

Subject: Ford Motor Company (Ford) Recall No. **19C07** (S2)– Certain 2018-2020 model year Multiple Vehicle Lines – Manual Seat Recliner Assembly

Chronology

July – August 2019

On July 23, 2019, a concern related to improperly assembled manual seatback recliners was brought to Ford's Critical Concern Review Group (CCRG) for review. A supplier had notified Ford of one 2020 MY Explorer rear seat recliner that exhibited excessive movement. Inspection of the seat found that the recliner cam was off center due to a missing third pawl. Three warranty reports potentially exhibiting this condition were identified. Further investigation found a setup issue on a specific production line at the recliner mechanism supplier. Potentially affected seats included front row seats with manual recliners on numerous models, as well as second row outboard seats with manual recliners on the 2020 MY Explorer/Aviator. A work plan to assess the effect of a recliner mechanism with a missing third pawl for the various vehicles/seat configurations was developed.

Initial CAE assessments indicated potential concerns with some vehicle and seat configurations. A physical test plan was developed.

The results of the front seat testing, combined with further review of CAE analysis, suggested that an improperly assembled front seatback recliner may not meet the requirements of FMVSS 202a (Head Restraints) and FMVSS 207 (Seating Systems).

Test results also suggested that an improperly assembled rear seat inboard recliner on the 2020MY Explorer/Aviator may not meet the requirements of FMVSS 202a.

On **August 21, 2019**, Ford's Field Review Committee reviewed the concern and approved a field action.

Ford is not aware of any reports of accident or injury related to this condition.

August – September 2019

Three recliner mechanisms produced during the supplier's interim containment (ICA) process were subsequently found to be missing a pawl. Two recliner mechanisms were found in the supply chain and one recliner mechanism was found a warranty return part. Mechanisms previously certified via the ICA were not included in the initial recall population.

In addition, Ford reviewed the inspection process used to validate front row seats at Ford vehicle assembly plants for certain vehicles prior to their release to dealers. The initial force level used for the in-plant inspection procedure was 500N. It was subsequently determined that a force of 850N should have been used to validate these seats prior to vehicle shipment.

On September 23, 2019, Ford's Field Review Committee reviewed and approved the expanded scope of the field action.

Faurecia supplies seatback recliner components to the Tier 1 seat suppliers and is itself a Tier 1 seat supplier for the affected F-Super Duty vehicles (F-250, F-350, F-450 and F-550).

Tier 1 – Seat Supplier - Company/Contact Information

Company Name: Adient
Address 1: 49200 Halyard Dr.
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City: Plymouth
State: MI
Zip Code: 48170
Country: U.S.A.

Company Contact Information

First Name: Ryan
Last Name: Vandelinder
Position: Quality Director
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Tier 1 – Seat Supplier - Company/Contact Information

Company Name: Magna
Address 1: 30020 Cabot Dr.
Address 2:
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State: MI
Zip Code: 48377
Country: U.S.A.

Company Contact Information

First Name: Jim
Last Name: Vanderweel
Position: Director Quality
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Email: Jim.Vanderweel@magna.com

Tier 1 – Seat Supplier - Company/Contact Information

Company Name: Lear Corporation
Address 1: 21557 Telegraph Rd.
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State: MI
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Company Contact Information

First Name: Harold
Last Name: Pope
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Tier 1 – Seat Supplier - Company/Contact Information

Company Name: Faurecia
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Company Contact Information

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