

May 27, 2020

Subject: Ford Motor Company (Ford) Recall No. **20S25** – Certain 2016-2017 model year Ford Transit Connect vehicles – Front Seat Belt Pretensioner

Chronology

August – December 2019

On August 29, 2019, NHTSA contacted Ford regarding Ford's response to an Autoliv recall from 2016. Autoliv filed a defect report with NHTSA (16E-095) on December 7, 2016 for certain AI2 initiators manufactured June 16, 2016, to November 4, 2016. The Autoliv initiators could contain an improper generant mix ratio that may prevent air bag and/or seat belt pretensioner deployment in a crash of sufficient severity. Autoliv had identified six suspect lots of initiators that had low mass readings and one of these lots was used for seatbelt pretensioners installed in Transit Connect vehicles. Ford's investigation at the time of 16E-095 had concluded there was no unreasonable safety risk associated with the pretensioner concern in the Transit Connect. Further, Computer Aided Engineering (CAE) analysis demonstrated that the Connect would continue to meet FMVSS 208/214 regulatory requirements without seatbelt pretensioning. Ford reviewed its assessment with NHTSA when the agency contacted Ford in February 2017 regarding Autoliv's defect declaration.

In response to NHTSA's August 2019 contact, Ford reviewed its prior assessment with the agency. Ford further shared its F/CMVSS 208 Computer Aided Engineering (CAE) analyses conducted to evaluate the effect of the front seatbelt pretensioner non-deployment on high speed frontal crash impacts.

January-April 2020

Through ongoing dialogue with the agency, Ford reaffirmed its view that this subject did not present an unreasonable safety risk in Transit Connect vehicles. First, Ford is not aware of any non-deployments or injury allegations associated with this subject. Second, even if there was a non-deployment of the front seatbelt pretensioner in these vehicles, the vehicle would still meet regulatory requirements and maintain an overall frontal four-star NCAP rating. Ford further noted the low supplier-predicted fallout rate (0.06%) for this issue. Ford and the agency continued to discuss whether a safety recall was warranted for this population of vehicles.

On May 19, 2020, Ford's Field Review Committee reviewed the concern and approved a field action.