OCCUPANT PROTECTION SYSTEMS
AIRBAG SUPPLEMENTAL RESTRAINT SYSTEM

INFORMATION
Ford Motor Company urges careful consideration of the recommendations that follow. They are based on analyses of component and vehicle tests, actual service situations, and engineering judgments. Disregard of these recommendations may affect the durability, reliability, handling and performance characteristics of a completed vehicle and may result in elevated underbody temperatures, increase the potential for fire, or may affect the safety of the occupants in the event of an accident.

These recommendations are supplemental to U.S. and Canadian Motor Vehicle Safety compliance representations provided in the Incomplete Vehicle Manual (IVM). Also, additional information is provided in the Ford Truck Service Manual which may be helpful to subsequent stage manufacturers.

The completed vehicle in the “Loaded” condition must not exceed the front GAWR, rear GAWR or the GVWR. (“Loaded” means the completed vehicle weight with the maximum fluid capacity necessary for vehicle operation, plus 150 lb for each seating position, and an additional allowance for any cargo weight advertised by the manufacturer). The GAWR and GVWR are on the label affixed to the cover of the Incomplete Vehicle Manual.

Subsequent Stage Manufacturers are encouraged to contact the Ford Truck Body Builder Advisory Service if they have any questions concerning these recommendations.

AIRBAG SUPPLEMENTAL RESTRAINT SYSTEM

Some trucks produced by Ford Motor Company are equipped with an Airbag Supplemental Restraint System (SRS). Vehicles equipped with this system will have the words “AIRBAG” and an airbag symbol on the VIN plate located on the top driver-side corner of the instrument panel. System components are shown in their vehicle locations on the following pages.

Included on the vehicle identification number -VIN-plate (visible through the windshield) of the vehicle, manufactured by Ford Motor Company with a driver's airbag, are the words “AIR” and “BAG” and a pictogram for the airbag separating the two (see illustration on this page).

DEACTIVATION PROCEDURE

1. Disconnect all negative battery cable(s) and power supplies (if equipped).
2. Wait 1 minute. This is the time required for backup power supply in diagnostic monitor to deplete its stored energy.

WARNING: TO AVOID ACCIDENTAL DEPLOYMENT AND POSSIBLE PERSONAL INJURY, THE BACKUP POWER SUPPLY MUST BE DEPLETED BEFORE REPAIRING OR REPLACING ANY AIRBAG SUPPLEMENTAL RESTRAINT SYSTEM (SRS) COMPONENTS. TO DEPLETE THE BACKUP POWER SUPPLY ENERGY, DISCONNECT THE BATTERY GROUND CABLE AND WAIT ONE MINUTE. BE SURE TO DISCONNECT AUXILIARY BATTERIES AND POWER SUPPLIES (IF EQUIPPED).

PROVE-OUT SYSTEM PROCEDURE

Prove out system means to turn the ignition switch from OFF to RUN and visually monitor the airbag indicator. The airbag will light continuously for approximately six seconds and then turn off. If an airbag system fault is present, the indicator will either fail to light, remain lit, or flash in a constant or a fixed flashing manner. The fixed flashing manner may not occur until approximately 30 seconds after the ignition switch has been turned from OFF to RUN. This is the time required for the diagnostic monitor to complete the testing of the airbag system. If the airbag indicator is inoperative and an airbag system fault exists, a tone will sound in a pattern of five sets of five beeps. If this occurs, the airbag indicator will need to be serviced before further diagnosis can be done.

E-SERIES ORDERED WITH PASSENGER SEAT/AIR BAG DOOR DELETE OPTIONS

Starting with Job #1 2004, any E-Series vehicle with the Passenger Seat Delete option, RH Door Delete option, or Air Bag Delete option will have a new seat/air bag delete resistor/bracket installed in the front out-board seat pedestal’s mounting hole. The intent of this resistor/bracket is to ensure installation of the correct air bag/seat restraint actuation module at the assembly plant.

If electrical work is performed in the steering column area, the instrument panel of the air bag system, the system must be deactivated to avoid unwanted inflation of the air bag. To do this, follow the procedure described on this page.
VEHICLE                  DRIVER                          PASSenger

Freestar         Standard Front Optional Side       Standard Front Optional Side
Ranger           Standard Front Standard Front (Includes deactivation switch except with Crew Cab models)
F150             Standard Front Standard Front (Includes deactivation switch except with Crew Cab models)
E-Series Wagon   Standard Front Standard Front
E-Series Vans    Standard Front Standard Front
E-Series Cutaway Standard Front Standard Front
E-Series Stripped Chassis — —
Super Duty F-Series Pickups Standard Front Standard Front (Includes deactivation switch except with Crew Cab models)
Super Duty F-Series Pickup Box Delete and Chassis Cabs Standard Front Standard Front (Includes deactivation switch except with Crew Cab models)
