U.S. Department of Transportation

National Highway Traffic Safety Administration

Part 573 Safety Recall Report 26V104

Manufacturer Name: Ford Motor Company
Submission Date: Feb 20, 2026
NHTSA Recall No.: 26V104
Manufacturer Recall No.: 26C10

Manufacturer Information

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

Population

Total number of potentially involved: 4,380,609
Estimated percentage with defect: 1%

Vehicle Information

Vehicle 1: 2022-2026 FORD F-250 SD
Product Category: Light Vehicles
Product Type: Light Truck
Fuel / Propulsion:
Production Dates: Apr 05, 2021 - Feb 06, 2026
Number of potentially involved: 1,135,063
Descriptive Information:
INTEGRATED TRAILER MODULE FEATURE CODES

Vehicle 2: 2026-2026 FORD E-TRANSIT
Product Category: Buses, Medium & Heavy Vehicles
Product Type: Transit Bus
Fuel / Propulsion:
Production Dates: Feb 25, 2025 - Feb 06, 2026
Number of potentially involved: 13,115
Descriptive Information:
INTEGRATED TRAILER MODULE FEATURE CODES

Vehicle 3: 2022-2026 LINCOLN NAVIGATOR
Product Category: Light Vehicles

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Product Type: Multipurpose Passenger Vehicle
Fuel / Propulsion:
Production Dates: Apr 15, 2021 - Feb 06, 2026
Number of potentially involved: 75,029
Descriptive Information:
INTEGRATED TRAILER MODULE FEATURE CODES

Vehicle 4: 2022-2026 FORD EXPEDITION
Product Category: Light Vehicles
Product Type: Multipurpose Passenger Vehicle
Fuel / Propulsion:
Production Dates: Apr 15, 2021 - Feb 06, 2026
Number of potentially involved: 317,604
Descriptive Information:
INTEGRATED TRAILER MODULE FEATURE CODES

Vehicle 5: 2022-2026 FORD MAVERICK
Product Category: Light Vehicles
Product Type: Light Truck
Fuel / Propulsion:
Production Dates: Feb 03, 2021 - Feb 06, 2026
Number of potentially involved: 412,105
Descriptive Information:
INTEGRATED TRAILER MODULE FEATURE CODES

Vehicle 6: 2024-2026 FORD RANGER
Product Category: Light Vehicles
Product Type: Light Truck
Fuel / Propulsion:
Production Dates: Dec 09, 2022 - Feb 06, 2026
Number of potentially involved: 129,836
Descriptive Information:

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INTEGRATED TRAILER MODULE FEATURE CODES

Vehicle 7: 2021-2026 FORD F-150

Product Category: Light Vehicles

Product Type: Light Truck

Fuel / Propulsion:

Production Dates: Jan 08, 2020 - Feb 06, 2026

Number of potentially involved: 2,297,857

Descriptive Information:

Integrated Trailer Module Feature Codes

Defect / Noncompliance Description

Description of the defect or noncompliance:

On affected vehicles, the Integrated Trailer Module (ITRM) may lose communication with the vehicle. If a loss of communication condition occurs when a trailer is connected to the vehicle, it would result in the loss of stop lamps and turn signal indicators for both High and Low series ITRMs as well as the loss of trailer brake function for High series only. The loss of trailer stop lamps and trailer turn signal indicators affects compliance with FMVSS No. 108, Lamps, reflective devices, and associated equipment.

FMVSS1: 108 - Lamps, reflective devices, and assoc. Equipment

FMVSS2:

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

Inoperable trailer lighting and trailer braking functions can reduce a driver’s ability to control an attached trailer and make the attached trailer less visible to other drivers, increasing the risk of a crash.

Description of the cause:

A software vulnerability within the ITRM allows for a potential race condition to occur between the ITRM and the CAN Standy Control bit (STBCC) during initial power-up. If this condition occurs, the module will be powered on but unable to communicate with the vehicle.

Identification of any warning that can occur:

Customers will see a Pop-up message on the instrument panel cluster (IPC), indicating a "Trailer brake module fault," and the turn signal telltale will fast flash. Additionally, a "Blind Spot Assist System fault" message may appear on the IPC.

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Component Manufacturer

Tier of Supplier: Tier 1

Supplier Type: OEM

Name: Horizon Global, Inc.

Address: Industrial Drive Edificio 11
Parque Ind
Reynosa Foreign States, 88699

Country: Mexico

Involved Components

Component Name 1: Trailer Module (TRM)

Component Description: Integrated Trailer Module

Component Part Number: High End: XXXX-19J294-B*

Component Name 2: Trailer Module (TRM)

Component Description: Integrated Trailer Module

Component Part Number: Low End: XXXX-19J294-F*

Component Name 3: Trailer Module (TRM)

Component Description: Integrated Trailer Module

Component Part Number: High End: XXXX-19J294-C*

Component Name 4: Trailer Module (TRM)

Component Description: Integrated Trailer Module

Component Part Number: Low End: XXXX-19J294-G*

Chronology

On **October 21, 2025**, a topic related to a software anomaly with the Integrated Trailer Module (ITRM) was brought to the Software and Digital Design CCRG for review. CCRG learned that a software error can randomly occur within the ITRM control logic resulting in the module losing communication with the vehicle. This software vulnerability exists in both the High and Low series versions of the ITRM. If a loss of communication condition occurs when a trailer is connected to the vehicle, it would result in the loss of stop lamps and turn signal indicators for both High and Low series as well as the loss of trailer brake

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function for High series only. However, the loss of communications can occur with-or-without a trailer connected at the vehicle's startup after exiting a "sleep mode" state. If this occurs, the vehicle's instrument panel cluster will contain a pop-up notification screen that there is a "Trailer Brake Module Fault."

CCRG's investigation considered Federal Motor Vehicle Safety Standard (FMVSS) number 108 Section 6.2.1 (the "impairment Clause"), which states that "[N]o additional lamp, reflective device, or other motor vehicle equipment is permitted to be installed that impairs the effectiveness of lighting equipment required by this standard." CCRG's analysis of the Impairment Clause focused on whether the ITRM was "additional motor vehicle equipment" and that the failure appears randomly at the beginning of a drive cycle, among other rationales.

On November 6, 2025, CCRG initially closed this topic based on the its analysis of FMVSS No. 108 and a consideration of the conditions of a vehicle when this issue presents, namely that the vehicle is stationary and that warning messages in the form of instrument panel cluster (IPC) pop-ups immediately occur prior to the start of a driving cycle.

In December 2025, Ford and NHTSA discussed this topic during its monthly review. NHTSA provided its viewpoint that the potential for loss of trailer lighting as a result of the ITRM software error could represent a potential noncompliance to FMVSS 108 via S6.2.1. NHTSA also provided its viewpoint on the criticality of trailer lighting.

On January 20, 2026, the Critical Concern Review Group (CCRG) re-opened this investigation in consideration of NHTSA's viewpoints. CCRG requested a data update for potentially related claims in the field. Originally, CCRG was aware of 57 warranty claims potentially related to this condition. As of February 4, 2026, a total of 405 warranty claims and two Vehicle Owner Questionnaires (VOQs) have been identified as potentially related to this condition.

On **February 13, 2026**, Ford's Field Review Committee reviewed the concern and approved a field action.

Ford is not aware of any accidents, injuries, or fires attributed to this condition.

Related NHTSA Recall Number:

Description of Remedy

Remedy Type: Software

Consumer Advisories: ☐ Do Not Drive ☐ Park Outside

Description of remedy program:

The remedy for this program is an ITRM software update. Ford is anticipated to begin Ford Software Update and Lincoln Software Update Over-The-Air (OTA) deployment to update the ITRM software for affected vehicles in May 2026. 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 updated ITRM software will eliminate the vulnerability and prevent the loss of communication

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condition from occurring.

Identify how/when recall condition was corrected in production:

Reimbursement Plan

Manufacturer used general reimbursement plan on file.

Recall Schedule

Description of recall schedule:

Notification to dealers is expected to occur on March 17, 2026. Mailing of remedy owner notification letters is expected to begin March 23, 2026 and is expected to be completed by March 27, 2026. The date VINs are planned to be searchable is March 17, 2026.

Planned Dealer Notification Date: Mar 17, 2026 - Mar 17, 2520 ☐ No Dealers

Planned Interim Owner Notification Date: ☐ No Owners

Planned Remedy Owner Notification Date: Mar 17, 2026 - Mar 23, 2026 ☐ Phased Recall

Date when VIN will be searchable: Mar 17, 2026