

Request 11

Describe all modifications or changes made by, or on behalf of, Ford in the design, material composition, manufacture, quality control, supply, or installation of the subject component, from the start of production to date, which relate to, or may relate to, the alleged defect in the subject vehicles. For each such modification or change, provide the following information:

- a. The date or approximate date on which the modification or change was incorporated into vehicle production;
- b. A detailed description of the modification or change;
- c. The reason(s) for the modification or change;
- d. The part number(s) (service and engineering) of the original component;
- e. The part number(s) (service and engineering) of the modified component;
- f. Whether the original unmodified component was withdrawn from production and/or sale, and if so, when;
- g. When the modified component was made available as a service component; and
- h. Whether the modified component can be interchanged with earlier production components.

Also, provide the above information for any modification or change that Ford is aware of which may be incorporated into vehicle production within the next 120 days.

Answer

Ford understands this request to relate to the subject components which relate to, or may relate to, the alleged defect in the subject vehicles. This information can be found in the file "RQ24-003 Request 11 – Parts Change Log." It is important to note that Ford has populated the Parts Change Log where possible and to the best of its ability. Given some variances, it is possible that components were installed in vehicles before or after the dates listed for "Incorporated into Vehicle Production" and "Removed from Vehicle Production" in the Parts Change Log. The parts noted in the Parts Change Log are not consumed by the assembly facilities via strictly first in, first out principles.

The high-pressure power steering line (also known as "Hydromax Pressure Line") connects to the jumper line of the brake Hydroboost unit with a quick-connect fitting. In response to evidence of line disconnection in the field and ergonomic feedback from assembly plant personnel, Ford Engineering identified that an incomplete connection of the snap-ring in the retention groove can occur due to side loading during installation of the quick-connect fitting in the vehicle assembly plant as a result of ergonomic constraints. On June 21, 2021, the connection interface between the two lines, and the routing of the two lines, was changed to improve the ease of assembly of the parts in the assembly plant and to avoid side loading of the connection between the jumper line and high-pressure power steering line.

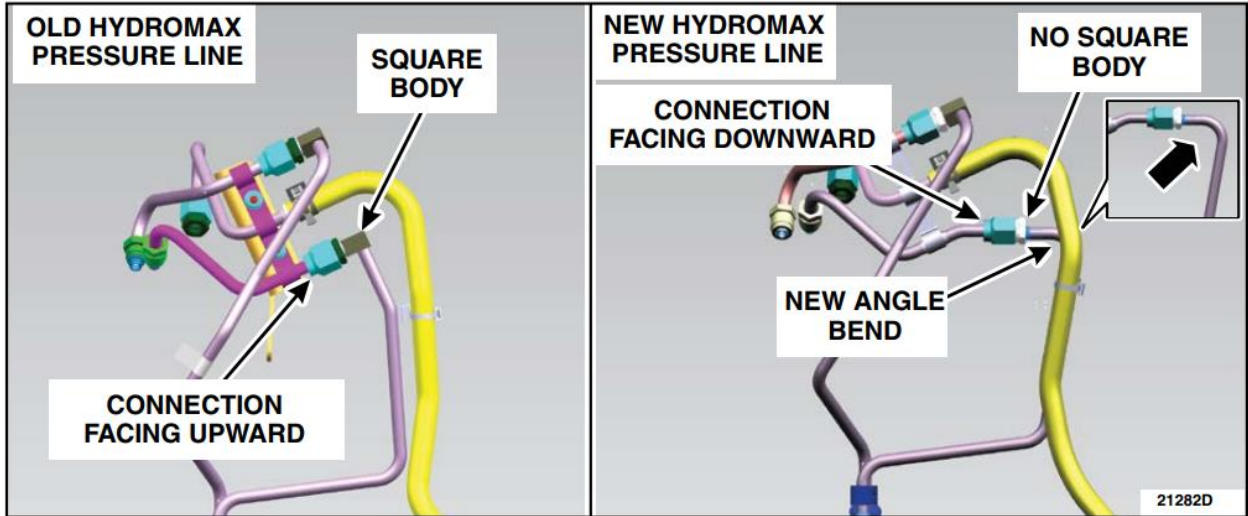


Figure 1: Differences in pre/post June 21, 2021 High-Pressure Power Steering Line

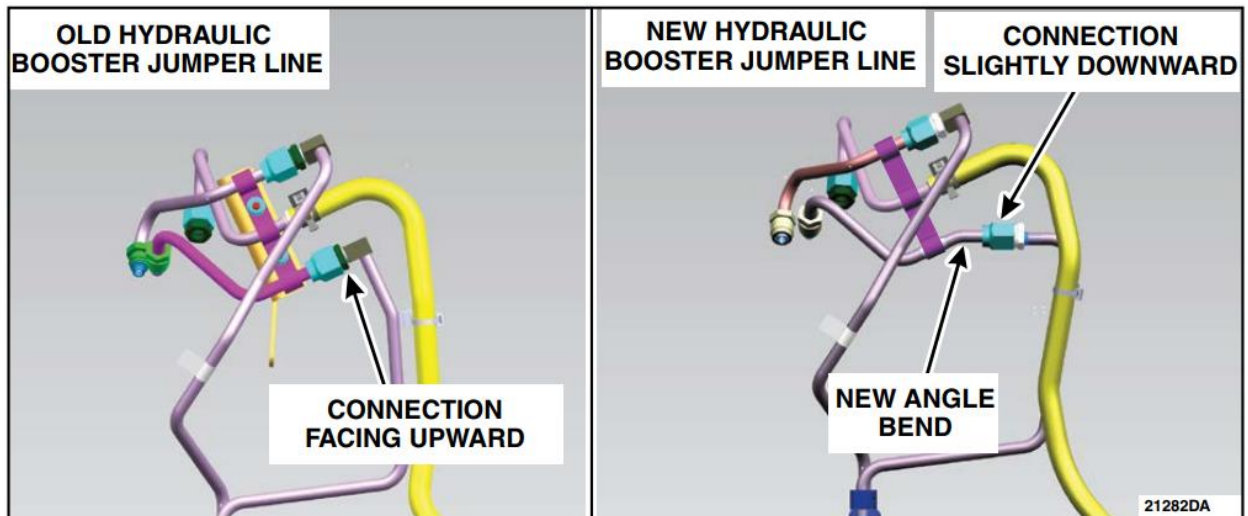


Figure 2: Differences in pre/post June 21, 2021 Jumper Line