



U.S. Department  
of Transportation

National Highway  
Traffic Safety  
Administration

## Part 573 Safety Recall Report

# 25V828

**Manufacturer Name:** Ford Motor Company

**Submission Date:** Dec 01, 2025

**NHTSA Recall No.:** 25V828

**Manufacturer Recall No.:** 25SD3

### Manufacturer Information

### Population

**Manufacturer Name:** Ford Motor Company

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

**Total number of potentially involved:** 6

**Estimated percentage with defect:** 100%

### Vehicle Information

**Vehicle 1:** 2026-2026 LINCOLN CORSAIR

**Product Category:** Light Vehicles

**Product Type:** Multipurpose Passenger Vehicle

**Fuel / Propulsion:** Spark Ignition Fuel

**Production Dates:** Nov 06, 2025 - Nov 06, 2025

**Number of potentially involved:** 1

#### Descriptive Information:

Ford's team reviewed plant records to determine the population of affected parts. The Ford process is capable of tracing cylinder head assembly production to the vehicle in which the cylinder head assembly is installed.

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.

1 Corsair vehicle is affected.

**Vehicle 2:** 2025-2025 FORD MAVERICK

**Product Category:** Light Vehicles

**Product Type:** Light Truck

**Fuel / Propulsion:** Spark Ignition Fuel

**Production Dates:** Oct 31, 2025 - Oct 31, 2025

**Number of potentially involved:** 1

#### Descriptive Information:

Ford's team reviewed plant records to determine the population of affected parts. The Ford process is capable of tracing cylinder head assembly production to the vehicle in which the cylinder head

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assembly is installed.

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.

1 Maverick vehicle is affected.

**Vehicle 3:** 2026-2026 FORD MUSTANG

**Product Category:** Light Vehicles

**Product Type:** Passenger Car

**Fuel / Propulsion:** Spark Ignition Fuel

**Production Dates:** Oct 23, 2025 - Oct 23, 2025

**Number of potentially involved:** 2

**Descriptive Information:**

Ford's team reviewed plant records to determine the population of affected parts. The Ford process is capable of tracing cylinder head assembly production to the vehicle in which the cylinder head assembly is installed.

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.

2 Mustang vehicles are affected.

**Vehicle 4:** 2026-2026 FORD EXPLORER

**Product Category:** Light Vehicles

**Product Type:** Multipurpose Passenger Vehicle

**Fuel / Propulsion:** Spark Ignition Fuel

**Production Dates:** Nov 03, 2025 - Nov 12, 2025

**Number of potentially involved:** 2

**Descriptive Information:**

Ford's team reviewed plant records to determine the population of affected parts. The Ford process is capable of tracing cylinder head assembly production to the vehicle in which the cylinder head assembly is installed.

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.

2 Explorer vehicles are affected.

## Defect / Noncompliance Description

**Description of the defect or noncompliance:**

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Under oil pressure during vehicle operation, engine cylinder head ball plugs may be expelled from the cylinder head due to insufficient ball plug retention force. An oil leak will result from a missing ball plug.

**FMVSS1:**

**FMVSS2:**

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

An oil leak in the presence of an ignition source such as hot engine or exhaust components increases the risk of a fire. In addition, the loss of oil can result in engine seizure and loss of motive power, increasing the risk of a crash.

**Description of the cause:**

The cylinder head was rejected at Ford's Dearborn Engine Plant (DEP) by the variable in-process detection controls, but was incorrectly re-introduced into production without full or proper repair and verification due to operator error.

**Identification of any warning that can occur:**

The customer may receive a low oil pressure warning light in the instrument cluster. The customer may also notice an oil leak, burning smell, white smoke, or noise from the engine compartment.

## Component Manufacturer

**Tier of Supplier:**

**Supplier Type:** OEM

**Name:** Ford Motor Company

**Address:** One American Road  
Dearborn MI, 48126

**Country:** United States

## Involved Components

**Component Name 1:** Cylinder Head Assy

**Component Description:** 2.0L/2.3L EcoBoost Cylinder Head

**Component Part Number:** P2GE-6C032-BA

## Chronology

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On **November 13, 2025**, an Explorer vehicle was identified at Ford's Chicago Assembly Plant (CAP) with an oil leak. The oil leak was due to a missing ball plug on the intake face of the cylinder head assembly. Ford's Dearborn Engine Plant (DEP) quality team reviewed the birth history of this engine and identified that this cylinder head was rejected for low press force during the ball plug installation and then erroneously re-introduced into DEP production without full or proper repair and verification. Later that day on **November 13, 2025**, the birth history for other cylinder head assemblies manufactured at DEP was reviewed and other engines with a similar concern were identified.

On **November 18, 2025**, this concern was brought to the Critical Concerns Review Group (CCRG) for review.

On **November 21, 2025**, Ford's Field Review Committee reviewed the concern and approved a field action.

As of **November 21, 2025**, none of the potentially affected vehicles have been sold and Ford is not aware of any additional claims or field reports. 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

**Consumer Advisories:**  Do Not Drive  Park Outside

**Description of remedy program:**

The remedy for this program is replacement of the cylinder head assembly. Dealers will be notified to replace the cylinder head at no charge

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

The affected cylinder head assemblies (P2GE-6C032-BA) will be replaced with new cylinder head assemblies that were not rejected and re-introduced into production without full or proper repair and verification.

**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****25V828****Description of recall schedule:**

Notification to dealers occurred on November 24, 2025. Ford does not plan on mailing owner notification letters as none of these vehicles are sold to owners. The date VINs are planned to be searchable is November 24, 2025.

**Planned Dealer Notification Date:** Nov 24, 2025 - Nov 24, 2025

No Dealers

**Planned Interim Owner Notification Date:**

No Owners

**Planned Remedy Owner Notification Date:**

Phased Recall

**Date when VIN will be searchable:** Nov 24, 2025