



U.S. Department
of Transportation

National Highway
Traffic Safety
Administration

Part 573 Safety Recall Report

25V349

Manufacturer Name: Ford Motor Company

Submission Date: May 23, 2025

NHTSA Recall No.: 25V349

Manufacturer Recall No.: 25S58

Manufacturer Information

Population

Manufacturer Name: Ford Motor Company

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

Total number of potentially involved: 8

Estimated percentage with defect: 100%

Vehicle Information

Vehicle 1: 2020-2021 LINCOLN AVIATOR

Product Category: Light Vehicles

Product Type:

Fuel / Propulsion:

Production Dates: Mar 04, 2020 - Dec 08, 2020

Number of potentially involved: 8

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 Battery Energy Control Module (BECM) software for recall 23S53.

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:

According to Ford's records, certain 2020 - 2021 model year Aviator vehicles did not have the remedy for Safety Recall 23S53 / 23V-626 installed correctly, but were recorded as having the repair successfully completed. Because the correct software update remedy may not be installed on their vehicle, the underlying condition specified in Safety Recall 23S53 / 23V-626 may still exist, and a manufacturing defect in one or more of the vehicle's high voltage battery cells may result in a lower capacity cell. In certain cases, the low capacity cell will develop an internal short circuit.

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FMVSS1:

FMVSS2:

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

The underlying safety risk specified in Safety Recall 23S53 / 23V-626 still exists on these specified vehicles. Ford described that safety risk as, "In the event of a high voltage battery cell internal short, customers may experience a battery power off. A battery power off will result in a loss of motive power with coasting, increasing the risk of crash. Customers will continue to have 12V accessories, steering, and braking control. If a second, still undetermined, factor is present with the folded tab, the customer may experience battery thermal venting potentially resulting in a vehicle fire, increasing the risk of injury"

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: UNT ASY BAT H/V TRCT

Component Description: High Voltage Battery Pack

Component Part Number: L1M* 10B759 AP

Chronology

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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 **May 12, 2025**, the cross-functional team completed the audit of 23S53 and brought the results to Ford's CCRG for review, concluding that 99.3% of the repairs conducted under 23S53 had the correct software installed. The team identified the specific vehicles that were recorded as receiving the remedy, but has software that does not remedy the safety risk.

On **May 16, 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: 23V626

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 BECM 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:

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The software service package will have the intended remedy for 23S53 / 23V-626

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 June 23, 2025. Mailing of owner notification letters is expected to begin June 23, 2025 and is expected to be completed by June 30, 2025.

Planned Dealer Notification Date: Jun 23, 2025 - Jun 23, 2025

☐ No Dealers

Planned Interim Owner Notification Date:

☐ No Owners

Planned Remedy Owner Notification Date: Jun 23, 2025 - Jun 30, 2025

☐ Phased Recall

Date when VIN will be searchable: Jun 23, 2025