



U.S. Department
of Transportation

National Highway
Traffic Safety
Administration

Part 573 Safety Recall Report

25V312

Manufacturer Name: Ford Motor Company

Submission Date: May 09, 2025

NHTSA Recall No.: 25V312

Manufacturer Recall No.: 25C14

Manufacturer Information

Population

Manufacturer Name: Ford Motor Company

Address: 330 Town Center Drive
Suite 500
Dearborn MI, 48126-2738

Total number of potentially involved: 12,219

Estimated percentage with defect: 100%

Vehicle Information

Vehicle 1: 2021-2022 FORD BRONCO

Product Category: Light Vehicles

Product Type:

Fuel / Propulsion:

Production Dates: Sep 23, 2020 - May 18, 2022

Number of potentially involved:

Descriptive Information:

The Ford process is capable of determining which software part numbers have been installed in production and service. Affected vehicles do not contain the remedy the SYNC software for recall 22C27.

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.

12,219 Bronco vehicles are affected

Defect / Noncompliance Description

Description of the defect or noncompliance:

According to Ford's records, certain 2021-2022 MY Bronco vehicles did not have the remedy for Safety Recall 22C27 / 22V-825 installed correctly, but were recorded as having the repair successfully completed. Because the correct software update remedy may not installed on the vehicle, the underlying condition specified in Safety Recall 22C27 / 22V-825 may still exist, and the rear view camera image meeting the requirements of FMVSS 111 S5.5 may be displayed after a backing event has ended.

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25V312**FMVSS1:** 111 - Rear visibility**FMVSS2:****Description of the safety risk, including crash, fire, death, injury:**

The underlying safety risk specified in Safety Recall 22C27 / 22V-825 still exists on these specified vehicles. Ford described that safety risk as, "The reappearance of the rear view image may distract the driver, increasing the risk of a crash."

Description of the cause:

The dealer instructions to complete the recall instruct the technician to upload the latest software using the service tool, which downloads the latest software from Ford for installation on the vehicle. For these vehicles, the software tool did not upload the correct software to the vehicle.

Identification of any warning that can occur:

None

Component Manufacturer

Tier of Supplier:**Supplier Type:****Name:** Ford Motor Company**Address:** 1 American Road
Dearborn MI, 48126**Country:** United States

Involved Components

Component Name 1: SYNC Software**Component Description:** 2021-2022 Bronco**Component Part Number:** MU5T-14G682-LD**Component Name 2:** SYNC Software**Component Description:** 2021-2022 Bronco**Component Part Number:** MU5T-14G682-MD**Component Name 3:** SYNC Software

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Component Description: 2021-2022 Bronco
Component Part Number: MU5T-14G682-LH

Component Name 4: SYNC Software
Component Description: 2021-2022 Bronco
Component Part Number: MU5T-14G682-MH

Component Name 5: SYNC Software
Component Description: 2021-2022 Bronco
Component Part Number: MU5T-14G682-LP

Component Name 6: SYNC Software
Component Description: 2021-2022 Bronco
Component Part Number: MU5T-14G682-MP

Chronology

On November 26, 2024, an issue pertaining to incomplete software recall remedies was brought to Ford's Critical Concern Group (CCRG) for review. This issue was initially identified in a Quality Office forum, where an audit was requested for software part numbers applied to vehicles remedied under a sample of field service actions (FSAs). Initial review of three FSAs revealed insufficient data to confirm correct software application across all FSAs using the FDRS service tool. Further investigation was deemed necessary. In December 2024, a cross-functional team was formed to audit all software FSAs that used the FDRS service tool, with its first focus being on safety and compliance FSAs. Templates were created to track software lineage part numbers. On December 19, 2024, Ford informed NHTSA of this concern -- the service tool data confirmed that the software state on the service tool at the time of installation matches the FSA software release for most vehicles. However, there are vehicles that do not have a match between the software state on the service tool and the FSA software release. Ford discussed with NHTSA its plan to address the mismatched vehicles. In January 2025, the cross-functional team created database records to store all software lineage part numbers for previously launched FSAs. The team then began auditing the current software level for every VIN repaired under several previously launched FSAs. On April 28, 2025, the cross-functional team completed the audit of 22C27 and brought the results to Ford's CCRG for review, concluding that 70.6% of the repairs conducted under 22C27 had the correct software installed. The team identified the specific vehicles that were recorded as receiving the remedy, but have software that does not remedy the noncompliance. On May 2, 2025, 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

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Remedy Type: 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 SYNC software updated. Then, the software part numbers will be validated using the Software Validation Form in the Professional Technician System before the FSA is closed. There will be no charge for this service. Ford provided the general reimbursement plan for the cost of remedies paid for by vehicle owners prior to notification of a safety recall in May 2023. Owners who have paid to have these repairs completed at their own expense may be eligible for reimbursement, in accordance with the recall reimbursement plan on file with NHTSA.

How remedy component differs from recalled component:

The software service package will have the intended remedy for 22C27 / 22V-825

Identify how/when recall condition was corrected in production:

Not required per 49 Part 573.

Reimbursement Plan

Description of reimbursement program:

Period of reimbursement:

Costs to be reimbursed:

Address for reimbursement claims:

Recall Schedule

Description of recall schedule:

Notification to dealers is expected to occur on June 4, 2025. Mailing of owner notification letters is expected to begin June 9, 2025 and is expected to be completed by June 13, 2025.

Planned Dealer Notification Date: Jun 04, 2025 - Jun 04, 2025 ☐ No Dealers

Planned Interim Owner Notification Date: ☐ No Owners

Planned Remedy Owner Notification Date: Jun 09, 2025 - Jun 13, 2025 ☐ Phased Recall

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Date when VIN will be searchable: