

18S02 Chronology

On December 11 2017, Ford implemented a final remedy repair for both the driver and passenger airbag inflators for 2004 through 2006 model year Ford Ranger vehicles (17S42/17V787 and 17V788).

On December 22, 2017, Ford became aware of a crash that occurred on July 1, 2017, where the driver reportedly received fatal injuries from a driver airbag deployment. Ford was able to inspect the vehicle on December 27, 2017, and confirmed that the driver airbag inflator had ruptured.

Takata's review of information associated with the ruptured inflator serial number identified that a prior field inflator rupture of a 2006 Ranger driver airbag inflator, as well as an anomaly during a field return part test, were on inflators produced by Takata on the same date. Inflators produced on the dates of interest were produced with more than one propellant lot, and further analysis by Takata identified that all three noted driver airbag inflators contained the same propellant production lot.

Based on the noted field reports and test data, Ford is separating the population of vehicles with airbag inflators manufactured by Takata on September 3, 2005, or September 5, 2005, regardless of propellant lot, to address the identified higher risk of rupture. No inflators were produced on September 4, 2005.

On January 8, 2018, Ford's Field Review Committee approved field service action 18S02 to address these higher risk vehicles.

Evaluation of inflators from field return parts continued through January 2018 to identify any additional suspect Takata inflator production periods that could present an elevated risk of rupture. On February 2, 2018, Ford, Takata and the Agency reviewed test result data from the field return parts and identified additional inflator production dates in the July – September 2005 timeframe produced by Takata where high inflator test pressures were identified during testing. No ruptures occurred during testing.

On February 5, 2018, Ford and the Agency discussed expanding the vehicle population included in 18S02 (18V022/18V023) based on inflator and propellant testing indicating a unique elevated risk compared to other recalled Takata inflators .

On February 6, 2018, Ford and the Agency concluded that 2006 model year vehicles from the beginning of production (August 2005) through mid-December 2005, would be removed from 17S42 (17V787/17V788) and would be added to 18S02 (18V022/18V023).