



U.S. Department  
of Transportation

National Highway  
Traffic Safety  
Administration

# Part 573 Safety Recall Report

26V025

**Manufacturer Name:** Ford Motor Company

**Submission Date:** Jan 21, 2026

**NHTSA Recall No.:** 26V025

**Manufacturer Recall No.:** 26C01

## Manufacturer Information

## Population

**Manufacturer Name:** Ford Motor Company  
**Address:** 20000 Rotunda Drive  
Mezzanine  
Dearborn MI, 48124

**Total number of potentially involved:** 231  
**Estimated percentage with defect:** 1.3%

## Vehicle Information

**Vehicle 1:** 2025-2025 Ford Motor Company F-59 Commercial Stripped

**Product Category:** Buses, Medium & Heavy Vehicles

**Product Type:** Other

**Fuel / Propulsion:** Spark Ignition Fuel

**Production Dates:** Sep 29, 2025 - Oct 13, 2025

**Number of potentially involved:** 146

### Descriptive Information:

Ford's team reviewed plant records to determine the population of affected parts. F-59 vehicles were produced using the incorrect stop lamp switch installation process from September 29, 2025 through October 13, 2025.

Affected vehicles are equipped with a stop lamp switch that may have been damaged during assembly due to the use of incorrect installation instructions.

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.

146 2025 model year Ford F-59 Commercial Stripped Chassis vehicles are affected.

**Vehicle 2:** 2025-2025 Ford Motor Company F-53 Recreational Strippe

**Product Category:** Buses, Medium & Heavy Vehicles

**Product Type:** Recreational Vehicle

**Fuel / Propulsion:** Spark Ignition Fuel

**Production Dates:** Sep 29, 2025 - Oct 10, 2025

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**Number of potentially involved:** 85

## **Descriptive Information:**

Ford's team reviewed plant records to determine the population of affected parts. F-53 vehicles were produced using the incorrect stop lamp switch installation process from September 29, 2025 through October 10, 2025.

Affected vehicles are equipped with a stop lamp switch that may have been damaged during assembly due to the use of incorrect installation instructions.

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.

85 2025 model year Ford F-53 Recreational Stripped Chassis vehicles are affected.

## **Defect / Noncompliance Description**

### **Description of the defect or noncompliance:**

On the affected vehicles, exterior brake lights may not illuminate with actuation of the brake pedal, or conversely, may illuminate without brake pedal actuation. Stop lamps that do not activate upon application of the service brakes fail to conform, in part, to Section S7.3.5, Table I.-a of Federal Motor Vehicle Safety Standard (FMVSS) No. 108 Lamps, reflective devices, and associated equipment. This issue does not affect any other requirements stated within FMVSS 108 - Lamps, reflective requirements and associated equipment.

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

**FMVSS2:**

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

If the stop lamps do not activate upon the application of the service brakes, or activate without service brake application, the vehicle will not comply with FMVSS 108. Brake lights that do not illuminate with brake pedal actuation or illuminate without brake pedal actuation can increase the risk of a crash. It may be possible to shift out of park without pressing the brake pedal, which can cause the vehicle to roll unexpectedly, increasing the risk of a crash or injury.

### **Description of the cause:**

Installation instructions were incorrectly modified. Operators may have installed stop lamp switches incorrectly.

### **Identification of any warning that can occur:**

Cruise control de-activation may be too sensitive, or not sensitive enough to brake pedal actuation. Trailer-tow may also become inoperative.

## **Component Manufacturer**

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**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:** SW ASY SPD CONTR & STP LP**Component Description:** Speed Control and Stop Lamp Switch**Component Part Number:** GL3T-9G854-BA

## Chronology

On October 23, 2025, an issue was brought to Ford's Critical Concern Review Group for review pertaining to potential incorrect installation of the stop lamp switch to the brake pedal assembly on 2025 model year F53 and F59 stripped chassis trucks .

On October 15, 2025, Detroit Chassis Plant (DCP) became aware that assembly line operators were incorrectly installing the stop lamp switch to the brake pedal assembly on 2025 model year F53 recreational and F59 commercial stripped chassis trucks. Incorrect and assembly instructions were posted in the workstation during the suspect time period. Improper assembly can damage the internal gears of the switch, as well as result in the switch being out of range for self-calibration. The incorrect installation was discovered by a Ford engineer at DCP during a review of the assembly process. On October 16, 2025, DCP issued a Type 1 Stop Ship for vehicles built between September 29, 2025, and October 15, 2025.

Through December 2025, the CCRG reviewed plant quality metrics and connected vehicle data to understand the condition of the stop lamp switch after installation. Additionally, the CCRG reviewed the critical characteristics that may have been affected by the incorrect installation process. The CCRG concluded that the stop lamp switch may function properly during end-of-line testing at DCP. However, damage incurred during installation may result in later failure after a period of normal functioning.

The CCRG reviewed Federal Motor Vehicle Safety Standard (FMVSS) No. 108 Lamps, reflective devices, and associated equipment, specifically Section S7.3.5, Table I.-a, which specifies that stop lamps must be activated upon application of the service brakes. Based on engineering judgement, units not repaired within the Type 1 Stop Ship may be susceptible to exterior brake lights that may not illuminate with actuation of the brake pedal, or conversely, may illuminate without brake pedal actuation.

The CCRG also reviewed Federal Motor Vehicle Safety Standard (FMVSS) No. 114 Theft protection and rollaway prevention and determined that it is not applicable as the vehicles have GVWR over 10,000 lbs.

As of January 5, 2026, Ford is not aware of any warranty claims, field reports or customer complaints or Vehicle Owner Questionnaires (VOQs) related to this concern.

On **January 13, 2025**, Ford's Field Review Committee reviewed the concern and approved a field service action.

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

**Related NHTSA Recall Number:** NA

## 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 stop lamp switch replaced per workshop manual procedure. There will be no charge for this service.

### How remedy component differs from recalled component:

The stop lamp switch (GL3T-9G854-BA) will be replaced per workshop manual procedure, which will ensure its correct operation.

### 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 January 22, 2026. Mailing of remedy owner notification letters is expected to begin February 2, 2026 and is expected to be completed by February 6, 2026. The date VINs are planned to be searchable is January 22, 2026.

**Planned Dealer Notification Date:** Jan 22, 2026 - Jan 22, 2026  No Dealers

**Planned Interim Owner Notification Date:**  No Owners

**Planned Remedy Owner Notification Date:** Feb 02, 2026 - Feb 06, 2026  Phased Recall

**Date when VIN will be searchable:** Jan 22, 2026