



U.S. Department
of Transportation

National Highway
Traffic Safety
Administration

Part 573 Safety Recall Report

26V582

Manufacturer Name: Ford Motor Company

Submission Date: Sep 09, 2026

NHTSA Recall No.: 26V582

Manufacturer Recall No.: 26S68

Manufacturer Information

Population

Manufacturer Name: Ford Motor Company

Address: 20000 Rotunda Drive
Mezzanine
Dearborn MI, 48124

Total number of potentially involved: 86

Estimated percentage with defect: 100%

Vehicle Information

Vehicle 1: 2023-2025 FORD MUSTANG MACH E

Product Category: Light Vehicles

Product Type: Multipurpose Passenger Vehicle

Fuel / Propulsion:

Production Dates: Jul 03, 2023 - Aug 26, 2025

Number of potentially involved: 86

Descriptive Information:

Ford's team reviewed vehicle service records to determine the affected population. Affected vehicles are

equipped with LFP batteries and a had Battery Energy Control Module installed as a service replacement.

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.

86 Mach-E vehicles are affected.

Defect / Noncompliance Description

Description of the defect or noncompliance:

Some vehicles may experience over-estimation of high voltage battery SOH following replacement of its

Part 573 Safety Recall Report

26V582

BECM

in service. An overestimated SOH will cause the vehicle to display an artificially high State of Charge (SOC) in its instrument panel cluster. Additionally, an overestimated SOH may result in increased lithium plating of the vehicle's high voltage battery cells as the number of DC Fast Charging (DCFC) cycles increases over the vehicle's lifetime.

FMVSS1:

FMVSS2:

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

A displayed SOC that is higher than the actual SOC can result in unexpected power limitation and an eventual loss of motive power. A loss of motive power may increase the risk of a crash. Severe high voltage battery cell lithium plating increases the risk of battery thermal venting, potentially resulting in a vehicle fire.

Description of the cause:

Newly installed BECM service parts were initialized to 100% SOH rather than inheriting the true SOH of the vehicle's high voltage battery pack.

Identification of any warning that can occur:

The customer may observe the illumination of warning indicators, specifically a wrench light or turtle light in the instrument panel cluster, as the vehicle experiences power limitation.

Component Manufacturer

Tier of Supplier: Tier 1

Supplier Type: OEM

Name: CATL

Address: No. 2, Xingang Road, Zhangwan Town, Jiao
Ningde City Foreign States, 352100

Country: China

Involved Components

Component Name 1: BECM

Component Description: BECM

Component Part Number: PZ98-10B687-K*

Part 573 Safety Recall Report

26V582

Component Name 2: BECM Software
Component Description: BECM Software
Component Part Number: PZ98-14C197-K*

Chronology

On July 7, 2026, Ford's Critical Concern Review Group (CCRG) opened an investigation into Ford's Electrified

Propulsion Engineering (EPE) team's identification of an issue in which Mustang Mach-E vehicles equipped

with Lithium Iron Phosphate (LFP) batteries may experience battery State of Health (SOH) overestimations

following a Battery Energy Control Module (BECM) replacement in service.

Between July and August 2026, Ford analyzed warranty claims and part sales records to identify vehicles that

had received a BECM replacement. Upon reviewing connected vehicle data, the investigation team determined

that a newly installed BECM initializes at 100% SOH by default and fails to inherit the actual battery SOH data

from the replaced module. The investigation team also worked to better understand potential effects on vehicle

of an over-estimated SOH.

During the investigation, Ford also identified an additional population of BECM parts sold over-the-counter or

installed as warranty replacements, which could cause the same condition.

As of August 20, 2026, Ford is aware of one warranty report, one Global Contact Center Technology (GCCT)

customer report, and two Global Common Quality Indicator System (GCQIS) reports related to BECM replacements. Ford is not aware of any field reports specifically related to the SOH overestimation condition.

On September 1, 2026, Ford's Field Review Committee reviewed the concern and approved a vehicle and

equipment 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

Part 573 Safety Recall Report

26V582

Remedy Type: Repair, Software

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 BECM software updated using the Ford Diagnosis and Repair System (FDRS). There will be no charge for this service.

How remedy component differs from recalled component:

The updated BECM software (PZ98-14C197-K) integrates a new data migration protocol to ensure the module inherits the existing battery's actual SOH rather than defaulting to 100%.

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 9, 2026. Mailing of interim owner notification letters is expected to begin October 26, 2026 and is expected to be completed by October 29, 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 September 9, 2026.

Planned Dealer Notification Date: Sep 09, 2026 - Sep 09, 2026 ☐ No Dealers

Planned Interim Owner Notification Date: Oct 26, 2026 - Oct 29, 2026 ☐ No Owners

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

Date when VIN will be searchable: Sep 09, 2026