



U.S. Department
of Transportation

National Highway
Traffic Safety
Administration

Part 573 Safety Recall Report

26V579

Manufacturer Name: Ford Motor Company

Submission Date: Sep 09, 2026

NHTSA Recall No.: 26V579

Manufacturer Recall No.: 26S67

Manufacturer Information

Population

Manufacturer Name: Ford Motor Company

Address: 20000 Rotunda Drive
Mezzanine
Dearborn MI, 48124

Total number of potentially involved: 1,945

Estimated percentage with defect: 70%

Vehicle Information

Vehicle 1: 2026-2027 FORD TRANSIT

Product Category: Light Vehicles

Product Type:

Fuel / Propulsion:

Production Dates: Feb 16, 2026 - Jul 19, 2026

Number of potentially involved: 1,945

Descriptive Information:

Ford's team reviewed supplier manufacturing records to determine the population of affected vehicles. Affected vehicles were produced, under alert, with a polling signal change that overlapped with the supplier end of line (EOL) test device, creating a permanent error state. Affected vehicles are equipped with a Bus package.

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.

Defect / Noncompliance Description

Description of the defect or noncompliance:

The Wireless Seatbelt Reminder (SBR) system monitors all rear seating positions and provides audio and graphic feedback to the driver on the status of each rear seatbelt. In certain instances, the SBR may not display a change in buckle status in the Instrument Panel Cluster (IPC) for the rear seats.

FMVSS1:

Part 573 Safety Recall Report

26V579**FMVSS2:****Description of the safety risk, including crash, fire, death, injury:**

A false positive (unbuckled rear seat showing a buckled state on the display) poses a potential safety risk as the driver may be given the impression that unbuckled occupants have buckled seat belts. For vehicles equipped with multiple rows of rear seats this concern increases as the driver may have difficulty turning their head to confirm a completed buckle latch. An unbelted occupant may not be adequately restrained in a crash, increasing their risk of injury.

Description of the cause:

Magna's (Tier 1 Supplier) End of Line (EOL) Test device (KTB) status check command overlapped with SBR's pre-activated polling signal causing the permanent error state.

Identification of any warning that can occur:

There are no warnings or indicators that directly indicate an issue with the Wireless Seatbelt Reminder (SBR) as it relates to this specific condition. The Instrument Panel Cluster (IPC) will display a popup that displays the status of each buckle; however, in this condition, the status may not reflect the physical state of the buckle.

Component Manufacturer

Tier of Supplier: Tier 2**Supplier Type:** OEM**Name:** Marquardt GmbH**Address:** Str. Munchen Nr. 2
Sibiu Foreign States, 550018**Country:** Romania**Tier of Supplier:** Tier 1**Supplier Type:** OEM**Name:** Magna Seating**Address:** 301 South McCleary Road
Excelsior Springs MO, 64024**Country:** United States

Involved Components

Component Name 1: Wireless Seatbelt Sensor Assembly**Component Description:** Single Seat Sensor

Part 573 Safety Recall Report

26V579**Component Part Number:** PZ3T-14H360-AD**Component Name 2:** Wireless Seatbelt Sensor Assembly**Component Description:** Dual Seat Sensor**Component Part Number:** PZ3T-14H360-BD**Component Name 3:** Wireless Seatbelt Sensor Assembly**Component Description:** Triple-Bench Seat Sensor**Component Part Number:** PZ3T-14H360-CD

Chronology

On **July 16, 2026**, Ford was made aware of Global Common Quality Indicator System (GCQIS) claim on a model year (MY) 2026 Ford Transit built at the Kansas City Assembly Plant (KCAP). The GCQIS claim reported that the Wireless Seatbelt Reminder (SBR) did not correctly indicate the status of the seatbelt state.

On July 16, 2026, Ford issued a type 1 stop ship for this concern and subsequently opened this concern for review in the Critical Concern Review Group (CCRG).

During July and August 2026, CCRG worked with Ford engineering teams to confirm the intended function of the SBR and assess the causal factors relating to the GCQIS report. CCRG determined that when changing the physical buckle state (unbuckle/buckle), the input is not processed in the SBR, and the Instrument Panel Cluster (IPC) is not updated to reflect the latest status of the physical buckle. The IPC should reflect a "green" seat when buckled, "red" when recently unbuckled, and "grey" for unbuckled.

As of August 17, 2026, Ford is aware of zero (0) warranty claims, two (2) field reports, and zero (0) customer reports related to an incorrect buckle state on the IPC, received from March 20, 2026, to June 22, 2026. Ford is not aware of any Vehicle Owner Questionnaires (VOQs). Of the 2 total reports, there are 2 unique VINs.

On **September 1, 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: Inspect, Replace

Part 573 Safety Recall Report

26V579

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 the rear seatbelts inspected. If the buckle status does not update when transitioning buckle states, then the wireless seatbelt buckle will be replaced. There will be no charge for this service.

How remedy component differs from recalled component:

The replacement wireless seatbelt buckles will reflect a change in buckle state.

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 September 10, 2026. Mailing of interim owner notification letters is expected to begin September 21, 2026, and is expected to be completed by September 25, 2026. Mailing of remedy owner notification letters is expected to begin December 31, 2026, and is expected to be completed by December 31, 2026. The date VINs are planned to be searchable is September 10, 2026.

Planned Dealer Notification Date: Sep 10, 2026 - Sep 10, 2026 ☐ No Dealers

Planned Interim Owner Notification Date: Sep 21, 2026 - Sep 25, 2026 ☐ No Owners

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

Date when VIN will be searchable: Sep 10, 2026