U.S. Department of Transportation

National Highway Traffic Safety Administration

Part 573 Safety Recall Report 26V727

Manufacturer Name: Ford Motor Company
Submission Date: Nov 02, 2026
NHTSA Recall No.: 26V727
Manufacturer Recall No.: 26C49

Manufacturer Information

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

Population

Total number of potentially involved: 60,956
Estimated percentage with defect: 100%

Vehicle Information

Vehicle 1: 2026-2026 FORD TRANSIT
Product Category: Light Vehicles
Product Type:
Fuel / Propulsion:
Production Dates: Feb 25, 2025 - May 20, 2026
Number of potentially involved: 60,956

Descriptive Information:

Ford reviewed manufacturing records to identify the affected vehicle population. These vehicles were built with an Interrupt Service Routine (ISR) that may cause the Body Control Module C (BCMC) to enter an infinite loop during an ignition cycle, resulting in a permanent error state.

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:

If the BCMC becomes inoperable, the affected vehicles may not conform to the requirements specified by Federal Motor Vehicle Safety Standard (FMVSS) No. 108 (Lamps, Reflective Devices, and Associated Equipment), which requires trailer taillamps and side marker lamps to be "steady burning". If this occurs, all software-controlled features of the BCMC remain inoperative until power to the module is interrupted through a 12V battery disconnect. The loss of functions includes trailer taillights and trailer reverse lamps, vehicle air conditioning, interior lighting, 12-volt powerpoints, anti-theft horn function, and the DC/AC inverter.

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FMVSS1: 108 - Lamps, reflective devices, and assoc. Equipment

FMVSS2:

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

If the trailer tail, position, and reverse lamps do not illuminate, other drivers may have difficulty seeing the trailer, which can increase the risk of a crash.

Description of the cause:

The Interrupt Service Routine (ISR) in the Body Control Module C (BCMC) was configured with an incorrect priority level. As a result, the microcontroller can enter an infinite loop, and all software-controlled features remain inoperative until power to the BCMC is interrupted.

Identification of any warning that can occur:

The driver may receive multiple vehicle warnings indicating that the affected features are inoperative or operating in a degraded state.

Component Manufacturer

Tier of Supplier: Tier 1

Supplier Type: OEM

Name: Sumitomo Electric Wiring Systems

Address: 27360 Drake Road
Farmington Hills MI, 48331

Country: United States

Involved Components

Component Name 1: Body Control Module C (BCMC)

Component Description: BCMC – Gas/Diesel

Component Part Number: SK4T-14D068-BX

Component Name 2: Body Control Module C (BCMC)

Component Description: BCMC – BEV with Power Folding Mirrors

Component Part Number: SK4T-14D068-CX

Component Name 3: Body Control Module C (BCMC)

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Component Description: BCMC – Gas/Diesel with Power Folding Mirrors

Component Part Number: SK4T-14D068-EX

Component Name 4: Body Control Module C (BCMC)

Component Description: BCMC – BEV

Component Part Number: SK4T-14D068-FX

Chronology

In August 2026, Ford's Customer Service Division (FCSD) drafted a Special Service Message (SSM) for model year (MY) 2026 Ford Transit vehicles to address a software issue on the Body Control Module C (BCMC). FCSD reviewed a warranty claim for a non-responsive BCMC, and, after further review, FCSD believed that the concern was related to a change in the Interrupt Service Routine (ISR) software that can cause the microcontroller to become stuck in an infinite loop. If that occurs, all software-controlled features of the BCMC are rendered inoperative. The SSM review team referred the draft to Ford's Critical Concern Review Group (CCRG) for additional review.

In September 2026, after reviewing the draft SSM, CCRG opened a review of this concern. CCRG evaluated the condition against Federal Motor Vehicle Safety Standard (FMVSS) No. 108 (Lamps, Reflective Devices, and Associated Equipment) and concluded that the condition may impair the effectiveness of the trailer lighting equipment when the BCMC is non-responsive.

CCRG reviewed manufacturing records to identify the BCMCs built with the ISR software change and used these production records to establish the affected vehicle population.

As of October 2, 2026, Ford is aware of the following reports potentially related to this concern: 124 warranty claims in North America (118 in the United States), 53 field reports in North America (47 in the United States), one (1) customer report in the United States, and zero (0) Vehicle Owner Questionnaires (VOQs).

On **October 27, 2026**, Ford's Field Review Committee reviewed the concern and approved a field 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, Software OTA

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

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Body Control Module C (BCMC) software updated. An Over-The-Air (OTA) update is anticipated to be available in January 2027. There will be no charge for this service.

How remedy component differs from recalled component:

The updated BCMC software will correct the ISR interrupt priority.

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 November 6, 2026. Mailing of remedy owner notification letters is expected to begin November 12, 2026, and is expected to be completed by November 20, 2026. The date VINs are planned to be searchable is November 6, 2026.

Planned Dealer Notification Date: Nov 06, 2026 - Nov 06, 2026 ☐ No Dealers

Planned Interim Owner Notification Date: ☐ No Owners

Planned Remedy Owner Notification Date: Nov 12, 2026 - Nov 20, 2026 ☐ Phased Recall

Date when VIN will be searchable: Nov 06, 2026