

Ford Motor Company (Ford) Recall No. 23C01 Chronology

Chronology of Noncompliance Determination: Ford 23C01

Date of Submission: February 10, 2023

December 2022

On December 10, 2022, Ford's Critical Concern Review Group (CCRG) initiated an investigation into a report identified by the instrument panel (IP) topper supplier of a failed weld between the right-hand IP topper substrate and the passenger airbag chute. The supplier discovered the failed weld on December 7, 2022, during routine weld pull testing conducted as part of the supplier's Lot Acceptance Testing (LAT) of parts for 2023 model year F-150 Limited series vehicles. The supplier notified Ford of the concern on December 9, 2022.

Ford's initial review of supplier process and maintenance records found that test samples from a material lot produced on November 14, 2022, performed below the minimum specification for weld pull testing. A further review as part of the CCRG investigation identified that purge operations were not completed when the suspect parts were injection molded on November 14, 2022. Incomplete purging of the prior molding material could introduce contaminants and may result in IP topper substrate delamination. Work continued into January 2023 to determine the type of contaminant(s) that was introduced and to review the supplier's process and purge logs.

January 2023

On January 5, 2023, Ford received a report identified by the IP topper supplier of a tear seam opening force above the requirement specification during routine drop tower testing of the passenger airbag door on parts intended for 2023 model year F-150 Platinum series vehicles. The CCRG initiated an additional investigation, which determined that the extrusion material for the instrument panel topper skin did not meet material specifications. The extrusion material was potentially contaminated with colorant from a different job at the supplier facility. The contaminant resulted in out of specification tear seam opening force of the Passenger Airbag door.

During the month of January, the CCRG reviewed the material testing results and analyses conducted by the supplier that determined that the substrate material was contaminated with polycarbonate acrylonitrile butadiene styrene (PC-ABS), which could result in substrate delamination. CCRG also reviewed the results of Ford's internal testing that determined that the IP Topper skin had low laser score additive (LSA) content, which could result in passenger airbag door tear seam opening force above the requirement specification.

Based on weld pull and drop tower test results and engineering judgment, Ford Engineering determined that the suspect vehicles may not meet a F/CMVSS No. 208 compliance test if they were to be tested.

Ford is not aware of any warranty or field reports related to this condition.

On February 3, 2023, 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.