

## **Ford Motor Company (Ford) Recall No. 25S44 Chronology**

### **25S44 – CERTAIN 2025 FORD F-SUPER DUTY VEHICLES – FUEL RETURN LINE CONNECTOR CRACK**

**Date of Submission:** May 9, 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 26, 2025, an issue pertaining to fuel return line (FRL) connector cracking was brought to Ford's Critical Concern Review Group for review after the component supplier identified cracked FRL connectors at their facility.

On March 12, 2024, Ford received notice from the supplier that there was a potential that some FRL connectors may have been cracked during the assembly process. The supplier's investigation determined that these cracks may have been caused by the hose insertion fixture's misalignment at the FRL connector workstation. The supplier determined that this misalignment condition was caused by a workstation tooling fixture changeover on March 9, 2025, which preceded the implementation of 100% microscope inspection on March 14, 2025. Between March 10 and March 31, 2025, Ford and the supplier scrapped or inspected all connectors manufactured during the suspect window, some of which had been built into diesel engine assemblies at Ford's Chihuahua Engine Plant (CHEP).

On March 18, 2025, one shipment containing 17 engine assemblies built with suspect connectors arrived at Ford's Kentucky Truck Plant (KTP) from CHEP without first undergoing inspection for potential cracks. On March 22, 2025, KTP installed these 17 engine assemblies into 2025 model year F-Super Duty vehicles. On March 25, 2025, Ford issued a type 1 In Transit Stop Ship for the 17 units built with these engine assemblies.

On April 16, 2025, the CCRG learned that eight of the 17 vehicles with suspect FRL connectors had been loaded on railcars and left KTP before undergoing inspection for cracking. The remaining nine vehicles had been held and inspected at KTP. Three of the eight units that left KTP were delivered to dealerships, and the other five were being held at an In-Transit Repairing (ITR) dealership. As of May 7, 2025, FRL assemblies have been replaced on three of the five units at ITR dealerships. The five units in this population represent the three units that were delivered to dealerships without being held at the ITR, and the two units from the ITR that were not repaired.

As of April 28, 2025, Ford is not aware of any warranty claims, field or customer reports related to this condition. Ford is not aware of any reports of accident or injury related to this condition.

On May 2, 2025, Ford's Field Review Committee reviewed the concern and approved a field action.