

Ford Motor Company (Ford) Recall No. 25S36 Chronology

25S36 – CERTAIN 2024-2025 E-TRANSIT CHASSIS CAB VEHICLES – BATTERY TRAY SIDE RAIL BUCKLE AND CRACK

Date of Submission: April 11, 2025

Chronology of Defect / Noncompliance Determination

Provide the chronology of events leading up to the defect decision or test data for the noncompliance decision.

On March 6, 2025, an issue pertaining to high voltage battery assemblies was brought to Ford's Critical Concern Review Group for review after Ford learned of a 2024 model year Chassis Cab (CCAB) incomplete E-Transit Battery Electric Vehicle (BEV) that was towed to a dealer after experiencing a high voltage (HV) battery isolation fault (P0AA6). After removing the HV battery cover, the dealer found bulging of the aluminum extruded battery structure rail with a crack on the left-hand side. There was a significant amount of water inside the battery pack. An additional three 2024-2025 model year CCAB E-Transits were brought to the same dealer with the same HV battery isolation fault. Ford learned these incomplete vehicles had been stored outside and exposed to the elements. During storage, water or snow could enter the open ends of the aluminum extruded battery carrier rail and freeze. This freezing condition could cause the extruded aluminum to buckle and crack, exposing the battery to water accumulation and pooling. On February 28, 2025, Ford issued a stop ship and subsequently expanded to a stop build.

Throughout March 2025, Ford continued its investigation by conducting testing and analysis to evaluate the effects of water pooling on the high voltage battery and side rails structure. Ford completed an engineering study to analyze water and ice accumulation on the incomplete chassis cab units and conducted thermal cycling testing. Ford's investigation confirmed that as water pooled inside the battery tray side rail chambers and went through freeze and thaw cycling, ice expansion caused side rail material fracture leading to water leaks and a high voltage isolation fault. Material testing confirmed that material properties of the side rails were within specification and the fractures were due to overloading and not fatigue.

On April 1, 2025, Ford learned of a report of vehicle fire that is under investigation on one of the vehicles in the suspect population.

On April 4, 2025, Ford's Field Review Committee reviewed the concern and approved a field action.

As of April 4, 2025, Ford is aware of six (6) warranty reports and two (2) field reports, representing seven unique VINs, related to this investigation. The reports were received from February 4, 2025 through April 3, 2025.

Ford is not aware of any reports of accident or injury related to this condition.