



U.S. Department
of Transportation

National Highway
Traffic Safety
Administration

Part 573 Safety Recall Report

25V394

Manufacturer Name: Ford Motor Company

Submission Date: Jun 13, 2025

NHTSA Recall No.: 25V394

Manufacturer Recall No.: 25C25

Manufacturer Information

Population

Manufacturer Name: Ford Motor Company

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

Total number of potentially involved: 276

Estimated percentage with defect: 100%

Vehicle Information

Vehicle 1: 2025-2025 FORD MUSTANG MACH E

Product Category: Light Vehicles

Product Type: Multipurpose Passenger Vehicle

Fuel / Propulsion:

Production Dates: Mar 29, 2025 - Apr 23, 2025

Number of potentially involved: 276

Descriptive Information:

Affected vehicles may have a transmission park rod assembly that does not lock the transmission in Park position due to a burr on the park rod. Ford's team reviewed supplier process and maintenance records to determine the population of affected parts. The Ford process is capable of tracing transmission park rod assembly production to the vehicle in which the transmission park rod assembly is installed.

276 Mach-E vehicles are affected

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:

Affected vehicles may have a transmission that is not capable of locking into Park. As such, vehicles may not comply with S5.2.5 of Federal Motor Vehicle Safety Standard (FMVSS) 114, which specifies "When tested in accordance with S6.2.2 each vehicle must not move more than 150 mm on a 10

Part 573 Safety Recall Report

25V394

percent grade when the gear selection control is locked in "park." This test is conducted after the parking brake and service brakes have been released.

FMVSS1: 114 - Theft protection

FMVSS2:

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

This condition may result in a roll in park condition if the vehicle's Electronic Park Brake (EPB) is not applied. The EPB will apply automatically on all "Park" selections; however, an EPB fault could prevent the EPB from applying. Further, customers may manually turn off EPB after selecting "Park." A roll in park condition increases the risk of crash.

Vehicles may not comply with S5.2.5 of Federal Motor Vehicle Safety Standard (FMVSS) 114 which specifies "When tested in accordance with S6.2.2 each vehicle must not move more than 150 mm on a 10 percent grade when the gear selection control is locked in "Park".

Description of the cause:

A burr on the vehicle's park rod resulting from a damaged tool used during its manufacturing may prevent the park rod cam from engaging the park pawl when Park (P) is selected.

Identification of any warning that can occur:

If the park rod cam does not engage the park pawl when Park (P) is selected, customer will not see an illuminated range position (P is not illuminated), but a wrench light and shift system fault message will be displayed in the instrument panel cluster.

Component Manufacturer

Tier of Supplier: Tier 2

Supplier Type: OEM

Name: Porter Engineered System Inc.

Address: 6500 Cantelon Drive
Windsor Foreign States, N8T 0A6

Country: Canada

Involved Components

Component Name 1: Park Rod

Component Description: Park Rod Assembly

Component Part Number: NL3Z-7D410-A

Part 573 Safety Recall Report

25V394

Chronology

On April 9, 2025, Ford's Cuautitlan Stamping and Assembly Plant (CSAP) identified three (3) vehicles with diagnostic trouble code (DTC) P07E4 code (unable to engage Park) at an end of assembly line check. The CSAP team worked with the Ford's Irapuato Transmission Plant (ITP) to investigate and determined that the park rod cam on the park rod assembly was not properly engaging the park pawl. Teardown analysis done with ITP identified a burr condition on one of the vehicles' park rods. On April 14, 2025, CSAP inspected all loose stock and identified zero additional occurrences of the concern on 14,700 park rods inspected. Also on April 14, 2025, the Tier 2 park rod supplier implemented a 100% visual inspection for burrs during the assembly process and a 100% functional check in a secondary offline inspection.

On May 6, 2025, Ford's Critical Concern Review Group (CCRG) opened an investigation into this concern.

The CCRG and Ford's Supplier Technical Assistance (STA) team determined that excess debris from an orbital tool failure prevented the park rod from being properly clamped during the rivet forming step of the manufacturing process, resulting in a burr under the head of the rivet. STA review of supplier workstation inspection records was used to identify the date range in which park rod assemblies may have been produced with the burr condition due to the tool failure. The CCRG worked with ITP and CSAP to review park rod assembly and transmission traceability records to identify vehicles potentially affected by this condition.

Ford is not aware of any warranty, field report, or customer complaints related to this concern.

On June 6, 2025, Ford's Field Review Committee reviewed the concern and approved a field action.

Ford is not aware of accidents or injuries related to this concern.

Related NHTSA Recall Number:

Description of Remedy

Remedy Type: Replace

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 transmission park rod assembly replaced. There will be no charge for these services.

How remedy component differs from recalled component:

The remedy park rod assembly (NL3Z-7D410-A) will be free of the burr condition that is present in the recalled park rod assembly.

Identify how/when recall condition was corrected in production:

Part 573 Safety Recall Report**25V394****Reimbursement Plan**

Manufacturer used general reimbursement plan on file.

Recall Schedule**Description of recall schedule:**

Notification to dealers is expected to occur on June 16, 2025. Mailing of owner notification letters is expected to begin July 14, 2025, and is expected to be completed by July 18, 2025.

Planned Dealer Notification Date: Jun 16, 2025 - Jun 16, 2025 ☐ No Dealers

Planned Interim Owner Notification Date: Jul 14, 2025 - Jul 18, 2025 ☐ No Owners

Planned Remedy Owner Notification Date: Sep 22, 2025 - Sep 26, 2025 ☐ Phased Recall

Date when VIN will be searchable: Jun 16, 2025