

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

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

June 2016. At NHTSA's request, Ford and Takata initiated a voluntary project to recover and evaluate PSDI-5 inflators that use calcium sulfate as a desiccant from certain Ford vehicles operated in three climate zones (FL, MI, AZ).

March 2017 – July 2017. Data on field return parts gathered by Takata on both Nissan and Ford parts was reviewed with the Agency. Additional Ford inflators were subjected to live dissections as well as ballistic testing and pressure measurements. Ford met with the Agency in Washington, D.C. to review current test data as well as discuss expanding the parts harvest program to additional vehicle platforms and geographic areas.

July 10, 2017. As directed by NHTSA, Takata submitted a Defect Information Report (DIR) to NHTSA on all PSDI-5 driver side airbag inflators that use "2004" generate with calcium sulfate as a desiccant

On August 16, 2017. Ford timely filed an inconsequentiality petition for relief from notification and remedy requirements under the Motor Vehicle Safety Act for the subject airbag inflators.

August 2017 – January 2021

Ford harvested parts from customer vehicles and the parts were evaluated by Takata and other independent experts. Ford met with the Agency throughout the time period and provided updates on the status of the evaluations as well as expected service life projections.

January 19, 2021. NHTSA denied Ford's petition and directed Ford to submit to NHTSA a proposed schedule for the notification of vehicle owners and the launch of a remedy.

March 3, 2021. Ford's Field Review Committee reviewed the topic. Ford has not made a determination that a safety related defect exists in the subject vehicles, and Ford believes, that based on the scientific and factual data to date, that the desiccated inflators in the subject vehicles do not present an unreasonable risk to safety. However, Ford will abide by the Agency's decision and conduct a safety recall on the subject vehicles in accordance with the plan discussed with NHTSA in February 2021.