



U.S. Department
of Transportation

National Highway
Traffic Safety
Administration

Part 573 Safety Recall Report

24V099

Manufacturer Name: Ford Motor Company

Submission Date: Mar 31, 2026

NHTSA Recall No.: 24V099

Manufacturer Recall No.: 24S06

Manufacturer Information

Population

Manufacturer Name: Ford Motor Company

Address: 20000 Rotunda Drive
Mezzanine
Dearborn MI, 48124

Total number of potentially involved: 77,574

Estimated percentage with defect: 3%

Vehicle Information

Vehicle 1: 2018-2020 FORD EXPEDITION

Product Category: Light Vehicles

Product Type:

Fuel / Propulsion:

Production Dates: Oct 01, 2018 - Jun 30, 2019

Number of potentially involved: 60,155

Descriptive Information:

Affected vehicles are equipped with driver and front passenger seatbelt retractor pretensioners and were built between October 01, 2018, and June 30, 2019. These vehicles are not produced in VIN order. Information as to the applicability of this action to specific vehicles can best be obtained by either calling Ford's toll-free line (1-866-436-7332) or by contacting a local Ford or Lincoln dealer who can obtain specific information regarding the vehicles from the Ford On-line Automotive Service Information System (OASIS) database. 3,101 2018 model year Ford Expedition vehicles are affected. 57,031 2019 model year Ford Expedition vehicles are affected. 23 2020 model year Ford Expedition vehicles are affected.

Vehicle 2: 2018-2020 LINCOLN NAVIGATOR

Product Category: Light Vehicles

Product Type:

Fuel / Propulsion:

Production Dates: Oct 01, 2018 - Jun 30, 2019

Number of potentially involved: 17,419

Descriptive Information:

Affected vehicles are equipped with driver and front passenger seatbelt retractor pretensioners and were built between October 01, 2018, and June 30, 2019. These vehicles are not produced in VIN

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order. Information as to the applicability of this action to specific vehicles can best be obtained by either calling Ford's toll-free line (1-866-436-7332) or by contacting a local Ford or Lincoln dealer who can obtain specific information regarding the vehicles from the Ford On-line Automotive Service Information System (OASIS) database. 709 2018 model year Lincoln Navigator vehicles are affected. 16,696 2019 model year Lincoln Navigator vehicles are affected. 14 2020 model year Lincoln Navigator vehicles are affected.

Defect / Noncompliance Description

Description of the defect or noncompliance:

On some of the affected vehicles, the driver and/or front passenger seatbelt retractor pretensioners may deploy inadvertently. The primary seatbelt locking functions continue to function properly.

FMVSS1:

FMVSS2:

Description of the safety risk, including crash, fire, death, injury:

Inadvertent deployment of the retractor pretensioner will result in the seatbelt being locked in position and will not retract or extend, which is noticeable to the occupant. A seatbelt that does not retract or extend may result in injury in the event of a crash.

Description of the cause:

Certain seatbelt retractor pretensioners may develop corroded squib pins caused by an undefined supplier manufacturing issue. After extended corrosion and with a partial separation at the weld between the squib pin and the bridge-wire (heating element of a pyrotechnic device), high resistance or open circuit may occur, and, if not resolved, may result in a retractor pretensioner inadvertent deployment. Increased humidity inside the cab, caused by water leakage after customer air-conditioning (A/C) usage in the hot temperature areas, may potentially contribute to the development of corrosion on top of the squib pins.

Identification of any warning that can occur:

An airbag malfunction light illuminates on the cluster preceding an inadvertent deployment of the seatbelt retractor pretensioner.

Component Manufacturer

Tier of Supplier:

Supplier Type:

Name: ZF

Address: 4505 W. 26 Mile Rd
Washington MI, 48094

Country: United States

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Involved Components

Component Name 1: Driver Seatbelt Retractor Pretensioner Assembly**Component Description:** Driver Seatbelt Retractor Pretensioner Assembly for Lincoln Navigator**Component Part Number:** JL7Z-78611B09-A***Component Name 2:** Front Passenger Seatbelt Retractor Pretensioner As**Component Description:** Front Passenger Seatbelt Retractor Pretensioner Assembly for Lincoln Navigator**Component Part Number:** JL7Z-78611B08-A***Component Name 3:** Drain Seal Tube**Component Description:** Drain Seal Tube - Elbow**Component Part Number:** 4M2Z-6A614-AA**Component Name 4:** Driver Seatbelt Retractor Pretensioner Assembly**Component Description:** Driver Seatbelt Retractor Pretensioner Assembly for Ford Expedition**Component Part Number:** JL1Z-78611B09-A***Component Name 5:** Front Passenger Seatbelt Retractor Pretensioner As**Component Description:** Front Passenger Seatbelt Retractor Pretensioner Assembly for Ford Expedition**Component Part Number:** JL1Z-78611B08-A*

Chronology

On September 30, 2021, Ford's Critical Concern Review Group (CCRG) opened an investigation into reports of inadvertent deployment of seatbelt retractor pretensioners on 2019 model year (MY) Expedition vehicles in Middle East regions. There were four reports of inadvertent deployment of seatbelt retractor pretensioners that occurred during July through September 2021.

Between October 2021 and January 2022, Ford and its Tier-1 supplier obtained field returned retractor pretensioners for analysis. The CCRG investigation identified that corrosion was present on the pretensioner squib pins where the bridge wire (heating element of pyro-technic device) is welded. However, no anomalies were identified during ballistic testing, helium leak testing and wiring reviews.

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In February 2022, Ford conducted computer-aided-engineering (CAE) analysis and concluded that the system would meet regulatory requirements even if the retractor pretensioner did not correctly fire.

Between March and May 2022, long-term corrosion testing conducted with the Tier-2 supplier did not recreate the corrosion observed in the squibs of field returned parts.

In monitoring the warranty data from June 2022 to October 2022, CCRG observed that the rates of inadvertent deployments remained low. CCRG noted that incidents were occurring primarily within a clearly defined window of production from October 2018 through June 2019, indicating it could be a supplier quality concern. Additionally, the inadvertent deployments occurred only during the summer months.

Between October 2022 and February 2023, Ford verified that the Restraints Control Modules (RCMs) functioned as intended and the diagnostic signals increased the current within the pre-defined range in response to a high resistance or open circuit in the seatbelt retractor pretensioner squib, which would illuminate the airbag warning light. Other data indicated that the airbag warning light was on for an average period of 5.5 weeks prior to an inadvertent deployment, should one occur.

In March 2023, Ford engaged additional engineering resources to conduct further root cause analysis of inadvertent activation of the seatbelt retractor pretensioner. Ford needed to test several hypotheses on how corrosion was developing and why only some pretensioners in warmer climates were experiencing an inadvertent deployment while others only received an illumination of the airbag warning light. Through November 2023, additional testing and analyses were conducted on returned parts, new parts, and in-vehicle testing. Through this process, CCRG learned that the main causal factors were likely (a) a byproduct of corrosion which requires a high moisture/water content sealed in the squibs and (b) partial separation at the weld between the inner pin and platinum bridge wire, whereby the RCM diagnostic signal has the ability to trigger an inadvertent deployment. However, the question remained as to how moisture could arrive inside the squibs and the team continued to test several hypotheses.

In November 2023, Ford met with NHTSA personnel from the Office of Defects Investigation and provided information on the status of its ongoing CCRG investigation and findings to date. Later in the month, NHTSA opened PE23-021 to further evaluate this topic.

In December 2023, CCRG undertook additional work to analyze vehicle environment factors that may contribute to the corrosion in the squib pins of the seatbelt retractor pretensioner. The CCRG team reviewed a drain seal change that occurred at the Start of Production in 2019. Although unproven, the CCRG theorizes that a water leak related to a drain seal on the right front floor related to air-conditioning usage may increase humidity when Max A/C is used for extended periods and contribute to pretensioner squib pin corrosion.

As of January 12, 2024, Ford is aware of 140 reports (119 unique VINs) for all markets, received from July 05, 2021, to January 06, 2024, for inadvertent retractor pretensioner deployment, primarily in warm-weather regions. The lifetime warranty projection was updated and indicated an elevated rate for inadvertent deployment for this defined sub-population of 2018-2019 model year Expeditions and Navigators.

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On February 02, 2024, Ford's Field Review Committee reviewed the concern and approved a field action.

Ford is aware of six reports of unspecified injury and five Vehicle Owner Questionnaires (VOQs) alleging injury pertaining to inadvertent deployment of seatbelt pretensioners. Ford is not aware of any reports of accident related to this condition.

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Amendment #1

At the time recall 24S06 (NHTSA Recall No. 24V-099) was initiated, the cause of the oxidation within the front seat belt pretensioner was not known and investigation continued. Subsequent investigation has identified a root cause hypothesis currently under analysis. As Ford continues to investigate this hypothesis, Ford will suspend the front seat belt retractor date code inspection and instead replace both front seat belt retractors on all vehicles, regardless of production date.

On March 24, 2026, Ford's Field Review Committee approved an amendment to this field service action to update the remedy.

Related NHTSA Recall Number:

Description of Remedy

Remedy Type: Replace

Consumer Advisories: Do Not Drive Park Outside

Description of remedy program:

Dealers are to replace both front seat belt retractors per workshop manual instructions.

Additionally, dealers will inspect for the presence of a Heating Ventilation and Air-Conditioning (HVAC) drain tube elbow and install if not present. There will be no charge for this service.

How remedy component differs from recalled component:

Remedy pretensioner assemblies were built outside of the suspect time-window of the seatbelts that showed the propensity for inadvertent deployment.

Identify how/when recall condition was corrected in production:

Not required per 49 Part 573.

Reimbursement Plan

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Manufacturer used general reimbursement plan on file.

Recall Schedule**Description of recall schedule:**

Notification to dealers is expected to occur on February 12, 2024. Mailing of owner notification letters is expected to begin March 04, 2024, and is expected to be completed by March 08, 2024.

Planned Dealer Notification Date: Feb 12, 2024 - Feb 12, 2024 No Dealers

Planned Interim Owner Notification Date: No Owners

Planned Remedy Owner Notification Date: Mar 04, 2024 - Mar 08, 2024 Phased Recall

Date when VIN will be searchable: