U.S. Department of Transportation

National Highway Traffic Safety Administration

Part 573 Safety Recall Report 26V417

Manufacturer Name: Ford Motor Company
Submission Date: Jun 30, 2026
NHTSA Recall No.: 26V417
Manufacturer Recall No.: 26S50

Manufacturer Information

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

Population

Total number of potentially involved: 42,784
Estimated percentage with defect: 100%

Vehicle Information

Vehicle 1: 2021-2023 FORD MUSTANG MACH E
Product Category: Light Vehicles
Product Type: Multipurpose Passenger Vehicle
Fuel / Propulsion: Electric Battery Power
Production Dates: Mar 03, 2020 - Aug 21, 2025
Number of potentially involved: 42,784

Descriptive Information:

Affected vehicles are equipped with a RWD drivetrain that includes a rear differential pinion shaft that may experience bending fatigue failure. Ford's team reviewed plant records to determine the population of affected vehicles. The Ford process is capable of tracing differential pinion shaft production to the vehicle in which the differential pinion shaft is installed. The recalled part was introduced into production on 02/27/2021 and was taken out of production on 08/21/2025.

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.

42,784 Mach-E vehicles are affected.

Defect / Noncompliance Description

Description of the defect or noncompliance:

On affected vehicles, it may be possible for the rear differential pinion shaft to fracture.

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FMVSS1:

FMVSS2:

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

In the event of a differential pinion shaft failure, the customer may experience a loss of motive power and/or unintended vehicle movement with Park requested if the parking brake is not applied. A loss of motive power or unintended vehicle movement increases the risk of a crash.

Description of the cause:

Metallurgical analysis has determined differential pinion shaft fracture occurs due to bending fatigue. The root cause of the bending fatigue remains under investigation.

Identification of any warning that can occur:

The customer may experience a Malfunction Indicator Light (MIL) in the instrument panel as well as possible diagnostic trouble codes (DTCs) P174E, P0A2F, P019C and or P27B2.

Component Manufacturer

Tier of Supplier: Tier 1

Supplier Type: OEM

Name: BorgWarner

Address: CIRCUITO MEXICO #105
San Luis Potosi Foreign States, 78395

Country: Mexico

Involved Components

Component Name 1: Primary Drive Unit (PDU) Assembly

Component Description: PDU

Component Part Number: LJ9P-7P500-A

Chronology

On March 11, 2026, Ford's Product Development team shared the results of a teardown analysis of a rear differential recovered from a 2023 Model Year Mustang Mach-E vehicle in Europe. The analysis identified a failed rear differential pinion shaft. On March 17, 2026, Ford's Critical Concern Review Group (CCRG) opened an investigation into this concern.

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As part of the investigation, Ford conducted a field data analysis and identified additional reports potentially related to differential pinion shaft failures on 2021 through 2023 Model Year Mustang Mach-E vehicles.

From March to May 2026, failed pinion shafts from 6 additional warranty-return parts were analyzed by Ford's material laboratories. This analysis determined that all pinion shafts had experienced bending fatigue failures. The investigation team also learned of pinion shafts from two previously returned differentials analyzed by the Primary Drive Unit supplier in 2025 that showed evidence of bending fatigue failure. Analysis of returned parts determined that the pinion shafts had experienced bending fatigue failures.

The investigation team worked with the supplier and identified discrepancies in part core hardness measurements, though a definitive root cause remains under investigation.

As of June 11, 2026, Ford is aware of 62 warranty claims, 14 Global Common Quality Indicator System (GCQIS) reports, 4 Global Contact Center Technology (GCCT) customer reports, and 2 European White Alerts related to this condition.

On June 23, 2026, Ford's Field Review Committee reviewed the concern and approved a field action.

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

Related NHTSA Recall Number: NA

Description of Remedy

Remedy Type: Repair, 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 vehicle's rear differential assembly repaired or replaced as necessary. There will be no charge for this service.

How remedy component differs from recalled component:

The repaired/replaced rear differential assembly will include a differential pinion shaft more robust to bending fatigue failure.

Identify how/when recall condition was corrected in production:

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Not required per 49 Part 573.

Reimbursement Plan

Manufacturer used general reimbursement plan on file.

Recall Schedule

Description of recall schedule:

Advance notification to dealers is expected to occur on July 1, 2026. Mailing of interim owner notification letters is expected to begin July 13, 2026, and is expected to be completed by July 17, 2026. Mailing of remedy owner notification letters is expected to begin December 28, 2026 and is expected to be completed by December 31, 2026. The date VINs are planned to be searchable is December 28, 2026.

Planned Dealer Notification Date: Dec 28, 2026 - Dec 31, 2026 ☐ No Dealers

Planned Interim Owner Notification Date: Jul 13, 2026 - Jul 17, 2026 ☐ No Owners

Planned Remedy Owner Notification Date: Dec 28, 2026 - Dec 31, 2026 ☐ Phased Recall

Date when VIN will be searchable: Dec 28, 2026