



U.S. Department
of Transportation

National Highway
Traffic Safety
Administration

Part 573 Safety Recall Report

25V884

Manufacturer Name: Ford Motor Company

Submission Date: Dec 18, 2025

NHTSA Recall No.: 25V884

Manufacturer Recall No.: 25SE7

Manufacturer Information

Population

Manufacturer Name: Ford Motor Company

Address: 20000 Rotunda Drive
Mezzanine
Dearborn MI, 48124

Total number of potentially involved: 6,897

Estimated percentage with defect: 1%

Vehicle Information

Vehicle 1: 2025-2026 FORD MAVERICK

Product Category: Light Vehicles

Product Type:

Fuel / Propulsion:

Production Dates: Aug 07, 2025 - Sep 05, 2025

Number of potentially involved: 6,897

Descriptive Information:

Affected vehicles are equipped with instrument panel toppers produced by the Tier-1 supplier between August 7th, 2025, and August 20th, 2025. These instrument panel toppers may have insufficient weld adhesion to the passenger airbag (PAB) chute doors. Ford's team reviewed supplier process and maintenance records to determine the population of affected parts. The Ford process is capable of tracing instrument panel topper production to the vehicle in which the instrument panel topper is installed.

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.

6,897 Ford Maverick Vehicles are affected

Defect / Noncompliance Description

Description of the defect or noncompliance:

On affected vehicles, the instrument panel topper may detach from the passenger air bag chute doors during air bag deployment. The airbag is expected to otherwise deploy in position and restrain the occupant as designed.

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FMVSS1:

FMVSS2:

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

A part of the instrument panel topper that detaches during deployment may strike a vehicle occupant, increasing the risk of injury during a crash.

Description of the cause:

Certain instrument panel topper assemblies were manufactured by the instrument panel supplier with insufficient vibration weld adhesion between the passenger air bag chute doors and the instrument panel topper. This insufficient adhesion results from the interaction of three factors: 1) high part temperatures during welding due to high ambient temperatures at the supplier's facility, 2) a temporary reduction in hydraulic clamp force and/or vibration welding amplitude as a result of power fluctuations at the supplier's facility, and 3) mis-installation/misalignment of a friction mat the instrument topper panel is placed on during welding.

Identification of any warning that can occur:

None

Component Manufacturer

Tier of Supplier: Tier 1

Supplier Type: OEM

Name: International Automotive Components

Address: BLVD Henry Ford 33 Parque Industria
Hermosillo Foreign States, 25904

Country: Mexico

Involved Components

Component Name 1: Instrument Panel Topper

Component Description: Instrument Panel Topper

Component Part Number: SZ6Z-6004320

Chronology

On **October 15th, 2025**, during a Ford-internal test of a 2025 Ford Maverick, the occupant-facing passenger instrument panel door of the front passenger air bag (PAB) detached from the airbag chute door during deployment. The instrument panel topper and air bag chute are separate components from the passenger air bag module.

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On **October 28th, 2025**, Ford's Critical Concern Review Group opened an investigation into this issue.

From **October** through **November 2025**, Ford and the Tier-1 instrument panel topper supplier reviewed supplier control plan measurements, preventative maintenance logs, welding machine calibration and fault data, operator work instructions, and environmental factors at the supplier's facility to identify potential root cause contributing factors. Additionally, the investigation team conducted multiple Design of Experiments (DOE) studies to understand the effects of these factors and their interactions. Based on learnings from these studies, Ford and the supplier were able to create a part that resembled the initial occurrence. Based on this determination of root cause, a suspect population was identified.

On **December 11th, 2025**, Ford's Field Review Committee reviewed the concern and approved a field action.

As of **December 17th, 2025**, Ford is aware of no additional occurrences of air bag door detachment. Ford is not aware of any accidents or injuries related to this issue.

Related NHTSA Recall Number:

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 instrument panel topper replaced. There will be no charge for this service.

How remedy component differs from recalled component:

The remedy component instrument panel topper (SZ6Z-6004320) is correctly welded to the passenger air bag chute.

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

Description of recall schedule:

Notification to dealers is expected to occur on December 19th, 2025. Mailing of interim owner

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notification letters is expected to begin January 19th, 2026, and is expected to be completed by January 19th, 2026. Mailing of remedy owner notification letters is expected to begin February 13th, 2026 and is expected to be completed by February 13th, 2026. The date VINs are planned to be searchable December 19th, 2025.

Planned Dealer Notification Date: Dec 19, 2025 - Dec 19, 2025 No Dealers

Planned Interim Owner Notification Date: Jan 19, 2026 - Jan 19, 2026 No Owners

Planned Remedy Owner Notification Date: Feb 13, 2026 - Feb 13, 2026 Phased Recall

Date when VIN will be searchable: Dec 19, 2025