine a root cause of venting from inspection of cells recovered from the five vehicles due to thermal damage. BECM data, available for 2 of the vehicles, showed that no cell anomalies were present prior to venting that would have triggered the 24V954/24S79 remedy software mitigation strategy.

Beginning in **October 2025**, teardown analysis of cells from battery packs replaced under a companion customer satisfaction program to 24V954/24S79 has been ongoing but to date has not yielded further root cause information. These packs had cell anomalies detected that triggered the remedy software mitigation strategy and did not experience venting.

As of **November 5th, 2025**, Ford is aware of seven cases of battery cell venting on vehicles with the remedy software, all on Kuga PHEV vehicles in Europe.

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

On **July 21, 2026**, Ford's Field Review Committee approved a recall remedy for vehicles recalled under 25SC4.

Ford is not aware of any accidents or injuries related to this issue.

Related NHTSA Recall Number: 24V954

Description of Remedy

Remedy Type: Software

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 vehicle's Battery Energy Control Module (BECM) and Hybrid Powertrain Control Module (HPCM) software updated. There will be no charge for this service.

Owners will be notified by mail and instructed to limit the maximum state of charge of their vehicles through the Ford SYNC infotainment system or Ford/Lincoln application until their vehicles are remedied. In addition to the charge limit, customers will also be instructed to only use "Auto EV" mode. A guide to performing these actions will be sent by mail. Customers may also request assistance from their Ford dealer for completion of these instructions

How remedy component differs from recalled component:

The updated software will have enhanced capabilities to reduce the likelihood of a high voltage battery short circuit. The updated software also contains diagnostic checks to detect cell anomalies which may lead to high voltage battery short circuits. In the event that a high voltage battery short circuit is detected, this software contains safeguards which will limit thermal venting.

Identify how/when recall condition was corrected in production:

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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 November 18th, 2025. Mailing of interim owner notification letters is expected to begin December 1st, 2025 and is expected to be completed by December 1st, 2025. Mailing of remedy owner notification letters is expected to begin on August 31, 2026 and is expected to be completed on September 4, 2026. The date VINs are planned to be searchable is November 18th, 2025.

Planned Dealer Notification Date: Nov 18, 2025 - Nov 18, 2025 ☐ No Dealers

Planned Interim Owner Notification Date: Dec 01, 2025 - Dec 01, 2025 ☐ No Owners

Planned Remedy Owner Notification Date: Aug 31, 2026 - Sep 04, 2026 ☐ Phased Recall

Date when VIN will be searchable: Nov 18, 2025