

Service Recall Bulletin - 96S48 Supplement #1

PS&L Inpnt

Recall Procedure

Paragraph 2

If the left side passes the inspection and the passive restraint (motorized) seat belt system is operable, perform Safety Recall 96S99 and return the vehicle to the owner. ~~And cancel any part that may have been previously ordered.~~

Parts Ordering Information

If the rail passes the inspection and the system is operable, please cancel any parts that may have been ordered for this vehicle.

NOTE: The full assembly (Track Assembly F72Z 61610D44-B and F72Z 61610D45-B) are no longer available as an assembly. If the full assembly is required, you must now order a Cable/Motor Assembly and a Rail only part. Service parts are as follows:

	Right	Left
Cable/Motor Assembly	F72Z 61610D44-C	F72Z 61610D45-C
Rail Only	F72Z 61610D44-A	F72Z 61610D45-A

If you had placed an order for the full assembly (Track Assembly F72Z 61610D44-B or F72Z 61610D45-B), your order will be automatically filled with the rail only part (F72Z 61610D44-A or F72Z 61610D45-A). All of these orders will be filled in October 1997.

If a Cable/Motor Assembly is required (F72Z 61610D44-C or F72Z 61610D45-C) you will need to place a new order.

Emergency orders for the Cable/Motor Assemblies will start being filled in December 1997. All Cable/Motor Assembly orders will be handled on a "first ordered, first filled" basis.

For more parts ordering information, see Safety Recall Bulletin 96S49 Attachment II.

AI: We need to time the service part replacement actions to when this supplement is given to our dealers. Please advise when this will be sent.....

* Note printed by GLAURITZ on 15 Sep 1997 at 13:03:23 *

FROM: JSHORE --DRBN006 Date and time 09/15/97 12:54:42
TO: GLAURITZ--DRBN006
CC: ABRANDTI--DRBN006 KHABIAN --DRBN006

FROM: John Shore USAET(UTC -04:00)
Subject: Saffey Recall 96848/99 Probe Belts

We both need to get involved in this very soon/fast. If they plan on sending out new tech instructions, a parts sign off is required.

Please Forward (FFS) All Responses....Thank-You
John Shore - FCSD / FS&L Recall Manager
Phone 26-83789 FAX 52-33065 NPDC - 1555C
*** Forwarding note from PRANDOSK--DRBN006 09/15/97 11:03 ***
To: JBRADLEY--DRBN006 ABRANDTI--DRBN006
JSHORE --DRBN006 DEARCHE--DRBN006
cc: GIBSI --DRBN006 KZUBIETA--DRBN006

FROM: Pete Bandoaks USAET(UTC -04:00)
Subject: Saffey Recall 96848/99 Probe Belts
Good News! The supplemental bulletin should also include the changes to the parts. The ECN has now been released and new part numbers have been established which supercedes the Rail and Motor Assy to a Cable and Motor Assy.

Regards,
Pete Bandoaks, Probe/SW-164 Service Engineer, AAI PVT.
FCSD V&P Current and Past Model Support Small/Medium FWD Team
Phone 783-8308, FAX 782-1932, AAI Shop Office, MS0022
*** Forwarding note from JBRADLEY--DRBN006 09/15/97 12:52:***
To: ABRANDTI--DRBN006 PRANDOSK--DRBN006
GIBSI --DRBN006 JSHORE --DRBN006
DEARCHE--DRBN006
cc: AKADUK --DRBN006 WBOGAN --DRBN005

FROM: Joe Bradley USAET(UTC -04:00)
Subject: Saffey Recall 96848/99 Probe Belts
Bill Bohan and Ray Novi successfully negotiated a left side inspection procedure yesterday in Washington. Based on the current backorder situation we need to quickly develop a supplemental bulletin that provides for a left side inspect, and an update on the parts situation. Andy Brandt will take the lead.

Manager, Recall and Service Programs, Vehicle Serv. & Egmt. FCSD
Joe Bradley_33-72467 FAX 84-81024 rm228 WBYII

*Forwarded
to Al
on 11/25/97 by
jey*

*Al,
2 pages. #2 is
John's Shore's proposed
bulletin.
-John Luritan*

Service Recall Bulletin - 96S48 Supplement #1

PS&L Input

Recall Procedure

Paragraph 2

If the left side passes the inspection and the passive restraint (motorized) seat belt system is operable, perform Safety Recall 96S99, return the vehicle to the owner. ~~And cancel any part that may have been previously ordered.~~

Parts Ordering Information

If the rail passes the inspection and the system is operable, please cancel any parts that may have been ordered for this vehicle.

NOTE: The full assembly (Track Assembly F7ZZ 61610D44-B and F7ZZ 61610D45-B) are no longer available as an assembly. If the full assembly is required, you must now order a Cable/Motor Assembly and a Rail only part. Service parts are as follows:

	Right	Left
Cable/Motor Assembly	F7ZZ 61610D44-C	F7ZZ 61610D45-C
Rail Only	F7ZZ 61610D44-A	F7ZZ 61610D45-A

If you had placed an order for the full assembly (Track Assembly F7ZZ 61610D44-B or F7ZZ 61610D45-B), your order will be automatically filled with the rail only part (F7ZZ 61610D44-A or F7ZZ 61610D45-A). All of these orders will be filled in October 1997.

If a Cable/Motor Assembly is required (F7ZZ 61610D44-C or F7ZZ 61610D45-C) you will need to place a new order.

Emergency orders for the Cable/Motor Assemblies will start being filled in December 1997. All Cable/Motor Assembly orders will be handled on a "first ordered, first filled" basis.

For more parts ordering information, see Safety Recall Bulletin 96S49 Attachment II.

*John wants (phone call)
to see copy of
warranty he sent. 12/3/97
- Sam -*

⑧ YOUR CAREFUL ADHERENCE TO THE ATTACHED REVISED DIAGNOSTIC PROCEDURES WILL MINIMIZE THE TIME REQUIRED TO SUPPLY THE REQUIRED PARTS FOR THIS RECALL.

SUBJECT: PARTS SHORTAGE
OF PART REQUIRED FOR
97548 / 97599

~~NOT PLATING BY RULES~~

AL -
SUGGEST
THEMES?

- ② IN CORRECT DEALER REPLACEMENT OF RAIL + MOTOR ASSYS (61610044 BASIC PART) HAS LED TO A NATIONAL BACK ORDER OF THESE PARTS.
- ③ ADDITIONAL INVENTORY WILL NOT BE AVAILABLE TO JANUARY 1984.
- ④ THIS SUPPLEMENTAL BULLETIN PROVIDES FOR LEFT SIDE RAIL INSPECTION.
- ⑤ EFFECTIVE IMMEDIATELY CAREFULLY FOLLOW THE ATTACHED REVISED ~~TECHNICAL INSTRUCTIONS~~ DIAGNOSTIC PROCEDURES.
DO:
 - ⑥ REPLACE RAIL + MOTOR ASSYS ONLY WHEN DIRECTED BY THE DIAGNOSTIC PROCEDURE.
 - ⑦ DO NOT: REPLACE ^{THE} RAIL + MOTOR ASSY WHEN A TRACK ASSY (BASIC PART # _____) WILL CORRECT THE VEHICLE CONDITION OR THE TRACK PASSES THE NEW INSPECTION PROCEDURE (SEE REVISED CLAIMING INSTRUCTIONS).

IMPORTANT RECALL/SPECIAL PROGRAM INFORMATION

DRAFT

FROM: FORD CUSTOMER SERVICE DIVISION
VEHICLE SERVICE AND PROGRAMS

PARTS/SERVICE NOTICE: The intent of Safety Recall 96S48 was to replace worn passive restraint track assemblies.

15

- ~~SINCE THEN, MANY GOOD MOTOR AND CABLE ASSEMBLIES (Part #'s F72Z-61610D44-B and F72Z-61610D45-B) HAVE BEEN NEEDLESSLY REPLACED.~~
- THE ATTACHED SUPPLEMENT TO THIS SAFETY RECALL PROVIDES FOR A LEFT SIDE INSPECTION OF THE PASSIVE RESTRAINT RAIL ASSEMBLY.
- PLEASE PERFORM THIS INSPECTION ON ALL OPEN 96S48 RECALLS, FOLLOW THE SERVICE PROCEDURES DESCRIBED IN RECALL 96S48 AND 96S99, AND, IF APPROPRIATE, WITHDRAW YOUR PARTS ORDER THAT WERE CONSIDERED MANDATORY UNDER THE ORIGINAL INSTRUCTIONS PROVIDED BY SAFETY RECALL 96S48.

MSU

 X SERVICE MANAGER

 X PARTS MANAGER

 X DEALER PRINCIPAL

 2 PAGES FOLLOW THIS COVER. IF YOU DO NOT RECEIVE THE TOTAL INDICATED PAGES, CALL 1-800-860-3287 TO REQUEST A REPEAT FAX.

*AN ANALYSIS OF PARTS RETURNED
(MOTOR - PART # & CABLE (PART #))
ASSEMBLIES RETURNED DID NOT
REQUIRE REPLACEMENT*

*FVF
A. Jones*

IMPORTANT SERVICE RECALL ANNOUNCEMENT
Special Instructions Requiring Regional Office Attention are X Below:

DRAFT

- | | | |
|--|--|---|
| <input checked="" type="checkbox"/> Safety Related | <input checked="" type="checkbox"/> Parts Availability | Direct |
| <input type="checkbox"/> Emissions | At Dealers by: As Req'd. | Shipped <input type="checkbox"/> <input type="checkbox"/> |
| <input type="checkbox"/> Customer Satisfaction | At FDC by: | |
| <input type="checkbox"/> Certification/Compliance | <input type="checkbox"/> Parts or Labels | |
| | Shipped direct to: <input type="checkbox"/> Dealer <input type="checkbox"/> Customer | |
| <input type="checkbox"/> Special Dealer Repair or | <input type="checkbox"/> Dealers Instructed to Obtain Additional | |
| <input type="checkbox"/> Inspection Instructions | Parts or Labels from Regional Office | |
| <input type="checkbox"/> Special Regional | <input checked="" type="checkbox"/> Dealers Instructed to Return Parts | |
| <input type="checkbox"/> Admin. Instructions | | |



DRAFT

October, 1997

To: All FCSD Regional Managers
cc: All Regional Sales Managers
Ford and Lincoln-Mercury Divisions
All PDC Managers
Subject: Safety Recall 96S48 Supplement #1 - Left Side Inspection
Procedure added to Technical Instructions

Attached is a Dealer Bulletin for Safety Recall 96S48 Supplement #1.

See the Dealer Bulletin for program details.

REGIONAL/DEALER ACTION

Federal law requires that dealer stock vehicles must be corrected before delivery.

Advise FCSD, using Form 7255, if a dealer reports that an affected vehicle is not at the location shown in our records.

Make sure regional personnel understand the service procedures before assisting dealers or customers.

QUESTIONS?

Claims Information 1-800-423-8851
Other Recall Questions 1-800-325-5621

A. R. Kaduk
Manager
Vehicle Service and Programs



Service Recall Bulletin

DRAFT

TO: All Ford and Lincoln/Mercury Dealers

October, 1997

SUBJECT: Safety Recall 96S48 Supplement #1 - Inspection Procedure added to Technical Instructions

Reference: Safety Recall Bulletin 96S48, dated October 1996

The purpose of this bulletin is to advise you that a left side inspection procedure has been approved for the affected vehicles. This inspection should reveal that approximately 50% of the affected vehicles will not require any parts and can be returned to the owner and relieve the back-order of parts.

AFFECTED VEHICLES

All 1990 - 1992 Probes

RECALL PROCEDURES

Refer to page 2 and 3 of Attachment III of Recall 96S99 for inspection procedure. Perform this inspection on the left (drivers side) rail.

If the left side passes the inspection and the passive restraint (motorized) seat belt system is operable, perform Safety Recall 96S99, return the vehicle to the owner and cancel any parts that may have been previously ordered.

LABOR ALLOWANCE (Also see Safety Recall Bulletin 96S48)

ACTION:

Inspect LH Rail - Passes
Inspect LH Rail - Fails

LABOR OPERATION:

96S48A
96S48F

FARTS ORDERING INFORMATION

If the rail passes the inspection and the system is operable, Safety Recall 96S48 is now complete. Please cancel any parts that may have been ordered for this vehicle.

NOTE: The full assembly (motor, cable and rail) are no longer available under a single part number. If you have placed an order for the full assembly, you DO NOT have to reorder. Your order will be automatically filled with the cable/motor assembly and the rail assembly. (Refer to pages 9 and 10 of Attachment III of Recall 96S48 for installation). New part numbers are as follows:

PART NUMBER:	DESCRIPTION:
F72Z 61610D44-C	R.H.Motor and Cable sub-assembly (See 96S99)
F72Z 61610D45-C	L.H.Motor and Cable sub-assembly
F72Z 61610D44-A	Rail Assembly LH
F72Z 61610D45-A	Rail Assembly RH (See 96S99)

QUESTIONS?

Claims Information	1-800-423-8851
Other Recall Questions	1-800-325-5621

Sincerely,

A. R. Kaduk
Manager
Vehicle Service and Programs

*Does this question
Why did we send out 96S48
if the instructions were not
approved.*

right side

*DO NOT
AT INSTALLED
Vehicles in all/motor*

Al Leese
Safety Recall Coordinator
Recall and Service Programs Department
Ph 39-08877
FAX 84-51024

.....
facsimile transmittal

To: Mr. H. B. Kirk FAX: 35661

From: Al Leese

Date: November 18, 1997

Re: Probe Passive Restraints - Recall Sup#1 **Pages:** 2 (Including Cover Sheet)

Al Leese, Room 237C, FBPHL, Ph:(313) 390-8877, FAX: 84-51024

As per your request, here is Dealer FAX for Safety Recall 96S48
Supplement #1 - Left side Inspection for Probe passive restraints.
Please contact me if you have any questions or comments. Thank
you.....

.....

-- CONFIRMATION REPORT --

TRANSMISSION
TRANSACTION(S) COMPLETED

NO.	DATE/TIME	DESTINATION	DURATION	PGS	STATUS	MODE
121	NOV. 18 14:26		313 513 5661 0' 00' 51"	003	OK	N ECM

Al Leese
Safety Recall Coordinator
Recall and Service Programs Department
Ph 39-08877
FAX 84-51024

.....
facsimile transmittal

To: Mr. H. B. Kirk FAX: 35661

From: Al Leese

Date: November 18, 1997

Re: Probe Passive Restraints - Recall Sup#1 Pages: 3 (Including Cover Sheet)

Al Leese, Room 237C, FBPHI, Ph:(313) 390-8877, FAX: 84-51024

As per your request, here is Safety Recall 96S48 Supplement #1 - Left side Inspection for Probe passive restraints. Please contact me if you have any questions or comments. Thank you.....





October, 1997

To: All FCSD Regional Managers

cc: All Regional Sales Managers
Ford and Lincoln-Mercury Divisions
All PDC Managers

Subject: Safety Recall 96S48 Supplement #1 - Left Side Inspection
Procedure added to Technical Instructions

Attached is a Dealer Bulletin for Safety Recall 96S48 Supplement #1.

See the Dealer Bulletin for program details.

REGIONAL/DEALER ACTION

Federal law requires that dealer stock vehicles must be corrected before delivery.

Advise FCSD, using Form 725S, if a dealer reports that an affected vehicle is not at the location shown in our records.

Make sure regional personnel understand the service procedures before assisting dealers or customers.

QUESTIONS?

Claims Information 1-800-423-8851
Other Recall Questions 1-800-325-5621

A. R. Kaduk
Manager
Vehicle Service and Programs

* Note printed by ALEESE on 5 Nov 1997 at 08:23:02 *

From: ALEESE --DRBN006 Date and time 10/21/97 14:01:35
To: NVERT --DRBN006
cc: ABRANDT1--DRBN006 ALEESE --DRBN006

FROM: Al Leese USAET(UTC -04:00)
Subject: Questions

Probe seatbelt (Safety Recall 96348 Supplement #1 - Left Side Inspection Procedure added to Technical Instructions) is ON HOLD pending approval from Ray Nevi (Safety Office). They are negotiating with NHTSA regarding warranty issues related to seatbelts issue.

Regards,
Alvin Leese, Recall/Service Programs Department, FCSD
Ph# (313) 390-8877, FAX (313) 845-1024
Fairlane Business Park III, 237C
*** Forwarding note from ABRANDT1--DRBN006 10/21/97 13:06 ***
To: NVERT --DRBN006
cc: ALEESE --DRBN006

FROM: Andrew D. Brandt (ABRANDT1) USAET(UTC -04:00)
Subject: Questions

Thought I would respond by PROPS since you are out of town. Not sure what the problem with ignition switch is. I had spoken to John Shore about a week ago about an issue but it was not about not having parts, can you be more specific as to what the issue is? The Probe seatbelts we are in the process of releasing a left side inspection procedure so cars can be released from dealers. This way we should be able to free up parts for cars that are inoperable and we should have new stock sometime in early January. Not sure when we will be able to release this procedure so I ask that Al Leese respond to you directly on the timing. Al please advise Nancy as to the timing. Thanks,

Best Regards,
Andrew D. Brandt
Supervisor Safety Recall 287L Fairlane Business Park III
Phone: 24-87610 FAX: 84-51024

*** CONFIRMATION REPORT ***

TRANSMISSION
TRANSACTION(S) COMPLETED

NO.	DATE/TIME	DESTINATION	DURATION	PAGES	STATUS	MODE
948	NOV. 6 15:51	313 894 2268	0' 00' 36"	003	OK	N ECM

AJ Leese
Safety Recall Coordinator
Recall and Service Programs Department
Ph 39-08877
FAX 84-51024

facsimile transmittal

To: Mr. Ray Nevl 42268

From: AJ Leese

Date: November 7, 1997

Re: Safety Recall 96548

Pages: 3 (including Cover Sheet)

AJ Leese, Room 237C, FBPMI, Ph: (313) 390-8877, FAX: 84-51024

As per your request.



Service Recall Bulletin

TO: All Ford and Lincoln/Mercury Dealers October, 1997
SUBJECT: Safety Recall 96S48 Supplement #1 - Left Side Inspection Procedure
added to Technical Instructions

Reference: Safety Recall Bulletin 96S48, dated October 1996

The purpose of this bulletin is to advise you that a left side inspection procedure has been added to the instructions for the affected vehicles. This inspection should reveal that approximately 50% of the affected vehicles will not require any parts and can be returned to the owner and relieve the back-order of parts.

AFFECTED VEHICLES

All 1990 - 1992 Probes

RECALL PROCEDURES

Refer to page 2 and 3 of Attachment III of Recall 96S99 (right side) for inspection procedure. Perform this inspection on the left (drivers side) rail.

After performing both Safety Recalls (96S48 and 96S99) on the vehicle, cancel any parts that may have been previously ordered for the vehicle.

ADDITIONAL LABOR ALLOWANCE (Also see Safety Recall Bulletin 96S48)

ACTION:	LABOR OPERATION:
Inspect LH Rail - Passes	96S48A
Inspect LH Rail - Fails	96S48F

PARTS ORDERING INFORMATION

If the rail passes the inspection and the system is operable, Safety Recall 96S48 is now complete. Please cancel any parts that may have been ordered for this vehicle.

NOTE: The full assembly (motor, cable and rail) are no longer available under a single part number. If you have placed an order for the full assembly, you DO NOT have to reorder. Your order will be automatically filled with the cable/motor assembly and the rail assembly. (Refer to pages 9 and 10 of Attachment III of Recall 96S48 for installation). New part numbers are as follows:

PART NUMBER:	DESCRIPTION:
F72Z 61610D44-C	R.H.Motor and Cable sub-assembly (See 96S99)
F72Z 61610D45-C	L.H.Motor and Cable sub-assembly
F72Z 61610D44-A	Rail Assembly LH
F72Z 61610D45-A	Rail Assembly RH (See 96S99)

QUESTIONS?

Claims Information	1-800-423-8851
Other Recall Questions	1-800-325-5621

Sincerely,

A. R. Kaduk
Manager
Vehicle Service and Programs



Service Recall Bulletin

TO: All Ford and Lincoln/Mercury Dealers

October, 1997

SUBJECT: Safety Recall 96S48 Supplement #1 - Left Side Inspection Procedure added to Technical Instructions

Reference: Safety Recall Bulletin 96S48, dated October 1996

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All 1990 - 1992 Probes

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ACTION:	LABOR OPERATION:
Inspect LH Rail - Passes	96S48A
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F72Z 61610D44-A	Rail Assembly LH
F72Z 61610D45-A	Rail Assembly RH (See 96S99)

QUESTIONS?

Claims Information	1-800-423-8851
Other Recall Questions	1-800-325-5621

Sincerely,

A. R. Kaduk
Manager
Vehicle Service and Programs



October, 1997

To: All FCSD Regional Managers

cc: All Regional Sales Managers
Ford and Lincoln-Mercury Divisions
All PDC Managers

Subject: Safety Recall 96S48 Supplement #1 - Left Side Inspection
Procedure added to Technical Instructions

Attached is a Dealer Bulletin for Safety Recall 96S48 Supplement #1.

See the Dealer Bulletin for program details.

REGIONAL/DEALER ACTION

Federal law requires that dealer stock vehicles must be corrected before delivery.

Advise FCSD, using Form 725S, if a dealer reports that an affected vehicle is not at the location shown in our records.

Make sure regional personnel understand the service procedures before assisting dealers or customers.

QUESTIONS?

Claims Information 1-800-423-8851
Other Recall Questions 1-800-325-5621

A. R. Kaduk
Manager
Vehicle Service and Programs

Doc# Fax Note	7671	Date	10/1/97
To	AL Lease	From	PETE GAMBIRE
Co./Dept.		Co.	
Phone #	845-1024	Phone #	313-713-1302
Fax #	845-1024	Fax #	

ocal Bulletin

Dealers October, 1997

SUBJECT: Safety Recall 96S48 Supplement #1 - Inspection Procedure added to Technical Instructions

Reference: Safety Recall Bulletin 96S48, dated October 1996

The purpose of this Bulletin is to advise you that an inspection procedure has been approved for the affected vehicles. This inspection should reveal that approximately 50% of the affected vehicles will not require any parts and can be returned to the owner and relieve the back-order of parts.

AFFECTED VEHICLES

All 1990 - 1992 Probes

RECALL PROCEDURES

Refer to page 2 and 3 of Attachment III of Recall 96S99 for inspection procedure. Perform this inspection on the left (drivers side) rail.

If the left side passes the inspection and the passive restraint (motorized) seat belt system is operable, perform Safety Recall 96S99, return the vehicle to the owner and cancel any parts that may have been previously ordered.

SAFETY RECALL 96S48 IS NOW COMPLETE.

LABOR ALLOWANCE (Also see Safety Recall Bulletin 96S49)

ACTION:
 Inspect LH Rail - Passes
 Inspect LH Rail - Fails

LABOR OPERATION:
 96S48A
 96S49F

SAFETY RECALL 96S48 IS NOW COMPLETE.

PARTS ORDERING INFORMATION

If the rail passes the inspection and the system is operable, please cancel any parts that may have been ordered for this vehicle.

NOTE: The full assembly (motor, cable and rail) are no longer available as an assembly. If you have placed an order for the full assembly, you DO NOT have to reorder. Your order will be automatically filled with the cable/motor assembly and the rail assembly. New part numbers are as follows:

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QUESTIONS?

Claims Information 1-800-423-8851
 Other Recall Questions 1-800-325-5621

Sincerely,

A. R. Kaduk
Manager

REFER to pages 9 and 10 of ATTACHMENT III of RECALL 96S48 FOR RAIL to Cable/Motor Assembly Installation.

IMPORTANT RECALL/SPECIAL PROGRAM INFORMATION

FROM: FORD CUSTOMER SERVICE DIVISION
VEHICLE SERVICE AND PROGRAMS

DRAFT

PARTS/SERVICE NOTICE: The intent of Safety Recall 96S48 was to replace worn passive restraint track assemblies.

- SINCE THEN, MANY GOOD MOTOR AND CABLE ASSEMBLIES (Part #'s F72Z-61610D44-B and F72Z-61610D45-B) HAVE BEEN NEEDLESSLY REPLACED.
- THE ATTACHED SUPPLEMENT TO THIS SAFETY RECALL PROVIDES FOR A LEFT SIDE INSPECTION OF THE PASSIVE RESTRAINT RAIL ASSEMBLY.
- PLEASE PERFORM THIS INSPECTION ON ALL OPEN 96S48 RECALLS, FOLLOW THE SERVICE PROCEDURES DESCRIBED IN RECALL 96S48 AND 96S99 AND, IF APPROPRIATE, WITHDRAW YOUR PARTS ORDER THAT WERE CONSIDERED MANDATORY UNDER THE ORIGINAL INSTRUCTIONS PROVIDED BY SAFETY RECALL 96S48.

 X SERVICE MANAGER

 X PARTS MANAGER

 X DEALER PRINCIPAL

 2 PAGES FOLLOW THIS COVER. IF YOU DO NOT RECEIVE THE TOTAL INDICATED PAGES, CALL 1-800-860-3287 TO REQUEST A REPEAT FAX.

*Bob
F 4/1
A. Johnson*

IMPORTANT SERVICE RECALL ANNOUNCEMENT

Special Instructions Requiring Regional Office Attention are X Below:

<input checked="" type="checkbox"/> Safety Related	<input checked="" type="checkbox"/> Parts Availability	Direct
<input type="checkbox"/> Emissions	At Dealers by: As Req'd.	Shipped <input type="checkbox"/> <input type="checkbox"/>
<input type="checkbox"/> Customer Satisfaction	At PDC by: _____	
<input type="checkbox"/> Certification/Compliance	<input type="checkbox"/> Parts or Labels	
	Shipped direct to: <input type="checkbox"/> Dealer <input type="checkbox"/> Customer	
<input type="checkbox"/> Special Dealer Repair or Inspection Instructions	<input type="checkbox"/> Dealers Instructed to Obtain Additional Parts or Labels from Regional Office	
<input type="checkbox"/> Special Regional Admin. Instructions	<input checked="" type="checkbox"/> Dealers Instructed to Return Parts	



October, 1997

To: All FCSD Regional Managers
cc: All Regional Sales Managers
Ford and Lincoln-Mercury Divisions
All PDC Managers
Subject: Safety Recall 96S48 Supplement #1 - Left Side Inspection
Procedure added to Technical Instructions

Attached is a Dealer Bulletin for Safety Recall 96S48 Supplement #1.

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QUESTIONS?

Claims Information 1-800-423-8851
Other Recall Questions 1-800-325-5621

A. R. Kaduk
Manager
Vehicle Service and Programs



Service Recall Bulletin

TO: All Ford and Lincoln/Mercury Dealers

October, 1997

SUBJECT: Safety Recall 96S48 Supplement #1 - Inspection Procedure added to Technical Instructions

Reference: Safety Recall Bulletin 96S48, dated October 1996

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*UNDERLINE
LOAD ?*

AFFECTED VEHICLES

All 1990 - 1992 Probes

RECALL PROCEDURES

Refer to page 2 and 3 of Attachment III of Recall 96S99 for inspection procedure. Perform this inspection on the left (drivers side) rail.

If the left side passes the inspection and the passive restraint (motorized) seat belt system is operable, perform Safety Recall 96S99, return the vehicle to the owner and cancel any parts that may have been previously ordered.

ADDITIONAL ?

LABOR ALLOWANCE (Also see Safety Recall Bulletin 96S48)

ACTION:	LABOR OPERATION:
Inspect LH Rail - Passes	96S48A
Inspect LH Rail - Fails	96S48F

PARTS ORDERING INFORMATION

If the rail passes the inspection and the system is operable, Safety Recall 96S48 is now complete. Please cancel any parts that may have been ordered for this vehicle.

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PART NUMBER:	DESCRIPTION:
F72Z 61610D44-C	R.H.Motor and Cable sub-assembly (See 96S99)
F72Z 61610D45-C	L.H.Motor and Cable sub-assembly
F72Z 61610D44-A	Rail Assembly LH
F72Z 61610D45-A	Rail Assembly RH (See 96S99)

QUESTIONS?

Claims Information	1-800-423-8851
Other Recall Questions	1-800-325-5621

Sincerely,

A. R. Kaduk
Manager
Vehicle Service and Programs

** CONFIRMATION REPORT **

BROADCAST
TRANSACTION(S) COMPLETED

NO.	DATE/TIME	DESTINATION	DURATION	PGS	STATUS	MODE
338	OCT. 10 15:04		313 390 0019	0' 00' 57"	003	OK N ECM
	15:06		313 394 2268	0' 00' 57"	003	OK N ECM
	15:07		313 446 7820	0' 00' 57"	003	OK N ECM

Al Leese
Safety Recall Coordinator
Recall and Service Programs Department
Ph 39-08277
FAX 84-51024

facsimile transmittal

To: Mr. Jay Logel FAX: 00019 Mr. G. Charbonneau FAX: 67820
Mr. Bob Wheelock 42268

From: Al Leese Date: October 10, 1997
Re: Recalls 96S48 Supplement #1 Pages: 3 (Including Cover Sheet)

Al Leese, Room 237C, FBPHI, Ph:(313) 390-8877, FAX: 84-51024

Please review the attached draft of 96S48 Supplement #1 at your earliest
convenience and FAX your comments / mark-up to me. Thank you in
advance.....

CONFIDENTIAL



October, 1997

To: All FCSD Regional Managers
cc: All Regional Sales Managers
Ford and Lincoln-Mercury Divisions
All PDC Managers
Subject: Safety Recall 96S48 Supplement #1 - Left Side Inspection
Procedure added to Technical Instructions

Attached is a Dealer Bulletin for Safety Recall 96S48 Supplement #1.

See the Dealer Bulletin for program details.

REGIONAL/DEALER ACTION

Federal law requires that dealer stock vehicles must be corrected before delivery.

Advise FCSD, using Form 725S, if a dealer reports that an affected vehicle is not at the location shown in our records.

Make sure regional personnel understand the service procedures before assisting dealers or customers.

QUESTIONS?

Claims Information 1-800-423-8851
Other Recall Questions 1-800-325-5621

A. R. Kaduk
Manager
Vehicle Service and Programs



Service Recall Bulletin

TO: All Ford and Lincoln/Mercury Dealers

October, 1997

SUBJECT: Safety Recall 96S48 Supplement #1 - Inspection Procedure added to Technical Instructions

Reference: Safety Recall Bulletin 96S48, dated October 1996

The purpose of this bulletin is to advise you that a left side inspection procedure has been approved for the affected vehicles. This inspection should reveal that approximately 50% of the affected vehicles will not require any parts and can be returned to the owner and relieve the back-order of parts.

AFFECTED VEHICLES

All 1990 - 1992 Probes

RECALL PROCEDURES

Refer to page 2 and 3 of Attachment III of Recall 96S99 for inspection procedure. Perform this inspection on the left (drivers side) rail.

If the left side passes the inspection and the passive restraint (motorized) seat belt system is operable, perform Safety Recall 96S99, return the vehicle to the owner and cancel any parts that may have been previously ordered.

LABOR ALLOWANCE (Also see Safety Recall Bulletin 96S48)

ACTION:

Inspect LH Rail - Passes
Inspect LH Rail - Fails

LABOR OPERATION:

96S48A
96S48F

PARTS ORDERING INFORMATION

If the rail passes the inspection and the system is operable, Safety Recall 96S48 is now complete. Please cancel any parts that may have been ordered for this vehicle.

NOTE: The full assembly (motor, cable and rail) are no longer available under a single part number. If you have placed an order for the full assembly, you DO NOT have to reorder. Your order will be automatically filled with the cable/motor assembly and the rail assembly. (Refer to pages 9 and 10 of Attachment III of Recall 96S48 for installation). New part numbers are as follows:

PART NUMBER:	DESCRIPTION:
F722 61610D44-C	R.H.Motor and Cable sub-assembly (See 96S99)
F722 61610D45-C	L.H.Motor and Cable sub-assembly
F722 61610D44-A	Rail Assembly LH
F722 61610D45-A	Rail Assembly RH (See 96S99)

QUESTIONS?

Claims Information 1-800-423-8851
Other Recall Questions 1-800-325-5621

Sincerely,

A. R. Kaduk
Manager
Vehicle Service and Programs

IMPORTANT SERVICE RECALL ANNOUNCEMENT

Special Instructions Requiring Regional Office Attention are X Below:

- | | | |
|---|--|---|
| <input checked="" type="checkbox"/> Safety Related | <input checked="" type="checkbox"/> Parts Availability | Direct |
| <input type="checkbox"/> Emissions | At Dealers by: As Req'd. | Shipped <input type="checkbox"/> <input type="checkbox"/> |
| <input type="checkbox"/> Customer Satisfaction | At FDC by: _____ | |
| <input type="checkbox"/> Certification/Compliance | Parts or Labels _____ | |
| | Shipped direct to: Dealer _____ Customer _____ | |
| <input type="checkbox"/> Special Dealer Repair or Inspection Instructions | Dealers Instructed to Obtain Additional Parts or Labels from Regional Office | |
| <input type="checkbox"/> Special Regional Admin. Instructions | <input checked="" type="checkbox"/> Dealers Instructed to Return Parts | |

*This is ready to be reviewed
By legal, but I think we need
to consider what we can do to eliminate
"loaner vehicle" costs. I STILL DO
NOT KNOW EVEN IF THIS IS AN
ISSUE!! (Did not hear from P. Anderson yet!)*

Jones



October, 1997

To: All FCSD Regional Managers

cc: All Regional Sales Managers
Ford and Lincoln-Mercury Divisions
All POC Managers

Subject: Safety Recall 96S48 Supplement #1 - Inspection Procedure added to
Technical Instructions

Attached is a Dealer Bulletin for Safety Recall 96S48 Supplement #1.

See the Dealer Bulletin for program details.

REGIONAL/DEALER ACTION

Federal law requires that dealer stock vehicles must be corrected before delivery.

Advise FCSD, using Form 725S, if a dealer reports that an affected vehicle is not at the location shown in our records.

Make sure regional personnel understand the service procedures before assisting dealers or customers.

QUESTIONS?

Claims Information	1-800-423-8851
Other Recall Questions	1-800-325-5621

A. R. Kaduk
Manager
Vehicle Service and Programs



Service Recall Bulletin

TO: All Ford and Lincoln/Mercury Dealers

October, 1997

SUBJECT: Safety Recall 96S48 Supplement #1 - Inspection Procedure added to Technical Instructions

Reference: Safety Recall Bulletin 96S48, dated October 1996

The purpose of this bulletin is to advise you that an inspection procedure has been approved for the affected vehicles. This inspection should reveal that approximately 50% of the affected vehicles will not require any parts and can be returned to the owner and relieve the back-order of parts.

AFFECTED VEHICLES

All 1990 - 1992 Probes

RECALL PROCEDURES

Refer to page 2 and 3 of Attachment III of Recall 96S99 for inspection procedure. Perform this inspection on the left (drivers side) rail.

If the left side passes the inspection and the ~~passive restraint~~ (motorized) seat belt system is operable, ~~Safety Recall 96S48 is not complete.~~ Perform Safety Recall 96S99, return the vehicle to the owner and cancel any parts that may have been previously ordered.

LABOR ALLOWANCE (Also see Safety Recall Bulletin 96S48)

ACTION:	LABOR OPERATION:
Inspect LH Rail - Passes	96S48A
Inspect LH Rail - Fails	96S48F

PARTS ORDERING INFORMATION

If the rail passes the inspection and the system is operable, Safety Recall 96S48 is now complete. Please cancel any parts that may have been ordered for this vehicle.

NOTE: The full assembly (motor, cable and rail) are no longer available as an assembly. If you have placed an order for the full assembly, you DO NOT have to reorder. Your order will be automatically filled with the cable/motor assembly and the rail assembly. (Refer to pages 9 and 10 of Attachment III of Recall 96S48 for installation). New part numbers are as follows:

PART NUMBER:	DESCRIPTION:
F72Z 61610D44-C	R.H.Motor and Cable sub-assembly (See 96S99)
F72Z 61610D45-C	L.H.Motor and Cable sub-assembly
F72Z 61610D44-A	Rail Assembly LH
F72Z 61610D45-A	Rail Assembly RH (See 96S99)

QUESTIONS?

Claims Information	1-800-423-8951
Other Recall Questions	1-800-325-5621

Sincerely,

A. R. Kaduk
Manager
Vehicle Service and Programs

* Note printed by ALEESE on 6 Nov 1997 at 07:56:43 *

From: TGENOVA --DRBN006 Date and time 10/08/97 10:57:54
To: ALEESE --DRBN006

From: Tom
Subject: Mazda Eng Change Notice (7G-9140)Seat Belt Recall Program
Al, did you get a copy of this earlier? FYI.

Regards,
Thomas A. Genova III (PROPS ID: TGENOVA)
Product Concern Coordinator, Car Programs FBP-III, Room 237-H
Recall/Service Programs Dept. - FAX: 84-51024 Voice: 39-06583
*** Forwarding note from PBANDOSK--DRBN006 09/24/97 15:37 ***
To: TGENOVA --DRBN006

FROM: Pete Bandoske USAET(UTC -04:00)
Subject: Mazda Eng Change Notice (7G-9140)Seat Belt Recall Program
Tom, Here is the note originally sent with Cable and Motor Assy. part numbers.
(See attached.)

Regards,
Pete Bandoske, Probe/SW-164 Service Engineer, AAI PVT
FCSD VS&P Current and Past Model Support Small/Medium FWD_Team
Phone 783-8308, FAX 782-1932, AAI Shop Office, MSC022
*** Forwarding note from PBANDOSK--DRBN006 09/05/97 10:41 ***
To: RBADGES --DRBN006 GLAURITZ--DRBN006
JSHORE --DRBN006
cc: PBANDOSK--DRBN006 DTOWNSEN--DRBN006
KWYGONIK--DRBN006 PBANDOSK--DRBN006

FROM: Pete Bandoske USAET(UTC -04:00)
Subject: Mazda Eng Change Notice (7G-9140)Seat Belt Recall Program
The part numbers for the cable and motor assy has finally been released (see
attached note). The establishment of this part number is an attempt to reduce
the replacement of a full assy. Part #'s F72Z-61610D44-C and F72Z-61610D45-C
should supersede the rail and motor assy. F72Z-616610D44-B and F72Z-61610D45-B
respectively. Greg/John please change current "B" orders to "C". Bob, will
we need to communicate with the dealers the change in service? Please advise.
Thanks.

Regards,
Pete Bandoske, Probe/SW-164 Service Engineer, AAI PVT
FCSD VS&P Current and Past Model Support Small/Medium FWD_Team
Phone 783-8308, FAX 782-1932, AAI Shop Office, MSC022
*** Forwarding note from DTOWNSEN--DRBN006 09/03/97 13:12 ***
To: PBANDOSK--DRBN006
cc: KWYGONIK--DRBN006 MMCINTOS--DRBN006

FROM: David Townsend USAET(UTC -04:00)
Subject: Mazda Eng Change Notice (7G-9140)Seat Belt Recall Program

The service parts requested are as follows:
F72Z 61610d44-C (KAY2 57 930)R.H.Motor and Cable sub-assembly
F72Z 61610d45-C (KAY2 57 990)L.H.Motor and Cable sub-assembly

Regards,

David Townsend
x80360
Suite 1141B- NPD

* Note printed by ALEESE on 7 Oct 1997 at 08:19:39 *

From: ABRANDT1--DRENO06 Date and time 10/07/97 07:41:47
To: TGENOVA --DRENO06 ALEESE --DRENO06

FROM: Andrew D. Brandt (ABRANDT1) USAET(UTC -04:00)
Subject: Left side inspect 96S48
Opps, I will get my you know what together here someday soon. Sorry, Al what is the status, thanks.

Best Regards,
Andrew D. Brandt
Supervisor Safety Recall 287L Fairlane Business Park III
Phone: 24-87610 FAX: 84-51024
*** Forwarding note from TGENOVA --DRENO06 10/07/97 06:59 ***
To: ABRANDT1--DRENO06 Andy Brandt
cc: ALEESE --DRENO06

From: Tom
Subject: Left side inspect 96S48
Andy, this is the Probe seat belt which is Al's. I have the 1989 Taurus/Sable & 1989-1990 Continental Seat Belts:

Regards,
Thomas A. Genova III (PROPS ID: TGENOVA)
Product Concern Coordinator, Car Programs FBP-III, Room 237-H
Recall/Service Programs Dept. - FAX: 84-51024 Voice: 39-06503
*** Forwarding note from ABRANDT1--DRENO06 10/06/97 15:03 ***
To: TGENOVA --DRENO06

FROM: Andrew D. Brandt (ABRANDT1) USAET(UTC -04:00)
Subject: Left side inspect 96S48
This is begining to feel really warm, can you give me a status please?

Best Regards,
Andrew D. Brandt
Supervisor Safety Recall 287L Fairlane Business Park III
Phone: 24-87610 FAX: 84-51024
*** Forwarding note from JBRADLEY--DRENO06 10/03/97 15:37 ***
To: ABRANDT1--DRENO06
cc: CRAYMOND--DRENO06

FROM: Joe Bradley USAET(UTC -04:00)
Subject: Left side inspect 96S48
Andy, I would suggest touching base with Gary Balint, pulling the orginal bulletin, and working with either Tom or Al to create the supplement.

Manager, Recall and Service Programs, Vehicle Serv. & Prgms. FCSD
Joe Bradley_33-72487 FAX 84-51024 rm228 FBPIII
*** Forwarding note from CRAYMOND--DRENO06 10/03/97 10:07 ***
To: MHRABIAN --DRENO06
cc: JBRADLEY--DRENO06 ABRANDT --DRENO07

FROM: Charlie J. Raymond USAET(UTC -04:00)
Subject: Left side inspect 96S48
Mitch
Bob says this will be no problem. We will have to change the 120 indicator to allow inspections and will need a bulletin to tell the dealer to submit

* Note printed by ABRANDT1 on 15 Sep 1997 at 13:55:20 *

From: MHABIAN --DRBN006 Date and time 09/15/97 13:38:50
To: CRAYMOND--DRBN006 RUDEBROC--DRBN006
cc: ABRANDT1--DRBN006 MHABIAN --DRBN006

FROM: MITCHELL HABIAN USAET(UTC -04:00)
Subject: Saffey Recall 96S48/99 Probe Belts

96S48 did not originally allow for an inspection so we will have to discuss what system changes will be necessary for coordinating with the supplemental bulletin release. It does not appear that 96S99 will be affected.

Regards,

MITCHELL HABIAN

Recall/Service Programs, Fairlane Business Park III, Suite 237E
MHABIAN, (313)84-50947, Fax: 84-51024, mhabian@ford.com

*** Forwarding note from JSHORE --DRBN006 09/15/97 12:54 ***

To: GLAURITZ--DRBN006
cc: ABRANDT1--DRBN006 MHABIAN --DRBN006

FROM: John Shore USAET(UTC -04:00)
Subject: Saffey Recall 96S48/99 Probe Belts

We both need to get involved in this very soon/fast. If they plan on sending out new tech instructions, a parts sign off is required.

Please Forward (FF5) All Responses....Thank-You

John Shore - FCSD / PS&L Recall Manager
Phone 26-69789 FAX 52-33065 NPDC - 1555C

*** Forwarding note from PRANDOSK--DRBN006 09/15/97 11:03 ***

To: JBRADLEY--DRBN006 ABRANDT1--DRBN006
JSHORE --DRBN006 DKAERCHE--DRBN006
cc: GBISSI --DRBN006 KZUBIETA--DRBN006

FROM: Pete Bandoske USAET(UTC -04:00)
Subject: Saffey Recall 96S48/99 Probe Belts

Good News! The supplemental bulletin should also include the changes to the parts. The ECN has now been released and new part numbers have been established which supercedes the Rail and Motor Assy to a Cable and Motor Assy.

Regards,

Pete Bandoske, Probe/SW-164 Service Engineer, AAI PVT
FCSD VS&P Current and Past Model Support Small/Medium FWD_Team
Phone 783-8308, FAX 782-1932, AAI Shop Office, MS0022

*** Forwarding note from JBRADLEY--DRBN006 09/12/97 12:52 ***

To: ABRANDT1--DRBN006 PRANDOSK--DRBN006
GBISSI --DRBN006 JSHORE --DRBN006
DKAERCHE--DRBN006
cc: AKADCK --DRBN006 WBOHAN --DRBN005

FROM: Joe Bradley USAET(UTC -04:00)
Subject: Saffey Recall 96S48/99 Probe Belts

Bill Bohan and Ray Nevi successfully negotiated a left side inspection procedure yesterday in Washington. Based on the current backorder situation we need to quickly develop a supplemental bulletin that provides for

* Note printed by ABRANDT1 on 15 Sep 1997 at 07:42:53 *

From: JBRADLEY--DRBN006 Date and time 09/12/97 12:52:03
To: ABRANDT1--DRBN006 PRANDOSK--DRBN006
GBISSI --DRBN006 JSRORE --DRBN006
DKAERCHE--DRBN006
cc: AKADUK --DRBN006 WBOHAN --DRBN005

FROM: Joe Bradley USAET(UTC -04:00)
Subject: Safety Recall 96S48/99 Probe Belts
Bill Bohan and Ray Nevi successfully negotiated a left side inspection
procedure yesterday in Washington. Based on the current backorder situation
we need to quickly develop a supplemental bulletin that provides for
a left side inspect, and an update on the parts situation. Andy Brandt will
take the lead.

Manager, Recall and Service Programs, Vehicle Serv. & Prgms.FCSO
Joe Bradley_33-72487 FAX B4-51024 rm228 FBPIII

* Note printed by ABRANDT1 on 15 Sep 1997 at 13:58:14 *

From: JSHORE --DRBN006 Date and time 09/15/97 12:54:42
To: GLAURITZ--DRBN006
cc: ABRANDT1--DRBN006 MHABIAN --DRBN006

FROM: John Shore USAET(UTC -04:00)
Subject: Saftey Recall 96S48/99 Probe Belts

We both need to get involved in this very soon/fast. If they plan on sending out new tech instructions, a parts sign off is required.

Please Forward (WF5) All Responses.....Thank-You

John Shore - FCSD / PS&L Recall Manager

Phone 26-69789 FAX 52-33065 NPDC - 1555C

*** Forwarding note from PBANDOSK--DRBN006 09/15/97 11:03 ***

To: JBRADLEY--DRBN006 ABRANDT1--DRBN006
JSHORE --DRBN006 DKAERCHE--DRBN006
cc: GBISSI --DRBN006 KZUBIETA--DRBN006

FROM: Pete Bandoske USAET(UTC -04:00)

Subject: Saftey Recall 96S48/99 Probe Belts

Good News! The supplemental bulletin should also include the changes to the parts. The ECN has now been released and new part numbers have been established which superceeds the Rail and Motor assy to a Cable and Motor Assy.

Regards,

Pete Bandoske, Probe/SW-164 Service Engineer, AAI FVT

FCSD VS&P Current and Past Model Support Small/Medium FWD_Team

Phone 783-8308, FAX 782-1932, AAI Shop Office, MS0022

*** Forwarding note from JBRADLEY--DRBN006 09/12/97 12:52 ***

To: ABRANDT1--DRBN006 PBANDOSK--DRBN006
GBISSI --DRBN006 JSHORE --DRBN006
DKAERCHE--DRBN006
cc: AKADUK --DRBN006 WBOEAN --DRBN005

FROM: Joe Bradley USAET(UTC -04:00)

Subject: Saftey Recall 96S48/99 Probe Belts

Bill Bohan and Ray Nevi successfully negotiated a left side inspection procedure yesterday in Washington. Based on the current backorder situation we need to quickly develop a supplemental bulletin that provides for a left side inspect, and an update on the parts situation. Andy Brandt will take the lead.

Manager, Recall and Service Programs, Vehicle Serv. & Pgms. FCSD

Joe Bradley_33-72487 FAX 84-51024 rm228 FB9III

a left side inspect, and an update on the parts situation. Andy Brandt will take the lead.

Manager, Recall and Service Programs, Vehicle Serv. & Pgms. FCSD
Joe Bradley_33-72487 FAX 84-51024 rm228 FBPIII

QOS PERFORMANCE WORKSHEET (Vehicle Service and Programs - Recall and ONP)

INFORMATION SECTION:

Action Number:	96S48	Fast Tracker:	Bob Vickery
Volume:	248,500	FCSD Proj. Leader:	Badges
Model Year(s):	1990-92	"X" Number:	96x10
Vehicle Line (s):	Probe	Part Number:	
Concern Description:	LH Passive Motorized Seatbelt (See 96S99 RH)		
Root Cause:	(Was 96M88)		
Preventative Action:	Out of Production		

Rona Coste

METRICS:

	START	END	QOS	ACTUAL
Evaluation Paper Received:	4/17/96			
Parts Order To CPO		4/4/96		
FRC Date:	8/20/96			
Advice Of Action Review	8/24/96	8/25/96		
Advice Of Action To Signature	8/15/96	8/17/96		
Profs Note Review	7/5/96	7/6/96		
Profs Note Sent		7/8/96		
Bulletin/Owner Letter Review (OGC)	9/27/96	9/30/96		
Bulletin Management Approval	10/1/96	10/3/96		
Owner Letter To ASES (NHTSA)				
Extract Requested		9/17/96		
Extract Received		9/19/96		
Extract Applied		9/19/96		
CPO Approval To Launch		10/4/96		
Mailgram Review				
(Mailgram) PFB/Dealer Sent				
PFB/Dealer Sent (Regular)		10/8/96		
First Owner Letters Sent		10/11/96		
Press Release				

COMMENTS: (Place cursor in cell A-33. Click on "INSERT". Then select "NOTE...". Type note in box.)

* Note printed by ABRANDT1 on 17 Sep 1997 at 12:07:48 *

From: JSHORE --DRBN006 Date and time 09/05/97 11:33:40
To: PBANDOSK--DRBN006
cc: RBADGES --DRBN006 GLAURITZ--DRBN006
KWYGONIK--DRBN006 DTOWNSEN--DRBN006
ABRANDT1--DRBN006 PANDERSB--DRBN006
JBRADLEY--DRBN006 DKAERCHE--DRBN006 Kaercher, D. F.
JBERNBEC--DRBN006 Bernbeck, J.F. JSHORE --DRBN006 Shore, J.

FROM: John Shore USAET(UTC -04:00)
Subject: Mazda Eng Change Notice (7G-9140)Seat Belt Recall Program

Can we talk??????

I think we need to get Joe Bradley's group involved in this and hold a new Tech Review..... I see we need to discuss:

How do we notify the dealers that the repair process has changed?
New labor allowances - codes
Part costing / pricing involvement
Adjustments to service releases
North America / Europe - are we the same
Is a new dealer mailing needed (parts manager and service manager)
Timing for changes
Warranty payment changes

The issues on timing of the new part and availability will surface.....

Please Forward (PF5) All Responses.....Thank-You

John Shore - FCSD / PS&L Recall Manager
Phone 26-69789 FAX 52-33065 NPDC - 1555C

*** Forwarding note from PBANDOSK--DRBN006 09/05/97 10:41 ***

To: RBADGES --DRBN006 GLAURITZ--DRBN006
JSHORE --DRBN006
cc: PBANDOSK--DRBN006 DTOWNSEN--DRBN006
KWYGONIK--DRBN006 PBANDOSK--DRBN006

FROM: Pete Bandoske USAET(UTC -04:00)
Subject: Mazda Eng Change Notice (7G-9140)Seat Belt Recall Program
The part numbers for the cable and motor Assy has finally been released (see attached note). The establishment of this part number is an attempt to reduce the replacement of a full Assy. Part #'s F72Z-61610D44-C and F72Z-61610D45-C should supersede the rail and motor Assy. F72Z-616610D44-B and F72Z-61610D45-B respectively. Greg/John please change current "B" orders to "C". Bob, will we need to communicate with the dealers the change in service? Please advise. Thanks.

Regards,

Pete Bandoske, Probs/SW-164 Service Engineer, AAI PVT
FCSD VS&P Current and Past Model Support Small/Medium FWD_Team
Phone 783-8308, FAX 782-1932, AAI Shop Office, MS0022

*** Forwarding note from DTOWNSEN--DRBN006 09/03/97 13:12 ***

To: PBANDOSK--DRBN006
cc: KWYGONIK--DRBN006 MFCINTOS--DRBN006

FROM: David Townsend USAET(UTC -04:00)
Subject: Mazda Eng Change Notice (7G-9140)Seat Belt Recall Program

The service parts requested are as follows:

F72Z 61610d44-C (KAY2 S7 930) R.H. Motor and Cable sub-assembly

F72Z 61610d45-C (KAY2 S7 990) L.H. Motor and Cable sub-assembly

Regards,

David Townsend

x80360

Suite 1141B- NPD

SAFETY RECALL 96S48 - Probe Belts

SUMMARY

- Expected that only a small percent of vehicles would need complete motor and rail assemblies
- In rare cases, dealers performed the repair only to have the customer return with a failed motor...now trying to figure out how to get paid on a closed recall
- Many dealers placed orders for Complete Assemblies (about 96%) resulting in a huge back-order of motor and rail assemblies. (In response, parts changed part numbers forcing dealers to order each part separately).
- Mazda reports that only about 50% of their vehicles actually needed parts
- NITSA agrees to allow for an inspection on driver side restraint system
- Old part numbers are obsolete. No longer able to order full (complete) assemblies. This means that dealers would have to reorder new parts.
- Option: Have dealers perform inspection on drivers side, and order new part numbers if necessary. Inform dealers that their original order will be canceled because the part no longer exists. (This will probably reduce back orders but may disappoint some dealers who have ordered early and expect to have parts first.)

CONCERNS:

- If we elect to disable the system, (Con)

- It would take a minimum of one week to perform a time study and get instructions
- the instructions are already several pages long, adding more may add confusion to an already complex procedure.
- special arrangements must be made to prevent the claim from closing the recall
- OGC/Safety may have some concerns regarding a published procedure for disabling the system.
- Adds cost to the program

-If we elect to disable the system, (Pro)

- Ends the cost of loaner vehicles

-Other

- Despite the fact that Mazda was 50% successful with the inspection, with the history of this program we would be lucky to have 15% pass the inspection
- According to Charboneau, new part numbers were introduced shortly after program was launched. Old part numbers are on back-order and are being filled as best possible. By November J. Shore estimates that we'll be 11,000 behind on orders with only 7000 to replace inventory.
- Old part can be programmed to be superseded by the two new numbers so dealers will not have to reorder.
- According to Shore, some parts will come in until mid December. The remainder will start coming in 2/98 and will not catch up to back order until April 98.
- Current cost of loaners? (Phil Anderson)

parts

7000 with old #

4000/mo orders

6856 7/97

6025 8/97

3830 9/97

620 as of today (2500 pro)

* Note printed by ALEESE on 8 Oct 1997 at 07:00:21 *

From: GCHARBON--DRBN006
To: ALEESE --DRBN006
cc: ABRANDT1--DRBN006

Date and time 10/07/97 15:00:56

FROM: G. C. Charboneau
Subject: 96S48 PROBE SEAT BELTS

USAET(UTC -04:00)

What is it you want me to do. I talked to Select region yesterday and told them to give loaners to customers because the parts are now going on back order til Mar??.

Is that right.

I think we need a meeting where evrybody involved in this piece of candiscuss the viable options and most of all who is going to pay..

Regards,
jerry

*** Forwarding note from ALEESE --DRBN006 10/07/97 14:06 ***
To: GCHARBON--DRBN006
cc: ALEESE --DRBN006

ABRANDT1--DRBN006

FROM: Al Leese
Subject: 96S48 PROBE SEAT BELTS

USAET(UTC -04:00)

Hey, guess what...I got blessed with the above recall. It would help me to know how many dealers performed the repair only to have the customer return with a failed motor...now trying to figure out how to get paid on a closed claim.

I talked with Gary Balint on the above. We feel that this is one of the reasons dealers are opting to replace the entire assembly.

I am working on a supplement to 96S48 to include an inspection on the drivers side. According to Mazda, 50% of the vehicles did not need any parts. I am also considering having the technician retract and disable inoperative units. I know this may not be joyfully accepted by everyone....but, how else can we get our loaner vehicle back?

Regards,
Alvin Leese, Recall/Service Programs Department, FCSD
Ph# (313) 390-8877, FAX (313) 845-1024
Fairlane Business Park III, 237C



Service Recall Bulletin

TO: ALL Ford and Lincoln/Mercury Dealers

October, 1997

SUBJECT: Safety Recall 96S48 Supplement #1 - Inspection Procedure added to Technical Instructions

Reference: Safety Recall Bulletin 96S48, dated October 1996

The purpose of this bulletin is to advise you that a left side inspection procedure has been approved for the affected vehicles. This inspection should reveal that approximately 50% of the affected vehicles will not require any parts and can be returned to the owner and relieve the back-order of parts.

AFFECTED VEHICLES

All 1990 - 1992 Probes

RECALL PROCEDURES

Refer to page 2 and 3 of Attachment III of Recall 96S99 for inspection procedure. Perform this inspection on the left (drivers side) rail.

If the left side passes the inspection and the passive restraint (motorized) seat belt system is operable, perform Safety Recall 96S99, return the vehicle to the owner and cancel any parts that may have been previously ordered.

LABOR ALLOWANCE (Also see Safety Recall Bulletin 96S48)

ACTION:	LABOR OPERATION:
Inspect LH Rail - Passes	96S48A
Inspect LH Rail - Fails	96S48F

PARTS ORDERING INFORMATION

If the rail passes the inspection and the system is operable, Safety Recall 96S48 is now complete. Please cancel any parts that may have been ordered for this vehicle.

NOTE: The full assembly (motor, cable and rail) are no longer available under a single part number. If you have placed an order for the full assembly, you DO NOT have to reorder. Your order will be automatically filled with the cable/motor assembly and the rail assembly. (Refer to pages 9 and 10 of Attachment III of Recall 96S48 for installation). New part numbers are as follows:

PART NUMBER:	DESCRIPTION:
F72Z 61610D44-C	R.H.Motor and Cable sub-assembly (See 96S99)
F72Z 61610D45-C	L.H.Motor and Cable sub-assembly
F72Z 61610D44-A	Rail Assembly LH
F72Z 61610D45-A	Rail Assembly RH (See 96S99)

QUESTIONS?

Claims Information	1-800-423-8851
Other Recall Questions	1-800-325-5621

Sincerely,

A. R. Kaduk
Manager
Vehicle Service and Programs



October, 1997

To: All FCSD Regional Managers
cc: All Regional Sales Managers
Ford and Lincoln-Mercury Divisions
All PDC Managers
Subject: Safety Recall 96S48 Supplement #1 - Left Side Inspection
Procedure added to Technical Instructions

Attached is a Dealer Bulletin for Safety Recall 96S48 Supplement #1.

See the Dealer Bulletin for program details.

REGIONAL/DEALER ACTION

Federal law requires that dealer stock vehicles must be corrected before delivery.

Advise FCSD, using Form 725S, if a dealer reports that an affected vehicle is not at the location shown in our records.

Make sure regional personnel understand the service procedures before assisting dealers or customers.

QUESTIONS?

Claims Information 1-800-423-8851
Other Recall Questions 1-800-325-5621

A. R. Kaduk
Manager
Vehicle Service and Programs

* Note printed by ALEESE on 6 Nov 1997 at 08:02:10 *

From: PBANDOSK--DRENO06
To: ALEESE --DRENO06
cc: PBANDOSK--DRENO06

Date and time 10/07/97 11:55:01
ABRANDT1--DRENO06

FROM: Pete Bandoske USAET(UTC -04:00)
Subject: Recall 96948 Probe Belts

Al, I will attempt to answer all your questions:

- 1) I do not think the the new motor and cable assy will need a time study. The tech will remove the assy., put the new rail p/n on the new cable and motor p/n and install in to the vehicle. This should be the same as the amount of time to replace just the rail p/n since the tech removes the assy, removes the old rail and installs a new rail. Of course a time study is your call.
- 2) I have no idea whether owners are put into rental cars for operable systems. If the system is operable the dealer can replace the rail p/n and complete the campaign. Gary Balint in the past received rental cost for this program through someone in our warranty group.
- 3) I met with the supplier this morning and the switch to the new part will be made as soon as possible. Since we have such a supply issue with motors right now FCSD will not begin to receive motor/cable assy until mid December and we will not be off of back order until the end of April 1998.
- 4) Left hand inspect is the same as the right side. This will allow dealer to inspect and release some vehicles instead of requiring part replacement.

Regards,

Pete Bandoske, Probe/SW-164 Service Engineer, AAI PVT
FCSD VS&P Current and Past Model Support Small/Medium FWD_Team
Phone 783-8308, FAX 782-1932, AAI Shop Office, MSC022
*** Forwarding note from ALEESE --DRENO06 10/07/97 09:23 ***
To: PBANDOSK--DRENO06
cc: ABRANDT1--DRENO06

FROM: Al Leese USAET(UTC -04:00)
Subject: Recall 96948 Probe Belts

Please call me as soon as possible. I need to know:

1. will the new part (F72Z-616610D44-B) for the passive restraint system require a new time study?
2. This recall asks dealers to repair INOPERATIVE restraint systems first. Do you have reason to believe that customers are getting leaner cars even though their probe has OPERABLE restraint systems?
3. What is the status of the new parts? Do we have sufficient quantities to address this recall?
4. Your comments on a left side inspect.

Regards,

Alvin Leese, Recall/Service Programs Department, FCSD
Ph# (313) 390-8877, FAX (313) 845-1024
Fairlane Busines Park III, 237C

* Note printed by ALEESE on 6 Nov 1997 at 08:03:04 *

From: ABRANDT1--DRBN006 Date and time 10/07/97 07:41:47
To: TGENOVA --DRBN006 ALEESE --DRBN006

FROM: Andrew D. Brandt (ABRANDT1) USAET(UTC -04:00)
Subject: Left side inspect 96S48
Opps, I will get my you know what together here someday soon. Sorry, Al what
is the status, thanks.

Best Regards,
Andrew D. Brandt
Supervisor Safety Recall 287L Fairlane Business Park III
Phone: 24-87610 FAX: 84-51024
*** Forwarding note from TGENOVA --DRBN006 10/07/97 06:59 ***
To: ABRANDT1--DRBN006 Andy Brandt
cc: ALEESE --DRBN006

From: Tom
Subject: Left side inspect 96S48
Andy, this is the Probs seat belt which is Al's. I have the 1989 Taurus/Sable &
1989-1990 Continental Seat Belts!

Regards,
Thomas A. Genova III (PROPS ID: TGENOVA)
Product Concern Coordinator, Car Programs PBP-III, Room 237-B
Recall/Service Programs Dept. - FAX: 84-51024 Voice: 39-06583
*** Forwarding note from ABRANDT1--DRBN006 10/06/97 15:03 ***
To: TGENOVA --DRBN006

FROM: Andrew D. Brandt (ABRANDT1) USAET(UTC -04:00)
Subject: Left side inspect 96S48
This is begining to feel really warm, can you give me a status please?

Best Regards,
Andrew D. Brandt
Supervisor Safety Recall 287L Fairlane Business Park III
Phone: 24-87610 FAX: 84-51024
*** Forwarding note from JBRADLEY--DRBN006 10/03/97 15:37 ***
To: ABRANDT1--DRBN006
cc: CRAYMOND--DRBN006

FROM: Joe Bradley USAET(UTC -04:00)
Subject: Left side inspect 96S48
Andy, I would suggest touching base with Gary Balint, pulling the orginal
bulletin, and working with either Tom or Al to create the supplement.

Manager, Recall and Service Programs, Vehicle Serv. & Pgms. FCSD
Joe Bradley_33-72487 FAX 84-51024 rm228 FBPIII
*** Forwarding note from CRAYMOND--DRBN006 10/03/97 10:07 ***
To: MRABIAN --DRBN006
cc: JBRADLEY--DRBN006 ABRANDT --DRBN007

FROM: Charlie J. Raymond USAET(UTC -04:00)
Subject: Left side inspect 96S48
Mitch
Bob says this will be no problem. We will have to change the 120 indicator to
allow inspections and will need a bulletin to tell the dealer to submit

* Note printed by ALEESE on 6 Nov 1997 at 08:02:20 *

From: PBANDOSK--DRBN006
To: ALEESE --DRBN006
cc: PBANDOSK--DRBN006

Date and time 10/07/97 11:55:01
ABRANDT1--DRBN006

FROM: Pete Bandoske USAET(UTC -04:00)
Subject: Recall 96S48 Probe Belts

Al, I will attempt to answer all your questions:

- 1) I do not think the the new motor and cable assy will need a time study. The tech will remove the assy., put the new rail p/n on the new cable and motor p/n and install in to the vehicle. This should be the same as the amount of time to replace just the rail p/n since the tech removes the assy, removes the old rail and installs a new rail. Of course a time study is your call.
- 2) I have no idea whether owners are put into rental cars for operable systems. If the system is operable the dealer can replace the rail p/n and complete the campaign. Gary Balint in the past received rental cost for this program through someone in our warranty group.
- 3) I met with the supplier this morning and the switch to the new part will be made as soon as possible. Since we have such a supply issue with motors right now FCSD will not begin to receive motor/cable assy until mid December and we will not be off of back order until the end of April 1998.
- 4) Left hand inspect is the same as the right side. This will allow dealer to inspect and release some vehicles instead of requiring part replacement.

Regards,

Pete Bandoske, Probe/SW-164 Service Engineer, AAI PVT
FCSD VS&P Current and Past Model Support Small/Medium PWD_Team
Phone 783-8308, FAX 782-1932, AAI Shop Office, MS0022
*** Forwarding note from ALEESE --DRBN006 10/07/97 09:23 ***
To: PBANDOSK--DRBN006
cc: ABRANDT1--DRBN006

FROM: Al Leese USAET(UTC -04:00)
Subject: Recall 96S48 Probe Belts

Please call me as soon as possible. I need to know:

1. will the new part (F722-616610D44-B) for the passive restraint system require a new time study?
2. This recall asks dealers to repair INOPERATIVE restraint systems first. Do you have reason to believe that customers are getting loaner cars even though their probe has OPERABLE restraint systems?
3. What is the status of the new parts? Do we have sufficient quantities to address this recall?
4. Your comments on a left side inspect.

Regards,

Alvin Leese, Recall/Service Programs Department, FCSD
Ph# (313) 390-8877, FAX (313) 845-1024
Fairlane Business Park III, 237C

* Note printed by ALEESE on 6 Nov 1997 at 08:06:48 *

From: TGENOVA --DRBN006 Date and time 10/01/97 14:06:46
To: ALEESE --DRBN006

From: Tom
Subject: Change to Cable and Motor Assy
AI -- more Probe stuff...

Regards,
Thomas A. Genova III (PROFS ID: TGENOVA)
Product Concern Coordinator, Car Programs PBP-III, Room 237-H
Recall/Service Programs Dept. - FAX: 84-51024 Voice: 39-06583
*** Forwarding note from ABRANDT1--DRBN006 10/01/97 11:52 ***
To: TGENOVA --DRBN006

FROM: Andrew D. Brandt (ABRANDT1) USAET(UTC -04:00)
Subject: Change to Cable and Motor Assy
Here is another for the file

Best Regards,
Andrew D. Brandt
Supervisor Safety Recall 287L Fairlane Business Park III
Phone: 24-87610 FAX: 84-51024
*** Forwarding note from FBANDOSK--DRBN006 09/24/97 16:36 ***
To: GLADWITZ--DRBN006 Lauritzen, Gregory
cc: GRISSI --DRBN006 FBANDOSK--DRBN006
ABRANDT1--DRBN006

FROM: Pete Bandoske USAET(UTC -04:00)
Subject: Change to Cable and Motor Assy
I just talked to Joe Bradley in recall and it looks like we are a go on left hand inspection. Joe wants to send out the revised service procedure to the field by mid October. The revised procedure will include the change in the way the rail and motor assy is serviced ie. cable & motor assy and rail assy. Please forward this note the appropriate activities in order to make the change happen. Also, we should seriously consider canceling all back order lines and forcing the dealers to re-order the cable and motor assy. I think this would help us come off of back order before the projected 4/98 date.

Regards,
Pete Bandoske, Probe/SW-164 Service Engineer, AAI FVT
FCSD VH&P Current and Past Model Support Small/Medium FWD_Team
Phone 783-8308, FAX 782-1932, AAI Shop Office, MS0022

* Note printed by ALEESE on 5 Nov 1997 at 08:06:23 *

From: TGENOVA --DRBN006 Date and time 10/01/97 14:07:14
To: ALEESE --DRBN006

From: Tom
Subject: Probe Passive Restraint back order status
Al -- Probe belt info...

Regards,
Thomas A. Genova III (PROPS ID: TGENOVA)
Product Concern Coordinator, Car Programs FBP-III, Room 237-M
Recall/Service Programs Dept. - FAX: 84-51024 Voice: 39-06583
*** Forwarding note from ABRANDT1--DRBN006 10/01/97 11:51 ***
To: TGENOVA --DRBN006

FROM: Andrew D. Brandt (ABRANDT1) USAET(UTC -04:00)
Subject: Probe Passive Restraint back order status
For your file sir

Best Regards,
Andrew D. Brandt
Supervisor Safety Recall 287L Fairlane Business Park III
Phone: 24-87610 FAX: 84-51024
*** Forwarding note from PBANDOSK--DRBN006 09/30/97 08:16 ***
To: ABRANDT1--DRBN006 JERADLEY--DRBN006
cc: PBANDOSK--DRBN006

FROM: Pete Bandoske USAET(UTC -04:00)
Subject: Probe Passive Restraint back order status
Here is the current status on the back ordered LH assy. based on information
from our parts activity:

As it stands we will not be off of back order on the LH side until
approximately the end of April 1998. Denso will supply about 10,000 motors
per month and FCSD can expect to receive 7200 pieces by end of Jan 1998. This
will be an air shipment of motors from Japan to the US. The next 26,000 motors
FCSD will receive by mid April if shipped by air and mid May if shipped by sea.
Pat Giammarco has not determined shipping methods of this order. Once the 7200
and 26,000 piece orders are received we should be off of back order. The 3rd
order of 17,000 pieces should be received at FCSD mid June 98 or mid July 98
depending on shipping method.

Regards,
Pete Bandoske, Probe/SW-164 Service Engineer, AAI FVT
FCSD VS&P Current and Past Model Support Small/Medium FWD Team
Phone 783-8308, FAX 782-1932, AAI Shop Office, MS0022

* Note printed by ALEESE on 6 Nov 1997 at 08:07:24 *

From: TGENOVA --DRBN006 Date and time 10/01/97 14:06:09
To: ALEESE --DRBN006

From: Tom
Subject: Probe Belts
Al, FYI....

Regards,
Thomas A. Genova III (PROFS ID: TGENOVA)
Product Concern Coordinator, Car Programs FBP-III, Room 237-B
Recall/Service Programs Dept. - FAX: 84-51024 Voice: 39-06583
*** Forwarding note from ABRANDT1--DRBN006 10/01/97 12:07 ***
To: TGENOVA --DRBN006

FROM: Andrew D. Brandt (ABRANDT1) USAET(UTC -04:00)
Subject: Probe Belts
For your file

Best Regards,
Andrew D. Brandt
Supervisor Safety Recall 287L Fairlane Business Park III
Phone: 24-87610 FAX: 84-51024
*** Forwarding note from JBRADLEY--DRBN006 09/24/97 16:48 ***
To: TGENOVA --DRBN006 ABRANDT1--DRBN006
cc: GBALINT --DRBN006 AKADUK --DRBN006
JSHORE --DRBN006 DKAERCHE--DRBN006
PEANDOSK--DRBN006

FROM: Joe Bradley USAET(UTC -04:00)
Subject: Probe Belts
The left side inspect is a GO. Please get the supplemental bulletin going. I would like to mail (fax) to Dealers by October 29th. Ray Nevi will be the ASO reviewer, Jay Logel OCG. We may want to have Gary Balint give us a fresh EYE based on his background in the recall. The Bulletin should also announce the motor only part number change and PS&L should give us update information (for a flyer?) on part availability/projections, in other words I would like this to be a comprehensive package that gives the dealer everything he needs to know in one communication.

Manager, Recall and Service Programs, Vehicle Serv. & Pgms. FCSD
Joe Bradley_33-72487 FAX 84-51024 rm228 FBP III

* Note printed by ALEESE on 5 Nov 1997 at 08:21:46 *

From: RNEVI --DRBN005 Date and time 10/21/97 14:28:42
To: ALEESE --DRBN006
cc: ABRANDT1--DRBN006

FROM: Ray Nevi USAET(UTC -04:00)
Subject: Questions

Timing is everything! I have a call in to NHTSA which I placed about 15 minutes before your note. They have not returned the call yet. I'll let you know the outcome as soon as I have talked with them. It took me a while to make contact with Jay Logel to make sure my approach to NHTSA was right - we talked yesterday and he agreed. Hence my call to NHTSA today.

Regards,
R. A. Nevi PROFS ID: RNEVI Phone: 59-47688 FAX: 59-42268
Car Safety Investigations Manager, Automotive Safety Office
Suite 500, Fairlane Plaza South
*** Forwarding note from ALEESE --DRBN006 10/21/97 14:03 ***
To: RNEVI --DRBN005
cc: ABRANDT1--DRBN006 ALEESE --DRBN006

FROM: Al Leese USAET(UTC -04:00)
Subject: Questions

Ray, thought I better forward this note to you. By the way, have you come to any agreement/conclusion on the above?

Regards,
Alvin Leese, Recall/Service Programs Department, FCSD
Ph# (313) 390-8877, FAX (313) 845-1024
Fairlane Business Park III, 237C
*** Forwarding note from ALEESE --DRBN006 10/21/97 14:01 ***
To: NVERT --DRBN006
cc: ABRANDT1--DRBN006 ALEESE --DRBN006

FROM: Al Leese USAET(UTC -04:00)
Subject: Questions

Probe seatbelt (Safety Recall 96S48 Supplement #1 - Left Side Inspection Procedure added to Technical Instructions) is ON HOLD pending approval from Ray Nevi (Safety Office). They are negotiating with NHTSA regarding warranty issues related to seatbelts issue.

Regards,
Alvin Leese, Recall/Service Programs Department, FCSD
Ph# (313) 390-8877, FAX (313) 845-1024
Fairlane Business Park III, 237C
*** Forwarding note from ABRANDT1--DRBN006 10/21/97 13:06 ***
To: NVERT --DRBN006
cc: ALEESE --DRBN006

FROM: Andrew D. Brandt (ABRANDT1) USAET(UTC -04:00)
Subject: Questions

Thought I would respond by PROFS since you are out of town. Not sure what the problem with ignition switch is. I had spoken to John Shore about a week ago about an issue but it was not about not having parts, can you be more specific as to what the issue is? The Probe seatbelts we are in the process of

releasing a left side inspection procedure so cars can be released from dealers. This way we should be able to free up parts for cars that are inoperable and we should have new stock sometime in early January. Not sure when we will be able to release this procedure so I ask that Al Lease respond to you directly on the timing. Al please advise Nancy as to the timing. Thanks.

Best Regards,
Andrew D. Brandt
Supervisor Safety Recall 287L Fairlane Business Park III
Phone: 24-87610 FAX: 84-51024



Ford Motor Company
Ford Customer Service Division
Recall/Service Programs Department
P.O. Box 1904
Dearborn, MI 48121-1904

RECALL/SPECIAL SERVICE PROGRAM INFORMATION

IMPORTANT RECALL/SPECIAL PROGRAM INFORMATION

FROM: FORD CUSTOMER SERVICE DIVISION
VEHICLE SERVICE AND PROGRAMS

**SUBJECT: Shortage of Parts Required for Safety
Recalls 96S48 / 96S99.**

1. Incorrect dealer replacement of Rail and Motor Assemblies (Part # F72Z-61610D45-B and Part # F72Z-61610D44-B) has led to a national back order of these parts.
2. Additional inventory will not be available until January 1998.
3. This supplemental bulletin provides for left side rail inspection.
4. Effectively immediately, perform the inspection procedure on both the right and left rails and carefully follow the diagnostic procedures described in the original 96S48 and 96S99 Bulletins.
5. DO: Replace rail and motor assembly ONLY when directed by the diagnostic procedure.
6. DO NOT: Replace the rail and motor assembly when just the rail (F72Z-61610D44-A or F72Z-61610D45-A) will correct the vehicle condition or the track passes the right or left inspection procedure (See revised claiming instructions.)
7. Your careful adherence to the attached recall supplement will minimize the time required to supply the required parts for recalls 96S48 and 96S99.

 X **SERVICE MANAGER**

 X **PARTS MANAGER**

 X **DEALER PRINCIPAL**

**2 PAGES FOLLOW THIS COVER. IF YOU DO NOT
RECEIVE THE TOTAL INDICATED PAGES, CALL
1-800-860-3287 TO REQUEST A REPEAT FAX.**



Ford Motor Company
Ford Customer Service Division
Recall/Service Programs Department
P.O. Box 1904
Dearborn, MI 48121-1904

RECALL/SPECIAL SERVICE PROGRAM INFORMATION

IMPORTANT RECALL/SPECIAL PROGRAM INFORMATION

FROM: FORD CUSTOMER SERVICE DIVISION
VEHICLE SERVICE AND PROGRAMS

Handwritten:
Markham
2/22/97

SUBJECT: Shortage of Parts Required for Safety
Recalls 96S48 / 96S99.

1. Incorrect dealer replacement of Rail and Motor Assemblies (Part # F72Z-61610D45-B and Part # F72Z-61610D44-B) has led to a national back order of these parts.
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4. Effectively immediately, perform the inspection procedure on both the right and left rails and carefully follow the diagnostic procedures described in the original 96S48 and 96S99 Bulletins.
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7. Your careful adherence to the attached recall supplement will minimize the time required to supply the required parts for recalls 96S48 and 96S99.

X SERVICE MANAGER

X PARTS MANAGER

X DEALER PRINCIPAL

2 PAGES FOLLOW THIS COVER. IF YOU DO NOT
RECEIVE THE TOTAL INDICATED PAGES, CALL
1-800-860-3287 TO REQUEST A REPEAT FAX.

* Note printed by ALEESE on 5 Nov 1997 at 07:32:17 *

From: RNEVI --DRBN005 Date and time 11/03/97 09:29:19
To: ALEESE --DRBN006
cc: ABRANDT1--DRBN006

FROM: Ray Nevi USAET(UTC -05:00)
Subject: Questions
I should have answer yst today. I'll give you a status this afternoon, if I don't have an answer.

Regards,
R. A. Nevi PROPS ID: RNEVI Phone: 59-47688 FAX: 59-42268
Car Safety Investigations Manager, Automotive Safety Office
Suite 500, Fairlane Plaza South
*** Forwarding note from ALEESE --DRBN006 11/03/97 08:18 ***
To: RNEVI --DRBN005
cc: ALEESE --DRBN006 ABRANDT1--DRBN006

FROM: Al Leese . USAET(UTC -05:00)
Subject: Questions

Have you heard anything yet? I will continue to hold delivery on this recall supplement (96S48 Supplement #1) until I hear from you.

Regards,
Alvin Leese, Recall/Service Programs Department, FCSD
Ph# (313) 390-8877, FAX (313) 845-1024
Fairlane Business Park III, 237C
*** Forwarding note from RNEVI --DRBN005 10/21/97 14:28 ***
To: ALEESE --DRBN006
cc: ABRANDT1--DRBN006

FROM: Ray Nevi USAET(UTC -04:00)
Subject: Questions
Timing is everything! I have a call in to NHTSA which I placed about 15 minutes before your note. They have not returned the call yet. I'll let you know the outcome as soon as I have talked with them. It took me a while to make contact with Jay Logel to make sure my approach to NHTSA was right - we talked yesterday and he agreed. Hence my call to NHTSA today.

Regards,
R. A. Nevi PROPS ID: RNEVI Phone: 59-47688 FAX: 59-42268
Car Safety Investigations Manager, Automotive Safety Office
Suite 500, Fairlane Plaza South
*** Forwarding note from ALEESE --DRBN006 10/21/97 14:03 ***
To: RNEVI --DRBN005
cc: ABRANDT1--DRBN006 ALEESE --DRBN006

FROM: Al Leese USAET(UTC -04:00)
Subject: Questions

Ray, thought I better forward this note to you. By the way, have you come to any agreement/conclusion on the above?

Regards,
Alvin Leese, Recall/Service Programs Department, FCSD
Ph# (313) 390-8877, FAX (313) 845-1024

Fairlane Business Park III, 237C

*** Forwarding note from ALEESE --DRENO06 10/21/97 14:01 ***

To: NVERT --DRENO06

cc: ABRANDT1--DRENO06

ALEESE --DRENO06

FROM: Al Leese

USAET(UTC -04:00)

Subject: Questions

Probe seatbelt (Safety Recall 96948 Supplement #1 - Left Side Inspection Procedure added to Technical Instructions) is ON HOLD pending approval from Ray Nevi (Safety Office). They are negotiating with NHTSA regarding warranty issues related to seatbelts issue.

Regards,

Alvin Leese, Recall/Service Programs Department, FCSD

Ph# (313) 390-8877, FAX (313) 845-1024

Fairlane Business Park III, 237C

*** Forwarding note from ABRANDT1--DRENO06 10/21/97 13:06 ***

To: NVERT --DRENO06

cc: ALEESE --DRENO06

FROM: Andrew D. Brandt (ABRANDT1)

USAET(UTC -04:00)

Subject: Questions

Thought I would respond by PROPS since you are out of town. Not sure what the problem with ignition switch is. I had spoken to John Shore about a week ago about an issue but it was not about not having parts, can you be more specific as to what the issue is? The Probe seatbelts we are in the process of releasing a left side inspection procedure so cars can be released from dealers. This way we should be able to free up parts for cars that are inoperable and we should have new stock sometime in early January. Not sure when we will be able to release this procedure so I ask that Al Leese respond to you directly on the timing. Al please advise Nancy as to the timing. Thanks.

Best Regards,

Andrew D. Brandt

Supervisor Safety Recall 287L Fairlane Business Park III

Phone: 24-87610 FAX: 84-51024

* Note printed by ALEESE on 5 Nov 1997 at 07:48:11 *

From: ALEESE --DRBN006 Date and time 10/29/97 15:21:23
To: RNEVI --DRBN005
cc: ALEESE --DRBN006

FROM: Al Leese USAET(UTC -05:00)
Subject: LEFT SIDE INSPECTION - Probe Restraints

Hi Ray. Has everything been settled with NHTSA regarding the above issue?
The Recall Supplement has been on "Hold" pending word from you.

Awaiting your response. Thanks.....

Regards,
Alvin Leese, Recall/Service Programs Department, FCSD
Ph# (313) 390-8877, FAX (313) 845-1024
Fairlane Business Park III, 237C

* Note printed by ALEESE on 21 Oct 1997 at 10:54:34 *

From: ABRANDT1--DRBN006 Date and time 10/21/97 10:32:46
To: ALEESE --DRBN006

FROM: Andrew D. Brandt (ABRANDT1) USAET(UTC -04:00)
Subject: Change in releases on MANA Rails & Motors
What is this all about, I am sure that Joe will be assigning to us shortly.

Best Regards,

Andrew D. Brandt
Supervisor Safety Recall 287L Fairlane Business Park III
Phone: 24-87610 FAX: 84-51024

*** Forwarding note from JSHORE --DRBN006 10/21/97 08:55 ***

To: JBRADLEY--DRBN006
cc: DKAERCHE--DRBN006 Kaercher, D. F. GLAURITZ--DRBN006
RODONNE3--DRBN006 HKIRK --DRBN006
ABRANDT1--DRBN006

FROM: John Shore USAET(UTC -04:00)
Subject: Change in releases on MANA Rails & Motors

We are changing our releases for service parts on the Probe rails and motors in support of the dealer supplement. I understand there is an open issue that may delay the supplement release to our dealers. Do you have any expected or anticipate resolution date in mind????

We will be changing all the open orders for rail and motor assemblies to rail only parts. The timing of this was to coincide with the publication of the inspect supplement.

Please advise.....

Please Forward (PF5) All Responses.....Thank-You

John Shore - FCSD / P&L Recall Manager
Phone 26-69789 FAX 52-33065 NPDC - 1555C

*** Forwarding note from GLAURITZ--DRBN006 10/21/97 08:14 ***

To: JSHORE --DRBN006 RODONNE3--DRBN006 O'Donnell, R.
HKIRK --DRBN006

From the desk of Gregory Lauritzen USAET(UTC -04:00)
Subject: Change in releases on MANA Rails & Motors

Per our discussions with MANA and QSS, I have cancelled the releases on the rail & motor parts and created similar releases for the cable & motors parts. This was completed 10/21/97. Current releases are:

F72Z-61610D44-C	18608 pcs	EH cable & motor
F72Z-61610D45-C	31226 pcs	LH cable & motor
F72Z-61610D44-A	8608 pcs	EH rail only

This reflects what was agreed upon at the last meeting between MANA, QSS, Denso, Tokai-Rika, and FCSD. Final releases were input for the rail & motor part numbers with no quantities due. As has been discussed, shipments are still expected to start in late November from Denso with stock arriving at FCSD locations mid to late December 1998. As soon as the dealers are advised of the part number change we should have an accurate forecast of true demand on these new parts.

Gregory Lauritzen
Packager Liaison
FCSD (26)6-9811 e-mail: USFMD32Y@IBMMAIL.COM
Customer satisfaction is our NUMBER ONE priority

* Note printed by TGENOVA on 25 Sep 1997 at 08:32:47 *

From: JBRADLEY--DRBN006
To: TGENOVA --DRBN006
cc: GHALINT --DRBN006
JSHORE --DRBN006
PRANDOSK--DRBN006

Date and time 09/24/97 16:48:03
ABRANDT1--DRBN006
AKADUK --DRBN006
DKAERCHE--DRBN006

FROM: Joe Bradley

USAST(UTC -04:00)

Subject: Probe Belts

The left side inspect is a GO. Please get the supplemental bulletin going. I would like to mail (fax) to Dealers by October 29th. Ray Nevi will be the ASO reviewer, Jay Logel OCG. We may want to have Gary Balint give us a fresh EYE based on his background in the recall. The Bulletin should also announce the motor only part number change and PS&L should give us update information (for a flyer?) on part availability/projections, in other words I would like this to be a comprehensive package that gives the dealer everything he needs to know in one communication.

Manager, Recall and Service Programs, Vehicle Serv. & Prgms.FCSD
Joe Bradley_33-72487 FAX 84-51024 rm228 FBPIII

* Note printed by TGENOVA on 25 Sep 1997 at 08:32:53 *

From: PBANDOSK--DRBN006 Date and time 09/24/97 15:37:41
To: TGENOVA --DRBN006

FROM: Pete Bandoske USAET(UTC -04:00)
Subject: Mazda Eng Change Notice (7G-9140)Seat Belt Recall Program
Tom, Here is the note originally sent with Cable and Motor Assy. part numbers.
(See attached.)

Regards,
Pete Bandoske, Probs/SW-164 Service Engineer, AAI PVT
FCSD VS&P Current and Past Model Support Small/Medium FWD_Team
Phone 783-8308, FAX 782-1932, AAI Shop Office, MSC022
*** Forwarding note from PBANDOSK--DRBN006 09/05/97 10:41 ***
To: RHADGES --DRBN006 GLAURITZ--DRBN006
JSHORE --DRBN006
cc: PBANDOSK--DRBN006 DTOWNGEN--DRBN006
KWYGONIK--DRBN006 PBANDOSK--DRBN006

FROM: Pete Bandoske USAET(UTC -04:00)
Subject: Mazda Eng Change Notice (7G-9140)Seat Belt Recall Program
The part numbers for the cable and motor assy has finally been released (see
attached note). The establishment of this part number is an attempt to reduce
the replacement of a full assy. Part #'s F72Z-61610D44-C and F72Z-61610D45-C
should superceed the rail and motor assy. F72Z-616610D44-B and F72Z-61610D45-B
respectively. Greg/John please change current "B" orders to "C". Hob, will
we need to communicate with the dealers the change in service? Please advise.
Thanks.

Regards,
Pete Bandoske, Probs/SW-164 Service Engineer, AAI PVT
FCSD VS&P Current and Past Model Support Small/Medium FWD_Team
Phone 783-8308, FAX 782-1932, AAI Shop Office, MSC022
*** Forwarding note from DTOWNSEN--DRBN006 09/03/97 13:12 ***
To: PBANDOSK--DRBN006
cc: KWYGONIK--DRBN006 MMCINTOS--DRBN006

FROM: David Townsend USAET(UTC -04:00)
Subject: Mazda Eng Change Notice (7G-9140)Seat Belt Recall Program

The service parts requested are as follows:
F72Z 61610d44-C (KAY2 57 930)R.H.Motor and Cable sub-assembly
F72Z 61610d45-C (KAY2 57 990)L.H.Motor and Cable sub-assembly

Regards,
David Townsend
x80360
Suite 1141B- NPD

* Note printed by TGENOVA on 26 Sep 1997 at 10:38:12 *

From: ABRANDT1--DRBN006
To: TGENOVA --DRBN006

Date and time 09/26/97 10:28:37

FROM: Andrew D. Brandt (ABRANDT1)
Subject: Probe Belts
How is this going with your workload?

USAET(UTC -04:00)

Best Regards,
Andrew D. Brandt
Supervisor Safety Recall 2B7L Fairlane Business Park III
Phone: 24-87610 FAX: 84-51024

*** Forwarding note from JBRADLEY--DRBN006 09/24/97 16:48 ***
To: TGENOVA --DRBN006 ABRANDT1--DRBN006
cc: GBALDIT --DRBN006 AKADCK --DRBN006
JSHORE --DRBN006 DKAERCHE--DRBN006
PBANDOSK--DRBN006

FROM: Joe Bradley
Subject: Probe Belts

USAET(UTC -04:00)

The left side inspect is a GO. Please get the supplemental bulletin going, I would like to mail (fax) to Dealers by October 29th. Ray Nevi will be the ASO reviewer, Jay Logel OCG. We may want to have Gary Balint give us a fresh EYE based on his background in the recall. The Bulletin should also announce the motor only part number change and PSEL should give us update information (for a flyer?) on part availability/projections, in other words I would like this to be a comprehensive package that gives the dealer everything he needs to know in one communication.

Manager, Recall and Service Programs, Vehicle Serv. & Prgms. FCSD
Joe Bradley_33-72487 FAX 84-51024 rm228 FBPIII

*All to handle
Probe Belts per Andy 9/26*

Probe Seat Belts
9-23-97

Rob
Greg Longton
Merchandise

Pete Bandowski
Probe PVT

1985 1st recall

Ray Neri - took story to Washington

We HOPE
HATSA agrees to

Inspect Only Left Rail
30-60 days

Where are we @ w/suppliers?

Drive thru inspection (USA)
98348A - dropst labor OP

Have plenty
of rails

96548/99
LHS

RHS

Inspect + Motor
Reggie

Rail
& full assy

Put in
manual
mode.
(Still didn't
close recall)

Labor
R/R
1.1 km.

70K
rail

In
March
Split Up

R/R
1 km

rail +
motor

Rail assy

motor

cable/motor
assy

Left Rail Inspect + New Parts Availability

Rail wears out to opening ~~small~~ same size as cable.
Destroys nylon cable.

Motor is OK

WE would have to → O/L ^{SAYS} "Inspect or replace" — No change required.
MODIFY DEALER LETTER ONLY

JUNE 28 REMINDER
POST CARD
25% OCT 96
25%
25% Jan Feb 97
Dear outstanding
UNITS letter

Pete to get me part number

B/order on TOKERIKA Mazda 1M/year, past model 14 week process to build
4-5 months.

Mid-July Backorder 10K

50K motors ordered

Mazda won't pay for expediting.
Who wrote repair procedure? Mazda.

96548/99-51
Use this #

We sent post cards out when stock wasn't ready.

Probe ~~is~~ } share some ~~of~~ motor
Escort/Tracer } only bracket is different.

30-40 pcs. hidden from computer stock.
(for emergency only)

5,400 ~~of~~ Backorders exist.

3,000 different customers for LH. order.

Announce LH side inspect.
Cancel & re-order assembly.

Motors on Order
30K 20K
L R

Motors not available until December. (Mid to late Nov. earliest)

Letter back from NHTSA.

Newi > Start Bulletin Left Rail

MAY NEED
Two Labor OPS
NEW LABOR OP for LH. inspect.

Notify Dealer of Separate Motor availability
Mid to Late November, when parts are available

Tech Instructions for Two piece into one piece - Use existing recall info
Same mileage cutoff on tool, 80K miles.



Service Recall Bulletin

TO: All Ford and L-M Dealers October, 1996

SUBJECT: Safety Recall 96S48 (Left Side) and 96S99 (Right Side) 1990-1992 Probes - Passive Seat Belt Assembly.

AFFECTED VEHICLES

All 1990-1992 Probes.

REASONS FOR RECALL

The motorized shoulder belt of the affected vehicles may malfunction due to wear of the rail assemblies that guide the moveable shoulder belt anchorages along the sides of the roof above the doors. Eventually, the moveable anchorages could jam in positions along the rails and not lock in place at the "B" pillar. If this were to occur, the system may not provide the proper protection to the front occupants in the event of a collision.

Recall program 96S48 requires replacement of the left hand shoulder harness rail on all vehicles; recall program 96S99 requires inspection of the right hand shoulder harness rail and, if necessary, replacement (the left side rail will be replaced on all vehicles because of the frequency of usage versus the right side). In addition, dealers are instructed, through the attached diagnostics, to make any additional repairs necessary to restore system operation.

A malfunction in a motorized shoulder belt does not reduce the effectiveness of any lap belt. Occupants should be instructed to continue to wear their lap belts.

PARTS LIMITATIONS

BECAUSE PARTS TO PERFORM THIS PROGRAM ARE IN SHORT SUPPLY UNTIL DECEMBER 15, 1996, OWNERS OF VEHICLES THAT HAVE OPERATING PASSIVE RESTRAINT SYSTEMS (THE MOVEABLE SHOULDER BELT ANCHORAGE TRAVELS FULLY FORWARD WHEN AN ADJACENT DOOR IS OPENED AND FULLY REARWARD WHEN AN ADJACENT DOOR IS CLOSED AND THE IGNITION IS IN THE ON POSITION), ARE BEING ASKED TO WAIT TO HAVE THE SERVICE PERFORMED UNTIL PARTS ARE AVAILABLE. OWNERS OF VEHICLES WITH INOPERATIVE RESTRAINT SYSTEMS (THE BELT DOES NOT TRAVEL FULLY FORWARD AND REARWARD AS DESCRIBED ABOVE), ARE BEING ASKED TO RETURN TO DEALERS NOW. DEALERS ARE TO REPAIR THE RESTRAINT SYSTEM TO AN OPERATIONAL LEVEL FOLLOWING THE INSTRUCTIONS PROVIDED. (OWNERS MAY HAVE TO RETURN FOR THE RAIL REPLACEMENT WHEN PARTS BECOME AVAILABLE AFTER DECEMBER 15, 1996).

DO NOT PERFORM THESE SERVICES ON OPERATING RESTRAINT SYSTEMS UNTIL AFTER DECEMBER 15, 1996.

AFTER DECEMBER 15, 1996 AN AMPLE SUPPLY OF PARTS IS EXPECTED TO BE AVAILABLE TO PERFORM THESE SERVICES ON ALL AFFECTED VEHICLES.

SPECIAL NOTE - TWO RECALL NUMBERS

Please note that for administrative reasons necessitated by parts availability, repair of each vehicle requires the completion of two recalls - 96S48 for the left hand restraint system and 96S99 for the right hand restraint system. PLEASE BE SURE TO SUBMIT CLAIMS PROPERLY - SEE ATTACHMENT II FOR DETAILS.

AFFECTED UNIT LISTING

An affected unit listing will not be available for this recall until January, 1997.

SPECIAL INSPECTION TOOL - IMMEDIATE ACTION REQUIRED

A SPECIAL INSPECTION TOOL WILL BE REQUIRED TO PERFORM THE REQUIRED INSPECTION OF THE RIGHT HAND PASSIVE RESTRAINT RAIL. ORDER THIS TOOL (ROTUNDA NO.) BY CALLING 1-800-325-5621. ONE INSPECTION TOOL PER DEALERSHIP WILL BE PROVIDED AT NO CHARGE VIA OVERNIGHT DELIVERY. WHEN CALLING THIS NUMBER BE PREPARED TO GIVE THE FOLLOWING INFORMATION:

RECALL NUMBER 96S48/96S99
DEALER F&A CODE
MAILING ADDRESS
PERSON TO WHOM TOOL SHOULD BE SENT

ATTACHMENTS

Attachment I

- Administrative Information

Attachment II

- Labor Allowances
- Parts Ordering Information

Attachment III - Diagnostic Flow Chart

Attachment IV - Technical Instructions (Rail Inspection/Replacement)

Attachment V - Technical Instructions (System Diagnosis)

QUESTIONS?

Claims Information	1-800-423-8851
Other Recall Questions	1-800-325-5621
Special Tool Ordering	1-800-325-5621

Sincerely,



A. R. Kaduk
Manager
Vehicle Service and Programs

OASIS

You must use OASIS to determine if a vehicle is eligible for these recalls. OASIS will be active on October 11, 1996.

PLEASE NOTE

Any vehicles in dealer stock must be corrected before delivery.

PROMPTLY CORRECT

Before December 15, 1996 promptly correct all affected vehicles with inoperative (locked up) passive restraint systems.

After December 15, 1996, promptly correct all affected vehicles.

DEALER-OWNER CONTACT

Immediately contact any affected owner. Give owner a copy of the Owner Letter.

CLAIMS SUBMISSION

Enter claims using DWE. See ACESII Manual, Sections 5 and 6. If additional time is required for restraint repairs beyond rail replacement, submit as "Actual Time" (see Attachment II).

PLEASE NOTE THAT TWO CLAIMS ARE REQUIRED FOR EACH VEHICLE -ONE FOR THE LEFT SIDE (96S48), AND ONE FOR THE RIGHT SIDE (96S99).

NOTE: PLEASE HOLD ALL CLAIMS UNTIL OCTOBER 11, 1996. CLAIMS SUBMITTED BEFORE OCTOBER 11, 1996 CAN NOT BE ACCEPTED.

WARRANTY AND POLICY MANUAL

See Sections 5 and 6 of the ACESII Manual.

REFINDS

See Section 3-39 of the ACESII Manual.

MANDATORY PARTS RETURN

ALL REMOVED RAIL AND MOTOR ASSEMBLIES MUST BE RETURNED (SEE ATTACHMENT II, PAGE 2). PARTS NEEDLESSLY REPLACED WILL BE SUBJECT TO CHARGE BACK.

SAFETY RECALL 96S48/96S99
1990 - 1992 Probe Passive Seat Belt System

LABOR ALLOWANCES

IMPORTANT NOTES!

EACH AFFECTED VEHICLE IS NOT COMPLETE UNTIL BOTH SIDES OF THE VEHICLE HAVE BEEN ADDRESSED (left side rail replaced (96S48), and right side rail inspected (96S99) and, if necessary, replaced). THIS WILL REQUIRE THE SUBMISSION OF TWO CLAIMS - ONE FOR EACH RECALL NUMBER. SEE CLAIMING INSTRUCTIONS BELOW.

IF YOU CANNOT COMPLETE BOTH SIDES BECAUSE PARTS ARE NOT AVAILABLE FROM FORD, NOTIFY THE CUSTOMER THAT A SECOND SERVICE APPOINTMENT WILL BE REQUIRED. IF THE RESTRAINT SYSTEM CANNOT BE RESTORED TO A FULLY OPERATIONAL CONDITION DUE TO LACK OF PART AVAILABILITY, PLEASE CONTACT 1-800-325-5611 FOR FURTHER INSTRUCTIONS. BE PREPARED TO PROVIDE THE FOLLOWING INFORMATION: VIN, OWNER NAME, REQUIRED PART INFORMATION.

EACH RECALL WILL REMAIN OPEN UNTIL ONE OF THE UNDERLINED LABOR OPERATIONS HAS BEEN COMPLETED FOR THAT RECALL.

BE SURE TO CAREFULLY SELECT THE CORRECT LABOR OPERATIONS.

	Recall 96S48	Recall 96S99
<u>ACTION</u>	<u>LEFT HAND SIDE</u>	<u>RIGHT HAND SIDE</u>
Inspect RH Rail - Passes	No inspection required.	<u>96S99A</u> - 0.2 Hrs.
Inspect RH Rail - Fails	No inspection required.	<u>96S99F</u> - 0.2 Hrs.
Replace Rail	<u>96S48B</u> - 1.0 Hrs.	<u>96S99B</u> - 1.0 Hrs.
Replace Rail/Motor	<u>96S48C</u> - 0.9 Hrs.	<u>96S99C</u> - 0.9 Hrs.
Replace other non-recall components required to make system operate. (Related Damage Claim)	96S48E - Actual Time - Refer to SLTS Manual for operations and all other appropriate labor times.	96S99E - Actual Time - Refer to SLTS Manual for labor times and operations.
Administrative Allowance		
0.1 Hrs.	Misc. Expense Code "ADMIN"	

PARTS REQUIREMENTS

REPLACEMENT RAILS ARE NOT AVAILABLE AT THIS TIME. To service INOPERATIVE (locked up or jammed) systems prior to the availability of replacement rails, one left hand rail & motor ASSEMBLY will be direct shipped to each Ford Dealer. A very limited supply of additional rail & motor assemblies (including right hand assemblies), is available by calling 1-800-325-5621. Please be prepared to provide the following information:

- VIN number of the affected vehicle
- Recall number 96S48 or 96S99 (depending on which side requires rail and motor assembly).
- Dealer P&A Code
- Caller's name and phone number
- Customer's name and address

PARTS OTHER THAN THE RAIL & MOTOR ASSEMBLY MAY BE ORDERED THROUGH NORMAL ORDER PROCESSING CHANNELS.

YOU WILL BE ADVISED AS SOON AS REPLACEMENT RAILS BECOME AVAILABLE. IT IS EXPECTED THAT RAILS WILL BE AVAILABLE BY DECEMBER 15, 1996.

DEALER PRICE

For latest parts prices, check or call your:

- Order Processing Center
- DOES II
- Updated Price Book

MANDATORY RETURN OF REMOVED RAIL & MOTOR ASSEMBLIES

An FCS-700 Parts Distribution Tag will be issued for the return of removed rail and motor assemblies.

- Store old rail and motor assembly in the same box you received the new replacement part.
- Hold the old rail and motor assembly for receipt of FCS-700 tag from the Warranty Parts Return Center (WPRC).
- Wire tag the FCS-700 tag to the old rail and motor assembly.
- Clearly mark on the outside of the box "Safety Recall 96S48/96S99".

Upon receipt of the FCS-700 tag, ship the removed rail and motor assembly, freight prepaid, to the location indicated on the FCS-700 tag.

EXCESS STOCK RETURN

Excess stock returned for credit must have been purchased from Ford Customer Service Division in accordance with Policy Procedure Bulletin 4000.



A. R. Kaduk
Manager
Vehicle Service and Programs
Ford Customer Service Division

Ford Motor Company
P. O. Box 1904
Dearborn, Michigan 48121

Recall 96S48/96S99

October, 1996

Mr. John Sample
123 Main Street
Anywhere, USA 12345

Serial Number: 12345678901234567

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act.

Ford Motor Company has decided that a defect which relates to motor vehicle safety exists in certain 1990 - 1992 Model Year Ford Probe passenger cars.

SAFETY DEFECT

The motorized safety belts of your car may malfunction due to wear of the track assemblies that guide the moveable shoulder belt anchorages mounted above the doors. Eventually, the moveable anchorages could stick along the sides of the roof and lock in an improper position in the rails. In such a case the restraint system may not provide the proper protection to the front occupants in the event of a collision.

PRECAUTION

A malfunction in a motorized shoulder belt does not reduce the effectiveness of any lap belt. Occupants should continue to wear their lap belts.

REPAIRS

IF RESTRAINT SYSTEM DOES NOT WORK NOW (LOCKED UP)

If your vehicle's restraint system is inoperative at this time, (belt does not travel fully forward along the roof rail when an adjacent door is opened or fully rearward when the door is closed and the ignition is on) call your dealer now. Ask for a service date for recall 96S48/96S99 (left/right side).

When you bring your vehicle in for your service date, your dealer will restore operation of your restraint system. However, you may be asked to return your vehicle after December 15, 1996 to have a new restraint rail installed on the driver's side and, if necessary, the passenger side. The new restraint rails will not be available until December 15, 1996.

IF RESTRAINT SYSTEM WORKS NOW (NOT LOCKED UP)

If your vehicle's restraint system is currently operating (belt travels fully forward and rearward along the roof rail), please call your dealer after December 15, 1996.

January 15, 1997.

February 15, 1997.

March 15, 1997.

At that time your dealer will replace the driver side restraint rail and inspect the passenger side restraint rail. If the passenger side rail shows a given amount of wear, it will be replaced also. We appreciate your cooperation and patience in this matter, and are taking these steps to avoid inconveniencing you with multiple trips to the dealer for repairs on your Probe.

When you bring your Probe in, show the dealer this letter.

If you misplace this letter, your dealer will still do the work, free of charge.

HOW LONG WILL IT TAKE?

When parts become available, it may take your dealer a full day to perform this service. However, due to service scheduling times or unanticipated service complications, your dealer may need your vehicle for a longer period of time.

REFUNDS

If you paid to have this service done before the date of this letter, Ford is offering a refund. For the refund, please give your paid original receipt to your Ford dealer. To help avoid delays, please do not send receipts to Ford Motor Company.

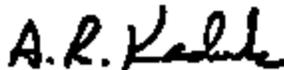
CHANGED ADDRESS OR SOLD THE PROBE?

Please fill out the enclosed prepaid postcard and mail it to us if you have changed your address or sold the Probe.

If the dealer doesn't make the repair promptly and without charge, you may contact the Ford Customer Assistance Center, 300 Renaissance Center, P. O. Box 43360, Detroit, Michigan 48243. You also may send a complaint to the Administrator, National Highway Traffic Safety Administration, 400 Seventh Street, S. W., Washington, D. C. 20590 or call the toll free Auto Safety Hotline 1-800-424-9393 (Washington, D. C. area residents may call 366-0123).

We regret the inconvenience this service may cause you, but we want you to have the work done for your safety and satisfaction with your Probe.

Sincerely,

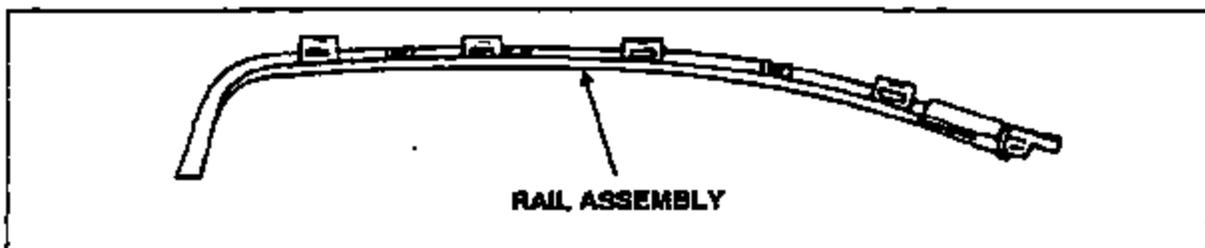
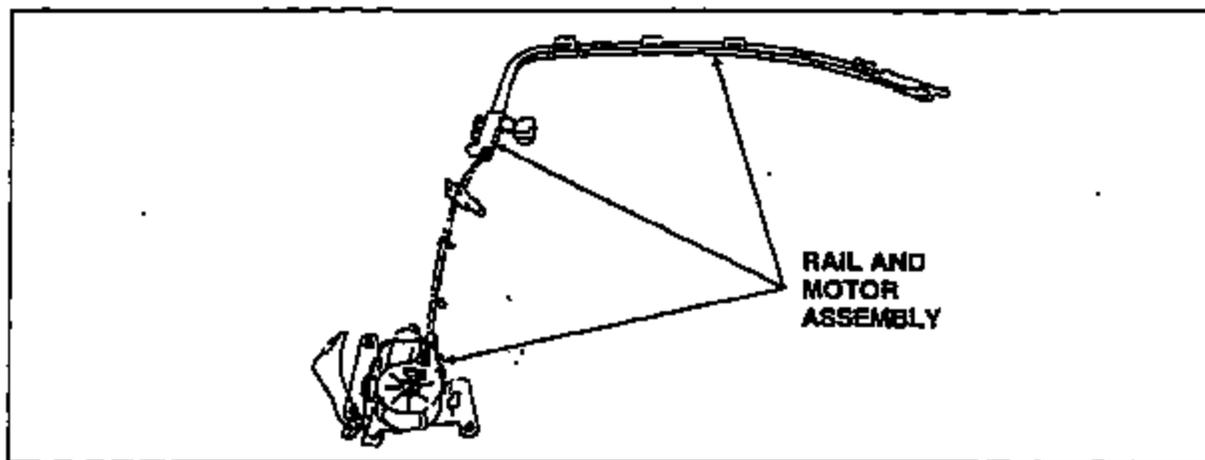


A. R. Kaduk

Manager

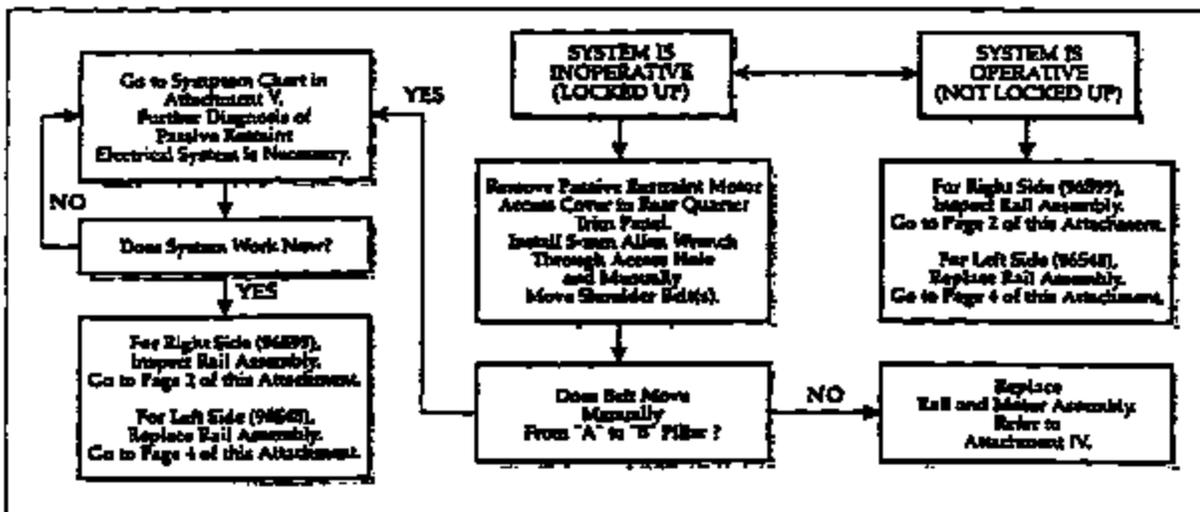
Vehicle Service and Programs

1990-92 PROBE PASSIVE RESTRAINT (MOTORIZED) SEAT BELT SYSTEM
 REPLACEMENT OF LEFT SIDE RAIL (96S48) –
 INSPECTION/REPLACEMENT OF RIGHT SIDE (96S99)



PASSIVE SEAT BELT DIAGNOSTIC FLOW CHART (PERFORM ON EACH SIDE)

Refer to the following flow chart to determine the necessary service action.



TECHNICAL INSTRUCTIONS

**NOTE: SPECIAL INSPECTION TOOL REQUIRED (ROTUNDA No. T97C-61610B45-A).
SEE SAFETY RECALL BULLETIN 96S99 FOR ORDERING INSTRUCTIONS.**

RAIL INSPECTION – RIGHT SIDE ONLY (SAFETY RECALL 96S99)

Only the right side rail will be inspected. The left side rail must be replaced.

1. Check and record mileage of the vehicle.
 - If vehicle has less than 80,000 miles (129,000 Km), use the 3.2 mm end of the inspection tool.
 - If vehicle has more than 80,000 miles (129,000 Km), use the 3.4 mm end of the inspection tool.
2. Close right side door. Turn the ignition key to the ON position to move the shoulder belt to the B-pillar.



3. NOTE: Dust shield wear may cause the position of the scribe line to vary.

Insert the inspection tool between dust shields of the rail assembly at point X. Tool must be installed until it bottoms out in the rail assembly. Note the distance between the dust shields and the scribed line on the tool. Insert the inspection tool every 1/2" from point X to point Y of the rail assembly. See Figure 1. **DO NOT SLIDE THE INSPECTION TOOL ALONG THE RAIL ASSEMBLY. REMOVE AND REINSERT EVERY 1/2" BETWEEN POINT X AND POINT Y.**

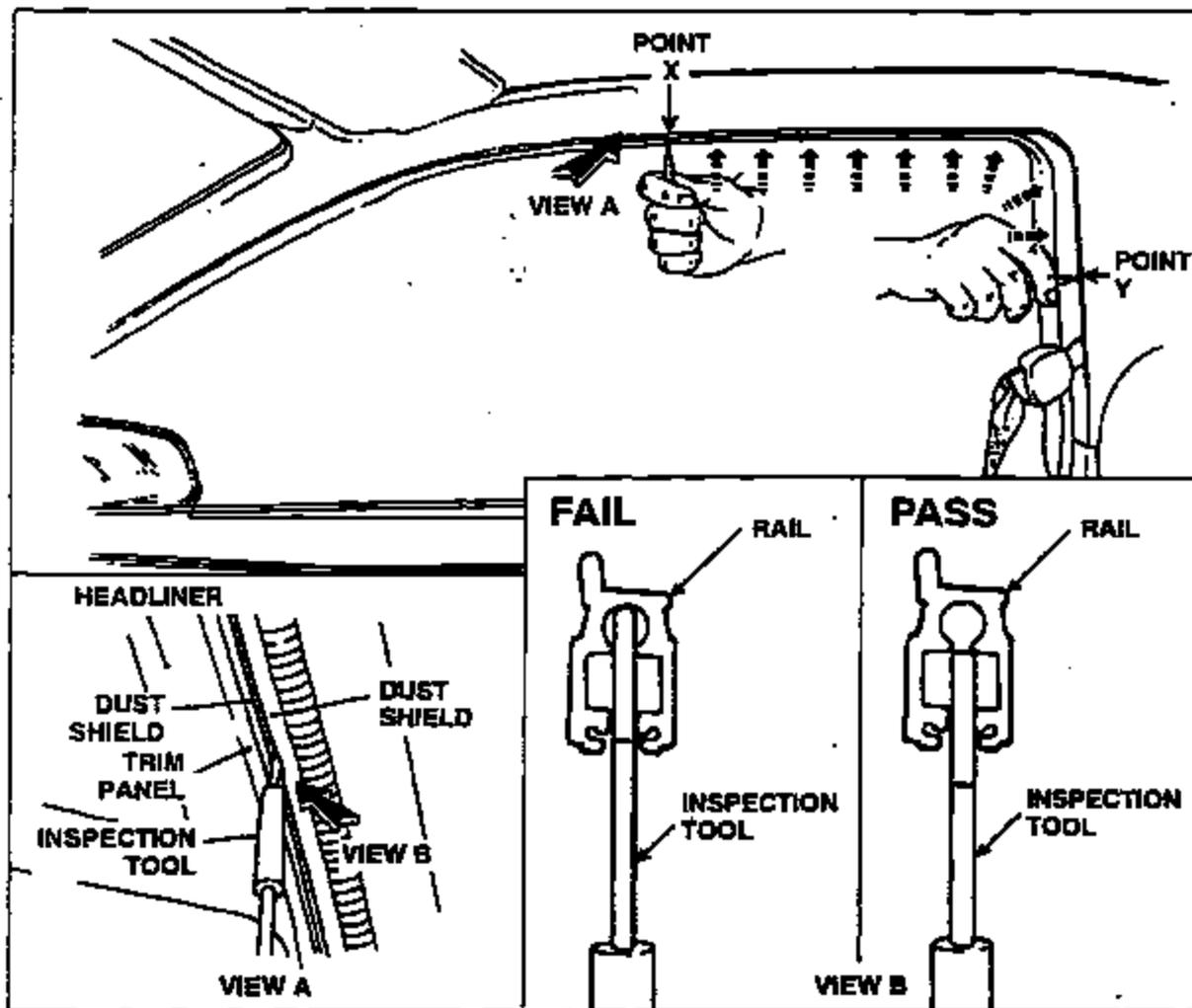


FIGURE 1

- If installed inspection tools' depth *does not increase* (scribe line *does not* move closer to the dust shield) anywhere between points X and Y, no service action is required.
- If installed inspection tools' depth *increases* (scribe line *moves closer* to the dust shield) anywhere between point X and Y, the rail assembly must be replaced. Go to Page 4 for Rail Replacement.

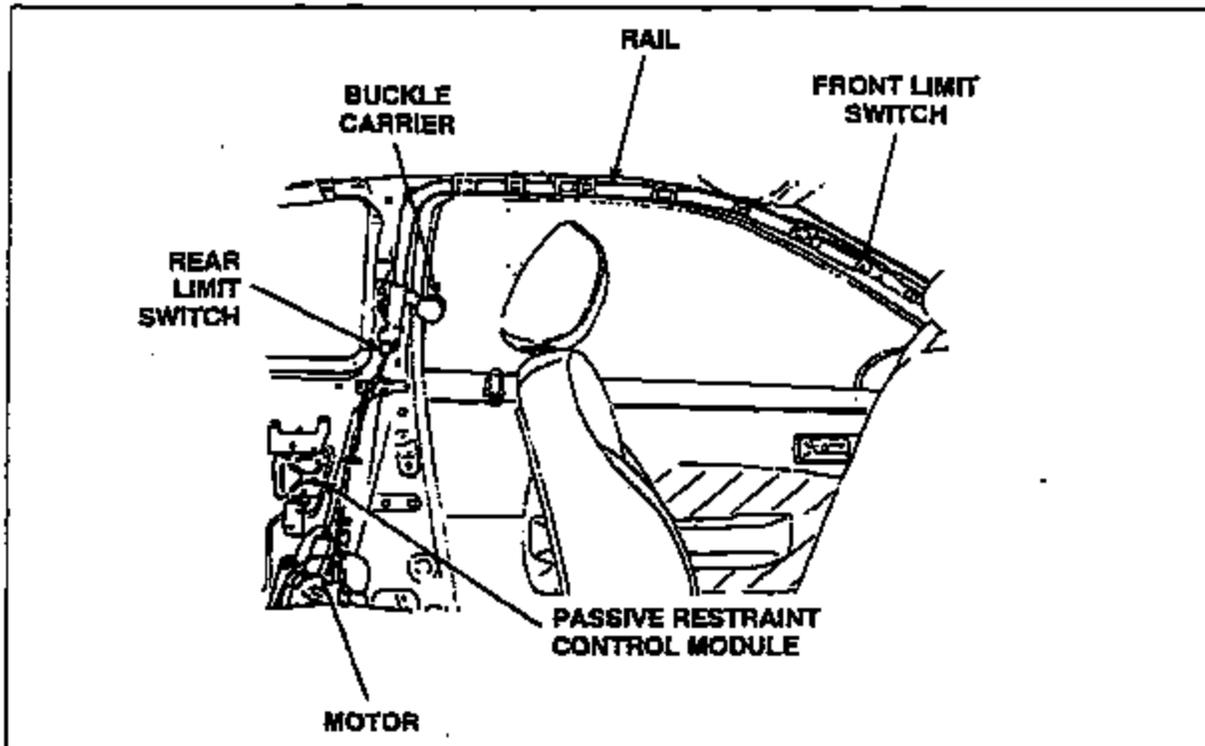


CPR © 1998 FORD MOTOR COMPANY
DEARBORN, MICHIGAN 48121
10/98

RAIL REPLACEMENT

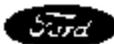
The following procedure is applicable for either left side (96S48) or right side (96S99), if necessary, rail replacement.

This illustration shows a cutaway view of the left side rail and motor assembly. Right side rail and motor assembly symmetrically opposite.



REMOVAL

1. Detach the shoulder belt from the buckle carrier.
2. Cycle the buckle carrier to the B-pillar (retracted position).
3. Install a memory saver, then disconnect the battery negative cable.
4. Remove the A to B-pillar trim panel. Refer to appropriate Service Manual.
5. Remove the quarter trim panel. Refer to appropriate Service Manual.



CPH ©1996 FORD MOTOR COMPANY
DEARBORN, MICHIGAN 48121
10/96

6. Disconnect the front limit switch electrical connector. See Figure 2.

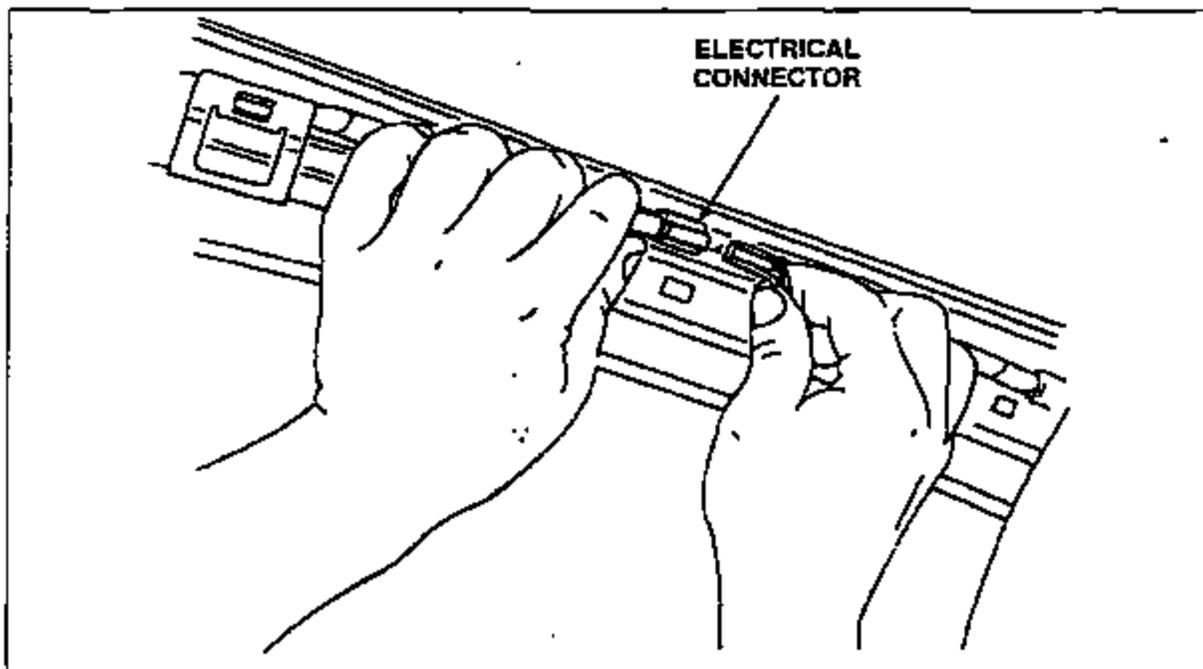


FIGURE 2

7. Remove the three (3) rail upper mounting bolts. See Figure 3.

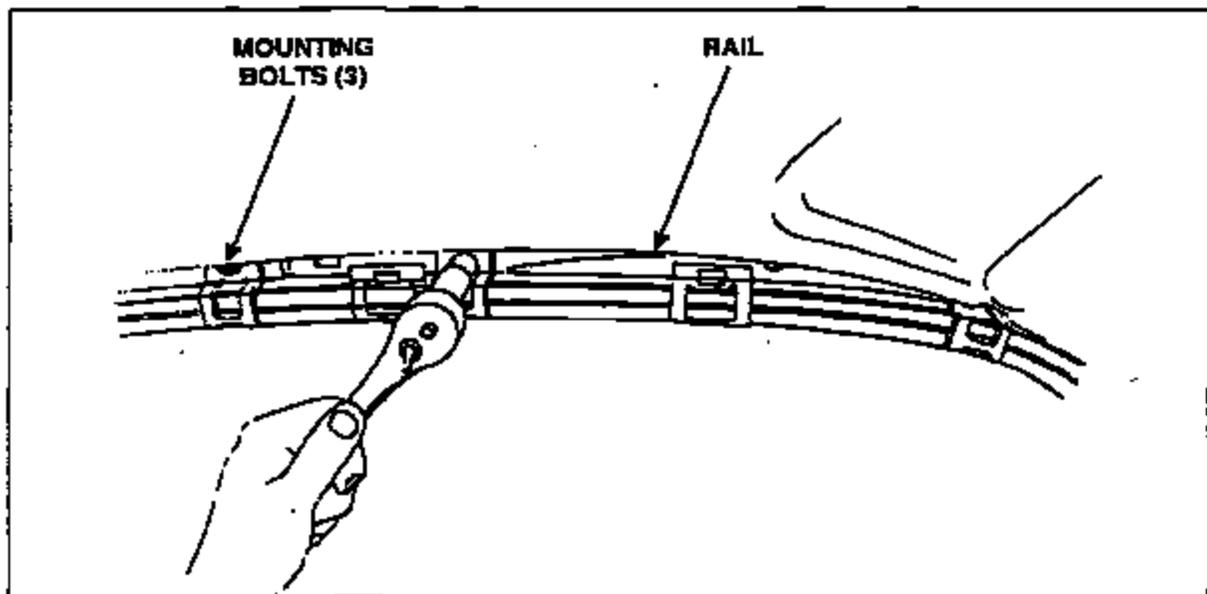
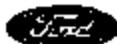


FIGURE 3



© 1996 FORD MOTOR COMPANY
DEARBORN, MICHIGAN 48121
10/96

8. Remove the rail upper mounting screw. See Figure 4.

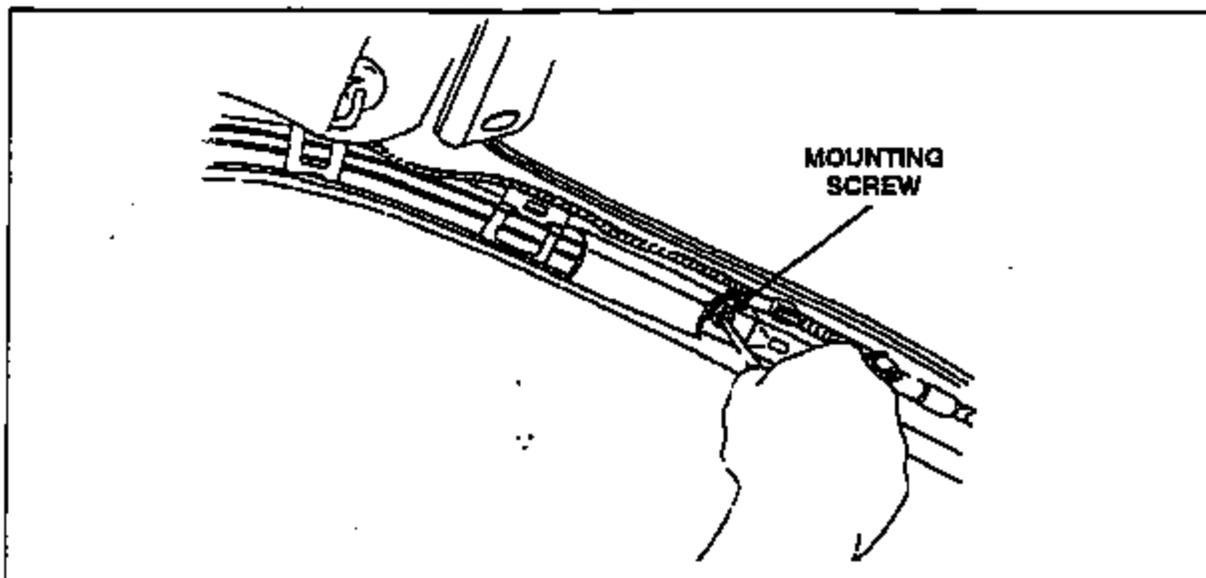


FIGURE 4

9. Remove the two (2) rail side mounting bolts. Refer to Figure 5.
10. Remove the two (2) cable retaining capscrews. See Figure 5.

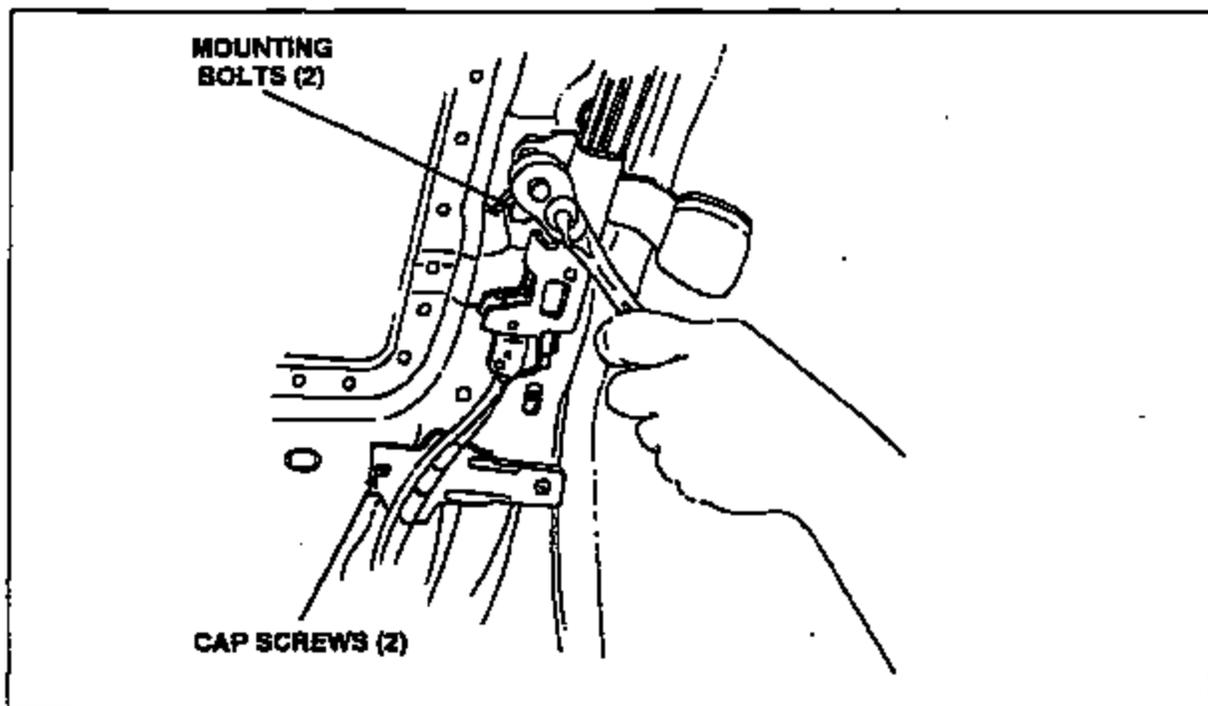
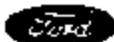


FIGURE 5



11. Remove the three (3) motor mounting bolts. See Figure 6.

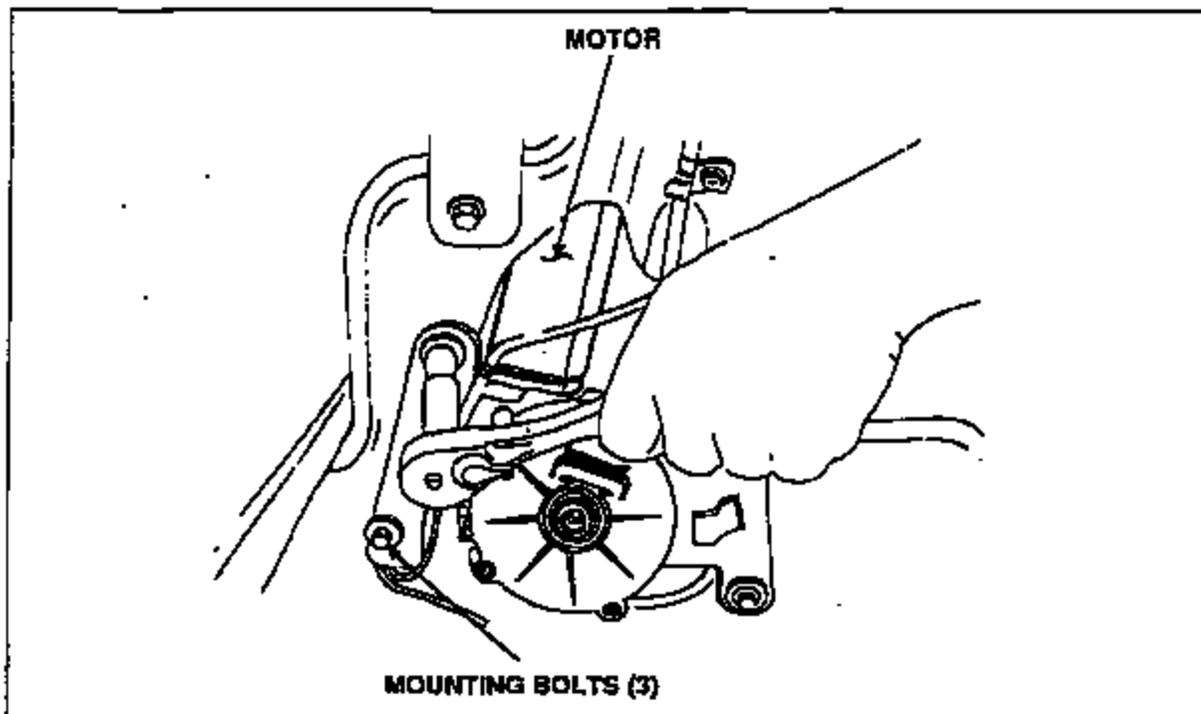


FIGURE 6

12. Disconnect the motor electrical connector.
13. Remove the rail and motor assembly from the vehicle. See Figure 7.

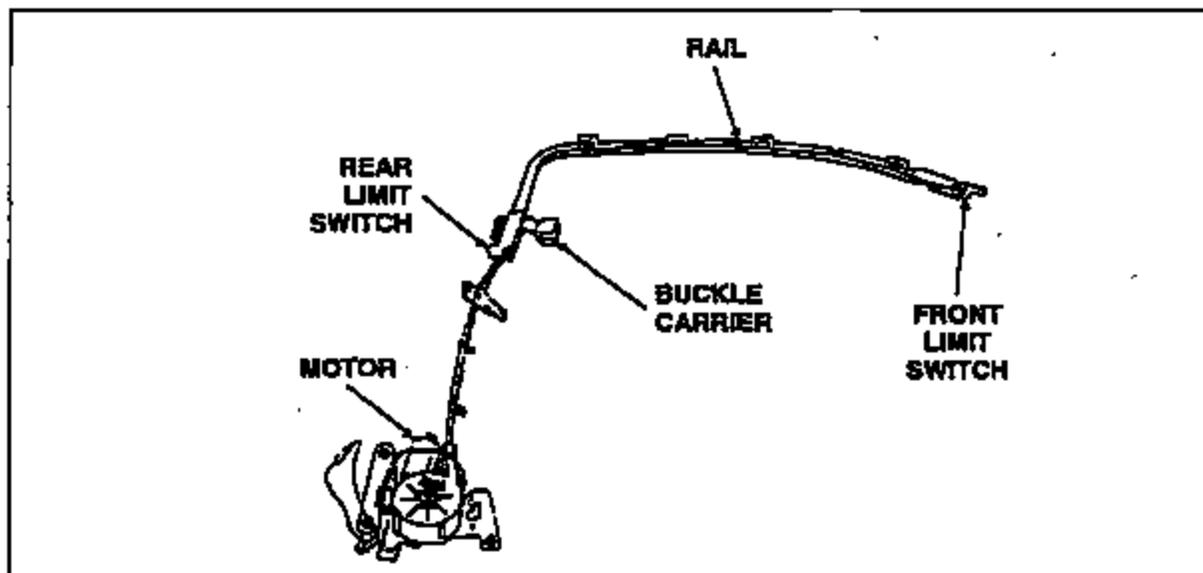


FIGURE 7



14. Place rail and motor assembly on bench with outboard side facing up. The red release button on the buckle carrier should be facing upward. Refer to Figure 8.
15. Remove roll pin. See Figure 8.

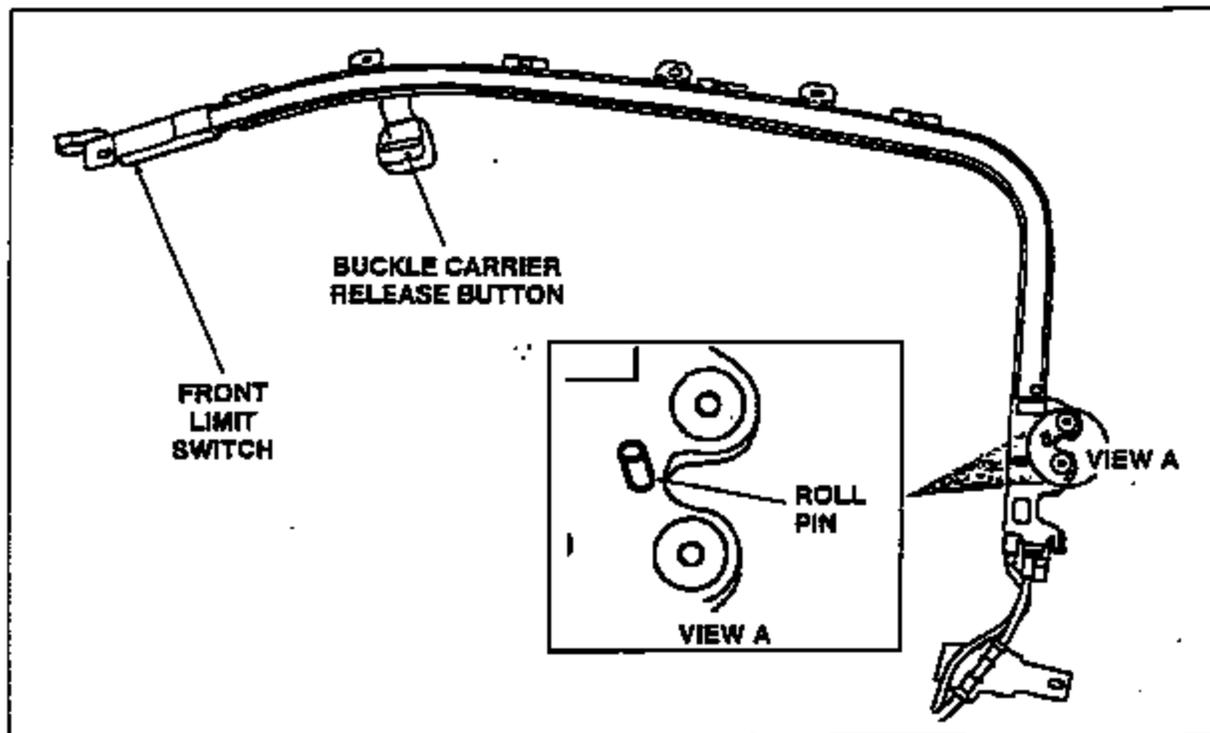


FIGURE 8

16. Using a small flat-bladed screwdriver, lift locking tab. See Figure 9.

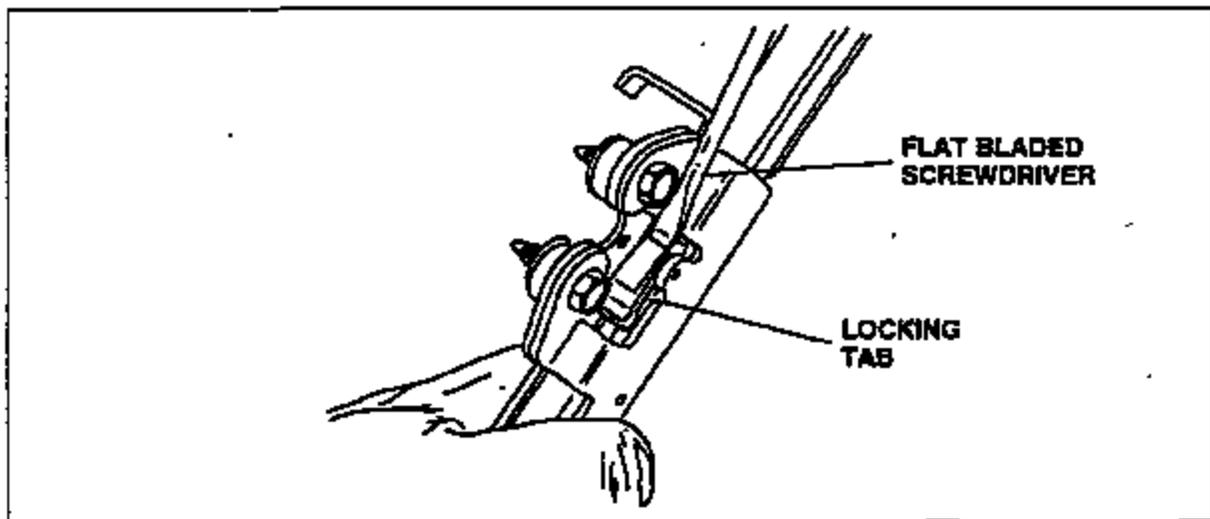
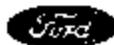


FIGURE 9



17. Separate rail from locking tab.
18. NOTE: Place cable assembly on clean workbench to prevent contamination of lubricating grease on cable.
Pull cable and buckle carrier from rail.

INSTALLATION

1. Place new rail on bench with outboard side facing up.
2. Install buckle carrier onto cable. See Figure 10.

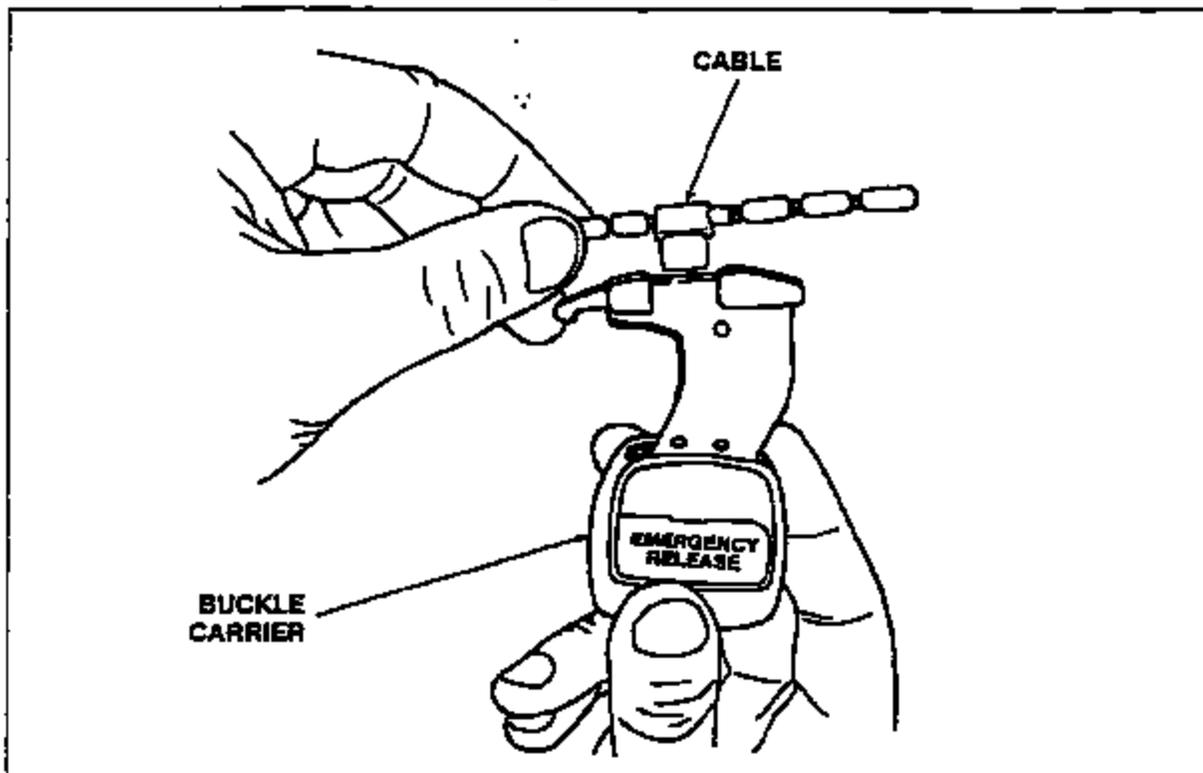


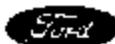
FIGURE 10

3. Install cable assembly into new rail. Make sure the red release button on the buckle carrier is facing upward. Align cable guide with rail (cable will only go into rail with guide in the correct position).
4. Slide buckle carrier forward until locking tab engages rail.



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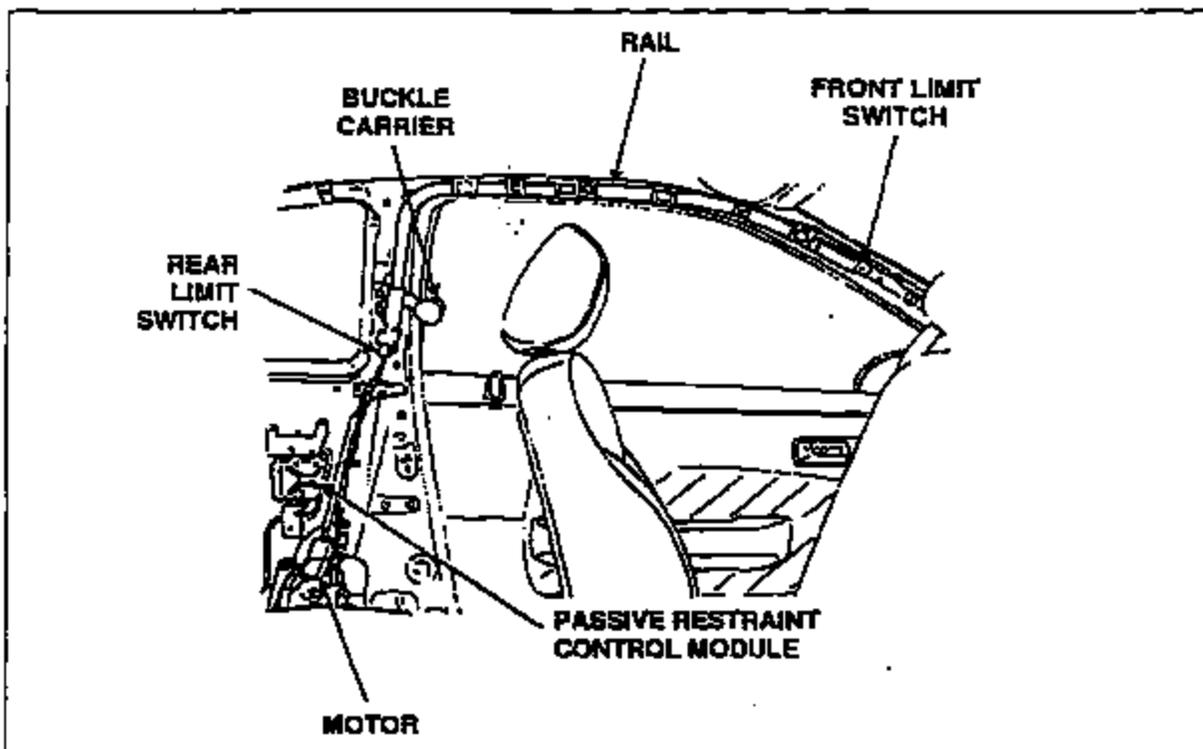
5. Install new roll pin.
6. Position the rail and motor assembly in the vehicle and install the three (3) rail upper mounting bolts. Tighten the bolts to 38-78 Nm (28-58 lb-ft).
7. Install the rail upper mounting screw.
8. Install the two (2) rail side mounting bolts. Tighten the bolts to 38-78 Nm (28-58 lb-ft).
9. Install the two (2) cable retaining capscrews.
10. Connect the motor electrical connector.
11. Install the three (3) motor mounting bolts. Tighten the bolts to 38-78 Nm (28-58 lb-ft).
12. Connect the front limit switch electrical connector.
13. Install the quarter trim panel. Refer to appropriate Service Manual.
14. Install the A to B-pillar trim panel. Refer to appropriate Service Manual.
15. Attach the shoulder belt to the buckle carrier.
16. Connect the battery negative cable, then remove the memory saver.
17. Check the passive restraint system for proper operation.



RAIL AND MOTOR ASSEMBLY REPLACEMENT

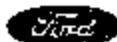
NOTE: ONLY PERFORM THIS PROCEDURE IF SENT HERE FROM "PASSIVE SEAT BELT DIAGNOSTIC FLOW CHART" IN ATTACHMENT III OR FROM PR TESTS IN ATTACHMENT V.

This illustration shows a cutaway view of the left side rail and motor assembly. Right side rail and motor assembly symmetrically opposite.



REMOVAL

1. Detach the shoulder belt from the buckle carrier.
2. Install a memory saver, then disconnect the battery negative cable.
3. Remove the A to B-pillar trim panel. Refer to appropriate Service Manual.
4. Remove the quarter trim panel. Refer to appropriate Service Manual.



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5. Disconnect the front limit switch electrical connector. See Figure 1.

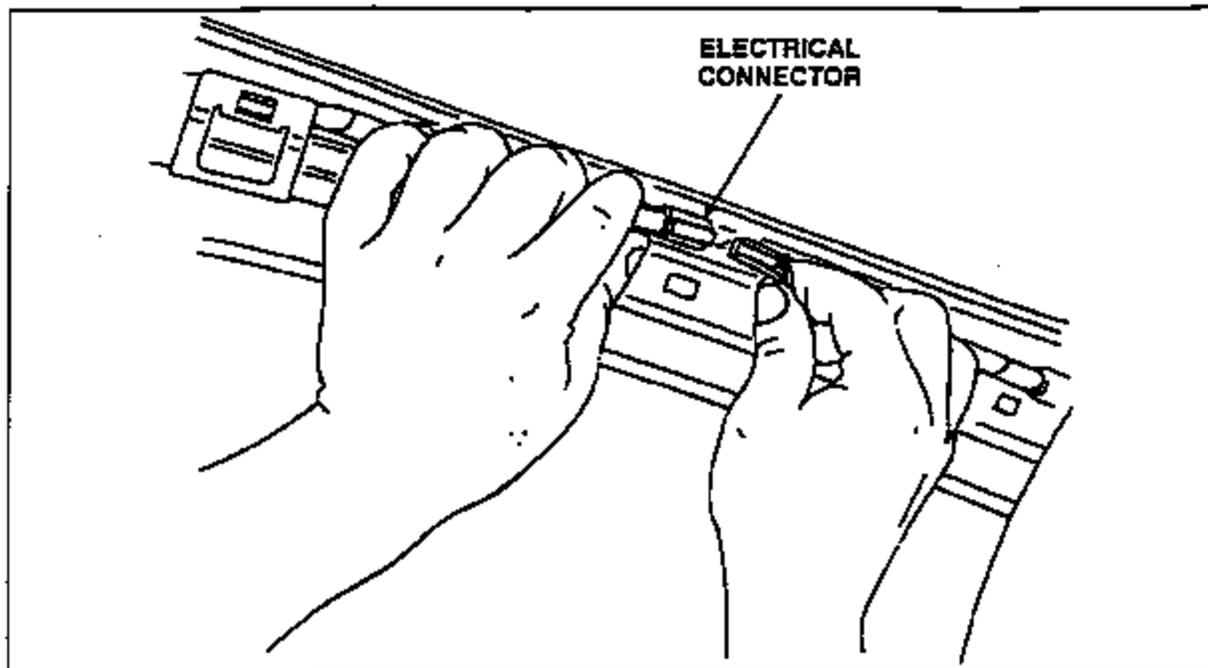


FIGURE 1

6. Remove the three (3) rail upper mounting bolts. See Figure 2.

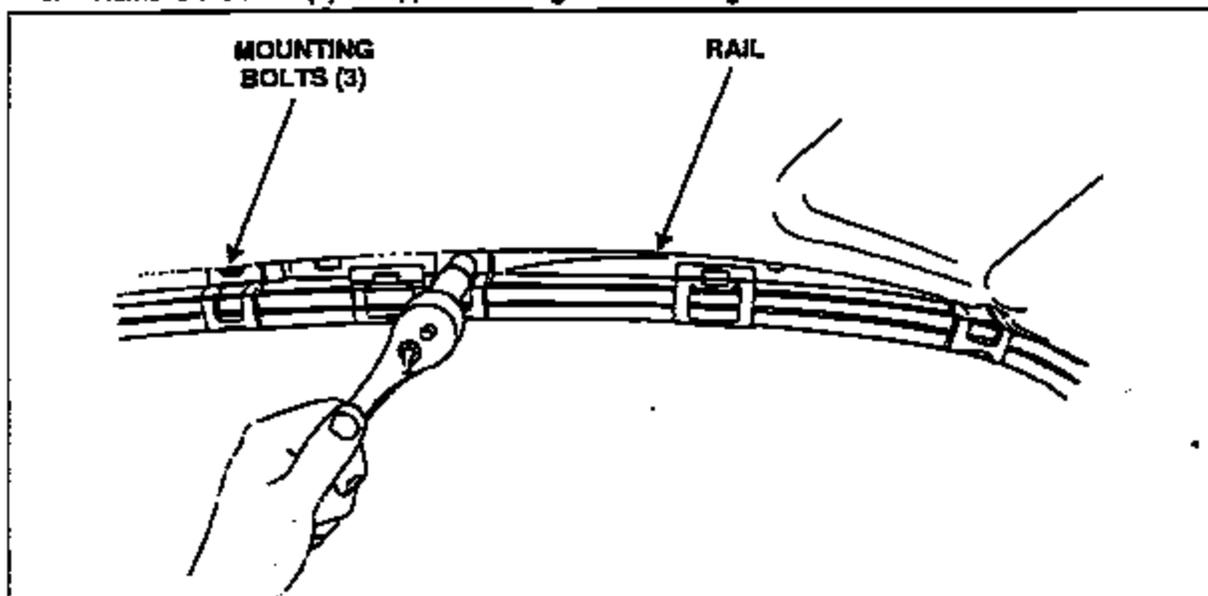


FIGURE 2



7. Remove the rail upper mounting screw. See Figure 3.

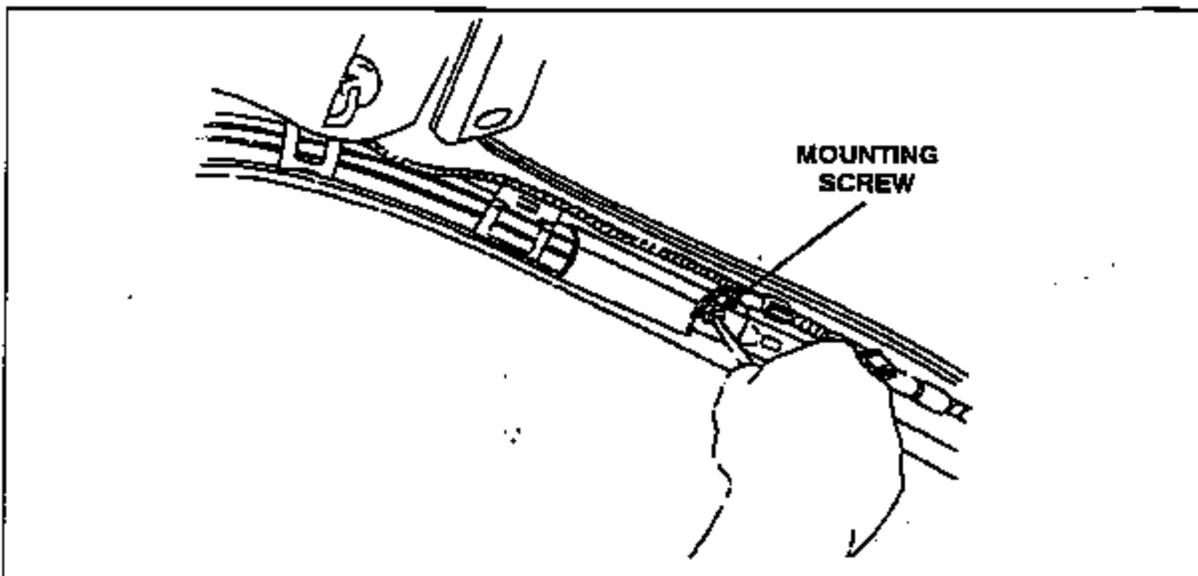


FIGURE 3

8. Remove the two (2) rail side mounting bolts. Refer to Figure 4.
9. Remove the two (2) cable retaining capscrews. See Figure 4.

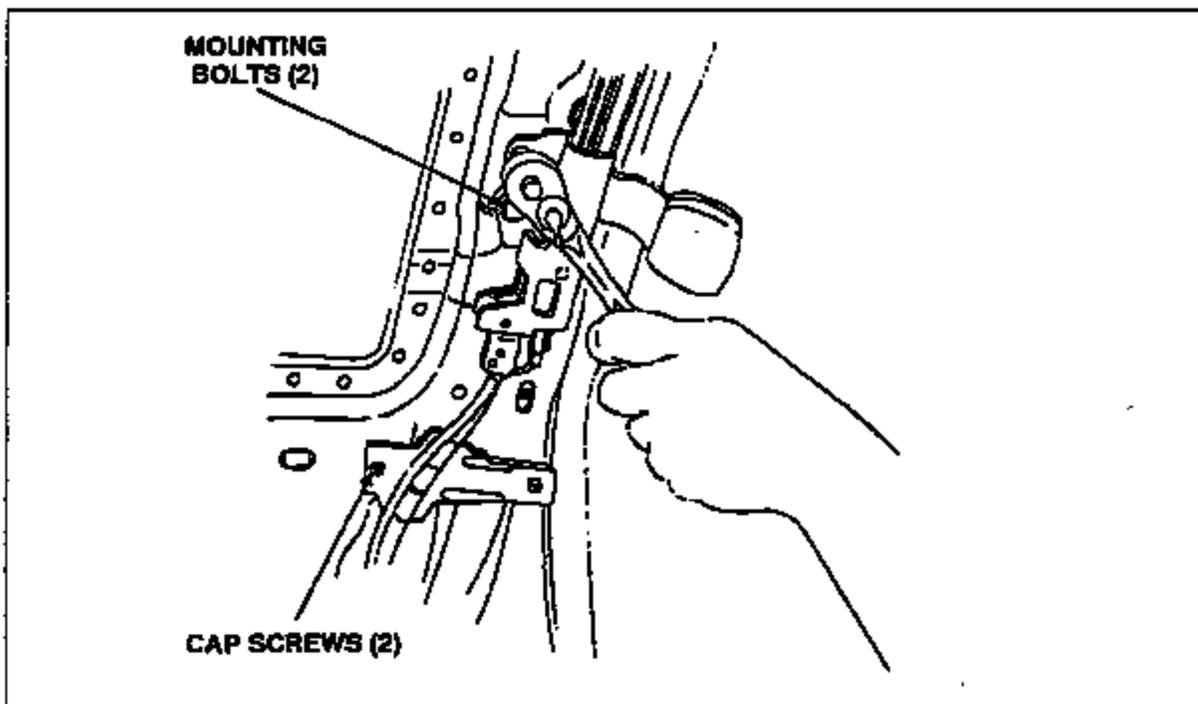
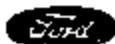


FIGURE 4



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10. Remove the three (3) motor mounting bolts. See Figure 5.

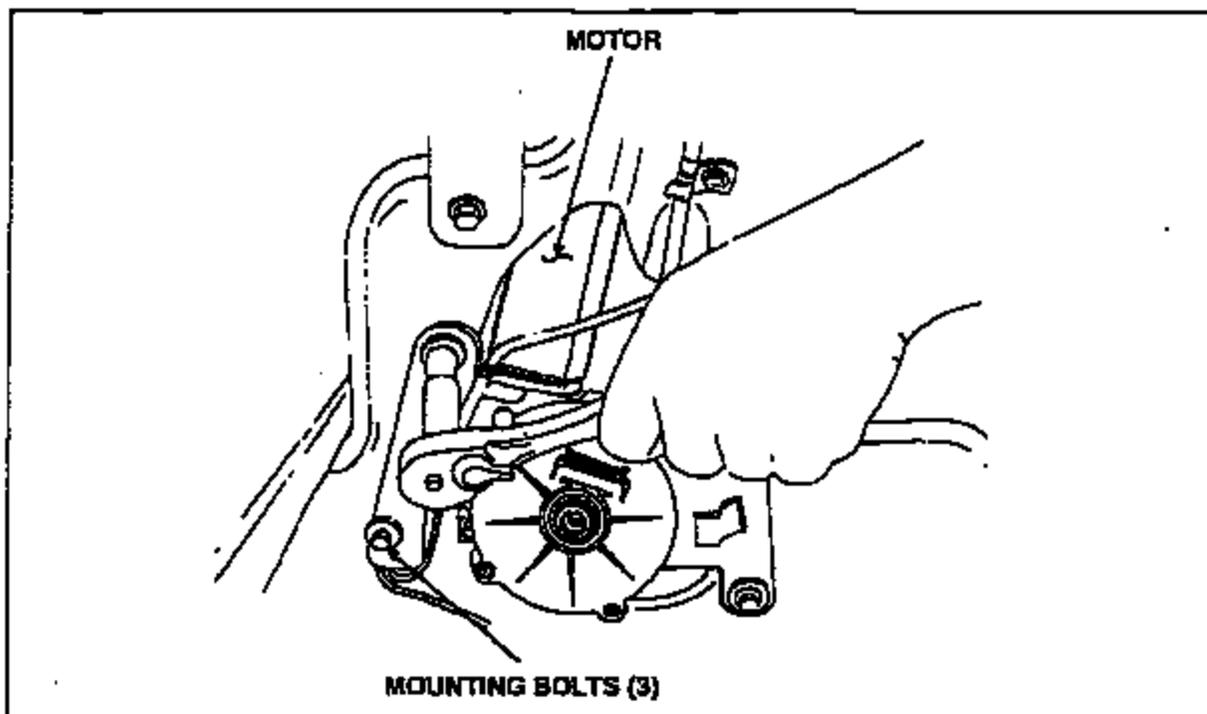


FIGURE 5

11. Disconnect the motor electrical connector.
12. Remove the rail and motor assembly from the vehicle. See Figure 6.

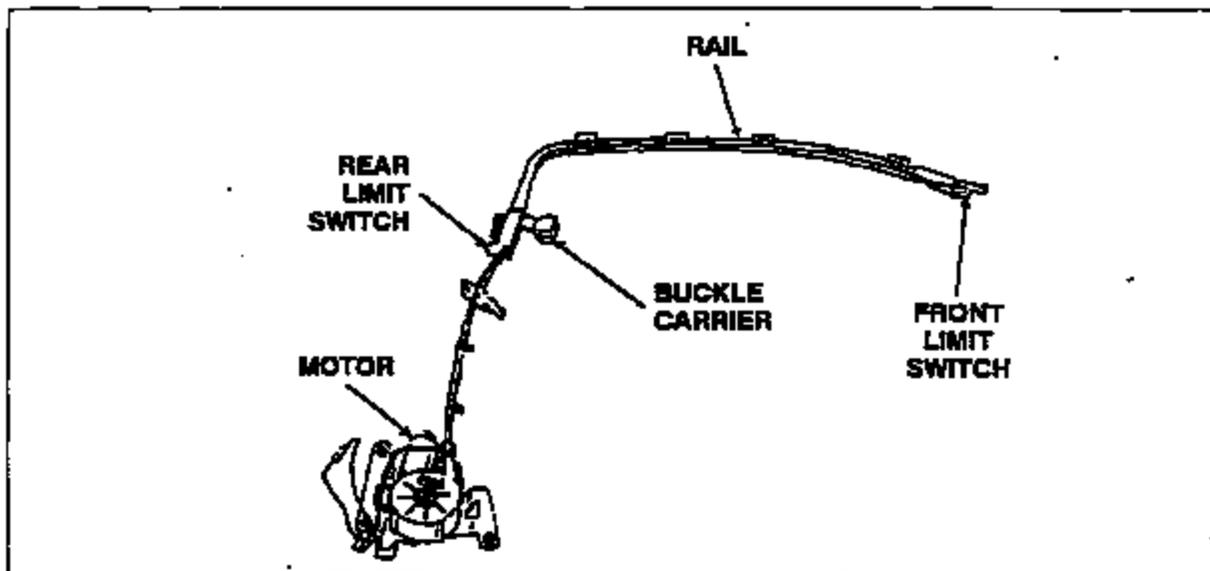
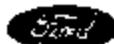
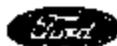


FIGURE 6



INSTALLATION

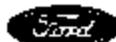
1. Position the rail and motor assembly in the vehicle and install the three (3) rail upper mounting bolts. Tighten the bolts to 38-78 Nm (28-58 lb-ft).
2. Install the rail upper mounting screw.
3. Install the two (2) rail side mounting bolts. Tighten the bolts to 38-78 Nm (28-58 lb-ft).
4. Install the two (2) cable retaining capscrews.
5. Connect the motor electrical connector.
6. Install the three (3) motor mounting bolts. Tighten the bolts to 38-78 Nm (28-58 lb-ft).
7. Connect the front limit switch electrical connector.
8. Install the quarter trim panel. Refer to appropriate Service Manual.
9. Install the A to B-pillar trim panel. Refer to appropriate Service Manual.
10. Attach the shoulder belt to the buckle carrier.
11. Connect the battery negative cable, then remove the memory saver.
12. Check the passive restraint system for proper operation.



SUPPLEMENTAL DIAGNOSTIC GUIDE

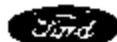
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SYMPTOM CHART

CONDITION	POSSIBLE SOURCE	ACTION
<ul style="list-style-type: none"> Neither Belt Will Leave the B-Pillar 	<ul style="list-style-type: none"> Battery lead to module. 1990 models – inertia switch input grounded. 1991-92 models – inertia switch input grounded. 	<ul style="list-style-type: none"> GO to PR1. GO to page 23. GO to PR7.
<ul style="list-style-type: none"> Neither Belt Will Leave the A-Pillar 	<ul style="list-style-type: none"> Power to module. Ignition line input. 	<ul style="list-style-type: none"> GO to PR1. GO to PR5.
<ul style="list-style-type: none"> One Belt Will Not Leave the B-Pillar 	<ul style="list-style-type: none"> Door switch input open. A-pillar limit switch input grounded. Motor/motor wiring. 	<ul style="list-style-type: none"> GO to PR8. GO to PR9. GO to PR11.
<ul style="list-style-type: none"> One Belt Will Not Leave the A-Pillar 	<ul style="list-style-type: none"> Door switch input grounded. B-pillar limit switch input grounded. Motor/motor wiring. 	<ul style="list-style-type: none"> GO to PR8. GO to PR10. GO to PR11.
<ul style="list-style-type: none"> Belt Buckle Carrier (Transport) Jumps or Clicks at B-Pillar While Ignition is ON 	<ul style="list-style-type: none"> B-pillar limit switch input open. Wiring and connectors between B-pillar switch and Passive Restraint Module. 	<ul style="list-style-type: none"> GO to PR10. GO to PR10.
<ul style="list-style-type: none"> Belt Buckle Carrier (Transport) Jumps or Clicks at A-Pillar While Door is Open 	<ul style="list-style-type: none"> A-pillar limit switch input is open. Wiring and connectors between A-pillar switch and Passive Restraint Module. 	<ul style="list-style-type: none"> GO to PR8. GO to PR8.
<ul style="list-style-type: none"> Seat Belt Warning Light and/or Warning Chime Turn ON Intermittently or Remain ON 	<ul style="list-style-type: none"> B-pillar limit switch open. Wiring/connectors between Retractor/B-pillar limit switch and module. Retractor switch input open 	<ul style="list-style-type: none"> GO to PR10. GO to PR10. GO to PR12.
<ul style="list-style-type: none"> Seat Belt Warning Light and/or Warning Chime Do Not Turn ON When Intended 	<ul style="list-style-type: none"> B-pillar switch input. Retractor switch input. Seat belt warning light. Warning chime module. 	<ul style="list-style-type: none"> GO to PR10. GO to PR12. GO to PR13. GO to PR14.



PROBE SEAT BELTS

DESCRIPTION AND OPERATION

The passive restraint system controls the operation of the shoulder belt carrier.

The seat lap belts are to be manually connected by the driver/passenger and should always be worn.

After entering the vehicle and closing the door, place the ignition key to the ON position. The shoulder belt carrier is moved from the A-pillar (OFF position) to the B-pillar (ON position). At the same time, the BELTS warning indicator lamp and chime are on for four to eight seconds or until the shoulder belt is latched.

The shoulder belt automatically adjusts to allow comfort and freedom of movement. It locks tight during extremely hard braking, or impacts of 3 km/h (5 mph) or more.

When the door is opened, regardless of the ignition key position, the shoulder belt carrier moves from ON to OFF position, provided the inertia switch contacts are open.

WARNING!

PLACE THE LAP BELT SNUGLY AND AS LOW AS POSSIBLE ABOUT THE HIPS, NOT ABOUT THE WAIST. FAILURE TO DO SO MAY INCREASE THE CHANCE OF INJURY IN THE EVENT OF A COLLISION.

WARNING!

FRONT SEAT OCCUPANTS (INCLUDING PREGNANT WOMEN) SHOULD WEAR THE LAP BELTS IN ADDITION TO THE SHOULDER BELTS FOR OPTIMUM PROTECTION. REAR SEAT OCCUPANTS (INCLUDING PREGNANT WOMEN) SHOULD ALSO WEAR THE LAP BELTS FOR OPTIMUM PROTECTION.

If the lap or shoulder belt retractor jams, free the belt by doing the following:

- Pull on the belt with both hands to tighten it on the retractor spool.
- Feed the belt back into the retractor until it is completely retracted. Repeat the previous step, if necessary.
- Pull the belt out of the retractor as far as it will go. Remove any foreign matter or untwist the belt, as necessary, and let the belt retract.
- Extend and retract the belt about five times to ensure the belt retractor operates properly.



CONTROL MODULE

The following description applies to the operation of the passive restraint system. The following chart indicates the system inputs and pins necessary for application to the driver's and passenger's side of the system.

SYSTEM INPUT	DRIVER'S SIDE PIN NUMBER	PASSENGER'S SIDE PIN NUMBER
Door	2D	2N
B-pillar Limit Switch	1E	2O
A-pillar Limit Switch	1F	2K
Motor Leads	1J & 1H	2J & 2H
Motor Leads	1L or 1K	2L & 2M
Retractor Switch	2B	1O

CONDITIONS TO MOVE BUCKLE CARRIER FROM THE A-PILLAR TO THE B-PILLAR

To move the buckle carrier from the A-pillar to the B-pillar when the door is closed (pin 2D floating/not-grounded), and the ignition key is in the ON position (pin 2C high), the passive restraint module will check the B-pillar limit switch (pin 1E).

If the B-pillar limit switch is not activated (pin 1E floating/not-grounded), the passive restraint module will apply power to the driver motor. This will send the buckle carrier from the A-pillar to the B-pillar (pins 1L & 1K high, pins 1J & 1H grounded), until the B-pillar limit switch is activated (pin 1E grounded).

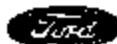
If the B-pillar limit switch is activated (pin 1E grounded), no action will occur.

CONDITIONS TO MOVE THE BUCKLE CARRIER FROM THE B-PILLAR TO THE A-PILLAR

To move the buckle carrier from the B-pillar to the A-pillar when the door is opened (pin 2D grounded), and the inertia switch is set (pin 2F floating), the passive restraint module will check the A-pillar limit switch (pin 1F).

If the A-pillar limit switch is not activated (pin 1F floating), the passive restraint module will apply power to the driver motor. This will send the buckle carrier from the B-pillar to the A-pillar (pins 1J & 1H high, pins 1L & 1K grounded), until the A-pillar limit switch is activated (pin 1F grounded).

If the A-pillar limit switch is activated (pin 1F grounded), or the inertia switch is tripped (pin 2F grounded), no action will occur.



CONDITIONS TO ACTIVATE THE SEAT BELT LIGHT

When the passive restraint module determines a seat belt warning is required, the fasten seat belt indicator output (pin 1M), supplies a ground to the Fasten Belt Indicator (FBI). This action activates the seat belt light.

When the ignition key is in the ON position (pin 2C high), and both of the B-pillar limit switches are not activated (pin 1E or 2O floating/not-grounded), the FBI output is activated (pin 1M grounded).

The FBI is also activated when the ignition key is in the ON position (pin 2C high), and either of the shoulder belts are spooled in (pin 2B or 1O floating/not-grounded).

NOTE: THE WARNING CHIME MODULE INTERFACES WITH THE WARNING LIGHT.

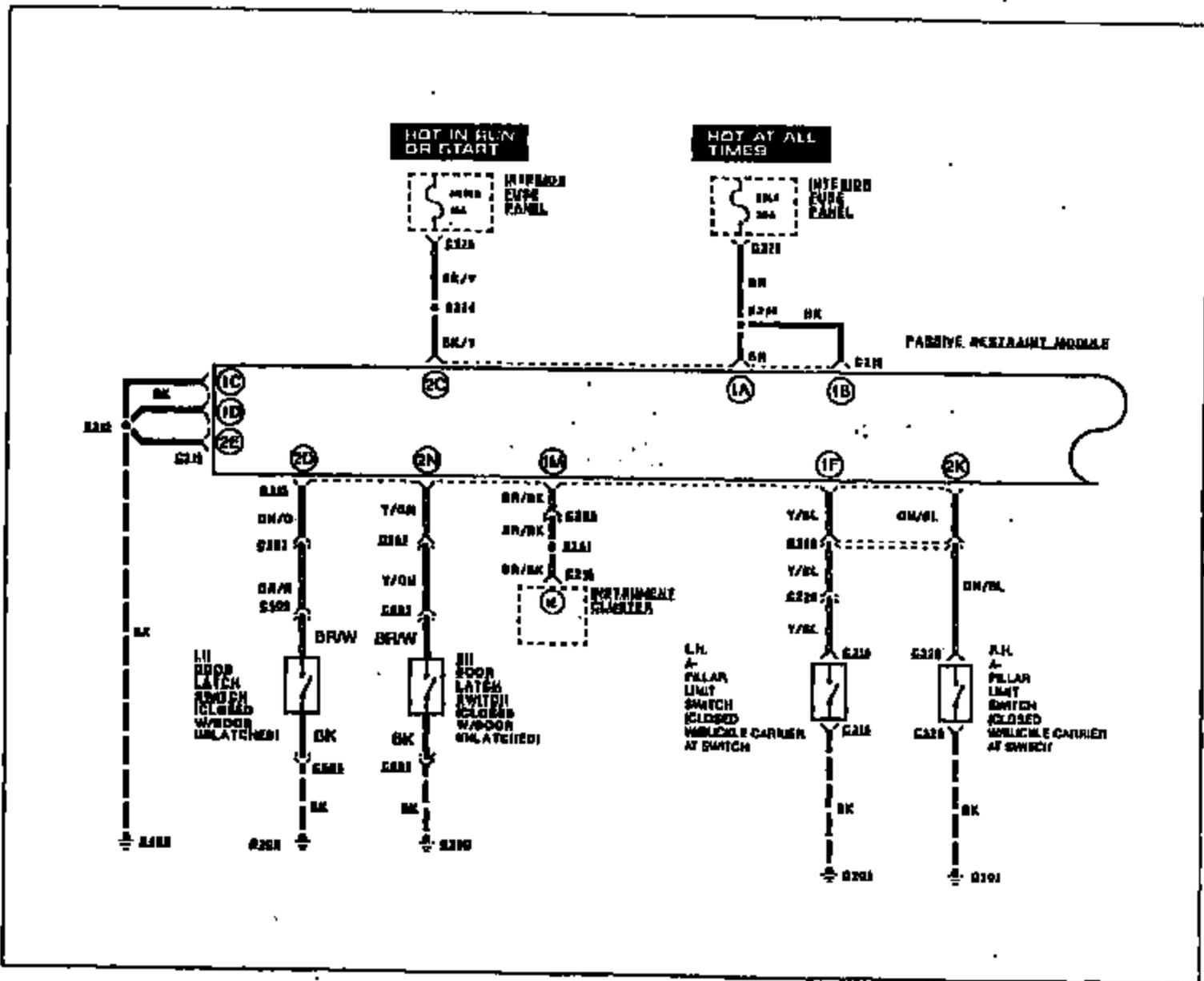
CONDITIONS TO ACTIVATE THE WARNING CHIME

When the passive restraint module determines that a warning is required, the audible chime output (pin 1N) supplies a ground to the warning chime module.

When the ignition key is in the ON position (pin 2C high), and either shoulder belt is spooled in (pin 2B or 1O floating/not-grounded), the chime output is activated (pin 1N grounded) for five seconds. If this output has been triggered and timed out, it can be triggered again by spooling in the other shoulder belt (floating/grounding pin 2B or 1O).



PASSIVE RESTRAINT SYSTEM

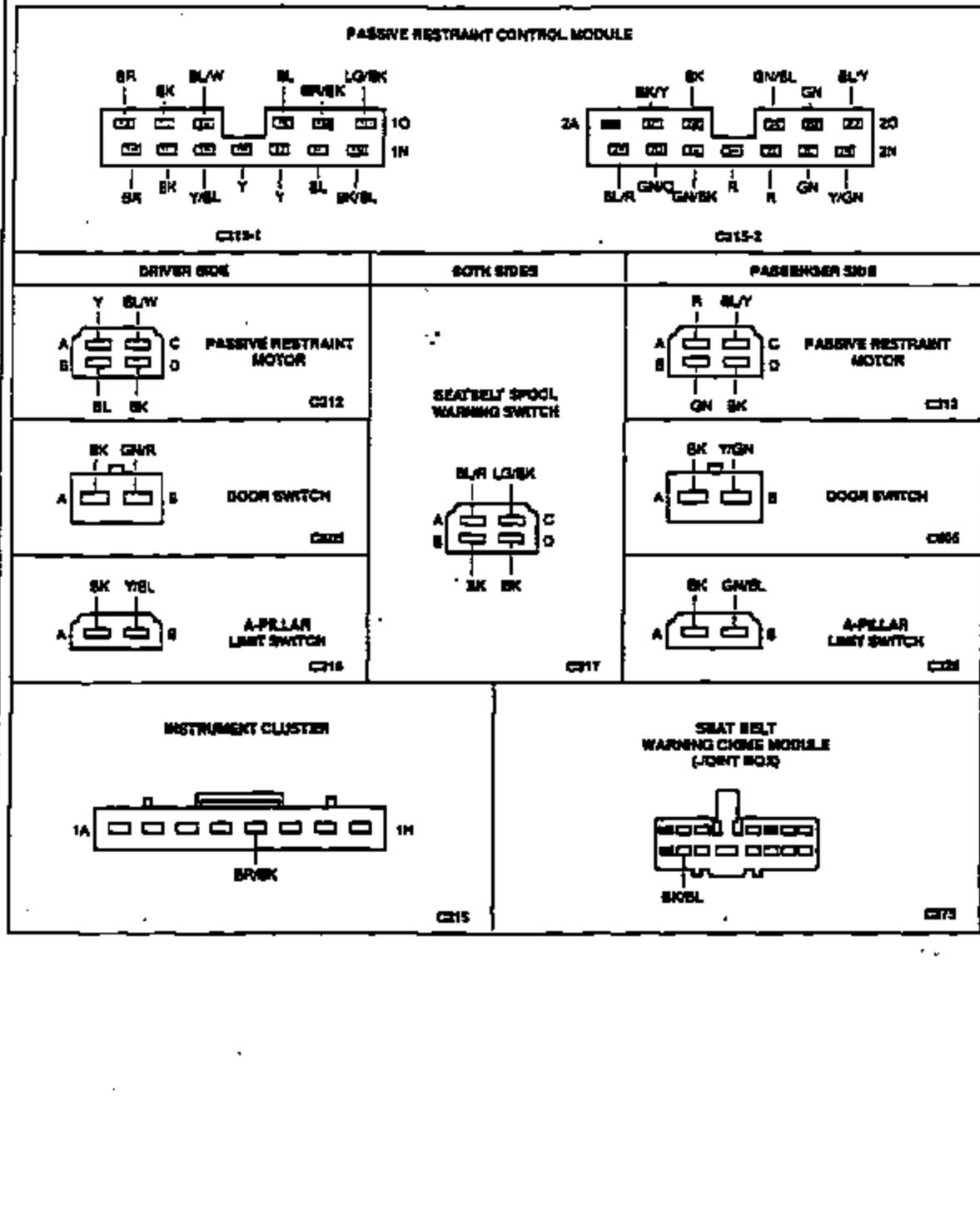


ATTACHMENT V-5
SAFETY RECALL 98S48 (LEFT SIDE)
SAFETY RECALL 98S99 (RIGHT SIDE)

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1098



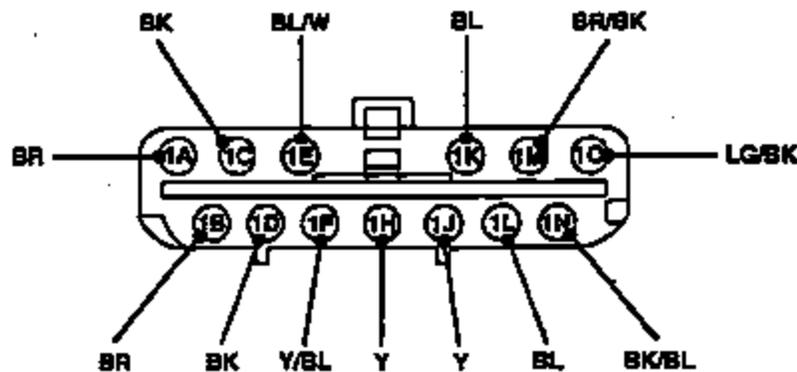
PASSIVE RESTRAINT SYSTEM CONNECTORS



PROBE PASSIVE RESTRAINT MODULE
 PIN OUT

GREY CONNECTOR 315-1

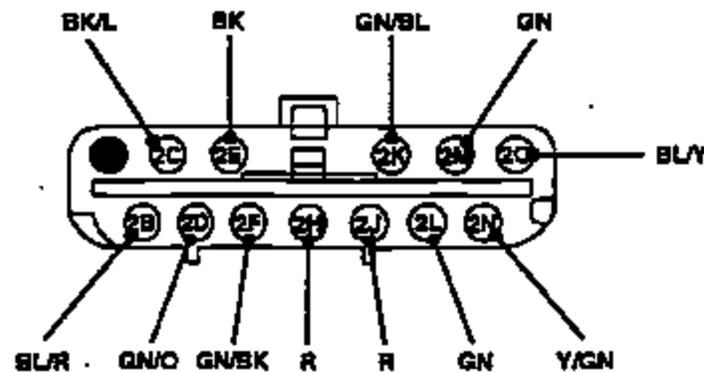
KEY AND DOOR POSITION	PIN	WIRE COLOR	CIRCUIT FUNCTION	CIRCUIT STATE IN EACH MODE
KEY OFF	1A	BR	BATTERY POWER	HOT AT ALL TIMES - BATTERY VOLTAGE
KEY OFF	1B	BR	BATTERY POWER	HOT AT ALL TIMES - BATTERY VOLTAGE
KEY OFF	1C	BK	GROUND	SYSTEM GROUND - CONTINUITY TO BATTERY NEGATIVE
KEY OFF	1D	BK	GROUND	SYSTEM GROUND - CONTINUITY TO BATTERY NEGATIVE
KEY OFF	1E	BLW	LF, REAR LIMIT SWITCH	CONTINUITY TO GROUND WITH BELT AT "B" PILLAR - OTHERWISE OPEN
KEY OFF	1F	Y/BL	LF, FRONT LIMIT SWITCH	CONTINUITY TO GROUND WITH BELT AT "A" PILLAR - OTHERWISE OPEN
KEY ON DOOR OPEN	1H	Y	LEFT MOTOR	BATTERY VOLTAGE WHILE BELT IS MOVING FORWARD FROM "B" TO "A"
KEY ON DOOR OPEN	1J	Y	LEFT MOTOR	BATTERY VOLTAGE WHILE BELT IS MOVING FORWARD FROM "B" TO "A"
KEY ON DOOR OPEN	1K	BL	LEFT MOTOR	BATTERY VOLTAGE WHILE BELT IS MOVING REARWARD FROM "A" TO "B"
KEY ON DOOR OPEN	1L	BL	LEFT MOTOR	BATTERY VOLTAGE WHILE BELT IS MOVING REARWARD FROM "A" TO "B"
KEY ON	1M	BR/BK	FASTEN BELTS IND.	BATTERY VOLTAGE WHEN LAMP IS "OFF" LESS THAN 1.0 VOLT WITH LAMP "ON"
KEY ON	1N	BK/BL	SOUND CHIME OUTPUT	5.0 VOLTS ± 1.0 VOLT WITH CHIME "OFF" LESS THAN 1.0 VOLT WITH CHIME "ON"
KEY ON	1O	LG/BK	RIGHT SPOOL SWITCH	CONTINUITY TO GROUND WITH BELT EXTENDED OPEN WITH BELT RETRACTED



PROBE PASSIVE RESTRAINT MODULE
PIN OUT

BLACK CONNECTOR 315-2

KEY AND DOOR POSITION	PIN	WIRE COLOR	CIRCUIT FUNCTION	CIRCUIT STATE IN EACH MODE
N/A	2A		NOT USED	
KEY OFF	2B	BL/R	LEFT POOL SWITCH	CONTINUITY TO GROUND WITH BELT EXTENDED - OPEN WITH BELT RETRACTED
KEY IN RUN OR START	2C	SK/Y	RUN POWER	BATTERY VOLTAGE IN CRANK OR RUN POSITION
KEY ON	2D	GN/O	LEFT LATCH SWITCH	BATTERY VOLTAGE WITH DOOR CLOSED 0 VOLTS WITH DOOR OPEN
KEY OFF	2E	BK	GROUND	CONTINUITY TO BATTERY NEGATIVE
KEY ON	2F	GN/BK	INERTIA SWITCH	BATTERY VOLTAGE UNLESS INERTIA SWITCH IS TRIPPED - THEN 0 VOLTS
KEY ON DOOR OPEN	2H	R	RIGHT MOTOR	BATTERY VOLTAGE WHILE BELT IS MOVING FORWARD FROM "B" TO "A"
KEY ON DOOR OPEN	2J	R	RIGHT MOTOR	BATTERY VOLTAGE WHILE BELT IS MOVING FORWARD FROM "B" TO "A"
KEY OFF	2K	GN/BL	RT. FRONT LIMIT SWITCH	CONTINUITY TO GROUND WITH BELT AT "A" PILLAR - OTHERWISE OPEN
KEY ON DOOR OPEN	2L	GN	RIGHT MOTOR	BATTERY VOLTAGE WHILE BELT IS MOVING REARWARD FROM "A" TO "B"
KEY ON DOOR CLOSED	2M	GN	RIGHT MOTOR	BATTERY VOLTAGE WHILE BELT IS MOVING REARWARD FROM "A" TO "B"
KEY ON	2N	Y/GN	RIGHT LATCH SWITCH	BATTERY VOLTAGE WITH DOOR CLOSED 0 VOLTS WITH DOOR OPEN
KEY OFF	2O	BL/Y	RT. REAR LIMIT SWITCH	CONTINUITY TO GROUND WITH BELT AT "B" PILLAR - OTHERWISE OPEN



DIAGNOSIS AND TESTING

TEST STEP		RESULT	ACTION TO TAKE
PR1	CHECK FUSES		
	<ul style="list-style-type: none"> • Locate the interior fuse panel. • Check the 30 amp BELT fuse and 15 amp METER fuse. • Are the fuses OK? 	Yes No	► GO to PR4. ► GO to PR2.
PR2	CHECK SYSTEM		
	<ul style="list-style-type: none"> • Replace the blown fuse(s). • Key ON. • Does the fuse(s) fail again? 	Yes No	► GO to PR3. ► GO to PR4.
PR3	CHECK FOR SHORT(S) TO GROUND		
	<ul style="list-style-type: none"> • Key OFF. • Disconnect the "BR" and "BK/Y" wires from the interior fuse panel. • Measure the resistance of the wire in question between the interior fuse panel connector and ground. • Are the resistances less than 5 ohms? 	Yes No	► SERVICE the wire(s) in question. ► GO to PR4.
PR4	CHECK SUPPLY TO PASSIVE RESTRAINT		
	<ul style="list-style-type: none"> • Key OFF. • Disconnect the passive restraint module connector #1. • Key ON. • Measure the voltage on the "BR" wires at the passive restraint module connector #1. • Are the voltages greater than 10 volts? 	Yes No	► GO to PR5. ► SERVICE the "BR" wires.



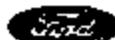
DIAGNOSIS AND TESTING (continued)

TEST STEP		RESULT	ACTION TO TAKE
PR5	CHECK SUPPLY TO PASSIVE RESTRAINT MODULE		
	<ul style="list-style-type: none"> • Key OFF. • Disconnect the passive restraint module connector #2. • Key ON. • Measure the voltage on the "BK/Y" wire at the passive restraint module connector #2. • Is the voltage greater than 10 volts? 	Yes No	► GO to PR6. ► SERVICE the "BK/Y" wire.
PR6	CHECK PASSIVE RESTRAINT MODULE GROUND		
	<ul style="list-style-type: none"> • Key OFF. • Disconnect the passive restraint module connectors #1 and #2. • Measure the resistances of the "BK" wires between the passive restraint module connectors #1 and #2 and ground. • Are the resistances less than 5 ohms? 	Yes No	► GO to PR7. ► SERVICE the "BK" wire(s) in question.
PR7	CHECK INPUT TO INERTIA SWITCH		
	<ul style="list-style-type: none"> • Key OFF. • Disconnect the passive restraint module connector #2. • Measure the resistance of the "GN/BK" wire at the passive restraint module connector #2 to ground. • Is the resistance greater than 10,000 ohms? 	Yes No	► GO to PR8. ► GO to PR7-1.
PR7-1	CHECK INERTIA SWITCH GROUND		
	<ul style="list-style-type: none"> • Locate and disconnect the fuel pump inertia switch. • Measure the resistance of the "BK" wire between the fuel pump inertia switch connector and ground. • Is the resistance less than 5 ohms? 	Yes No	► GO to PR7-2. ► SERVICE the "BK" wire. REPEAT PR7 to verify condition.



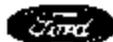
DIAGNOSIS AND TESTING (continued)

TEST STEP		RESULT	ACTION TO TAKE						
PR7-2	CHECK INERTIA SWITCH								
<ul style="list-style-type: none"> Disconnect and remove the fuel pump inertia switch. Measure the resistance between the "GN/BK" and "BK" terminals of the fuel pump inertia switch under the following conditions: <table border="1" data-bbox="305 556 784 699"> <thead> <tr> <th>Switch Position</th> <th>Resistance</th> </tr> </thead> <tbody> <tr> <td>Open (tripped) popped out</td> <td>Less than 5 ohms</td> </tr> <tr> <td>Closed (set) pushed in</td> <td>Greater than 10,000 ohms</td> </tr> </tbody> </table> <ul style="list-style-type: none"> Are the resistances OK? <p>NOTE: Shake the inertia switch sharply to open (trip). Press the switch in to close (set) the fuel pump inertia switch circuit. If the inertia switch does not open and close replace it.</p>		Switch Position	Resistance	Open (tripped) popped out	Less than 5 ohms	Closed (set) pushed in	Greater than 10,000 ohms	Yes No	► GO to PR7-3. ► REPLACE the fuel pump inertia switch. REPEAT PR7 to verify condition.
Switch Position	Resistance								
Open (tripped) popped out	Less than 5 ohms								
Closed (set) pushed in	Greater than 10,000 ohms								
PR7-3	CHECK FOR OPENS AND SHORTS								
<ul style="list-style-type: none"> Key OFF. Disconnect the fuel pump inertia switch and the passive restraint module connectors #1 and #2. Measure the resistance of the: <ul style="list-style-type: none"> "GN/BK" wire between the fuel pump inertia switch connector and the passive restraint module connector. "GN/BK" wire between the passive restraint module connector and ground. Is the resistance less than 5 ohms for the "GN/BK" wire between the fuel pump inertia switch and passive restraint module; and greater than 10,000 ohms between the passive restraint module connector and ground? 		Yes No	► REPEAT PR7. ► SERVICE the "GN/BK" wire. REPEAT PR7 to verify condition.						



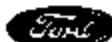
DIAGNOSIS AND TESTING (continued)

TEST STEP		RESULT	ACTION TO TAKE									
PR8	CHECK DOOR SWITCH INPUTS											
	<ul style="list-style-type: none"> • Key OFF. • Disconnect the passive restraint module connectors #1 and #2. • Measure the resistances at the passive restraint module connectors under the following conditions: <ul style="list-style-type: none"> — "GN/O" wire and ground (driver's side) — "Y/GN" wire and ground (passenger's side) 	Yes No	GO to PR9. GO to PR8-1.									
	<table border="1"> <thead> <tr> <th>Door Position</th> <th>Driver's Side "GN/O" and Ground</th> <th>Passenger's Side "Y/GN" and Ground</th> </tr> </thead> <tbody> <tr> <td>Door Open</td> <td>Less than 5 ohms</td> <td>Less than 5 ohms</td> </tr> <tr> <td>Door Closed</td> <td>Greater than 10,000 ohms</td> <td>Greater than 10,000 ohms</td> </tr> </tbody> </table>	Door Position	Driver's Side "GN/O" and Ground	Passenger's Side "Y/GN" and Ground	Door Open	Less than 5 ohms	Less than 5 ohms	Door Closed	Greater than 10,000 ohms	Greater than 10,000 ohms		
Door Position	Driver's Side "GN/O" and Ground	Passenger's Side "Y/GN" and Ground										
Door Open	Less than 5 ohms	Less than 5 ohms										
Door Closed	Greater than 10,000 ohms	Greater than 10,000 ohms										
	<ul style="list-style-type: none"> • Are the resistances OK? 											
PR8-1	CHECK DOOR SWITCH GROUNDS											
	<ul style="list-style-type: none"> • Locate and disconnect the driver's side and passenger's door switches (inside the door). • Measure the resistance of the "BK" wires between the door switch connectors and ground. • Are the resistances less than 5 ohms? 	Yes No	REPEAT to PR8-2. SERVICE the "BK" wire(s) in question. REPEAT PR8 to verify condition.									
PR8-2	CHECK DOOR SWITCHES											
	<ul style="list-style-type: none"> • Key OFF. • Disconnect the door switches. • Measure the resistance between the "BR/W" wire and the "BK" wire at the door switch connectors under the following conditions: 	Yes No	REPEAT to PR8-3. REPLACE the door latch assembly in question. REFER to appropriate Service Manual. REPEAT PR8 to verify condition.									
	<table border="1"> <thead> <tr> <th>Door Position</th> <th>Driver's and Passenger's Side ("BR/W" and "BK")</th> </tr> </thead> <tbody> <tr> <td>Door Open</td> <td>Less than 5 ohms</td> </tr> <tr> <td>Door Closed</td> <td>Greater than 10,000 ohms</td> </tr> </tbody> </table>	Door Position	Driver's and Passenger's Side ("BR/W" and "BK")	Door Open	Less than 5 ohms	Door Closed	Greater than 10,000 ohms					
Door Position	Driver's and Passenger's Side ("BR/W" and "BK")											
Door Open	Less than 5 ohms											
Door Closed	Greater than 10,000 ohms											
	<ul style="list-style-type: none"> • Are the resistances OK? 											



DIAGNOSIS AND TESTING (continued)

TEST STEP		RESULT	ACTION TO TAKE									
PR8-3	CHECK DOOR SWITCH SUPPLIES											
<ul style="list-style-type: none"> • Disconnect the door switches and the passive restraint module connectors #1 and #2. • Measure the resistances of the wires between the passive restraint module connectors and the door switch connectors: <table border="1"> <thead> <tr> <th>Door Position</th> <th>From the Passive Restraint Module Connector</th> <th>To the Door Switch Connector</th> </tr> </thead> <tbody> <tr> <td>Driver's side</td> <td>"GND"</td> <td>"BRW"</td> </tr> <tr> <td>Passenger's side</td> <td>"YGR"</td> <td>"BRW"</td> </tr> </tbody> </table> <ul style="list-style-type: none"> • Are the resistances less than 5 ohms? 		Door Position	From the Passive Restraint Module Connector	To the Door Switch Connector	Driver's side	"GND"	"BRW"	Passenger's side	"YGR"	"BRW"	Yes No	REPEAT PR8. SERVICE the wire(s) in question, REPEAT PR8 to verify condition.
Door Position	From the Passive Restraint Module Connector	To the Door Switch Connector										
Driver's side	"GND"	"BRW"										
Passenger's side	"YGR"	"BRW"										
PR9	CHECK A-PILLAR LIMIT SWITCH INPUTS											
<ul style="list-style-type: none"> • Position the buckle carriers at the A-pillars. • Key OFF. • Disconnect the passive restraint module connectors #1 and #2. • Measure the resistances at the passive restraint module connectors under the following conditions: <ul style="list-style-type: none"> — "YBL" wire and ground (driver's side) — "GNBL" wire and ground (passenger's side) <table border="1"> <thead> <tr> <th>Buckle Carrier Position</th> <th>Driver's Side ("YBL" and Ground)</th> <th>Passenger's Side ("GNBL" and Ground)</th> </tr> </thead> <tbody> <tr> <td>Buckle carrier at A-pillar</td> <td>Less than 5 ohms</td> <td>Less than 5 ohms</td> </tr> <tr> <td>Buckle carrier not at A-pillar</td> <td>Greater than 10,000 ohms</td> <td>Greater than 10,000 ohms</td> </tr> </tbody> </table> <ul style="list-style-type: none"> • Are the resistances OK? 		Buckle Carrier Position	Driver's Side ("YBL" and Ground)	Passenger's Side ("GNBL" and Ground)	Buckle carrier at A-pillar	Less than 5 ohms	Less than 5 ohms	Buckle carrier not at A-pillar	Greater than 10,000 ohms	Greater than 10,000 ohms	Yes No	GO to PR10. GO to PR8-1.
Buckle Carrier Position	Driver's Side ("YBL" and Ground)	Passenger's Side ("GNBL" and Ground)										
Buckle carrier at A-pillar	Less than 5 ohms	Less than 5 ohms										
Buckle carrier not at A-pillar	Greater than 10,000 ohms	Greater than 10,000 ohms										



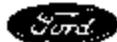
DIAGNOSIS AND TESTING (continued)

TEST STEP		RESULT	ACTION TO TAKE									
PR9-1	CHECK A-PILLAR LIMIT SWITCH GROUNDS											
	<ul style="list-style-type: none"> Locate and disconnect the A-pillar limit switches (driver and passenger side). Measure the resistances between the "BK" wires at the A-pillar limit switch connectors and ground. Are the resistances less than 5 ohms? 	Yes No	GO to PR9-2. SERVICE the "BK" wire(s) in question. REPEAT PR9 to verify condition.									
PR9-2	CHECK A-PILLAR LIMIT SWITCHES											
	<ul style="list-style-type: none"> Disconnect the A-pillar limit switches. Measure the resistances at the A-pillar limit switches, between the wires under the following conditions: <ul style="list-style-type: none"> "Y/BL" wire and "BK" wire (driver's side) "GN/BL" wire and "BK" wire (passenger's side) 	Yes No	GO to PR9-3. REPLACE A-pillar limit switch. Serviced with rail only. REPEAT PR9 to verify condition.									
	<table border="1"> <thead> <tr> <th>Buckle Carrier Position</th> <th>Driver's Side ("Y/BL" and "BK")</th> <th>Passenger's Side ("GN/BL" and "BK")</th> </tr> </thead> <tbody> <tr> <td>Buckle carrier at A-pillar</td> <td>Less than 5 ohms</td> <td>Less than 5 ohms</td> </tr> <tr> <td>Buckle carrier not at A-pillar</td> <td>Greater than 10,000 ohms</td> <td>Greater than 10,000 ohms</td> </tr> </tbody> </table>	Buckle Carrier Position	Driver's Side ("Y/BL" and "BK")	Passenger's Side ("GN/BL" and "BK")	Buckle carrier at A-pillar	Less than 5 ohms	Less than 5 ohms	Buckle carrier not at A-pillar	Greater than 10,000 ohms	Greater than 10,000 ohms		
Buckle Carrier Position	Driver's Side ("Y/BL" and "BK")	Passenger's Side ("GN/BL" and "BK")										
Buckle carrier at A-pillar	Less than 5 ohms	Less than 5 ohms										
Buckle carrier not at A-pillar	Greater than 10,000 ohms	Greater than 10,000 ohms										
	<ul style="list-style-type: none"> Are the resistances OK? 											
PR9-3	CHECK A-PILLAR LIMIT SWITCH SUPPLIES											
	<ul style="list-style-type: none"> Key OFF. Disconnect the A-pillar limit switches and the passive restraint module connectors #1 and #2. Measure the resistance of the "Y/BL" wire (driver's side) and the "GN/BL" wire (passenger's side) between the A-pillar limit switch connector and the passive restraint module connector. Are the resistances less than 5 ohms? 	Yes No	REPEAT PR9. SERVICE the wire(s) in question. REPEAT PR9 to verify condition.									



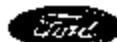
DIAGNOSIS AND TESTING (continued)

TEST STEP		RESULT	ACTION TO TAKE									
PR10	CHECK B-PILLAR LIMIT SWITCH INPUTS <ul style="list-style-type: none"> • Key OFF. • Disconnect the passive restraint module connectors #1 and #2. • Measure the resistance at the passive restraint module connectors under the following conditions: <ul style="list-style-type: none"> — between the "BL/W" wire and ground (driver's side) — between the "BL/Y" wire and ground (passenger's side) <table border="1" data-bbox="264 716 862 871"> <thead> <tr> <th>Buckle Carrier Position</th> <th>Driver's Side ("BL/W" and Ground)</th> <th>Passenger's Side ("BL/Y" and Ground)</th> </tr> </thead> <tbody> <tr> <td>Buckle carrier at B-pillar</td> <td>Less than 5 ohms</td> <td>Less than 5 ohms</td> </tr> <tr> <td>Buckle carrier not at B-pillar</td> <td>Greater than 10,000 ohms</td> <td>Greater than 10,000 ohms</td> </tr> </tbody> </table> <ul style="list-style-type: none"> • Are the resistances OK? 	Buckle Carrier Position	Driver's Side ("BL/W" and Ground)	Passenger's Side ("BL/Y" and Ground)	Buckle carrier at B-pillar	Less than 5 ohms	Less than 5 ohms	Buckle carrier not at B-pillar	Greater than 10,000 ohms	Greater than 10,000 ohms	Yes No	► GO to PR11. ► GO to PR10-1.
Buckle Carrier Position	Driver's Side ("BL/W" and Ground)	Passenger's Side ("BL/Y" and Ground)										
Buckle carrier at B-pillar	Less than 5 ohms	Less than 5 ohms										
Buckle carrier not at B-pillar	Greater than 10,000 ohms	Greater than 10,000 ohms										
PR10-1	CHECK B-PILLAR LIMIT SWITCH GROUNDS <ul style="list-style-type: none"> • Locate and disconnect the B-pillar limit switches. • Measure the resistance of the "BK" wires between the B-pillar limit switch connectors and ground. • Are the resistances less than 5 ohms? 	Yes No	► GO to PR10-2. ► SERVICE the "BK" wire(s) in question. REPEAT PR10 to verify condition.									



DIAGNOSIS AND TESTING (continued)

TEST STEP		RESULT	ACTION TO TAKE									
PR10-2	CHECK B-PILLAR LIMIT SWITCH											
<ul style="list-style-type: none"> Disconnect the B-pillar limit switches. Measure the resistance at the B-pillar limit switch under the following conditions: <ul style="list-style-type: none"> between the "BL/W" wire and ground (driver's side) between the "BL/Y" wire and ground (passenger's side) 		Yes No	GO to PR10-3. REPLACE the passive restraint rail and motor assembly in question. REPEAT PR10 to verify condition.									
<table border="1"> <thead> <tr> <th>Buckle Carrier Position</th> <th>Driver's Side ("BL/W" and "BK")</th> <th>Passenger's Side ("BL/Y" and "BK")</th> </tr> </thead> <tbody> <tr> <td>Buckle carrier at B-pillar</td> <td>Less than 5 ohms</td> <td>Less than 5 ohms</td> </tr> <tr> <td>Buckle carrier not at B-pillar</td> <td>Greater than 10,000 ohms</td> <td>Greater than 10,000 ohms</td> </tr> </tbody> </table> <ul style="list-style-type: none"> Are the resistances OK? 		Buckle Carrier Position	Driver's Side ("BL/W" and "BK")	Passenger's Side ("BL/Y" and "BK")	Buckle carrier at B-pillar	Less than 5 ohms	Less than 5 ohms	Buckle carrier not at B-pillar	Greater than 10,000 ohms	Greater than 10,000 ohms		
Buckle Carrier Position	Driver's Side ("BL/W" and "BK")	Passenger's Side ("BL/Y" and "BK")										
Buckle carrier at B-pillar	Less than 5 ohms	Less than 5 ohms										
Buckle carrier not at B-pillar	Greater than 10,000 ohms	Greater than 10,000 ohms										
PR10-3	CHECK B-PILLAR LIMIT SWITCH SUPPLIES											
<ul style="list-style-type: none"> Key OFF. Disconnect the B-pillar limit switches and passive restraint module connectors #1 and #2. Measure the resistance of the "BL/W" wire (driver's side) and the "BL/Y" wire (passenger's side) between the B-pillar limit switch and the passive restraint module connector. Are the resistances less than 5 ohms? 		Yes No	REPEAT PR10. SERVICE the wire(s) in question. REPEAT PR10 to verify condition.									



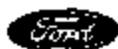
DIAGNOSIS AND TESTING (continued)

TEST STEP		RESULT	ACTION TO TAKE									
PR11	<p>CHECK PASSIVE RESTRAINT MOTOR INPUTS</p> <ul style="list-style-type: none"> • Key OFF. • Disconnect the passive restraint module connectors #1 and #2. • Make the following connections at the passive restraint module connectors to move the buckle carrier from the A-pillar to the B-pillar. <table border="1"> <thead> <tr> <th>Reference</th> <th>Driver's Side</th> <th>Passenger's Side</th> </tr> </thead> <tbody> <tr> <td>Ground</td> <td>"Y" (pin 1J or 3H)</td> <td>"R" (pin 2J or 2H)</td> </tr> <tr> <td>12 volts</td> <td>"BL" (pin 1L or 1K)</td> <td>"GN" (pin 2L or 2M)</td> </tr> </tbody> </table> <ul style="list-style-type: none"> • Reverse the power and ground connections to move the buckle carrier from the B-pillar to the A-pillar. • Does the buckle carrier move from the A-pillar to the B-pillar and back to the A-pillar? 	Reference	Driver's Side	Passenger's Side	Ground	"Y" (pin 1J or 3H)	"R" (pin 2J or 2H)	12 volts	"BL" (pin 1L or 1K)	"GN" (pin 2L or 2M)	<p>Yes</p> <p>No</p>	<p>▶ GO to PR12.</p> <p>▶ GO to PR11-1.</p>
Reference	Driver's Side	Passenger's Side										
Ground	"Y" (pin 1J or 3H)	"R" (pin 2J or 2H)										
12 volts	"BL" (pin 1L or 1K)	"GN" (pin 2L or 2M)										
PR11-1	<p>CHECK PASSIVE RESTRAINT MOTORS</p> <ul style="list-style-type: none"> • Key OFF. • Disconnect the passive restraint module connectors #1 and #2. • Disconnect the passive restraint motors. • Make the following connections at the passive restraint motors to move the buckle carrier from the A-pillar to the B-pillar. <table border="1"> <thead> <tr> <th>Reference</th> <th>Driver's Side</th> <th>Passenger's Side</th> </tr> </thead> <tbody> <tr> <td>Ground</td> <td>"Y"</td> <td>"R"</td> </tr> <tr> <td>12 volts</td> <td>"BL"</td> <td>"GN"</td> </tr> </tbody> </table> <ul style="list-style-type: none"> • Reverse the power and ground leads to move the buckle carrier from the B-pillar to the A-pillar. • Does the buckle carrier move from the A-pillar to the B-pillar and back to the A-pillar? 	Reference	Driver's Side	Passenger's Side	Ground	"Y"	"R"	12 volts	"BL"	"GN"	<p>Yes</p> <p>No</p>	<p>▶ REPEAT PR11-2.</p> <p>▶ REPLACE the rail and motor(s) in question. REPEAT PR11 to verify condition.</p>
Reference	Driver's Side	Passenger's Side										
Ground	"Y"	"R"										
12 volts	"BL"	"GN"										



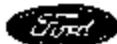
DIAGNOSIS AND TESTING (continued)

TEST STEP		RESULT	ACTION TO TAKE									
PR11-2	CHECK PASSIVE RESTRAINT MOTOR SUPPLIES											
<ul style="list-style-type: none"> • Key OFF. • Disconnect the passive restraint module connectors #1 and #2 and passive restraint motors. • Measure the resistance of the following wires between the passive restraint module connector and passive restraint motor connector: <ul style="list-style-type: none"> — "BL" (driver's side) pins 1L and 1K — "Y" (driver's side) pins 1J and 1H — "GN" (passenger's side) pins 2L and 2M — "R" (passenger's side) pins 2J and 2H • Are the resistances less than 5 ohms? 		Yes No	▶ REPEAT PR11. ▶ SERVICE the wire(s) in question. REPEAT PR11 to verify condition.									
PR12	CHECK RETRACTOR SWITCH INPUTS											
<ul style="list-style-type: none"> • Key OFF. • Disconnect the passive restraint module connectors #1 and #2. • Measure the resistance at the passive restraint module connectors under the following conditions: <ul style="list-style-type: none"> — between the "BL/R" wire and ground (driver's side) — between the "LG/BK" wire and ground (passenger's side) 		Yes No	▶ GO to PR13. ▶ GO to PR12-1.									
<table border="1"> <thead> <tr> <th>Shoulder Belt Position</th> <th>Driver's Side ("BL/R" and Ground)</th> <th>Passenger's Side ("LG/BK" and Ground)</th> </tr> </thead> <tbody> <tr> <td>Shoulder belt buckled</td> <td>Less than 5 ohms</td> <td>Less than 5 ohms</td> </tr> <tr> <td>Shoulder belt buckled in</td> <td>Greater than 10,000 ohms</td> <td>Greater than 10,000 ohms</td> </tr> </tbody> </table> <ul style="list-style-type: none"> • Are the resistances OK? 		Shoulder Belt Position	Driver's Side ("BL/R" and Ground)	Passenger's Side ("LG/BK" and Ground)	Shoulder belt buckled	Less than 5 ohms	Less than 5 ohms	Shoulder belt buckled in	Greater than 10,000 ohms	Greater than 10,000 ohms		
Shoulder Belt Position	Driver's Side ("BL/R" and Ground)	Passenger's Side ("LG/BK" and Ground)										
Shoulder belt buckled	Less than 5 ohms	Less than 5 ohms										
Shoulder belt buckled in	Greater than 10,000 ohms	Greater than 10,000 ohms										



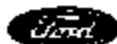
DIAGNOSIS AND TESTING (continued)

TEST STEP		RESULT	ACTION TO TAKE									
PR12-1	CHECK RETRACTOR SWITCH GROUNDS											
	<ul style="list-style-type: none"> Key OFF. Disconnect the retractor switches located in the center console. Measure the resistance of the "BK" wires between the retractor switch connectors and ground. Are the resistances less than 5 ohms? 	Yes No	GO to PR12-2. SERVICE the "BK" wire(s) in question. REPEAT PR12 to verify condition.									
PR12-2	CHECK RETRACTOR SWITCHES											
	<ul style="list-style-type: none"> Key OFF. Disconnect the retractor switches. Measure the resistance at the retractor switch under the following conditions: <ul style="list-style-type: none"> between the "BL/F" wire and the "BK" wire (driver's side) between the "LG/BK" wire and the "BK" wire (passenger's side) 	Yes No	GO to PR13. REPLACE the retractor switch(es) in question. REFER to appropriate Service Manual, REPEAT PR12 to verify condition.									
	<table border="1"> <thead> <tr> <th>Shoulder Belt Position</th> <th>Driver's Side ("BL/F" and "BK")</th> <th>Passenger's Side ("LG/BK" and "BK")</th> </tr> </thead> <tbody> <tr> <td>Shoulder belt buckled</td> <td>Less than 5 ohms</td> <td>Less than 5 ohms</td> </tr> <tr> <td>Shoulder belt spooled in</td> <td>Greater than 10,000 ohms</td> <td>Greater than 10,000 ohms</td> </tr> </tbody> </table> <ul style="list-style-type: none"> Are the resistances OK? 	Shoulder Belt Position	Driver's Side ("BL/F" and "BK")	Passenger's Side ("LG/BK" and "BK")	Shoulder belt buckled	Less than 5 ohms	Less than 5 ohms	Shoulder belt spooled in	Greater than 10,000 ohms	Greater than 10,000 ohms		
Shoulder Belt Position	Driver's Side ("BL/F" and "BK")	Passenger's Side ("LG/BK" and "BK")										
Shoulder belt buckled	Less than 5 ohms	Less than 5 ohms										
Shoulder belt spooled in	Greater than 10,000 ohms	Greater than 10,000 ohms										
PR12-3	CHECK RETRACTOR SWITCH SUPPLIES											
	<ul style="list-style-type: none"> Key OFF. Disconnect the retractor switches and the passive restraint module connectors #1 and #2. Measure the resistance of the "BL/F" wire (driver's side) and the "LG/BK" wire (passenger's side) between the retractor switch connectors and the passive restraint module connectors. Are the resistances less than 5 ohms? 	Yes No	REPEAT PR12. SERVICE the wire(s) in question, REPEAT PR12 to verify condition.									



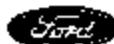
DIAGNOSIS AND TESTING (continued)

TEST STEP		RESULT	ACTION TO TAKE
PR13	CHECK SEAT BELT WARNING LIGHT INPUT		
	<ul style="list-style-type: none"> • Key OFF. • Disconnect the passive restraint module connectors #1 and #2. • Key ON. • Connect the "BR/BK" wire at the passive restraint module connector to ground. • Does the seat belt warning light illuminate? 	Yes No	► GO to PR14. ► GO to PR13-1.
PR13-1	CHECK SUPPLY TO SEAT BELT WARNING LIGHT		
	<ul style="list-style-type: none"> • Key ON. • Measure the voltage on the "BK/Y" wire at the instrument cluster connector. • Is the voltage greater than 10 volts? 	Yes No	► GO to PR13-2. ► SERVICE the "BK/Y" wire. REPEAT PR13 to verify condition.
PR13-2	CHECK SEAT BELT WARNING LIGHT		
	<ul style="list-style-type: none"> • Key ON. • Connect pin 1E of the instrument cluster to ground. • Does the seat belt warning light illuminate? 	Yes No	► GO to PR13-3. ► REPLACE the seat belt warning light. REFER to appropriate Service Manual. REPEAT PR13 to verify condition.
PR13-3	CHECK FOR CONTINUITY BETWEEN INSTRUMENT CLUSTER AND PASSIVE RESTRAINT MODULE		
	<ul style="list-style-type: none"> • Key OFF. • Disconnect the passive restraint module connectors #1 and #2 and the instrument cluster. • Measure the resistance of the "BR/BK" wire between the passive restraint module connector and instrument cluster connector. • Is the resistance less than 5 ohms? 	Yes No	► REPEAT PR13. ► SERVICE the "BR/BK" wire. REPEAT PR13 to verify condition.



DIAGNOSIS AND TESTING (continued)

TEST STEP		RESULT	ACTION TO TAKE
PR14	CHECK WARNING CHIME OUTPUT		
	<ul style="list-style-type: none"> • Key OFF. • Disconnect the passive restraint module connectors #1 and #2. • Key ON. • Connect the "BK/BL" wire at the passive restraint module connector to ground. • Does the warning chime sound? 	Yes No	▶ REPLACE the passive restraint module. REFER to appropriate Service Manual. REPEAT the test. ▶ GO to PR14-1.
PR14-1	CHECK SUPPLY TO WARNING CHIME		
	<ul style="list-style-type: none"> • Disconnect the warning chime module from the joint box. • Key ON. • Measure the voltages on pins 1B, 1J, and 1K at the joint box CPU connector. • Are the voltages greater than 10 volts? 	Yes No	▶ GO to PR14-2. ▶ SERVICE the supply wire to the ROOM fuse. REPEAT PR14 to verify condition.
PR14-2	CHECK WARNING CHIME		
	<ul style="list-style-type: none"> • Key ON. • Connect pin 1H of the CPU joint box connector to ground. • Does the warning chime sound. 	Yes No	▶ SERVICE the "BK/BL" wire between the warning chime module and the passive restraint module. REPEAT PR14 to verify condition. ▶ REPLACE the warning chime module. REFER to appropriate Service Manual. REPEAT PR14 to verify condition.



FUEL PUMP INERTIA SWITCH TECHNICAL SERVICE BULLETIN 90-26-02

FORD: 1990 PROBE

ISSUE:

A water contaminated inertia switch (fuel pump shut-off switch) may cause the passive restraint belts to remain in the "B" pillar position.

ACTION:

Determine the source of the water entry and repair as required. Install a new inertia switch and protective cover. Refer to the following procedure for service details.

NOTE: REVIEW THE 1990 PROBE SHOP MANUAL SECTIONS 24-35 ON THE FUEL PUMP CIRCUITS AND 41-54 PIN 2F GNBK WIRE FROM THE PASSIVE RESTRAINT MODULE TO THE INERTIA SWITCH. THE 1990 PROBE EVTM PAGE 23-1, 24-2, 25-2, 25-3, AND 45-1 SHOULD BE CONSULTED FOR WIRE COLOR CODES, LOCATIONS AND ROUTING.

1. Install a memory saver and disconnect the battery negative cable.
2. Locate and access the inertia switch. See Figure 1.

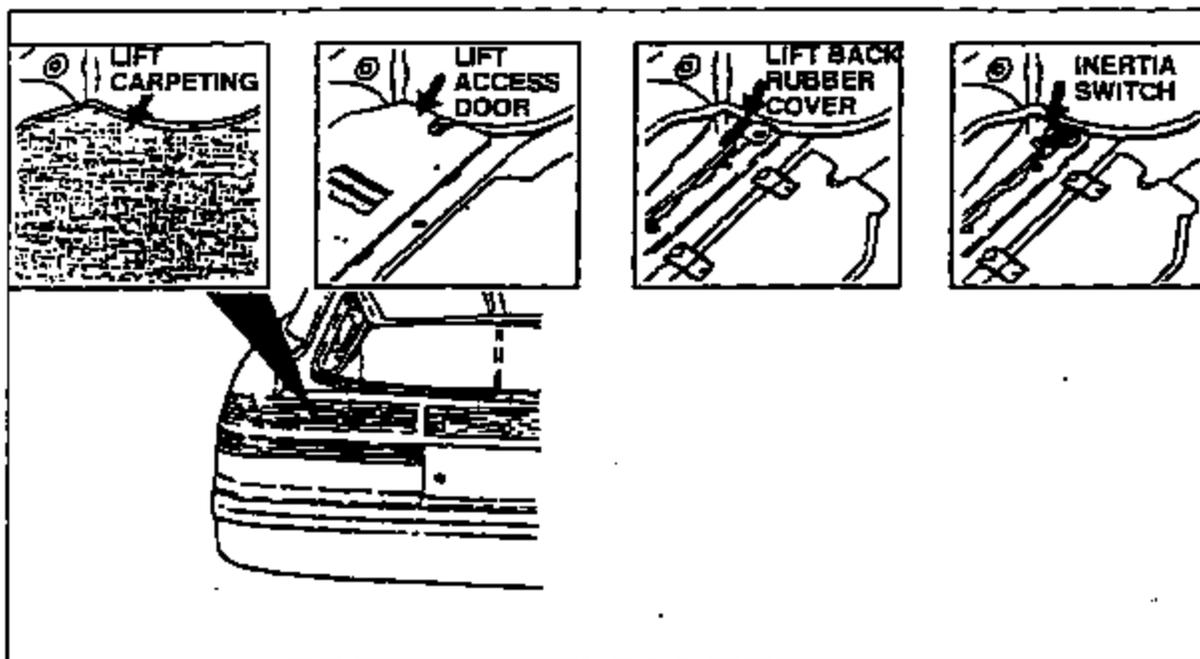
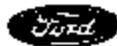


FIGURE 1



3. Check for water leaks in the area.
 - a. Identify the source of any water leaks.
 - b. Seal the area as required.
4. Remove the inertia switch.
 - a. Remove the affected bolts.
 - b. Disconnect the electrical connector from the switch.
 - c. Remove the inertia switch from the mounting bracket.
5. Install a new inertia switch on the mounting bracket.
6. Depress the red button on the top of the switch. See Figure 2.

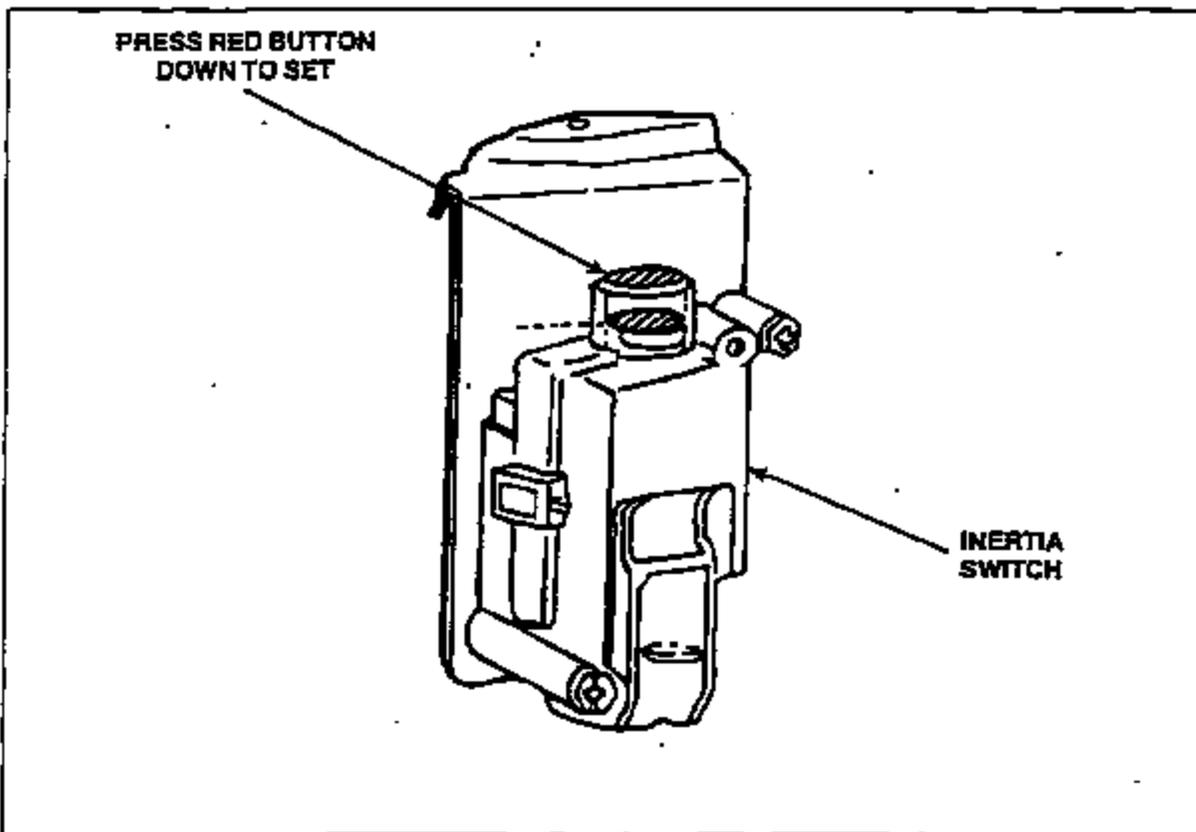
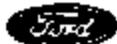


FIGURE 2



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DEARBORN, MICHIGAN 48121
1096

7. Clean the mounting bracket of any grease or foreign material. See Figure 3.

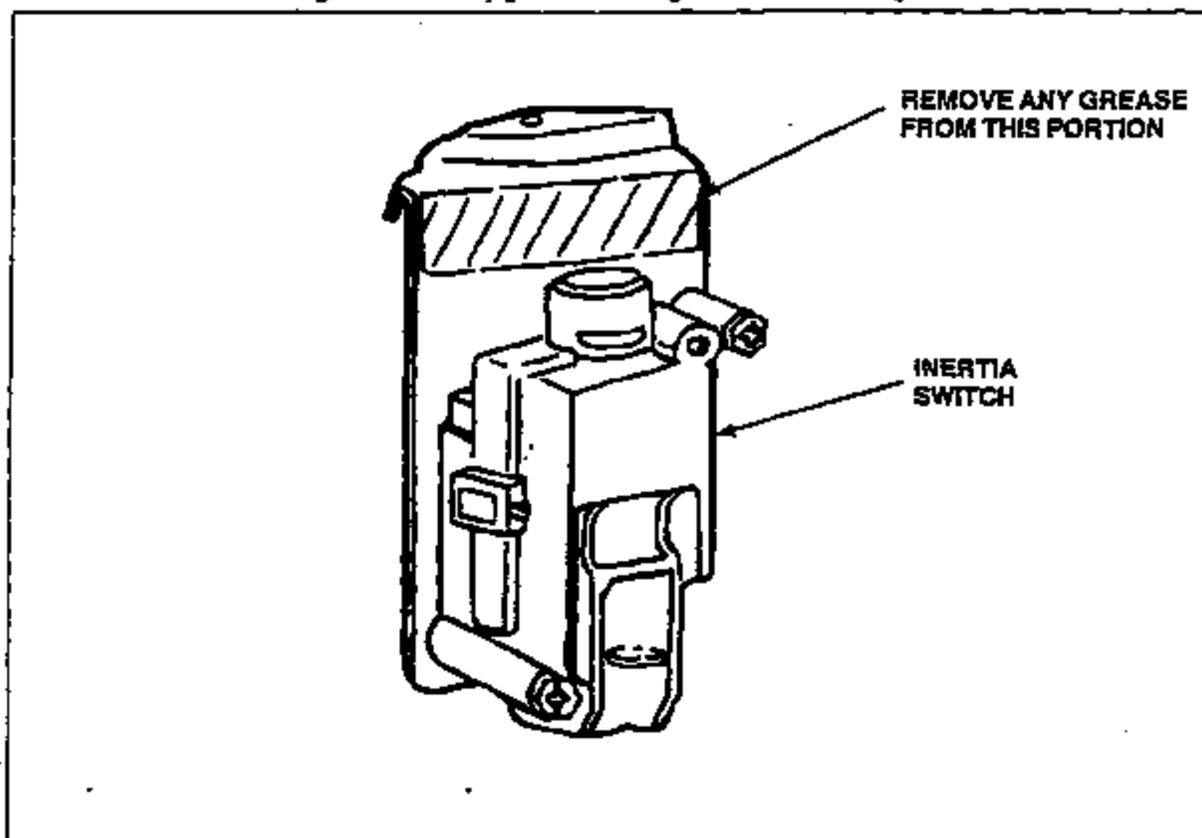
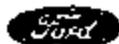


FIGURE 3



8. Install a new protective cover.
 - a. Remove the adhesive protection paper from the cover.
 - b. Install the cover on the Inertia switch. See Figure 4.

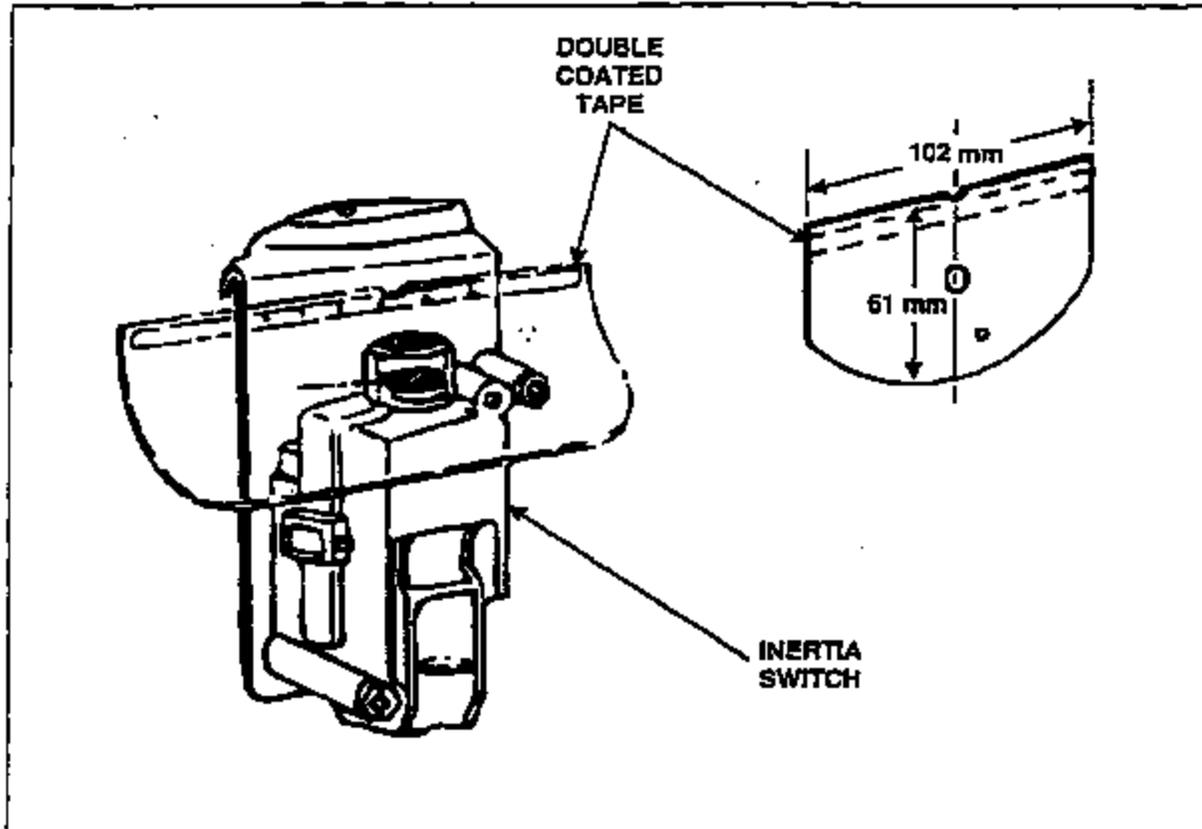


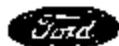
FIGURE 4

NOTE: IF THE CAR ALREADY HAS A PROTECTIVE COVER, INSPECT IT TO BE SURE THAT IT CAN BE SECURELY ATTACHED. IF THERE IS ANY DOUBT, INSTALL A NEW COVER.

9. Install the inertia switch and the bracket assembly and protective cover in the storage compartment.

NOTE: WHEN INSTALLING THE INERTIA SWITCH, MAKE SURE THE PROTECTIVE COVER DOES NOT COME OFF.

10. Remove the memory saver and connect the battery negative cable.



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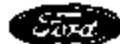
11. Make sure the passive restraint system and inertia switch are operating properly. Refer to the 1990 Probe Shop Manual, Section 41-54, Pinpoint Test PR 5 for test procedure.

PART NUMBER	PART NAME	CLASS
F5AZ-9341-A	Inertia Switch	B
F12Z-9F315-A	Protective Cover	B

OPERATION	DESCRIPTION	TIME
902602A	Install Inertia Switch & Protective Cover	1.0 hr.

DEALER CODING:

Basic Part No.	Condition Code
9341	49





Ford Motor Company
Ford Customer Service Division
Recall/Service Programs Department
P.O. Box 1804
Dearborn, MI 48121-1904

RECALL/SPECIAL SERVICE PROGRAM INFORMATION

IMPORTANT RECALL/SPECIAL PROGRAM INFORMATION

FROM: FORD CUSTOMER SERVICE DIVISION
VEHICLE SERVICE AND PROGRAMS

**SUBJECT: Shortage of Parts Required for Safety
Recalls 96S48 / 96S99.**

1. Incorrect dealer replacement of Rail and Motor Assemblies (Part # F72Z-61610D45-B and Part # F72Z-61610D44-B) has led to a national back order of these parts.
2. Additional inventory will not be available until January 1998.
3. This supplemental bulletin provides for left side rail inspection.
4. Effectively immediately, perform the inspection procedure on both the right and left rails and carefully follow the diagnostic procedures described in the original 96S48 and 96S99 Bulletins.
5. DO: Replace rail and motor assembly ONLY when directed by the diagnostic procedure.
6. DO NOT: Replace the rail and motor assembly when just the rail (F72Z-61610D44-A or F72Z-61610D45-A) will correct the vehicle condition or the track passes the right or left inspection procedure (See revised claiming instructions.)
7. Your careful adherence to the attached recall supplement will minimize the time required to supply the required parts for recalls 96S48 and 96S99.

- SERVICE MANAGER
 PARTS MANAGER
 DEALER PRINCIPAL

**2 PAGES FOLLOW THIS COVER. IF YOU DO NOT
RECEIVE THE TOTAL INDICATED PAGES, CALL
1-800-860-3287 TO REQUEST A REPEAT FAX.**



Service Recall Bulletin

TO: All Ford and Lincoln/Mercury Dealers

October, 1997

SUBJECT: Safety Recall 96548 Supplement #1 - Left Side Inspection Procedure added to Technical Instructions

Reference: Safety Recall Bulletin 96548, dated October 1996

The purpose of this bulletin is to advise you that a left side inspection procedure has been added to the instructions for the affected vehicles. This inspection should reveal that approximately 50% of the affected vehicles will not require any parts and can be returned to the owner and relieve the back-order of parts.

AFFECTED VEHICLES

All 1990 - 1992 Probas

RECALL PROCEDURES

Refer to page 2 and 3 of Attachment III of Recall 96399 (right side) for inspection procedure. Perform this inspection on the left (drivers side) rail.

After performing both Safety Recalls (96548 and 96399) on the vehicle, cancel any parts that may have been previously ordered for the vehicle.

ADDITIONAL LABOR ALLOWANCE (Also see Safety Recall Bulletin 96348)

ACTION:

Inspect LH Rail - Passes
Inspect LH Rail - Fails

LABOR OPERATION:

96548A
96548F

PARTS ORDERING INFORMATION

If the rail passes the inspection and the system is operable, Safety Recall 96548 is now complete. Please cancel any parts that may have been ordered for this vehicle.

NOTE: The full assembly (motor, cable and rail) are no longer available under a single part number. If you have placed an order for the full assembly, you DO NOT have to reorder. Your order will be automatically filled with the cable/motor assembly and the rail assembly. (Refer to pages 9 and 10 of Attachment III of Recall 96548 for installation). New part numbers are as follows:

<u>PART NUMBER:</u>	<u>DESCRIPTION:</u>
F722 61610D44-C	R.H.Motor and Cable sub-assembly (See 96399)
F722 61610D45-C	L.H.Motor and Cable sub-assembly
F722 61610D44-A	Rail Assembly LH
F722 61610D45-A	Rail Assembly RH (See 96399)

QUESTIONS?

Claims Information	1-800-423-8851
Other Recall Questions	1-800-325-5621

Sincerely,

A. R. Kaduk
Manager
Vehicle Service and Programs



October, 1997

To: All ECSD Regional Managers
cc: All Regional Sales Managers
Ford and Lincoln-Mercury Divisions
All FDC Managers
Subject: Safety Recall 96S49 Supplement #1 - Left Side Inspection
Procedure added to Technical Instructions

Attached is a Dealer Bulletin for Safety Recall 96S49 Supplement #1.
See the Dealer Bulletin for program details.

REGIONAL/DEALER ACTION

Federal law requires that dealer stock vehicles must be corrected before delivery.

Advise ECSD, using Form 725S, if a dealer reports that an affected vehicle is not at the location shown in our records.

Make sure regional personnel understand the service procedures before assisting dealers or customers.

QUESTIONS?

Claims Information 1-800-473-8851
Other Recall Questions 1-800-325-5621

A. R. Kaduk
Manager
Vehicle Service and Programs



To: Donna Koenig @ Budco 313-933-4867 (fax)
From: Mitchell Habian @ Ford 313-845-0947 (phone)
Date: March 3, 1997

Pages Following
This Cover Page: 2

Message: Please fax to all Ford, Lincoln-Mercury, and dual dealers. This faxgram will not include an involved units (VIN) list for each U.S. dealer.



Ford Motor Company
Ford Customer Service Division
Recall/Service Programs Department
P.O. Box 1904
Dearborn, MI 48121-1904

**RECALL/SPECIAL SERVICE
PROGRAM INFORMATION**

March 3, 1997

IMPORTANT RECALL PARTS ANNOUNCEMENT

**FROM: FORD CUSTOMER SERVICE DIVISION
VEHICLE SERVICE AND PROGRAMS**

PLEASE PROVIDE COPIES TO:

 X **SERVICE MANAGER**

 X **PARTS MANAGER**

 X **DEALER PRINCIPAL**

 1 **PAGE FOLLOWS THIS COVER SHEET. IF YOU
DO NOT RECEIVE ONE PAGE, CALL 1-800-860-
3287 TO REQUEST A REPEAT FAX.**



Ford Motor Company
Ford Customer Service Division
Recall/Service Programs Department
P.O. Box 1904
Dearborn, MI 48121-1904

RECALL/SPECIAL SERVICE PROGRAM INFORMATION

Announcing improved parts availability for Safety Recalls 96S48/96S99 (Probe Motorized Seat Belt Repair):

1. DEPOT ORDERING OF RAILS NOW POSSIBLE

Effective immediately, replacement rails may be ordered from your facing depot. Calls to Renkim for rails will no longer be required. (Rail/motor assemblies will continue to be available only by calling Renkim at 1-800-325-5621).

RH Rail Part # F72Z-61610D44-A =====> ORDER FROM DEPOT

LH Rail Part # F72Z-61610D45-A =====> ORDER FROM DEPOT

2. ADDITIONAL SEED STOCK :

An additional supply of rail seed stock parts will be sent to each dealer the week of 3/3/97. These parts will allow rail replacement, if necessary, on the first customer visit until a supply of rails can be ordered from your facing depot.

One RH rail and two LH rails will be sent to each dealer.

Recall/Service Programs Department
March 3, 1997

•• CONFIRMATION REPORT ••

TRANSMISSION
TRANSACTION(S) COMPLETED

NO.	DATE/TIME	DESTINATION	DURATION	PGS	STATUS	MODE
284	MAR. 3 11:46	(313) 933-4867	0' 01' 21"	003	OK	NORMAL



To: Donna Koenig @ Budco 313-933-4867 (fax)

From: Mitchell Habian @ Ford 313-845-0947 (phone)

Date: February 5, 1997

Pages Following

This Cover Page: 3

Message: Please fax to all Ford, Lincoln-Mercury, and dual dealers. This faxgram will not include an involved units (VIN) list for each dealer.