



U.S. Department
of Transportation

National Highway
Traffic Safety
Administration

Part 573 Safety Recall Report

25V860

Manufacturer Name: Ford Motor Company

Submission Date: Dec 12, 2025

NHTSA Recall No.: 25V860

Manufacturer Recall No.: 25SD9

Manufacturer Information

Population

Manufacturer Name: Ford Motor Company

Address: 20000 Rotunda Drive
Mezzanine
Dearborn MI, 48124

Total number of potentially involved: 32,160

Estimated percentage with defect: 5%

Vehicle Information

Vehicle 1: 2022-2025 FORD E-TRANSIT

Product Category: Light Vehicles

Product Type:

Fuel / Propulsion: Electric Battery Power

Production Dates: Feb 26, 2021 - Sep 11, 2025

Number of potentially involved: 32,160

Descriptive Information:

Ford's team reviewed plant records to determine the population of affected vehicles. Affected vehicles were built from February 26, 2021, to September 11, 2025.

32,160 E-Transit vehicles are affected.

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.

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.

Defect / Noncompliance Description

Description of the defect or noncompliance:

Left rear halfshafts may not be fully inserted into the Primary Drive Unit (PDU) on affected vehicles, which may lead to premature wear of the halfshaft splines.

FMVSS1:

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FMVSS2:

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

If the splines on the halfshaft are prematurely worn such that they do not have sufficient spline engagement to transfer torque to the axle side-gear, there is a possibility of a loss of motive power while driving. This condition can also result in a vehicle rollaway when the vehicle is placed in "Park" and the Electric Parking Brake (EPB) is not applied. Loss of motive power while driving or a roll in Park can increase the risk of a crash.

Description of the cause:

Halfshafts may not have been fully inserted into the PDU at the time of vehicle assembly as the result of insufficient insertion force and retention check force production controls.

Identification of any warning that can occur:

A driver may observe a seal leak from the rear left-hand axle shaft.

Component Manufacturer

Tier of Supplier:

Supplier Type: OEM

Name: Ford Motor Company

Address: 1 American Road
Dearborn MI, 48126

Country: United States

Involved Components

Component Name 1: SHAFT & JOINT ASY RR AX LH

Component Description: Rear Left Hand Side Halfshaft Assembly

Component Part Number: NK41-4K139-A

Component Name 2: SEAL ASY TRANS OUTPUT

Component Description: Primary Drive Unit Left Hand Seal Assembly

Component Part Number: LJ9P-7H260-A

Chronology

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On May 19, 2025, Ford received a durability teardown report for a 2025 model year E-Transit vehicle which included evidence of a rear left-hand axle shaft seal leak. Ford's Engineering team determined the likely seal leak cause was excessive relative movement between the seal and halfshaft, which resulted in premature seal wear. Ford then conducted extensive halfshaft insertion and retention analysis and concluded that insertion force and retention check force specifications provided for the assembly process were insufficient to fully insert the halfshaft into the Primary Drive Unit (PDU). On September 25, 2025, this concern was brought to Ford's Critical Concern Review Group (CCRG) for review.

During October and November 2025, CCRG and the Engineering team studied the progression of symptoms following a seal leak, reviewed field data to identify related warranty reports, and completed a free-body diagram analysis to fully understand the effect of involved forces on the half shaft insertion within the PDU. Ford concluded that halfshafts that are not fully inserted into the PDU during assembly may experience spline wear over time, which may result in a loss of motive power or loss of park secure ability.

As of November 17, 2025, Ford's investigation identified four warranty claims potentially related to this concern, received between August 13, 2024, and July 29, 2025.

On December 5, 2025, Ford's Field Review Committee reviewed the concern and approved a field service 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:

Consumer Advisories: Do Not Drive Park Outside

Description of remedy program:

The remedy is under development. Owners will be notified by mail and informed that Ford's investigation is ongoing and that they will be contacted when further information is available.

How remedy component differs from recalled component:

The remedy is under development.

Identify how/when recall condition was corrected in production:

Not required per 49 Part 573.

Reimbursement Plan

Manufacturer used general reimbursement plan on file.

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Recall Schedule

Description of recall schedule:

Notification to dealers is expected to occur on December 15, 2025. Mailing of interim owner notification letters is expected to begin December 22, 2025 and is expected to be completed by December 26, 2025. Mailing of remedy owner notification letters is expected to begin March 23, 2026 and is expected to be completed by March 27, 2026. The date VINs are planned to be searchable is December 15, 2025.

Planned Dealer Notification Date: Dec 15, 2025 No Dealers**Planned Interim Owner Notification Date:** Dec 22, 2025 - Dec 26, 2025 No Owners**Planned Remedy Owner Notification Date:** Mar 23, 2026 - Mar 27, 2026 Phased Recall**Date when VIN will be searchable:** Dec 15, 2025