

# Part 573 Safety Recall Report

# 22V-684

**Manufacturer Name :** Ford Motor Company**Submission Date :** SEP 14, 2022**NHTSA Recall No. :** 22V-684**Manufacturer Recall No. :** 22C23**Manufacturer Information :**

Manufacturer Name : Ford Motor Company

Address : 330 Town Center Drive

Suite 500 Dearborn MI 48126-2738

Company phone : 1-866-436-7332

**Population :**

Number of potentially involved : 74

Estimated percentage with defect : 100 %

**Vehicle Information :**

Vehicle 1 : 2022-2022 Ford F-150

Vehicle Type : LIGHT VEHICLES

Body Style :

Power Train : NR

**Descriptive Information :** Ford's team reviewed supplier process and maintenance records to determine the population of affected parts. The Ford process is capable of tracing Passenger IP Toppers production to the vehicle in which the Passenger IP Toppers is installed.

Affected vehicles are equipped with suspect Passenger IP Toppers.

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.

74 F-150 vehicles are affected.

Production Dates : JUN 16, 2022 - JUL 17, 2022

VIN Range 1 : Begin :

NR

End : NR

 Not sequential**Description of Noncompliance :**

**Description of the Noncompliance :** Non-conforming IP topper components may alter the intended passenger airbag cushion opening and inflation characteristics.

FMVSS 1 : 208 - Occupant crash protection

FMVSS 2 : NR

**Description of the Safety Risk :** In the event of a crash necessitating deployment of the passenger airbag, the airbag may not deploy as intended, increasing the risk of injury. The IP

topper on these vehicles may also fragment during deployment and project fragments toward the occupant, increasing the risk of injury.

Description of the Cause : Non-conforming IP toppers were built with an injection molded substrate that was either manufactured with thermally degraded resin material or laser etched with an improper and inconsistent tear seam depth.

Identification of Any Warning that can Occur : None

## Involved Components :

Component Name 1 : Top Cover

Component Description : RH Topper Leather (Admiral Blue)

Component Part Number : ML3Z-15044F58-GB

Component Name 2 : Top Cover

Component Description : RH Topper Leather (Carmine Red)

Component Part Number : ML3Z-15044F58-CB

## Supplier Identification :

### Component Manufacturer

Name : Faurecia Interior Systems (Forvia)

Address : 2800 High Meadow Circle  
Auburn Hills Michigan 48326

Country : United States

## Chronology :

On June 30, 2022, an issue pertaining to a failed passenger airbag (PAB) door tear seam lot acceptance test (LAT) by the airbag supplier was brought to Ford's Critical Concern Review Group for review. Ford's Supplier Technical Assistance (STA) group indicated this concern resulted from an improper laser etching process used to form the airbag tear seam on the instrument panel (IP) topper. As of June 24, 2022, all affected vehicle/ components were believed to be within Ford's possession and contained.

July – August 2022

On July 21, 2022, a failed IP topper chute weld LAT by the airbag supplier was reported to Ford's CCRG. Ford's

Supplier Technical Assistance (STA) group indicated this concern resulted from IP substrate delamination on an injection molded substrate batch produced at the tier 3 supplier. Based on component traceability to VIN all affected vehicles/components were believed to be contained as of July 18, 2022. Ongoing monitoring of vehicle containment found some vehicles escaped containment and were delivered to dealers.

CCRG requested an assessment whether component testing could be conducted to evaluate potential effect on airbag performance. Ford Engineering subsequently determined that physical testing to evaluate potential effects, including risk of material fragmentation on the non-conforming parts, was not feasible. Based on engineering judgement, suspect IP toppers may alter the intended passenger airbag cushion opening and inflation characteristics and potentially project fragments toward the occupant. Based on this assessment, the suspect vehicles may not meet a F/CMVSS No. 208 compliance test if they were to be tested.

On September 7, 2022, 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.

## Description of Remedy :

**Description of Remedy Program :** Owners will be notified by mail and instructed to take their vehicle to a Ford or Lincoln dealer to have the right-hand instrument panel cover replaced. There will be no charge for this service.

Ford provided the general reimbursement plan for the cost of remedies paid for by vehicle owners prior to notification of a safety recall in May 2021. The ending date for reimbursement eligibility is estimated to be November 4, 2022.

Ford will forward a copy of the notification letters to dealers to the agency when available.

**How Remedy Component Differs from Recalled Component :** A new Admiral Blue RH Topper Leather (ML3Z-15044F58-GB) or Carmine Red RH Topper Leather (ML3Z-15044F58-CB) from a conforming RH Topper lot will be installed to replace the recalled component.

**Identify How/When Recall Condition was Corrected in Production :** NR

## Recall Schedule :

**Description of Recall Schedule :** Notification to dealers is expected to occur on September 15, 2022. Mailing of owner notification letters is expected to begin October 17, 2022 and is expected to be completed by October 21, 2022.

**Planned Dealer Notification Date :** SEP 15, 2022 - SEP 15, 2022

**Planned Owner Notification Date :** OCT 17, 2022 - OCT 21, 2022

\* NR - Not Reported