



U.S. Department  
of Transportation

National Highway  
Traffic Safety  
Administration

## Part 573 Safety Recall Report

## 26V119

**Manufacturer Name:** Ford Motor Company

**Submission Date:** Mar 03, 2026

**NHTSA Recall No.:** 26V119

**Manufacturer Recall No.:** 26S13

### Manufacturer Information

### Population

**Manufacturer Name:** Ford Motor Company

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

**Total number of potentially involved:** 11,431

**Estimated percentage with defect:** 9%

### Vehicle Information

**Vehicle 1:** 2025-2026 FORD F-250 SD

**Product Category:** Light Vehicles

**Product Type:**

**Fuel / Propulsion:**

**Production Dates:** May 31, 2025 - Dec 22, 2025

**Number of potentially involved:** 9,280

**Descriptive Information:**

Ford's team reviewed supplier process and maintenance records to determine the population of affected parts. Affected vehicles are equipped with a rear driveshaft which may separate and were built between May 31, 2025, and December 22, 2025.

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.

9,280 F-250 vehicles are affected

**Vehicle 2:** 2025-2026 FORD F-350 SD

**Product Category:** Light Vehicles

**Product Type:**

**Fuel / Propulsion:**

**Production Dates:** May 31, 2025 - Dec 22, 2025

**Number of potentially involved:** 2,151

**Descriptive Information:**

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2,151 F-350 vehicles are affected

### Defect / Noncompliance Description

#### Description of the defect or noncompliance:

Affected vehicles are built with a driveshaft that may separate at the friction weld due to insufficient weld penetration.

**FMVSS1:**

**FMVSS2:**

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

A rear driveshaft separation may result in a loss of motive power while driving, which increases the risk of a crash.

#### Description of the cause:

Due to degradation, the spindle at the friction weld station did not reach sufficient speed to provide acceptable weld energy.

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

The customer may experience a loud popping noise and significant noise, vibration or harshness which may alert them to a driveshaft separation.

### Component Manufacturer

**Tier of Supplier:** Tier 1

**Supplier Type:** OEM

**Name:** Dana Incorporated

**Address:** 3939 Technology Drive  
Maumee OH, 43537-9194

**Country:** United States

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## Involved Components

**Component Name 1:** Rear Driveshaft

**Component Description:** 1 piece Driveshaft, 160" Wheelbase

**Component Part Number:** PC34-4602-FAA

**Component Name 2:** Rear Driveshaft

**Component Description:** 1 piece Driveshaft, 160" Wheelbase

**Component Part Number:** PC34-4602-FCA

**Component Name 3:** Rear Driveshaft

**Component Description:** 1 piece Driveshaft, 164" Wheelbase

**Component Part Number:** PC34-4602-HAA

**Component Name 4:** Rear Driveshaft

**Component Description:** 1 piece Driveshaft, 164" Wheelbase

**Component Part Number:** PC34-4602-HCA

**Component Name 5:** Rear Driveshaft

**Component Description:** 1 piece Driveshaft, 164" Wheelbase

**Component Part Number:** PC34-4602-HGA

## Chronology

On December 22, 2025, the Kentucky Truck Plant (KTP) Plant Vehicle Team reported that three 2025 model year Super Duty vehicles experienced separation of the aluminum driveshaft during End-of-Line testing. The separation occurred at the friction weld between the driveshaft tube and driveshaft end yoke. KTP issued a stop ship for this concern on the same day.

Ford and the supplier conducted testing on the welders used to produce the subject driveshafts on December 22, 2025. The supplier uses two friction welders for aluminum driveshaft tube friction welding. All three separated driveshafts were produced on the same welder. Testing confirmed that the issue was isolated to driveshafts produced on only one of the two welders, due to degradation of that welder's spindle.

On January 8, 2026, this issue was brought to Ford's Critical Concern Review Group (CCRG) for review.

During the CCRG's investigation, Ford and the supplier reviewed supplier production history and analyzed weld quality data to determine the population of driveshafts that may not have sufficient weld

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penetration to prevent a separation. Ford utilized this information to determine suspect vehicle production.

As of February 24, 2026, Ford is aware of six warranty claims and five field reports for driveshaft separation. These reports were received between January 14, 2026, and February 24, 2026, and represent six unique VINs.

On February 24, 2026, Ford's Field Review Committee reviewed the concern and approved a field action.

Ford is not aware of any accidents, fires or injuries related to this concern.

**Related NHTSA Recall Number:**

## Description of Remedy

**Remedy Type:** Inspect, 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 their rear driveshaft inspected against a list of suspect driveshaft serial numbers. Vehicles with parts from the suspect list will have their driveshaft replaced. There will be no charge for this service.

**How remedy component differs from recalled component:**

The remedied vehicles will have rear driveshafts with proper friction weld penetration.

**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 March 4, 2026. Mailing of interim owner notification letters is expected to begin March 16, 2026, and be completed by March 20, 2026. Mailing of remedy owner notification letters is expected to begin March 30, 2026, and is expected to be completed by April 3, 2026. The date VINs are planned to be searchable is March 4, 2026.

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**Planned Dealer Notification Date:** Mar 04, 2026 - Mar 04, 2026  No Dealers

**Planned Interim Owner Notification Date:** Mar 16, 2026 - Mar 20, 2026  No Owners

**Planned Remedy Owner Notification Date:** Mar 30, 2026 - Apr 03, 2026  Phased Recall

**Date when VIN will be searchable:** Mar 04, 2026