



U.S. Department  
of Transportation

National Highway  
Traffic Safety  
Administration

## Part 573 Safety Recall Report

## 26V090

**Manufacturer Name:** Ford Motor Company

**Submission Date:** Feb 17, 2026

**NHTSA Recall No.:** 26V090

**Manufacturer Recall No.:** 26C07

### Manufacturer Information

### Population

**Manufacturer Name:** Ford Motor Company

**Address:** 20000 Rotunda Drive  
Mezzanine  
Dearborn MI, 48124

**Total number of potentially involved:** 15,965

**Estimated percentage with defect:** 1%

### Vehicle Information

**Vehicle 1:** 2025-2025 FORD TRANSIT

**Product Category:** Light Vehicles

**Product Type:** Incomplete Vehicle

**Fuel / Propulsion:**

**Production Dates:** Jan 21, 2025 - Apr 25, 2025

**Number of potentially involved:** 15,965

#### Descriptive Information:

In the affected vehicles, the brake booster assembly may have been assembled without a cotter pin. Ford's team reviewed plant records to determine the population of affected parts.

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.

15,965 Ford Transit vehicles are affected

### Defect / Noncompliance Description

#### Description of the defect or noncompliance:

Certain vehicles may have been built without the cotter pin that secures the brake booster pushrod to the brake pedal, which can cause the brake booster pushrod to separate from the brake pedal. As such, these vehicles fail to comply with the requirements of Federal Motor Vehicle Safety Standard (FMVSS) No. 105 Hydraulic and electric brake systems, section S5.6 Brake system integrity.

**FMVSS1:** 105 - Hydraulic and electric brake systems

# Part 573 Safety Recall Report

# 26V090

## FMVSS2:

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

The brake booster pushrod may disconnect from the brake pedal. This can result in a loss of braking function while driving, increasing the risk of a crash.

### Description of the cause:

The cotter pin was not installed on the brake boost assembly at the vehicle assembly plant and a subsequent operation to install a redundant retainer clip did not identify the missing cotter pin.

### Identification of any warning that can occur:

None

## Component Manufacturer

### 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:** Redundant Clip

**Component Description:** RING-FORWARD CLUTCH

**Component Part Number:** YC1Z-7D256-A

**Component Name 2:** Pedal Cotter Pin

**Component Description:** CLP-FNDR GD SPLS

**Component Part Number:** BK2Z-16K262-A

## Chronology

On December 11, 2025, the manufacturing team at Kansas City Assembly Plant introduced a topic pertaining to a missing brake booster pushrod cotter pin on a 2025 model year (MY) Ford Transit vehicle to Ford's Critical Concern Review Group (CCRG) for review. The CCRG reviewed a warranty report in

# Part 573 Safety Recall Report

# 26V090

which the owner of a 2025MY Transit described warning lights coming on the dash. The dealer technician inspected the brake pedal assembly, found that the cotter pin that holds the brake pedal push rod onto the pedal was missing, and installed the cotter pin and redundant retainer clip.

On January 5, 2026, an extended record search identified a total of three reports describing the missing cotter pin and retainer clip on 2025MY Transit vehicles.

While the root cause remains under investigation, the CCRG investigation indicates that the brake booster cotter pin and the redundant clip may not have been installed during the assembly process. The recall population was determined based on production records during a specific window of assembly process variability at the Kansas City Assembly Plant.

This concern affects the ability of the customer to stop the vehicle by applying the brake pedal. The CCRG reviewed Federal Motor Vehicle Safety Standard (FMVSS) No. 105, Hydraulic and electric brake systems, specifically Section S5.6, Brake system integrity. If the brake booster pushrod disconnects from the brake pedal, this affects compliance with section S5.6 of FMVSS 105, which requires that all mechanical components of the braking system shall be intact and functional.

As of January 20, 2026, Ford is aware of three warranty reports and two field reports related to this concern, received from April 4, 2025, through December 20, 2025, representing three unique VINs.

On February 10, 2026, Ford's Field Review Committee reviewed the concern and approved a field action.

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:** Inspect, Replace

**Consumer Advisories:**  Do Not Drive  Park Outside

### Description of remedy program:

Owners will be advised to not drive their vehicles until the presence of the brake booster pushrod cotter pin has been verified. Owners will be notified by mail and instructed to work with their Ford or Lincoln dealer to have the brake booster assembly inspected and repaired, as necessary. There will be no charge for this service.

### How remedy component differs from recalled component:

The brake pedal and brake booster pushrod will be correctly assembled with all required sub-components.

### Identify how/when recall condition was corrected in production:

Not required per 49 Part 573.

## Reimbursement Plan

**Part 573 Safety Recall Report****26V090**

Manufacturer used general reimbursement plan on file.

**Recall Schedule****Description of recall schedule:**

Notification to dealers is expected to occur on February 18, 2026. Mailing of remedy owner notification letters is expected to begin March 02, 2026, and is expected to be completed by March 06, 2026. The date VINs are planned to be searchable is February 18, 2026.

**Planned Dealer Notification Date:** Feb 18, 2026 - Feb 18, 2026  No Dealers

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

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

**Date when VIN will be searchable:** Feb 18, 2026