U.S. Department of Transportation

National Highway Traffic Safety Administration

Part 573 Safety Recall Report 26V238

Manufacturer Name: Ford Motor Company
Submission Date: Apr 14, 2026
NHTSA Recall No.: 26V238
Manufacturer Recall No.: 26S29

Manufacturer Information

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

Population

Total number of potentially involved: 140,201
Estimated percentage with defect: 1%

Vehicle Information

Vehicle 1: 2024-2026 FORD RANGER
Product Category: Light Vehicles
Product Type: Light Truck
Fuel / Propulsion:
Production Dates: Dec 09, 2022 - Dec 28, 2025
Number of potentially involved: 140,201

Descriptive Information:

Ford's team reviewed plant records to determine the population of affected vehicles. Affected vehicles may have sunvisor wiring harness damage or headliner wiring harness damage and were built between December 9, 2022, and December 28, 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.

140,201 Ranger vehicles are affected.

Defect / Noncompliance Description

Description of the defect or noncompliance:

A short in the power takeout for the right or left sunvisor assembly may create heat or spark, resulting in fire in the A-pillar area.

FMVSS1:

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FMVSS2:

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

When a damaged wire creates a short to ground, heat or spark at this short may also cause smoke, burn, melt or fire in the A-pillar area. Smoking, melting, or fire in the A-pillar area increases the risk of injury or a crash.

Description of the cause:

The sunvisor or headliner wiring harnesses may become damaged as the result of excessive harness tape thickness or improper harness positioning during install. Exposed wiring may come into contact with sheet metal, potentially resulting in arcing and soot buildup over time from circuit shorts and Body Control Module (BCM) restarts.

Identification of any warning that can occur:

A driver may experience flickering or inoperative sunvisor mirror lights and overhead console lights prior to a smoking, melting or fire event.

Component Manufacturer

Tier of Supplier: Tier 2

Supplier Type: OEM

Name: Versigent

Address: 5825 Innovation Dr.
Troy MI, 48098

Country: United States

Involved Components

Component Name 1: Headliner Wiring Harness

Component Description: WIR ASY INTR LP FD

Component Part Number: N1WT-14334-R*

Component Name 2: Headliner Wiring Harness

Component Description: WIR ASY INTR LP FD

Component Part Number: R1WT-14334-R*

Component Name 3: Headliner Wiring Harness

Component Description: WIR ASY INTR LP FD

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Component Part Number: S1WT-14334-R*

Component Name 4: Headliner Wiring Harness
Component Description: WIR ASY INTR LP FD
Component Part Number: S1WT-14334-P*

Chronology

On October 31, 2025, Ford reviewed inspection results from a fire in the right A-pillar area on a 2024 model year (MY) Ranger vehicle. Initial visual evidence suggested the fire may have originated from an electrical short in the power lead of the sunvisor. Data gathered from the vehicle indicated a diagnostic trouble code (DTC) B14AA for a circuit short in the sunvisor lamp. On November 6, 2025, this concern was brought into Ford's Critical Concern Review Group (CCRG) for review.

During November and December 2025, the CCRG reviewed wiring harness specifications and installation procedures of the sunvisor and headliner suppliers with two notable findings. Firstly, supplier control records showed a thickness of protective tape around the headliner wiring circuit that exceeded the width of a section of a sheet metal opening where the wiring passed through. A taped wire harness with excess thickness could become stuck in the metal opening and result in damage to one of the wire circuits. Secondly, positioning of wiring to the headliner did not include sufficient placement controls to guarantee that the wiring would be routed as intended through the sheet metal opening. An improperly routed wiring harness may lead to unintended harness-to-metal contact, which may result in wiring damage.

In January and February 2026, the CCRG conducted flammability assessment testing that showed all potentially affected materials met flammability requirements and were not combustible. However, analysis of the electrical system design indicated that repetitive Body Control Module (BCM) re-starts after the sunvisor lamp circuit DTC is set may cause repeated shorts and arcing over time, building up soot and eventually causing fire.

As of March 20, 2026, Ford is aware of three warranty claims, two field reports and one customer service report in the US potentially related to this concern, received between July 22, 2025 and September 16, 2025, representing a total of four VINs. Flame was reported for one of the VINs. Smoke or burn evidence around the sunvisor lamp circuit was reported for the other three VINs.

On April 7, 2026, Ford's Field Review Committee reviewed the concern and approved a field service action.

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, Inspect, Replace

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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 vehicle inspected for history of a B14AA-11 Diagnostic Trouble Code (DTC). Vehicles with this DTC history will have their sunvisor wiring harness inspected for evidence of damage. Wiring harnesses with damage will be replaced. All vehicles will receive a Body Control Module (BCM) software update that will turn off sunvisor lamp power after detecting a threshold count of B14AA DTC occurrences and prevent future short circuits. There will be no charge for this service.

How remedy component differs from recalled component:

All remedied vehicles will have updated BCM software to prevent future shorts of the sunvisor lamp circuit. Remedied vehicles with a history of the B14AA-11 DTC will also have sunvisor wiring harnesses and headliner wiring harnesses that are properly routed and undamaged.

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 April 17, 2026. Mailing of interim owner notification letters is expected to begin April 27, 2026 and is expected to be completed by May 1, 2026. Mailing of remedy owner notification letters is expected to begin August 03, 2026 and is expected to be completed by August 7, 2026. The date VINs are planned to be searchable is April 17, 2026.

Planned Dealer Notification Date: Apr 17, 2026 - Apr 17, 2026 ☐ No Dealers

Planned Interim Owner Notification Date: Apr 27, 2026 - May 01, 2026 ☐ No Owners

Planned Remedy Owner Notification Date: Aug 03, 2026 - Aug 07, 2026 ☐ Phased Recall

Date when VIN will be searchable: Apr 17, 2026