



U.S. Department  
of Transportation

National Highway  
Traffic Safety  
Administration

# Part 573 Safety Recall Report

# 26V121

**Manufacturer Name:** Ford Motor Company

**Submission Date:** Mar 03, 2026

**NHTSA Recall No.:** 26V121

**Manufacturer Recall No.:** 26C12

## Manufacturer Information

## Population

**Manufacturer Name:** Ford Motor Company

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

**Total number of potentially involved:** 35,772

**Estimated percentage with defect:** 100%

## Vehicle Information

**Vehicle 1:** 2025-2026 FORD EXPLORER

**Product Category:** Light Vehicles

**Product Type:** Multipurpose Passenger Vehicle

**Fuel / Propulsion:**

**Production Dates:** Nov 29, 2023 - Nov 23, 2025

**Number of potentially involved:** 35,772

### Descriptive Information:

The recalled part was introduced into production on 11/29/2023 date and was taken out of production on 11/23/2026. Affected vehicles are equipped with incorrect Headlight Control Module (HCM) software resulting in the right headlamp to swivel in the opposite direction of a vehicle turn.

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.

35,772 Ford Explorer vehicles are affected

## Defect / Noncompliance Description

### Description of the defect or noncompliance:

The Dynamic Bending Light (DBL) feature is not functioning as intended. When turning the steering wheel on a left curve, the driver's side (LHS) bending light correctly follows the turn, while the passenger side (RHS) light bends away from the curve. Conversely, when turning on a right curve, the left-hand light follows the steering wheel and bends to the right, while the right-hand light bends inward towards the left.

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

**FMVSS2:**

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

This could result in increased glare to other road users.

**Description of the cause:**

The affected vehicles contain an incorrect Headlamp Control Module software calibration resulting in the right headlamp swiveling in the opposite direction of a vehicle turn as opposed to the same direction as the vehicle turn.

**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:** Headlamp Control Module

**Component Description:** Headlamp Control Module Software

**Component Part Number:** RB5T-14D067-DA

**Component Name 2:** Headlamp Control Module

**Component Description:** Headlamp Control Module Software

**Component Part Number:** RB5T-14D067-GA

## Chronology

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On **October 23, 2025**, a concern related to the function of Dynamic Bending Lights (DBLs) brought to Ford's Critical Concern Group (CCRG) for review. CCRG learned that this concern was related to the Headlamp Control Module (HCM) software on certain 2025-2026 model year (MY) Ford Explorer vehicles and resulted in the right hand (passenger side) headlamp turning in the opposite direction of vehicle movement when navigating a curve. CCRG's investigation considered Federal Motor Vehicle Safety Standard (FMVSS) Number 108 Section 6.2.1 (the "impairment clause"), which states that "[n]o additional lamp, reflective device, or other motor vehicle equipment is permitted to be installed that impairs the effectiveness of lighting equipment required by this standard." By way of interpretation, NHTSA has discussed factors to consider in impairment evaluations. Based on Ford's interpretation of FMVSS 108 and the results of a night drive evaluation, CCRG determined that the software issue did not impair the effectiveness of the low beam and initially closed this concern on October 30, 2025.

From November 2025 to January 2026, NHTSA Office of Vehicle Safety Compliance (OVSC) representatives and Ford met and conversed regarding this topic. NHTSA requested Ford's compliance data and also requested additional test data to simulate the non-design-intent effect of the DBL on low beam photometry. The results of this testing showed that all test point results met FMVSS 108 low beam photometry requirements except for one: the 3.5L-0.86D test point, which exceeded the maximum allowed photometry. NHTSA also requested additional testing of high beam photometry. Ford completed the high beam testing and demonstrated that the high beam met all photometry requirements even with the low beam in the non-design-intent position.

In January and February 2026, Ford and NHTSA OVSC representatives met and discussed the results of the testing requested by NHTSA. Ford and NHTSA discussed the original test data items and Ford's compliance position that was based on the night drive evaluation and NHTSA's Letter of Interpretation provided to Hyodo (February 10, 2006). Ford and NHTSA also discussed the applicability of S6.2.1 of FMVSS 108.

On February 16, 2026, CCRG re-opened this investigation to consider a potential noncompliance to S6.2.1 of FMVSS No. 108 for 2025-2026MY Ford Explorer vehicles equipped with the DBL feature and the incorrect HCM calibration.

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

Ford is not aware of any warranty claims, Vehicle Owner Questionnaires (VOQs), or field reports related to this condition. Ford is not aware of any reports of accident or injury related to this condition.

**Related NHTSA Recall Number:**

## Description of Remedy

**Remedy Type:** Software OTA

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

**Description of remedy program:**

The remedy for this program is a HCM software update. Ford is anticipated to begin Ford Software Update Over-The-Air (OTA) deployment to update the HCM software for affected vehicles in March 2026. Alternatively, owners will have the option to take their vehicle to a Ford or Lincoln dealer to complete the software update. There will be no charge for this service.

**Part 573 Safety Recall Report****26V121****How remedy component differs from recalled component:**

This HCM software update corrects the error state and will ensure the right headlamp will turn in the same direction as the vehicle.

**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 19, 2026. Mailing of remedy owner notification letters is expected to begin March 23, 2026, and is expected to be completed by March 27, 2026. The date VINs are planned to be searchable is March 19, 2026.

**Planned Dealer Notification Date:** Mar 05, 2026 - Mar 05, 2026  No Dealers

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

**Planned Remedy Owner Notification Date:** Mar 23, 2026 - Mar 27, 2026  Phased Recall

**Date when VIN will be searchable:** Mar 05, 2026