U.S. Department of Transportation

National Highway Traffic Safety Administration

Part 573 Safety Recall Report 26V165

Manufacturer Name: Ford Motor Company
Submission Date: Mar 18, 2026
NHTSA Recall No.: 26V165
Manufacturer Recall No.: 26S21

Manufacturer Information

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

Population

Total number of potentially involved: 339,619
Estimated percentage with defect: 100%

Vehicle Information

Vehicle 1: 2025-2025 FORD EXPLORER
Product Category: Light Vehicles
Product Type: Multipurpose Passenger Vehicle
Fuel / Propulsion: Spark Ignition Fuel
Production Dates: Nov 29, 2023 - Jul 16, 2025
Number of potentially involved: 117,493
Descriptive Information:
Affected vehicles are equipped with an Image Processing Module A (IPMA) system that is equipped with a 5 radar sensor configuration.

Vehicle 2: 2024-2025 LINCOLN NAUTILUS
Product Category: Light Vehicles
Product Type: Multipurpose Passenger Vehicle
Fuel / Propulsion: Spark Ignition Fuel
Production Dates: Sep 04, 2022 - Aug 26, 2025
Number of potentially involved: 117,186
Descriptive Information:
Affected vehicles are equipped with an Image Processing Module A (IPMA) system that is equipped with a 5 radar sensor configuration.

Vehicle 3: 2022-2025 LINCOLN NAVIGATOR

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Product Category: Light Vehicles

Product Type: Multipurpose Passenger Vehicle

Fuel / Propulsion: Spark Ignition Fuel

Production Dates: Apr 15, 2021 - Nov 26, 2025

Number of potentially involved: 78,303

Descriptive Information:

Affected vehicles are equipped with an Image Processing Module A (IPMA) system that is equipped with a 5 radar sensor configuration.

Vehicle 4: 2025-2025 LINCOLN AVIATOR

Product Category: Light Vehicles

Product Type: Multipurpose Passenger Vehicle

Fuel / Propulsion: Spark Ignition Fuel

Production Dates: Nov 29, 2023 - May 21, 2025

Number of potentially involved: 26,637

Descriptive Information:

Affected vehicles are equipped with an Image Processing Module A (IPMA) system that is equipped with a 5 radar sensor configuration.

Defect / Noncompliance Description

Description of the defect or noncompliance:

Unexpected and repeated resets of the Image Processing Module A (IPMA) can lead to an intermittent loss of the rearview camera image and various advanced driver-assistance system (ADAS) features. If these module resets occur with sufficient frequency over multiple ignition cycles, a persistent loss of functionality can occur.

FMVSS1:

FMVSS2:

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

A loss of rearview camera image could increase the risk of a crash during a backing event.

Description of the cause:

The Image Processing Module A (IPMA) may experience a computational overload when tracking a high volume of moving objects in dense vehicle and pedestrian traffic environments. This overload can

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trigger a module reset; in certain instances, multiple module resets occurring over multiple ignition cycles can lead to a persistent loss of functionality.

Identification of any warning that can occur:

During or after a reset event, the instrument panel cluster may display warnings such as "Front Camera Fault," "Pre-Collision Assist Not Available," and "Lane-Keeping System Off." The blind-spot indicators may also illuminate.

Component Manufacturer

Tier of Supplier:

Supplier Type: OEM

Name: Ford Motor Company

Address: 1 American Rd
Dearborn MI, 48126

Country: United States

Involved Components

Component Name 1: IPMA Software

Component Description: Image Processing Module A (IPMA) Software

Component Part Number: RJ6T-14H102-BAH

Component Name 2: IPMA Software

Component Description: Image Processing Module A (IPMA) Software

Component Part Number: SJ8T-14H102-ABR

Component Name 3: IPMA Software

Component Description: Image Processing Module A (IPMA) Software

Component Part Number: RC5T-14H102-ABN

Chronology

On **March 20, 2025**, an issue pertaining to Image Processing Module-A (IPMA) reset behaviors in certain 2025 Aviator and Explorer models was brought to the Ford Critical Concerns Review Group (CCRG) for review. Ford's Advanced Driver-Assistance Systems (ADAS) engineering team identified an emerging issue impacting the ability to display the rearview camera image and the functionality of various ADAS

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systems. An increase in warranty claims for specific Lincoln Aviator fleet vehicles indicated that these functions were unavailable and required a dealer visit to correct.

Starting in March and continuing through May 2026, CCRG started several workstreams to better understand this field experience. CCRG directed that simulation testing, real-world driving evaluation testing, and a warranty and connected vehicle data review be conducted. Real-world evaluation testing eventually replicated the reset condition and provided data related to the conditions at the time of reset. The reset condition was not consistently repeatable and required a very specific environment surrounding the vehicle to occur. A comprehensive trend analysis of warranty and connected vehicle data revealed a high concentration of incidents in specific urban areas and a disproportionate impact on livery fleet vehicles, providing identifiable geographical and usage patterns for the issue.

On April 3, 2025, a review of the evaluation test data was presented to CCRG. Additionally, warranty data was shared showing an occurrence rate of 0.9R/1000 for all 25MY Aviator vehicles, with livery-spec vehicles and Reserve trim vehicles comprising a majority of the responsive complaint records. At the time, CCRG concluded that the issue did not pose an unreasonable risk to motor vehicle safety due to the entry conditions requiring multiple resets in a drive cycle, which limited the effect across the overall vehicle population.

On June 17, 2025, Ford and NHTSA reviewed the CCRG's closure rationale for this investigation in a Safety Evaluation List (SEL) meeting in Washington DC. Ford's warranty and connected vehicle data supported the conclusion that this concern affects a specific vehicle population with unique badging and use-case traceability. Further, Ford described planned Over-the-Air (OTA) update actions in-line with NHTSA Part 579 reporting obligations, as well as a Special Service Message (SSM) launched to instruct dealers on how to diagnose this concern to assist affected customers ahead of the OTA launch.

The topic was again discussed at the November 18, 2025 SEL meeting, and in February and March of 2026, Ford and NHTSA met several times to discuss this topic in more detail. With the benefit of more warranty and connected data, Ford was able to present a more detailed picture of the field experience. Specifically, all the warranty claims to date occurred on a certain configuration of vehicles with 5 radar sensors and primarily occurred on vehicles commonly used in livery applications. Ford currently believes that, based on field performance of vehicles not included in this action, there may be an unknown causal factor related to the vehicle's build configuration that could also uniquely affect certain vehicle populations.

On March 9, 2026, CCRG re-opened this investigation in consideration of the discussions between Ford and NHTSA relating to certain Ford and Lincoln vehicle lines equipped with 5 radar sensors and commonly used in livery and chauffeur applications in densely populated urban settings. Ford and NHTSA aligned on the scope of vehicles to consider for a field action.

On **March 13, 2026**, Ford's Field Review Committee reviewed this concern and approved a field action.

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

Related NHTSA Recall Number:

Description of Remedy

Remedy Type: Software, Software OTA

Consumer Advisories: ☐ Do Not Drive ☐ Park Outside

Description of remedy program:

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The remedy for this program is an Image Processing Module A (IPMA) software update. Ford is anticipating offering an Over-The-Air (OTA) update to the IPMA software for affected vehicles. 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.

How remedy component differs from recalled component:

The image processing module A (IPMA) software will be updated to the latest software version, which includes robustness actions to prevent reset events during driving conditions associated with object tracking saturation.

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 25, 2026. Mailing of remedy owner notification letters is expected to begin March 30, 2026 and is expected to be completed by April 6, 2026. The date VINs are planned to be searchable is March 25, 2026.

Planned Dealer Notification Date: Mar 25, 2026 - Mar 29, 2026 ☐ No Dealers

Planned Interim Owner Notification Date: ☐ No Owners

Planned Remedy Owner Notification Date: Mar 30, 2026 - Apr 06, 2026 ☐ Phased Recall

Date when VIN will be searchable: Mar 25, 2026