

## **Ford Motor Company (Ford) Recall No. 23S63 Chronology**

### CERTAIN 2023 MODEL YEAR F-150 AND SUPER DUTY VEHICLES - DRIVER AIRBAG MAY NOT DEPLOY

**Date of Submission:** December 15, 2023

#### **Chronology of Defect / Noncompliance Determination**

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

#### **November – December 2023**

On November 8, 2023, the Tier 1 supplier, BCS Automotive Interface Solutions (“BCS”), notified Ford that it would be filing an equipment recall report with NHTSA related to airbag clock springs supplied to BCS by a sub-supplier, American Furukawa. BCS told Ford that certain clock spring assemblies used in Steering Column Control Modules (SCCM) supplied to Ford by BCS may have been contaminated in the sub-supplier’s manufacturing process.

On November 9, 2023 the issue pertaining to contaminated clock springs was brought to Ford’s Critical Concern Review Group (CCRG) for review and an investigation was opened. Concurrent with the initiation of the CCRG investigation, Ford started working with BCS to analyze production and shipping records provided by BCS to understand which Ford assembly facilities and vehicle lines were supplied with SCCMs that may contain the subject clock springs.

On November 14, 2023, BCS filed an equipment recall report with NHTSA which was provided by NHTSA to Ford on December 4, 2023.

Through November, Ford continued to work with BCS to review supplier production and shipping records, as well as supplier technical reports. Using serial numbers supplied by BCS, Ford traced the SCCMs provided by BCS to the 2023 model year F-150 and Super Duty vehicles in which they were installed.

Ford searched warranty, customer and field reports as well as connected vehicle data to identify reports that may be related to open circuits caused by insufficient welding of the bus bar and ribbon cable of the clock spring assembly. Ford also reviewed the SCCM circuitry diagram, which provides diagnostic path information, to verify that the Diagnostic Trouble Codes (DTCs) reported in warranty and connected vehicle data could be related to open circuits resulting from the regions of insufficient welding. Additionally, the CCRG investigation confirmed that Ford’s assembly plant controls check for DTCs during end-of-line processes, and in the event an airbag DTC is present, the vehicle would not be permitted to leave plant control.

As of December 6, 2023, Ford is aware of 19 warranty reports received from May 1, 2023, through November 10, 2023, indicating open circuits that could potentially be related to the clock spring concern described in the supplier’s equipment recall report.

On December 8, 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.