



U.S. Department  
of Transportation

National Highway  
Traffic Safety  
Administration

## Part 573 Safety Recall Report

## 25V313

**Manufacturer Name:** Ford Motor Company

**Submission Date:** May 09, 2025

**NHTSA Recall No.:** 25V313

**Manufacturer Recall No.:** 25C15

### Manufacturer Information

### Population

**Manufacturer Name:** Ford Motor Company

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

**Total number of potentially involved:** 6

**Estimated percentage with defect:** 100%

### Vehicle Information

**Vehicle 1:** 2022-2023 FORD F-150

**Product Category:** Light Vehicles

**Product Type:**

**Fuel / Propulsion:**

**Production Dates:** Mar 17, 2022 - Feb 02, 2023

**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 Accessory Protocol Interface Module (APIM) software for recall 23C38.

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.

6 F-150 vehicles are affected

### Defect / Noncompliance Description

**Description of the defect or noncompliance:**

According to Ford's records, certain 2022-2023 MY F-150 vehicles did not have the remedy for Safety Recall 23C38 / 23V-801 installed correctly, but were recorded as having the repair successfully completed. Because the correct software update remedy may not be installed on the vehicle, the underlying condition specified in Safety Recall 23C38 / 23V-801 may still exist, and affected vehicles may have software logic that does not reset the Electronic Stability Control (ESC) system to default operation at the initiation of each ignition cycle. Section 5.4.1 of FMVSS No. 126 requires that the vehicle's ESC system return to the manufacturer's original default ESC mode at the initiation of each ignition cycle.

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**25V313****FMVSS1:** 126 - Electronic stability control systems**FMVSS2:****Description of the safety risk, including crash, fire, death, injury:**

The underlying safety risk specified in Safety Recall 23C38 / 23V-801 still exists on these specified vehicles. Ford described that safety risk as, "The vehicle operator may not notice that the vehicle operates differently after receiving the OTA Update 6.3.0 and now remains in Off-Road Mode with a reduced ESC state after cycling the ignition. If the vehicle operator does not notice the ESC Off telltale in the cluster, they may not know the vehicle is in a reduced ESC state. For these vehicles, failing to revert back to a normal ESC-On state after being in Off-Road mode makes the vehicles noncompliant to FMVSS No. 126, increasing the risk of 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:** APIM**Component Description:** Accessory Protocol Interface Module**Component Part Number:** PU5T-14G682-EL

## 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

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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 23C38 and brought the results to Ford's CCRG for review, concluding that 99.9% of the repairs conducted under 23C38 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

**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 APIM 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 23C38 / 23V-801

**Identify how/when recall condition was corrected in production:**

Not required per 49 Part 573.

## Reimbursement Plan

**Description of reimbursement program:**

**Part 573 Safety Recall Report****25V313****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

**Date when VIN will be searchable:**