

Submission Date: 10/15/2021

Chronology of Defect / Noncompliance Determination for Ford Motor Company Recall #21C25

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

On July 28, 2021, NHTSA informed Ford that they received a report of misrouted front passenger outboard seatbelt webbing on a 2020 MY Ranger Super Cab vehicle. A photo from the vehicle indicated that the seatbelt webbing was only routed through the rubber trim sleeve, and not properly routed through the anchor. This vehicle had been in service for 10 months (4,158 miles) and was outside the scope of a previous FSA (19S23/19V518) for misrouted front passenger outboard seatbelt webbing.

On July 29, 2021, Ford engineering engaged the supplier to further investigate the report. Engineering and the supplier investigated the timeframe surrounding the assembly of the misrouted belt for any special causes that may have allowed for the belt to be misrouted.

August 2021 - September 2021

Based on a review of supplier processes, a 100% inspection of both driver and front passenger outboard seatbelts was implemented at the Michigan Assembly Plant on August 4th. A yard hold was issued, and all units inspected with no suspect seatbelt assemblies identified. This topic was brought to Ford's Critical Concern Review Group (CCRG) forum for ongoing review on August 5th. CCRG conducted a data search for additional front seatbelt reports. One report of a likely front passenger outboard seatbelt misrouting from November 2020 was identified. That vehicle was produced in September 2020 (after the 19S23 population) and had one month in service (357 miles) at the time of the report. Parts from this vehicle were unavailable for inspection.

One driver's side report was found pertaining to a 2019 MY vehicle produced in April 2019. The misrouted driver's seatbelt was identified by a dealership before it was delivered to a customer (10 miles, zero months in service). This vehicle was built within the 19S23 passenger seatbelt recall population, although the driver's side belt was not affected by that action.

Ford engineering continued to investigate this issue with the supplier, although no special cause was identified that might explain these reports. Ford reviewed the status of its investigation with the agency on August 18th.

Through ongoing reviews of the supplier's processes, it was observed that the supplier's seatbelt load test may, under certain conditions, have insufficient load to properly identify a misrouted seatbelt. Ongoing verification of current production assemblies continued to find no mis-assembled parts.

On September 22, 2021, Ford received a third report pertaining to a misrouted front passenger seatbelt on a vehicle produced in April 2021 (561 miles, one month-in-service).

No additional driver's side reports have been identified. Due on the high frequency of driver belt use and the force required to pull on the belt to detect the condition, it is expected that a misrouted driver's side seatbelt would be detected at very low time-in-service, and that it is unlikely that a misrouted driver's belt would remain undetected in the vehicle population.

As of September 24, 2021, three reports of potentially misrouted front passenger seatbelts outside the scope of FSA 19S23 have been identified.

October 2021

On October 5, 2021, Ford reviewed its findings and recommendations with NHTSA.

On **October 8, 2021**, Ford's Field Review Committee (FRC) reviewed the concern and approved a non-compliance action for the front passenger outboard seatbelt assembly on vehicles produced between June 17, 2019 and August 4, 2021. Out of an abundance of caution, the FRC approval also included inspection and replacement (if necessary) of the driver's seatbelt assembly.

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

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