



25S31 – CERTAIN 2018-2020 FORD EXPEDITION AND LINCOLN NAVIGATOR VEHICLES –  
DRIVER AND FRONT PASSENGER SEATBELT RETRACTOR PRETENSIONERS

**Chronology of Defect / Noncompliance Determination**

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

On January 9, 2025, an issue pertaining to inadvertent deployment of seatbelt retractor pretensioners in certain Ford Expedition vehicles that did not fall into the Ford recall 24S06 (NHTSA 24V099) population was brought to Ford's Critical Concern Review Group for review.

On November 22, 2023, the National Highway Traffic Safety Administration (NHTSA) opened Preliminary Evaluation PE23-021 for inadvertent pretensioner deployment on 2019 Ford Expedition vehicles. On February 9, 2024, Ford issued safety recall 24S06 which included 2018-2020 Expedition and Navigator vehicles built between October 1, 2018, and June 30, 2019. This recall addressed a seat belt pretensioner that may develop corroded squib pins, resulting in high resistance or an open circuit. This condition may result in retractor pretensioner inadvertent deployment. In November 2024, the NHTSA Office of Defects Investigation (ODI) opened Recall Query (RQ24-015) after receiving three Vehicle Owner Questionnaire (VOQ) reports of seat belt retractor pretensioner inadvertent deployment in certain MY 2019-2020 Ford Expedition vehicles. The complaints allege not being included in recall 24S06 but experiencing the failure that it addressed.

One of the VOQs provided by NHTSA reported that in July 2024, a customer brought a vehicle with build date of December 2018 to the dealership for the 24S06 recall remedy. The dealer technician inspected the date code on the seat belt assembly per the 24S06 recall remedy instructions and confirmed that the date code did not require a seat belt pretensioner replacement and the recall was closed. However, in September 2024, this vehicle experienced an inadvertent seat belt pretensioner deployment.

Between January and March 2025, the CCRG analyzed available field data for vehicles produced after the 24S06 production date range. This review showed that there was an elevated rate of inadvertent deployment concerns for vehicles produced through July 31, 2020.

Additionally, Ford has learned that some vehicles in the expanded population that had inadvertent pretensioner deployment were built after February 2020, and therefore were produced with the HVAC drain tube elbow that was implemented pursuant to the remedy for recall 24S06. This indicates that the hypothesis set out in recall 24S06 that squib pin corrosion may be caused or exacerbated by water intrusion related to air-conditioning usage is likely inaccurate.

As of March 20, 2025, Ford is aware of 17 warranty or dealer reports of inadvertent deployment for the non-24S06 population in the U.S., received between December 1, 2023 and February 15, 2025.

March 28, 2025

On March 21, 2025, Ford's Field Review Committee reviewed the concern and approved a field action.

Ford is not aware of any accidents or injuries related to inadvertent retractor pretensioner deployments in this expanded population.

###

March 28, 2025