2021 Ford Mustang Mach-E at 55,000 mi

3FMTK3SU3MM123456

MODEL / CHASSIS	DRIVETRAIN	MILEAGE	DRIVETRAIN
Mustang Mach-E · 2021 Mustang Mach-E Premium AWD extended range	Ford GE1 electric drive: Mustang Mach-E and F-150 Lightning	55,000 mi	AWD
BUILD MONTH	**REPORT DATE**	**MODE**	**PREPARED FOR**
Not entered (door jamb)	October 27, 2026	Owner	Sample Owner

VIN check: check digit valid; model-year code 'M' = 2021, matches the year entered. The VIN doesn't record the build month. Sample report: synthetic VIN.

1 · SUMMARY

What this car needs, in order

Each item compares this car's mileage with when owners and shops report the part failing. It is not an inspection: a qualified technician decides what the car actually needs.

3
jobs recommended now

0
to plan in the next 30,000 miles · plus 1 factory maintenance item

1
to watch or check at each service

Safety recalls NHTSA lists for this model year (8 of 13)

- **26V-417** · Rear drive unit · differential pinion shaft: Differential pinion shaft fracture may result in a loss of drive power, or unintended vehicle movement if the vehicle is in park without the parking brake applied, increasing the risk of a crash.
- **25V-130** · High-voltage battery · junction box contactors (re-repair of 22V-412): An overheated high voltage battery contactor may cause the vehicle to lose drive power, increasing the risk of a crash.
- **23V-687** · High-voltage battery · junction box contactors (extended range): An overheated high voltage battery contactor can result in a loss of drive power, increasing the risk of a crash.
- **22V-412** · High-voltage battery · junction box contactors: An overheated high voltage battery contactor may cause the vehicle to lose drive power, increasing the risk of a crash.
- **25V-513** · Brakes · ABS module software (re-repair of 24V-777): A faulty over-the-air ABS update can cause a loss of power brake assist, ABS, stability and traction control.
- **24V-777** · Brakes · ABS module software: A faulty over-the-air ABS update can cause a loss of power brake assist, ABS, stability and traction control.
- **22V-333** · Powertrain control software (AWD): The powertrain computer may miss a software error, which can cause unintended acceleration, unintended slowing or a loss of drive power.
- **21V-979** · Seat belts · rear buckle anchors: Improperly attached seat belts may not adequately restrain an occupant in a crash, increasing the risk of injury.

A model-year list, not a VIN check. The full report lists the others. Repairs are free at a Ford dealer if open. Check this VIN at nhtsa.gov/recalls.

Step 0 · Free: run the VIN at nhtsa.gov/recalls and ask a Ford dealer for a campaign printout, including 22V-412, 23V-687, 25V-130, 26V-417, 25V-404. Read the build month (MM/YY) on the driver's door-jamb label.

Recommended now at the next service

High-voltage junction box: contactors overheat (Mach-E) or bus bars arc (Lightning)

Free if open

Recalls 22V-412, 23V-687, 25V-130 are listed for this model year. Check the VIN; the repair is free at a Ford dealer if it is open.

12V battery drain and low-voltage faults

Free if open

Recall 25V-404 is listed for this model year. Check the VIN; the repair is free at a Ford dealer if it is open.

Rear drive unit: pinion shaft, half shaft and park lock

Free if open

Recall 26V-417 is listed for this model year. Check the VIN; the repair is free at a Ford dealer if it is open.

Next 12 months up to about 67,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 85,000 mi

Nothing else enters its reported range in this window.

Watch inspect at each service, fix on condition, or optional

Charging faults (Level 3 lock actuator, Level 1/2 P2C94) **$120–$240**
Any mileage (2021–2023 Mach-E, 2022–2023 Lightning) · Inspect at each service; fix at the first sign
labor only, parts extra

Recommended now

Free recall check

Independent shop, installed. Dealers often charge more.

Planned through 85,000 mi

Free recall check

No other repairs on the list before 85,000 mi. Now + next 12 months + next 30,000 miles. Excludes factory maintenance (listed separately), “watch” and optional items.

Costs are published independent-shop ranges (low end + low end, high end + high end). Bundled jobs are priced together because the labor overlaps. Routine service (tires, brakes, cabin filter) isn't included; factory fluid intervals are listed below.

FACTORY MAINTENANCE

Scheduled maintenance from 55,000 mi to 85,000 mi

The maker's normal schedule for this car. Service history isn't known here, so an item is shown at its next interval mark; skip it if the records show it was done.

ITEM	INTERVAL	THIS CAR
Brake fluid Replace brake fluid every 3 years regardless of mileage.	every 3 years	**By time: check the records** [M1][M2]
Battery and drive coolant Battery/electric drive coolant: first change at 10 years or 200,000 mi, then every 5 years or 100,000 mi.	first at 200,000 mi, then every 100,000 mi or 5 years	Next at 200,000 mi [M1] [M2]

M1. 2023 Ford Mustang Mach-E Owner's Manual (Scheduled Maintenance) OFFICIAL
https://www.fordservicecontent.com/Ford_Content/Catalog/owner_information/2023_Ford_Mustang_Mach-E_Owners_Manual_version_1_om_EN-US.pdf

M2. 2024 Ford Mustang Mach-E Owner's Manual (Scheduled Maintenance) OFFICIAL
https://www.fordservicecontent.com/Ford_Content/Catalog/owner_information/2024_Ford_Mustang_Mach-E_Owners_Manual_version_1_om_EN-US.pdf

M3. 2023 Ford F-150 Lightning Owner's Manual (Scheduled Maintenance) OFFICIAL
https://www.fordservicecontent.com/Ford_Content/Catalog/owner_information/2023_Ford_F-150_Lightning_Owners_Manual_version_1_om_EN-US.pdf

M4. 2024 Ford F-150 Lightning Owner's Manual (Scheduled Maintenance) OFFICIAL
https://www.fordservicecontent.com/Ford_Content/Catalog/owner_information/2024_Ford_F-150_Lightning_Owners_Manual_version_1_om_EN-US.pdf

WHERE 55K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	High-voltage junction box: contactors overheat (Mach-E) or bus bars arc (Lightning)	18,000–84,000 mi (middle half of 14 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Inside the range
2	12V battery drain and low-voltage faults	2021–2023 Mach-E (drain bulletin), 2022–2023 Lightning (battery sensor program); all years rely on the 12V battery OFFICIAL	Any mileage
3	Charging faults (Level 3 lock actuator, Level 1/2 P2C94)	2021–2023 Mach-E, 2022–2023 Lightning OFFICIAL	Any mileage
4	Rear drive unit: pinion shaft, half shaft and park lock	2021–2023 Mach-E (pinion recall), 2022 Mach-E (half shaft), 2024–2025 Mach-E (stuck in park) OFFICIAL	Any mileage

Colors compare mileage with reported failures, not the car's condition. Red: past the range. Amber: inside or approaching. Green: below, or not listed for a recall.

2 · RECALLS AND BULLETINS

Recalls to check for this 2021 Ford Mustang Mach-E

Safety recall repairs are free at Ford dealers. Nothing here can tell whether a recall is open or already done on this VIN; only the official VIN lookup or a dealer can.

Official VIN check (2 minutes)

1. Go to nhtsa.gov/recalls and enter 3FMTK3SU3MM123456.
2. Note every recall shown as “Recall incomplete” and keep a screenshot.
3. Ask a Ford dealer for a campaign printout; it also lists completed campaigns.

MACH-E / LIGHTNING EV RECALLS WE TRACK

22V-412 · High voltage battery main contactors may overheat (2021–2022 Mach-E)

NHTSA lists this model and year: check by VIN

Software update free of charge. OFFICIAL [2]

☐ VIN checked ☐ Open: booked with dealer ☐ Completed (printout kept)

23V-687 · High voltage battery main contactors may overheat (2021–2022 Mach-E extended range)

NHTSA lists this model and year: check by VIN

Dealer replaces the high voltage battery junction box free of charge. OFFICIAL [2]

☐ VIN checked ☐ Open: booked with dealer ☐ Completed (printout kept)

25V-130 · Contactor software not installed correctly under 22V-412 (2021–2022 Mach-E)

NHTSA lists this model and year: check by VIN

Software update free of charge. OFFICIAL [2]

☐ VIN checked ☐ Open: booked with dealer ☐ Completed (printout kept)

25V-441 · High voltage battery main contactors may overheat (2022 Mach-E extended range, expansion of 23V-687)

Not listed for MY2021

Dealer replaces the junction box free of charge. OFFICIAL [2]

24V-144 · Junction box bus bar fasteners may be loose and arc (2023 F-150 Lightning)

Not listed for MY2021

Dealer inspects and repairs the fasteners free of charge. OFFICIAL [3]

25V-272 · Junction box bus bar fasteners may be loose and arc (2022–2023 Lightning, expansion of 24V-144)

Not listed for MY2021

Dealer inspects and repairs the fasteners free of charge. OFFICIAL [3]

26V-417 · Rear differential pinion shaft may fracture (2021–2023 Mach-E)

NHTSA lists this model and year: check by VIN

Dealer repairs or replaces the rear differential free; remedy expected late December 2026. OFFICIAL [10]

☐ VIN checked ☐ Open: booked with dealer ☐ Completed (printout kept)

22V-646 · Right-rear half shaft may break (2022 Mach-E) Not listed for MY2021

Dealer checks the serial number and replaces the half shaft free. OFFICIAL [10]

25V-404 · Electronic door latches may stay locked with a low 12V battery (2021–2025 Mach-E)

NHTSA lists this model and year: check by VIN

Free PCM and SOBDMC software update. OFFICIAL [13]

☐ VIN checked ☐ Open: booked with dealer ☐ Completed (printout kept)

25V-863 · Integrated park module may not lock in park (2022–2026 Lightning, 2024–2026 Mach-E)

Not listed for MY2021

Free software update over the air or at a dealer. OFFICIAL [14]

EVERY RECALL NHTSA LISTS FOR THE 2021 FORD MUSTANG MACH-E (13)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
26V-417 Mach-E / Lightning EV tracked	Rear drive unit · differential pinion shaft	Differential pinion shaft fracture may result in a loss of drive power, or unintended vehicle movement if the vehicle is in park without the parking brake applied, increasing the risk of a crash. Details
25V-130 Mach-E / Lightning EV tracked	High-voltage battery · junction box contactors (re-repair of 22V-412)	An overheated high voltage battery contactor may cause the vehicle to lose drive power, increasing the risk of a crash. Details
23V-687 Mach-E / Lightning EV tracked	High-voltage battery · junction box contactors (extended range)	An overheated high voltage battery contactor can result in a loss of drive power, increasing the risk of a crash. Details
22V-412 Mach-E / Lightning EV tracked	High-voltage battery · junction box contactors	An overheated high voltage battery contactor may cause the vehicle to lose drive power, increasing the risk of a crash. Details

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
25V-513	Brakes · ABS module software (re-repair of 24V-777)	A faulty over-the-air ABS update can cause a loss of power brake assist, ABS, stability and traction control. Details
24V-777	Brakes · ABS module software	A faulty over-the-air ABS update can cause a loss of power brake assist, ABS, stability and traction control. Details
22V-333	Powertrain control software (AWD)	The powertrain computer may miss a software error, which can cause unintended acceleration, unintended slowing or a loss of drive power. Details
21V-979	Seat belts · rear buckle anchors	Improperly attached seat belts may not adequately restrain an occupant in a crash, increasing the risk of injury. Details
25V-404 Mach-E / Lightning EV tracked	Doors · electronic latches with a low 12V battery	With a low 12V battery the electronic door latches can stay locked, which could trap someone who cannot use the inside release. Details
25V-315	Rear camera · software	A frozen or missing rearview camera image can reduce the driver's view behind the vehicle, increasing the risk of a crash. Details
21V-712	Roof · fixed glass roof panel	A roof panel that separates from a vehicle can become a road hazard, increasing the risk of a crash or injury. Details
21V-711	Windshield · bonding	A windshield that separates from a vehicle during a crash can increase the risk of injury. Details
21V-140	Front subframe · bolts	Loose subframe bolts may reduce the vehicle's performance in a crash, increasing the risk of injury. Details

Source: NHTSA recalls API, fetched 2026-10-27 and combined across NHTSA model names: MUSTANG MACH E. Safety categories (air bags, fire, brakes, stalling, roll-away and loss of control) are listed first; listings whose NHTSA text names another engine, or an aftermarket part, go last. OFFICIAL

SERVICE ACTIONS, BULLETINS AND WARRANTY PROGRAMS

Manufacturer bulletins and warranty programs for this drivetrain are cited on each weak point in section 4, where they apply.

4 · THE 4 WEAK POINTS

Each weak point, one card each

Every figure carries its source. Retailer part numbers are shown only when the retailer lists them for this chassis (Mach-E). Left out because they apply to other models, years, versions or body codes: High-voltage battery cell defects and battery software (recalls).

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1 High-voltage junction box: contactors overheat (Mach-E) or bus bars arc (Lightning)

Inside the range

Severity: Critical: rare, but can badly damage the battery or drive unit · 148 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 55,000 mi this car is inside the reported range (18,000–84,000 mi (middle half of 14 owner complaints that state a mileage)), 37,000 miles past where reports start. Range: 18,000–84,000 mi (middle half of 14 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: 2021–2022 Mach-E (extended range most affected); 2022–2023 Lightning

WHAT FAILS OFFICIAL [2][3]

On the Mach-E, the main contactors in the high-voltage battery junction box can overheat, and the car can lose drive power. Ford first updated software, then replaced the junction box on extended-range cars. On the Lightning, loose bus-bar fasteners in the pack junction box can arc; Ford inspects and repairs them.

SYMPTOMS

- Stop Safely Now or Powertrain Malfunction message
- Sudden loss of drive power
- Car will not start or charge
- DTCs P0ADA, P0ADE, P0AA1 or P0AA4 in the BECM

IF IT'S LEFT TOO LONG

A loss of power at highway speed is a crash risk.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Check the VIN for all four Mach-E contactor recalls (or the two Lightning bus-bar recalls); several cars needed a second visit.

ESTIMATED REPAIR COST

Free under recall	**Free if covered** OFFICIAL [2][3] independent shop, installed
No published price outside the recalls	**No published price** reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

PARTS FOR MACH-E

- Ask your parts supplier for the OE part number for this VIN.

WHAT TO ASK YOUR SHOP

- Junction box recall done (software and/or new box)?
- Any Stop Safely Now messages?

2 12V battery drain and low-voltage faults

Any mileage

Severity: High: overheating, stalls, limp mode or a big bill · 70 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (2021–2023 Mach-E (drain bulletin), 2022–2023 Lightning (battery sensor program); all years rely on the 12V battery), so mileage doesn't say much here. Range: 2021–2023 Mach-E (drain bulletin), 2022–2023 Lightning (battery sensor program); all years rely on the 12V battery OFFICIAL [7][8][13]

WHAT FAILS OFFICIAL [7][8][13]

Ford found software in several Mach-E modules can drain the 12V battery and a Lightning battery sensor that misreports its charge. With a low 12V battery the Mach-E electronic door latches can stay locked (recall 25V-404).

SYMPTOMS

- Car dead or will not go Ready
- Check 12-volt battery message
- Doors will not open from outside or inside
- Car stuck in park and cannot be put in neutral

IF IT'S LEFT TOO LONG

A dead 12V battery strands the car; with the latch fault it can trap a child or pet.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Test the 12V battery at every service and check the VIN for 25V-404 and the module updates.

ESTIMATED REPAIR COST

12V battery replacement (YourMechanic average)	**$388** SHOP/RETAILER [9] independent shop, installed
Labor only, 3.2 h Ford warranty time	**$320–$510** OUR ESTIMATE [7][12] labor only, parts extra
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

Where the numbers come from: Early: a new 12V battery before it fails. If it fails: Estimate: Ford warranty labor time of 3.2 h (bulletin [7]) × $100–$160/h independent-shop labor rate [12]. Parts are extra unless stated; check the VIN for open warranty coverage first.

PARTS FOR MACH-E

- Ask your parts supplier for the OE part number for this VIN.

WHAT TO ASK YOUR SHOP

- How old is the 12V battery?
- Any dead-battery events?

3 Charging faults (Level 3 lock actuator, Level 1/2 P2C94)

Any mileage

Severity: Medium: leaks and wear · 37 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (2021–2023 Mach-E, 2022–2023 Lightning), so mileage doesn't say much here. Range: 2021–2023 Mach-E, 2022–2023 Lightning OFFICIAL [5][6]

WHAT FAILS OFFICIAL [5][6]

Pulling a DC fast-charge plug without fully pressing the release can break the charge port lock actuator pin, which disables Level 3 charging and lights Charger Service Required; Ford replaces the actuator. Separately, Mach-Es

ESTIMATED REPAIR COST

Labor only, 1.2–1.5 h Ford warranty time plus the	**$120–$240** OUR ESTIMATE [5][12] labor only, parts extra

can stop charging on home or Level 2 chargers with DTC P2C94; Ford updates the onboard module software.

SYMPTOMS

- Charger Service Required message
- DC fast charging will not start
- Charging stops on a home charger
- Charge cord stuck in the port

IF IT'S LEFT TOO LONG

The car cannot be charged on the affected charger type.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Press the release fully before unplugging; replace the actuator when Level 3 fails.

charge port lock actuator	
Labor only, 1.2–1.5 h Ford warranty time plus the charge port lock actuator	**$120–$240** OUR ESTIMATE [5][12] labor only, parts extra
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

1.0× The failure-bill midpoint ($180) is about 1.0× the early-fix midpoint ($180). A cost ratio, not a probability.

Where the numbers come from: Estimate: Ford warranty labor time of 1.2–1.5 h (bulletin [5]) × $100–$160/h independent-shop labor rate [12]. Parts are extra unless stated; check the VIN for open warranty coverage first.

PARTS FOR MACH-E

- Ask your parts supplier for the OE part number for this VIN.

WHAT TO ASK YOUR SHOP

- Any charging failures?
- Which charger types work?

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4 Rear drive unit: pinion shaft, half shaft and park lock

Any mileage

Severity: High: overheating, stalls, limp mode or a big bill · 66 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (2021–2023 Mach-E (pinion recall), 2022 Mach-E (half shaft), 2024–2025 Mach-E (stuck in park)), so mileage doesn't say much here. Range: 2021–2023 Mach-E (pinion recall), 2022 Mach-E (half shaft), 2024–2025 Mach-E (stuck in park) OFFICIAL [10][11]

WHAT FAILS OFFICIAL [10][11]

Ford recalled 2021–2023 Mach-Es because the rear differential pinion shaft can fracture; the repair is due in late 2026. Some 2022 cars had a right-rear half shaft that can break. On 2024–2025 cars, high ground resistance at the park pawl motor can leave the car stuck in park; Ford fits a new drive-unit ground harness.

SYMPTOMS

- Clunk or grinding from the rear
- Loss of drive
- Stuck in park with Service Vehicle Soon

ESTIMATED REPAIR COST

Free under recall 26V-417 / 22V-646	**Free if covered** OFFICIAL [10] independent shop, installed
Labor only, 2.3 h Ford warranty time plus the ground harness	**$230–$370** OUR ESTIMATE [11][12] labor only, parts extra
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

- DTC P07E6:71

IF IT'S LEFT TOO LONG

A broken pinion or half shaft means a sudden loss of drive.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Check the VIN for 26V-417 and 22V-646; stop driving at any new rear clunk.

Where the numbers come from: If it fails: the price shown is the stuck-in-park ground-harness repair. Estimate: Ford warranty labor time of 2.3 h (bulletin [11]) × $100–$160/h independent-shop labor rate [12]. Parts are extra unless stated; check the VIN for open warranty coverage first.

PARTS FOR MACH-E

- Ask your parts supplier for the OE part number for this VIN.

WHAT TO ASK YOUR SHOP

- Any rear noise or loss of drive?
- Drive-unit recalls done?

5 · ALSO REPORTED, NOT RANKED

Other themes in Mach-E / Lightning EV owner complaints

Every NHTSA complaint theme with 10 or more counted reports is either a weak point above or explained here.

THEME	COMPLAINTS	WHY IT ISN'T A WEAK POINT
Driver assistance / braking alerts	258	Driver-assistance complaints (and program 26B07 for adaptive cruise); not part of the electric drive.
Loss of power while driving	164	Most cases trace to the junction box contactors or the 12V system (listed above).

6 · BUYING OR SELLING

Used-car checklist and resale helper

For owners this is a resale checklist: it's what a careful buyer will ask.

Ask the inspecting shop to check

- VIN check for the junction box, battery and drive-unit recalls
- 12V battery test
- Scan BECM, SOBDM and PCM for codes
- Charge port lock actuator

Ask the seller

- Junction box or battery recalls done?
- Any Stop Safely Now or dead-12V events?
- Any charging failures?

Documents to request

- Dealer service-history printout for the VIN (recalls and battery work)
- nhtsa.gov/recalls screenshot

WHAT A BUYER MAY DEDUCT

FINDING	ESTIMATED ADJUSTMENT
High-voltage junction box: contactors overheat (Mach-E) or bus bars arc (Lightning): fault found on inspection	No published price
12V battery drain and low-voltage faults: symptoms or fault codes present	$388
Charging faults (Level 3 lock actuator, Level 1/2 P2C94): symptoms or fault codes present	$120–$240 + parts
Rear drive unit: pinion shaft, half shaft and park lock: fault found on inspection	$230–$370 + parts
Pre-ticked rows (●), if no records clear them	**None at this mileage**

● = expected at this mileage. Estimated repair costs, not an appraisal. Recalls cost the seller nothing: ask for open recalls to be completed rather than discounted. OUR ESTIMATE

7 · METHOD AND SOURCES

How this report is built

Inputs. VIN, model year, model, mileage and build month (if entered). Model and drivetrain are checked with NHTSA's vPIC decoder.

Mileage positions. Below: more than 10,000 miles before the reported range. Approaching: within 10,000. Inside: in the range, or past the start of an open-ended range. Past: beyond the top of the range. These bands are our rules, not an industry standard.

The plan. Critical items inside or past their range go first; high-severity items follow, and jobs that share labor are bundled. At most three jobs land in “Recommended now”. Leaks that are cheap to watch are fixed on condition; inspections are asked for at each service.

Costs. Published independent-shop ranges from shop quotes, retailer prices and owner reports. The worst-case cost of every item failing is not shown: it isn't an expected cost.

Labels. OFFICIAL NHTSA/Ford documents · SHOP/RETAILER parts prices and shop articles · FORUM/BLOG owner forums and blogs · COMPUTED FROM NHTSA DATA our analysis of NHTSA data · OUR ESTIMATE ours.

NHTSA complaint data. Pulled Oct 27, 2026 from NHTSA's complaints API for All complaints for the Mustang Mach-E and F-150 Lightning in the years shown: 1,234 complaints. We pooled every complaint NHTSA files under these model names and years; where a nameplate also came with another engine or powertrain, a few complaints may be about it. Themes are keyword matches on the complaint text. COMPUTED FROM NHTSA DATA

THEME	COMPLAINTS	IN THIS REPORT
Driver assistance / braking alerts	258	Also reported
Loss of power while driving	164	Also reported
Junction box / contactors / Stop Safely Now	148	Item 1
High-voltage battery / fire	109	Other years or versions
12V battery	70	Item 2
Rear drive / park / half shaft	66	Item 4
Charging	37	Item 3

Limits: complaints are self-reported and not adjusted for cars sold; keyword matching over- and under-counts; owners rarely file safety complaints about slow-building faults such as coolant seeps or noises, so those look rarer than they are.

SOURCES

1. NHTSA owner complaints for 2021–2025 Mustang Mach-E and 2022–2025 F-150 Lightning, pulled Oct 27, 2026 (ODI numbers in the cost notes) OFFICIAL
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. NHTSA recall records: 22V-412, 23V-687, 25V-130 and 25V-441 (Mach-E high voltage battery main contactors may overheat), checked Oct 27, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=23V687000

3. NHTSA recall records: 24V-144 and 25V-272 (2022–2023 F-150 Lightning junction box bus bar fasteners loose, arcing), checked Oct 27, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=24V144000

4. NHTSA recall records: 25V-131 (2022–2024 F-150 Lightning battery cell internal short) and 26V-582 (2023–2025 Mach-E BECM software after module replacement), checked Oct 27, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=25V131000

5. Ford TSB 23-2014: Level 3 charging inoperative, Charger Service Required, DTCs P0D93/P0D94/P0D98/P0D9E/P0DA0: replace the charge port lock actuator (Mach-E 1.5 h, Lightning 1.2 h) (2023-03-01), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2023/MC-10233580-0001.pdf

6. Ford TSB 24-2027: High voltage battery stops charging on Level 1/Level 2 chargers with MIL and DTC P2C94 in the SOBDM, 2021–2023 Mustang Mach-E (2024-02-26), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2024/MC-10251458-0001.pdf

7. Ford TSB 25-2058: 12-volt battery drain, 2021–2023 Mustang Mach-E: reprogram GWM, APIM and DSM (3.2 h); replace the 12V battery only if needed (2025-02-25), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2025/MC-11014839-0001.pdf

8. Ford Customer Satisfaction Program 23B70: 2022–2023 F-150 Lightning: battery monitor sensor can under-report 12V battery capacity; replace the sensor (2024-01-05), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2024/MC-10249484-0001.pdf

9. YourMechanic: Ford Mustang Mach-E battery replacement estimate (12V; $388 average: $248 parts, $140 labor; via search extract Oct 27, 2026) SHOP/RETAILER
https://www.yourmechanic.com/estimates/ford/mustang-mach-e/battery-replacement

10. NHTSA recall records: 26V-417 (2021–2023 Mach-E rear differential pinion shaft may fracture) and 22V-646 (2022 Mach-E right-rear half shaft), checked Oct 27, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=26V417000

11. Ford TSB 26-2421: Stuck in park, Service Vehicle Soon, DTC P07E6:71: lower the rear drive unit, replace the drive unit ground harness and reprogram (1.9 h plus module time), 2024–2025 Mustang Mach-E (2026-09-17), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2026/MC-11037420-0001.pdf

12. Tekmetric: average auto repair labor rates by state, 2026 (national average $132/h; state averages $85–$197/h). We use $100–$160/h for labor-time estimates. SHOP/RETAILER
https://tours.tekmetric.com/answers/average-auto-repair-labor-rates-by-state-2026

13. NHTSA recall records: 25V-404 (2021–2025 Mach-E electronic door latches may stay locked when the 12V battery is low), checked Oct 27, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=25V404000

14. NHTSA recall records: 25V-863 (2022–2026 F-150 Lightning, 2024–2026 Mach-E integrated park module may not lock in park; software), checked Oct 27, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=25V863000

This report contains no affiliate links; retailer prices are quoted as price sources only. Found an error? Email hello@repairahead.com.

PLEASE READ

Important

Based on public records and published repair costs. Not a diagnosis or a guarantee. Your technician's inspection decides what your car needs. Confirm recalls with a dealer using your VIN.

Informational only. This report is not a mechanical inspection, a diagnosis, or professional, legal or financial advice. Nobody from RepairAhead has seen, driven or inspected this vehicle.

Reported ranges and estimates, not predictions

Failure mileages are reported ranges compiled from public owner complaints, manufacturer bulletins, recalls and repair-shop reports. Costs are estimates. Parts can fail earlier, later or not at all, and other problems can occur. Statistics from owner complaints describe past reports to NHTSA; NHTSA has not reviewed or endorsed this analysis.

Safety issues go to a dealer

If you notice overheating, a burning smell, smoke, a brake-assist problem, stalling or loss of power, pull over when it's safe and contact a Ford dealer or qualified shop. Safety recall repairs are free at Ford dealers. Confirm recalls for this VIN at nhtsa.gov/recalls.

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