

# Part 573 Safety Recall Report

# 17V-398

**Manufacturer Name :** Ford Motor Company**Submission Date :** JUN 26, 2017**NHTSA Recall No. :** 17V-398**Manufacturer Recall No. :** 17C11**Manufacturer Information :**

Manufacturer Name : Ford Motor Company

Address : 330 Town Center Drive

Suite 500 Dearborn MI 48126-2738

Company phone : 1-866-436-7332

**Population :**

Number of potentially involved : 3

Estimated percentage with defect : NR

**Vehicle Information :**

Vehicle 1 : 2016-2016 Ford Escape

Vehicle Type : LIGHT VEHICLES

Body Style :

Power Train : NR

**Descriptive Information :** Affected vehicles have been identified by tracing suspect airbag module serial numbers to specific vehicles. Ford vehicles are not produced in VIN order and we typically cannot provide VIN specific information. However, in this instance Ford is able to provide the specific VIN list – see attachment VINs.

Production Dates : DEC 18, 2015 - DEC 18, 2015

VIN Range 1 : Begin : 1FMCU9J9XGUB85014 End : 1FMCU9J9XGUB85014  Not sequentialVIN Range 2 : Begin : 1FMCU0G97GUB95132 End : 1FMCU0G97GUB95132  Not sequentialVIN Range 3 : Begin : 1FMCU9GXXGUB91935 End : 1FMCU9GXXGUB91935  Not sequential**Description of Noncompliance :**

**Description of the Noncompliance :** Ford was notified by its supplier that certain driver knee airbag modules installed in these vehicles were produced without the inflator gas generant material. In the event of a driver knee airbag deployment, the airbag may not completely fill, and may not meet the requirements of FMVSS 208 – Occupant Crash Protection. Ford is not aware of any reports of accident or injury related to this condition.

FMVSS 1 : 208 - Occupant crash protection

FMVSS 2 : NR

**Description of the Safety Risk :** In the affected vehicles, in the event of a driver knee airbag deployment, the airbag cushion may not inflate as intended due to the lack of inflator gas generant material. Incomplete airbag fill during a commanded deployment may increase the risk of injury to the driver in a crash.

**Description of the Cause :** The knee airbag supplier experienced an assembly production line fault on

Identification of Any Warning  
that can Occur : NR

November 24, 2015, resulting in unanticipated assembly line downtime. As a result, the assembly line was switched from production to test mode in an attempt to resolve the issue, during which time, parts were manufactured without the inflator gas generant material. While in test mode, the supplier's automated system process controls, including weight data, were not capable of detecting and sorting parts manufactured with insufficient gas generant fill. During the supplier's recent audit, a subsequent review of component weight data records found that three suspect parts built during this timeframe were shipped to Ford, instead of being scrapped as intended.

## Supplier Identification :

### Component Manufacturer

Name : Autoliv Safety Products  
Address : 1000 W. 3300 South  
Ogden UTAH 84401  
Country : United States

## Chronology :

On May 22, 2017, the driver knee airbag module supplier notified Ford that an internal review of the supplier's production records conducted on May 15, 2017, indicated that three driver knee airbag modules were produced and shipped without the inflator gas generant material. The supplier's investigation found that during a production run on November 24, 2015, an assembly line experienced an unexpected downtime due to a fault. The technical support person (under password control) switched the line from production to test mode to resolve the issue. The supplier's records indicated that fifty-six parts were produced without generant material during this test mode on November 24, 2015, and that three modules were not scrapped. These three modules were subsequently shipped to Ford and assembled into vehicles. This information was brought into Ford's Critical Concerns Review Group (CCRG) for review. CAE analysis was conducted for the driver 50th percentile male unbelted full frontal mode to evaluate occupant crash performance with the absence of a fully inflated driver knee airbag. The analysis showed a degradation in occupant crash performance. On June 19, 2017, Ford's Field Review Committee reviewed the concern and approved a field action.

## Description of Remedy :

Description of Remedy Program : The three associated Ford dealerships are in the process of contacting the three vehicle owners to schedule service appointments to have their driver knee airbag replaced. One dealership has completed the vehicle repair, and the remaining two dealerships are in the process of scheduling service appointments. There will be no charge for this service. Ford is excluding reimbursement for costs because the original warranty program would provide for a free repair for this concern.

How Remedy Component Differs from Recalled Component : NR

Identify How/When Recall Condition was Corrected in Production : NR

## Recall Schedule :

Description of Recall Schedule : The three affected dealers were notified on June 19, 2017 and have reached out to the three affected customers to have their vehicles repaired. Should either of the two remaining vehicles not be returned promptly for repair, Ford will mail required owner notification letters by August 18, 2017.

Planned Dealer Notification Date : NR - NR

Planned Owner Notification Date : NR - NR

\* NR - Not Reported