



U.S. Department
of Transportation

National Highway
Traffic Safety
Administration

Part 573 Safety Recall Report

25V885

Manufacturer Name: Ford Motor Company

Submission Date: Dec 18, 2025

NHTSA Recall No.: 25V885

Manufacturer Recall No.: 25C71

Manufacturer Information

Population

Manufacturer Name: Ford Motor Company

Address: 20000 Rotunda Drive
Mezzanine
Dearborn MI, 48124

Total number of potentially involved: 45,047

Estimated percentage with defect: 1%

Vehicle Information

Vehicle 1: 2025-2026 FORD MUSTANG MACH E

Product Category: Light Vehicles

Product Type: Multipurpose Passenger Vehicle

Fuel / Propulsion: Electric Battery Power

Production Dates: Jun 06, 2024 - Oct 01, 2025

Number of potentially involved: 45,047

Descriptive Information:

Ford's team reviewed supplier processes and plant records to determine the population of affected vehicles. The Ford process is capable of tracing Light Emitting Diode (LED) Driver Control Module B (LDCMB) hardware and software levels to the vehicle in which the LDCMB 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.

45,047 Mach-E vehicles are affected.

Defect / Noncompliance Description

Description of the defect or noncompliance:

On affected vehicles, a headlamp assembly's LDCMB may fail. A failed LDCMB will result in that headlamp assembly's high beam, low beam, position lamp, daytime running lamp and turn signal operation becoming inoperative. Inoperative lighting features may result in non-compliance with FMVSS 108.

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FMVSS1: 108 - Lamps, reflective devices, and assoc. Equipment

FMVSS2:

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

Inoperable lighting features may reduce the driver's visibility and/or make the vehicle less visible to other drivers, increasing the risk of a crash.

Description of the cause:

A faulted Non-Volatile Memory (NVM) component within the LDCMB prevents the module from rebooting, resulting in the LDCMB not communicating on the vehicle's Controller Area Network (CAN) bus. Root cause of the faulted NVM component remains under investigation.

Identification of any warning that can occur:

Drivers will receive an "Advanced Front Lighting Feature Temporarily Unavailable" warning in the instrument panel cluster. Additionally, the turn signal indicator will flash at an increased rate ("fast flash") in the instrument panel cluster when the turn signal is commanded.

Component Manufacturer

Tier of Supplier: Tier 2

Supplier Type: OEM

Name: Zhe Jiang Keboda Industry Corp

Address: No.1229, Changsheng East Road
Jiaxing Foreign States, 314003

Country: China

Involved Components

Component Name 1: Mach-E LDCMB

Component Description: LED Driver Control Module – Passenger Side

Component Part Number: RJ8B-13B626*

Chronology

On September 30, 2025, a 2025 Mustang Mach-E was found with an inoperative passenger side headlamp assembly during Pre-Delivery Inspection at Cuautitlan Stamping and Assembly Plant (CSAP). Further analysis determined that the assembly's LDCMB was not communicating on the vehicle's CAN bus.

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On October 7, 2025, a stop-ship related to this concern was requested by Ford's Critical Concern Review Group (CCRG) and the issue was brought to CCRG for review.

On October 10, 2025, a second Mach-E vehicle was identified at CSAP with an inoperative passenger side headlamp assembly during a yard audit. This lamp assembly's LDCMB was also not communicating on the CAN bus. The non-communicative modules were sent to the Tier-2 supplier of the LDCMB for further analysis. The Tier-2 supplier determined that both parts had faulted NVM components. The faulted NVM components were subsequently sent to the Tier-3 supplier for further analysis. To date, the Tier-3 supplier has been unable to establish a root cause of the NVM faults, and analysis remains ongoing.

In October 2025, after identifying the NVM fault condition, Ford's Body Module Controls team and the Tier-2 supplier of the LDCMB tested all other CAN-based LDCM variants. The testing confirmed that no other variants used on any vehicle lines exhibited this issue.

On November 3, 2025, updated LDCM software with robustness actions designed to resolve the system hang associated with faulted NVM components was introduced into production at CSAP. Vehicles held under the stop ship campaign were reflashed with this software.

As of December 9, 2025, Ford is aware of one warranty claim potentially related to this condition on a 2025 Mach-E vehicle.

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

Ford is not aware of any reports of accidents or injuries related to this condition

Related NHTSA Recall Number:

Description of Remedy

Remedy Type: Software, Software OTA

Consumer Advisories: Do Not Drive Park Outside

Description of remedy program:

The remedy for this program is an LDCM software update. Ford is anticipated to begin Over-The-Air (OTA) deployment to update the LDCM software for affected vehicles in April 2026. Alternatively, owners will have the option to take their vehicle to a Ford or Lincoln dealer to complete the software update. There will be no charge for this service.

How remedy component differs from recalled component:

The remedy software (RJ8B-13B671-EA / RJ8B-13B671-FA) will not allow a faulted NVM to prevent the LDCM from rebooting.

Identify how/when recall condition was corrected in production:

Not required per 49 Part 573.

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Manufacturer used general reimbursement plan on file.

Recall Schedule**Description of recall schedule:**

Notification to dealers is expected to occur on January 12, 2026. Mailing of remedy owner notification letters is expected to begin January 26, 2026, and is expected to be completed by January 30, 2026. The date VINs are planned to be searchable is January 12, 2026.

Planned Dealer Notification Date: Jan 12, 2026 - Jan 12, 2026 No Dealers

Planned Interim Owner Notification Date: No Owners

Planned Remedy Owner Notification Date: Jan 26, 2026 - Jan 30, 2026 Phased Recall

Date when VIN will be searchable: Jan 12, 2026