

Chronology for Ford Motor Company Recall 17S40

June – July 2017: An issue concerning reports of loose front driver seats in F-150 vehicles was brought to Ford's Critical Concern Review Group (CCRG) for review. CCRG requested a comprehensive data search and review of reports containing symptoms associated with loose front seats or fastener issues for F-150 vehicles and other vehicle lines that use the same front seat adjuster mechanism. CCRG also requested analysis of parts returned from the field.

August – September 2017: Review of the field reports and parts returned from the field indicated that the concern was primarily found on the driver seat, with several reports indicating that the front left lift link pivot bolt had come out. Analysis of the reports showed an increase in claims for vehicles produced in February and March of 2016. Ford was also informed that the same seat adjuster mechanism was used in the Explorer during that timeframe. Dimensional analysis of parts returned from the field showed dimensional discrepancies with left front lift link and side member pivot extrusions. Bench testing to replicate the field condition was unable to replicate the results observed in returned parts. Data analysis found a lack of reports on the same seat adjuster used on passenger seats. Further testing was requested.

Analysis of the seat structure with a loose pivot bolt indicated that the structural integrity of the seating system would meet requirements. CCRG requested that analysis be conducted with a missing pivot bolt.

October – November 2017: Analysis of the pivot bolt thread lock material was undertaken, including review of the supplier's process data for break away torque. This analysis found performance degradation during the production months that had elevated reports from the field. Review of the supplier's records found that their reaction plan to the performance degradation was not properly followed, and the material was allowed into the production part supply. Further seat bench testing was conducted and replicated the condition reported in the field. Analysis of the seat structure with the pivot bolt missing found the potential for increased seat deflection during a crash.

On November 20, 2017, Ford's Field Review Committee reviewed the concern and approved a field action.