

Submission Date: 08/23/2021

Chronology of Defect / Noncompliance Determination for Ford Motor Company Recall #21C20

Provide the chronology of events leading up to the defect decision or test data for the noncompliance decision.

On May 27, 2021, Ford's Critical Concern Review Group (CCRG) was informed of a warranty report that was received pertaining to a front passenger outboard seatbelt from an F-150 Super Cab vehicle with webbing only routed through the rubber trim sleeve, and not properly routed through both the sleeve and anchor eyelet. On May 25, 2021, audits were implemented at the supplier to ensure properly assembled seat belts were delivered to Ford for vehicle installation. On May 26, 2021, an audit and stop ship was implemented at Ford's affected vehicle assembly plants.

June – July 2021

A search for other similar reports was conducted. The supplier was not aware of any similar reports, and no similar confirmed reports from the field were found. One ambiguous warranty report was identified, however, the technician had discarded the (front left-hand) part and it was not available for inspection, nor was the technician able to provide any clarifying information when contacted.

Ensuing audits at Dearborn and Kansas City Assembly Plant (DTP / KCAP) did not identify any other improperly assembled seatbelts in 2,493 vehicles (4,986 seatbelts). The supplier inspected approximately 2,920 loose parts in inventory with no similar mis-assembled parts found. A review of the supplier's component assembly processes and practices was conducted. No special cause for the mis-assembled part was identified. Ford continued to monitor field data for reports of improperly assembled seatbelts.

On July 28, 2021, a potentially related warranty report was identified as part of Ford's ongoing monitoring process. Ford contacted the dealer for further information, and on August 5, 2021, the dealer forwarded photos of the suspect assembly showing that the seatbelt was routed through the anchor's rubber sleeve cover but not through the anchor attachment, similar to the prior report. The suspect part was produced six days after the seatbelt assembly production date from the prior report.

As of August 9, 2021, 15,596 seatbelt assemblies have been inspected at DTP, KCAP and the supplier with no suspect parts identified.

Although a thorough review of the supplier's processes has not found a special cause attributable to the suspect assemblies installed in vehicles January 9, 2021, and January 11, 2021, on August 16, 2021, Ford's Field Review Committee reviewed the concern and approved a field action for vehicles produced between January 1, 2021 and May 27, 2021.

Ford will continue to monitor field data for potentially related reports on seatbelt assemblies built into vehicles prior to January 1, 2021.

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