U.S. Department of Transportation

National Highway Traffic Safety Administration

Part 573 Safety Recall Report 25V863

Manufacturer Name: Ford Motor Company
Submission Date: Dec 12, 2025
NHTSA Recall No.: 25V863
Manufacturer Recall No.: 25C69

Manufacturer Information

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

Population

Total number of potentially involved: 272,645
Estimated percentage with defect: 1%

Vehicle Information

Vehicle 1: 2025-2026 FORD MAVERICK
Product Category: Light Vehicles
Product Type: Light Truck
Fuel / Propulsion: Hybrid Electric Vehicle
Production Dates: Apr 11, 2024 - Nov 17, 2025
Number of potentially involved: 80,468
Descriptive Information:

The recalled part was introduced into production on 4/11/2024 and containment actions to verify proper integrated park module (IPM) function were put into place on vehicles built after 11/17/2025. Affected vehicles are equipped with 2.5L hybrid engines.

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.

80,468 Maverick vehicles are affected.

Vehicle 2: 2022-2026 FORD F-150 LIGHTNING BEV
Product Category: Light Vehicles
Product Type: Light Truck
Fuel / Propulsion: Electric Battery Power
Production Dates: Oct 14, 2021 - Oct 07, 2025
Number of potentially involved: 104,113
Descriptive Information:

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The recalled part was introduced into production on 10/14/2021 and containment actions to verify proper integrated park module (IPM) function were put into place on vehicles built after 10/7/2024.

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.

104,113 F-150 Lightning vehicles are affected.

Vehicle 3: 2024-2026 Ford Mustang Mach-E

Product Category: Light Vehicles

Product Type: Multipurpose Passenger Vehicle

Fuel / Propulsion: Electric Battery Power

Production Dates: Jul 27, 2023 - Oct 01, 2025

Number of potentially involved: 88,064

Descriptive Information:

The recalled part was introduced into production on 7/27/2023 and containment actions to verify proper integrated park module (IPM) function were put into place on vehicles built after 10/1/2025.

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.

88,064 Mustang Mach-E vehicles are affected.

Defect / Noncompliance Description

Description of the defect or noncompliance:

Affected vehicles may have a transmission that may not lock into Park in some instances. 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 percent grade when the gear selection control is locked in "park."

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.

Description of the cause:

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Binding of the vehicle's IPM pawl against the IPM slider component may impede the slider from returning to its fully engaged park position. This binding may occur due to higher coefficients of friction between the pawl and slider resulting from variations in the manufacturing process and/or materials in conjunction with the design of the interface.

Identification of any warning that can occur:

If the binding condition occurs, the customer will see no illuminated range position (P is not illuminated), and a wrench light and shift system fault message will be displayed in the instrument panel cluster.

Component Manufacturer

Tier of Supplier: Tier 1

Supplier Type: Other

Name: Stoneridge

Address: 39675 MacKenzie Drive, Suite 400
Novi MI, 48377

Country: United States

Involved Components

Component Name 1: Integrated Park Module (IPM)

Component Description: Gen 2 IPM (Mach-E & F-150 Lightning)

Component Part Number: NL38-7P236-*

Component Name 2: Integrated Park Module (IPM)

Component Description: Gen 2 IPM (Maverick)

Component Part Number: PZ18-7P236-*

Chronology

July – September 2025

On July 14, 2025, Ford's Cuautitlan Assembly Plant (CSAP) identified a Mach-E vehicle with Diagnostic Trouble Code (DTC) P07E4-00 during the End of Line (EOL) Pre-delivery Inspection (PDI) process. This DTC is set when a vehicle does not mechanically achieve Park within 2.9 seconds of the driver commanding it. The unable to engage park condition on this vehicle did not persist after the operator shifted the vehicle again from drive to park. The CSAP team removed the IPM from this vehicle, and it was shipped to the Tier-1 IPM supplier for teardown analysis. On July 22, 2025, Ford's Critical Concern Review Group (CCRG) opened an investigation into this concern.

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The Tier-1 supplier's teardown of the returned IPM identified no evidence of a mechanical issue, and all components of the IPM were found to be within specification. These findings, and a lack of similar occurrences on Maverick Hybrid and F-150 Lightning vehicles, which utilize similar IPMs led the Electrical Transaxle team to believe the issue may be related to electrical or software system interactions unique to Mach-E.

Through July, August and September 2025, additional Mach-E vehicles exhibited the P07E4-00 DTC at CSAP during an enhanced screening detection process implemented to identify vehicles that may present the condition prior to their shipment from the plant. Similar to the initial instance, these units resumed normal operation after the occurrence and teardown analysis indicated no evidence of a mechanical issue. The investigation team continued review of teardown results and vehicle software in an effort to determine root cause of the condition. Resumption of normal vehicle operation after occurrence impeded these root cause efforts.

October 2025

In October 2025, the investigation team performed testing in which the P07E4-00 fault was artificially induced in a vehicle to confirm their understanding of effect on vehicle and conditions that would result in automatic application of the electronic parking brake (EPB) and/or hold service brakes post-commanding park. This testing gave the investigation team confidence that the potential for a roll-in-park condition was low with this fault.

On October 9, 2025, Ford's Hermosillo Assembly Plant (HSAP) identified a Maverick Hybrid vehicle exhibiting the P07E4-00 condition. An X-ray of a transmission removed from the vehicle showed the IPM pawl physically bound with the IPM slider. Based on this finding, Ford's Electrical Trans Axle Engineering team began a series of dynamic modeling simulations to identify conditions that could lead to the binding observed. This simulation subsequently identified the potential for binding depending on the coefficient of friction between the surfaces.

November – December 2025

In November 2025, team members at Ford's Research and Innovation Center attempted coefficient of friction measurements using sample sliders and pawls. Based on these findings, an enhanced vehicle screening procedure was implanted at Ford's CSAP, HSAP, and Rouge Electric Vehicle Center (REVC) vehicle assembly facilities.

As of November 24, 2025, there are 22 Mach-E warranty claims, 4 Maverick warranty claims, and 16 F-150 Lightning warranty claims for P07E4-00 that may relate to this concern (the P07E4-00 DTC can be triggered for multiple reasons and as such these warranty claims cannot be confirmed to be related to this condition).

On December 5, 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, Software OTA

Consumer Advisories: ☐ Do Not Drive ☐ Park Outside

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Description of remedy program:

The remedy for this program is a Secondary On Board Diagnostic Module C (SOBDMC) software update. Ford anticipates to deploy an Over-The-Air (OTA) deployment to update the SOBDMC software for affected vehicles in the future. Alternatively, owners will have the option to take their vehicle to a Ford or Lincoln dealer to complete the software update. There will be no charge for this service.

How remedy component differs from recalled component:

The IPMs (NL38-7P236-*, PZ18-7P236-*) on affected motors will receive an SOBDMC software update. The software update will provide for unbinding of the IPM slider in the event the condition occurs allowing park to be engaged.

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 January 26, 2026. Mailing of interim owner notification letters is expected to begin February 2, 2026 and is expected to be completed by February 5, 2026. Mailing of remedy owner notification letters is expected to begin February 19, 2026 and is expected to be completed by May 12, 2026. The date VINs are planned to be searchable is January 26, 2026.

Planned Dealer Notification Date: Jan 26, 2026 - Jan 26, 2026 ☐ No Dealers

Planned Interim Owner Notification Date: Feb 02, 2026 - Feb 05, 2026 ☐ No Owners

Planned Remedy Owner Notification Date: Feb 19, 2026 - May 12, 2026 ☐ Phased Recall

Date when VIN will be searchable: Jan 26, 2026