

Subject: Ford Motor Company (Ford) Recall No. 18S35 – Certain 2018 Model Year Ford Explorer Vehicles With 2.3L or 3.5L GTDI Engine – Improperly Assembled Fuel Pressure Sensor

Chronology of Defect / Noncompliance Determination

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

On July 30, 2018, Ford's Chicago Assembly Plant (CAP) found one Explorer with a 2.3L engine in the yard with a fuel leak on the ground. The leak was from the fuel pressure sensor joint in the fuel line assembly on the top of fuel tank.

CAP issued a Stop Ship on August 1, 2018, to contain all vehicles at the plant and in transit for inspection.

August – September 2018: Ford's Critical Concern Review Group (CCRG) reviewed this issue. Ford began inspecting held vehicles built during the month of July 2018 to determine if any other vehicles were built with this condition, and to help determine the cause and affected population. While vehicles were being inspected, Ford also initiated a Design of Experiments (DOE) to help determine the cause.

October 2018: Ford continued to inspect more than 9,000 vehicles being held. The vehicle inspections identified no fuel leaks; however, the inspections identified four sensors that were not properly assembled. These four vehicles were built within a three day period between July 29, 2018, through July 31, 2018.

Ford continued its DOE and review of supplier records. It was determined that the cause was over-size threads on the sensor. Sensata (Tier 3) shipped setup parts (fuel pressure sensors) with over-size male threads because the change-over setup operator did not scrap the incorrect parts. Cooper Standard (Tier 2) installed the parts into fuel line assemblies which were assembled into fuel tanks at Plastic Omnium (Tier 1). Using the supplier's records, along with the result of vehicle inspections, Ford determined that only vehicles built between July 29, 2018, and July 31, 2018 could potentially contain an incorrect fuel sensor.

Ford's investigation of vehicle production records determined that 144 vehicles built at CAP during this three day period were delivered to dealerships before the inspection could be completed. It was unknown whether any of these vehicles actually contain incorrect parts.

On November 5, 2018, Ford's Field Review Committee reviewed the concern and approved a field action.

Ford is not aware of any reports of accident, injury or fire related to this condition.