

On Target



For Ford and Lincoln wholesalers and the collision repair industry

The Enhanced Role of OEM Glass in the Age of ADAS

Special thanks to Ken Pew, FCSD/Carlex Technical Service Manager

Long gone are the days where all windshields and other automotive fixed glass did was “keep the rain out.” Thanks in no small part to the development and implementation of ADAS (advanced driver assistance systems), windshields especially continue to grow in importance as to how they function on the vehicle, with today’s windshield glass now fully integrated into the vehicle’s electronic and software communication systems via multiple sensors and cameras.

It simply cannot be overstated how much the importance of using OEM glass in collision repairs has grown, due to the substantial and accelerated deployment of ADAS technology. OEM glass will only become more important, as ADAS features continue to become more prevalent, complex and more integrated into other vehicle systems. Early ADAS examples, such as blind spot detection and lane departure warnings, have helped lead to newer features, including automatic lane correction and cruise control auto speed adjustments, while continuing evolution will see systems capable of recognizing street signs and pedestrians.

Windshield and fixed glass replacement technicians should note the importance of obtaining the Ford OEM software necessary to perform proper calibrations. It is updated every day and obtained as a daily update to the vehicle communication module’s (VCM) equipment software. Changes to ADAS features can be updated without changing the camera. To ensure proper calibrations, the most up-to-date software must be utilized.

Ford Motor Company has maintained a leadership position in the collision repair industry, through its **Ford Certified Collision Network (FCN)**, which aims to ensure repairers are utilizing the correct tools and equipment, OEM parts and approved OEM repair procedures to produce safe and quality repairs. Echoing the importance of those items, the new **Ford Certified Glass Network (FCGN)** aims to provide glass installers with all the tools, equipment and information to allow for proper glass removal, installation and calibration, helping to ensure all vehicle systems continue to work together as intended.

Glass installers who choose to participate in the program will have access to a wide array of benefits, including:

Glass Installation and Calibration Procedures – Access to the *Ford Workshop Manual* is included in the annual enrollment fee through Motorcraftservice.com.

Glass Installation Process Assessment and Consultation – Assessment by a third-party specialist helps ensure the right tools, equipment, training and processes are in place, including industry-leading process coaching.

Calibration Training – Virtual training on Ford-approved processes.

Technical Support – Access to technical support for certified glass installers.

To help glass installers utilize correct OEM glass components, Carlex provides a helpful search feature that can quickly identify the exact replacement glass part number. Searches can be made using the following types of information:

- Vehicle year, make and model
- Ford service part number
- NAGS ID (National Auto Glass Specifications)
- Ford engineering part number

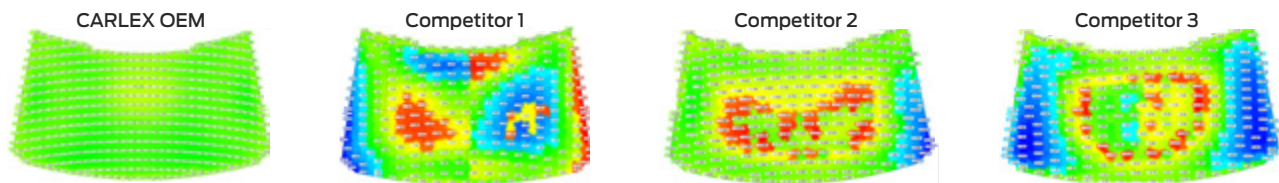
From the 2012 model year onward, Ford has included the part’s engineering part number embedded within the glass trademark. The engineering part number includes the windshield’s specifications, dimensions and other data detailing its fit within the vehicle’s substrate and is the best way to be sure it’s the correct Ford replacement glass for the vehicle.

The Carlex OEM replacement glass search tool can be found here: Carlex.com/automotive-replacement-glass.

A QR code next to the trademark can also be scanned with a Smartphone. It will bring up the Ford engineering part number and a search can be made that way, avoiding any possible typos within the part number.

Aftermarket glass companies do not have access to this very specific information, which could lead to the wrong glass part being utilized, resulting in the ADAS and other vehicle systems no longer working as designed or intended (see image below).

For more information on Ford/Carlex OEM glass, including job aids, official position statements, repair videos and more, visit FordCrashParts.com/Glass. For more information on the FCGN, or to join the program, visit Collision.Ford.com/FordCertifiedGlassNetwork or call (833) 837-7694.



These four windshield images represent the same part, measured against Ford OEM CAD data, which represents the design and manufacturing intent. **Green** means the windshield part matches the required OEM specification. **Blue** means a negative bend out of specification or lower than the OEM specification, in the form of a valley. **Red** means a positive bend to the OEM specification, indicating it is higher than the OEM specification, in the form of a peak. The random unevenness across the entire generic glass windshield surface should also be noted.

IN THIS ISSUE

ADAS Job Aid Details

Ford BlueCruise Introduction

Ford Mustang Mach-E® SUV Body Components

Bosch Mobile Lift Table

I-CAR® Details New Ford-Specific Training Course

SRS Component Descriptions

Ford Mustang Mach-E® SUV Body Construction Details

In a previous volume (2021 - Vol. 4), *On Target* began providing details on the Ford Mustang Mach-E SUV, the first completely all-electric vehicle to be offered by Ford Motor Company.

Here, we continue examining the compositional material of its outer components, including the front floor, and center and rear floor.

Please note: the following information is intended as a general guideline and is not all-inclusive. For more in-depth repair information on this and other Ford and Lincoln vehicles, consult the *Ford Workshop Manual*, found at Motorcraftservice.com.

For more information, refer to **Section 501-26: Body Repairs – Vehicle Specific Information and Tolerance Checks, Description and Operation.**

Bumper Beams

Bumper beams are typically constructed of high-strength (HS) or stronger-class steel. If the bumper beam shows evidence of a kink or tear it is not repairable and must be replaced. The use of heat to repair these components is not allowed and will result in weakening the component. Minor damage may be corrected through cold straightening only.

On Target plans to include more construction details on the Mustang Mach-E in future volumes, including some of the special tools needed for service, as found on Ford's Rotunda website.

For more information on the Mach-E, or any Ford or Lincoln vehicle, contact the Ford Crash Parts Hotline at cphelp@fordcrashparts.com or visit I-CAR's RTS Portal at RTS.i-car.com.



Figure 2

Center and Rear Floor (Figure 2)

Item	Description	Steel Type
1	Seat support bracket	High-strength low-alloy (HSLA) 300 steel
2	Seat support bracket	High-strength low-alloy (HSLA) 300 steel
3	Rear floor pan assembly	Bake hardened (BH) 240 steel
4	Floor side member	Boron steel
5	Extension rear floor	Mild steel
6	Rear side member bumper bracket	High-strength low-alloy (HSLA) 300 steel
7	Bracket	Mild steel
8	Rear floor side member	Boron steel
9	Rear side member extension	Boron steel
10	Bracket	High-strength low-alloy (HSLA) 300 steel
11	Bracket	Mild steel
12	Crossmember	Boron steel
13	Crossmember	Boron steel
14	Floor pan reinforcement	High-strength low-alloy (HSLA) 300 steel
15	Crossmember	High-strength low-alloy (HSLA) 300 steel
16	Bracket	Mild steel

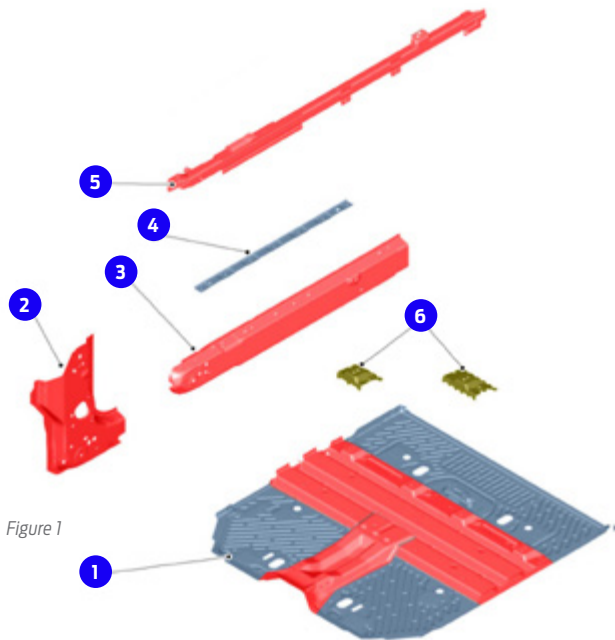


Figure 1

Front Floor (Figure 1)

Item	Description	Steel Type
1	Floor pan assembly	Boron steel and high-strength low-alloy (HSLA) steel
2	Side member	Boron steel
3	Lower side member reinforcement	Boron steel
4	Reinforcement	High-strength low-alloy (HSLA) steel
5	Front upper crossmember	Boron steel
6	Bracket	Mild steel

Ford and Lincoln Job Aids - ADAS

On Target continues providing excerpts from the [job aids](#) Ford Motor Company released late last year. Here, we offer more with details on repairs involving Ford and Lincoln vehicles equipped with advanced driver assistance systems (ADAS). For earlier installments, see *On Target*, 2022, [Vol. 1](#) and [Vol. 2](#).

The information in the job aids is intended for reference only and repairers are reminded that when servicing or calibrating any ADAS components, the detailed procedures contained in the *Ford Workshop Manual (WSM)*—accessible through [Motorcraftservice.com](#) or the Ford Professional Technician Society (PTS) site—should always be followed.

On Target plans to include additional job aid details in future volumes. These job aids—and much more—can be found on [FordCrashParts.com](#).

For more information on electric vehicle repair, or ADAS calibration, contact the Ford Crash Parts Hotline at cphelp@fordcrashparts.com or visit [I-CAR.com/ADAS](#).

ADAS Descriptions		
System	Abbreviation	Description
Adaptive Cruise Control	ACC	<ul style="list-style-type: none"> The ACC system automatically adjusts the vehicle speed to maintain a set distance gap from the front of the vehicle and the vehicle in the same path of travel. ACC with Stop-and-Go feature uses radar and camera sensors to maintain a set gap between your vehicle and the vehicle in front of you while following it to a complete stop.
Adaptive Learning		<ul style="list-style-type: none"> The electronic power steering system adaptive learning improves overall handling and steering on roads with irregularities. It communicates with the brake system to help operate advanced stability control and accident avoidance systems.
Adaptive Steering		<ul style="list-style-type: none"> The adaptive steering system continually changes the steering ratio with changes to the vehicle speed, optimizing the steering response in all conditions.
Blind Spot Information System	BLIS	<ul style="list-style-type: none"> When the system detects a vehicle, an alert indicator illuminates in the exterior mirror on the side the approaching vehicle is coming from. If you turn the direction indicator on for that side of your vehicle, the alert indicator flashes.
Blind Spot Information System with Trailer Tow		<ul style="list-style-type: none"> The detection area is on both sides of your vehicle and trailer, extending rearward from the exterior mirrors to the end of your trailer.
Cross Traffic Alert	CTA	<ul style="list-style-type: none"> The system alerts you to vehicles approaching from the sides behind your vehicle when you shift into reverse (R).

Ford BlueCruise Introduction and Overview

As vehicles—and repairs—become more complex due to the increased prevalence of ADAS (advanced driver assistance systems) features, technicians will need to become aware of the detailed steps needed to complete proper repairs on vehicles featuring these systems. To that end, *On Target* begins a new series focused on ADAS technologies, this time featuring available Ford **BlueCruise**® hands-free highway driver-assist technology.

This system, which now boasts nearly 67,000 customers, includes owners of the Ford F-150® truck and Ford Mustang Mach-E® SUV. BlueCruise builds upon Intelligent Adaptive Cruise Control with Stop-and-Go, Lane Centering and Speed Sign Recognition. It allows owners to operate their vehicle hands-free on the highway while being monitored by a driver-facing camera to help ensure they keep their eyes on the road. It is compatible on prequalified sections of divided highways called Hands-Free Blue Zones, that make up over 130,000 miles of North American roads.

Using the 2022 Mach-E SUV as an example, we present the first installment of an extensive overview of BlueCruise technology, with which repairers will need to familiarize themselves in order to correctly repair vehicles that include this feature.

First off, repairers should know that while BlueCruise is the customer-facing term for the technology, within the *Ford Workshop Manual*—accessible through [Motorcraftservice.com](#) or the Ford Professional Technician Society (PTS) site—it is referred to as **Active Drive Assist with Intelligent Adaptive Cruise Control**. More information can be found in [Section 419-03A: Cruise Control, Description and Operation](#).

The intelligent adaptive cruise control (ACC) system is controlled by the powertrain control module (PCM), cruise control module (CCM) and image-processing module-A (IPMA).

Active Drive Assist with Intelligent ACC consists of:

- Stop-and-Go: part of ABS covering brake deceleration and brake pressure for Highway Assist.
- Stop-and-Go: part of PCM covering desired longitudinal acceleration and engine torque for Highway Assist.
- Highway Assist: part of power steering control module (PSCM) for desired lateral steerable path and steering torque.
- Highway Assist: part of instrument panel cluster (IPC) driver indication and warning delivering both visual and audio warnings.
- IPMA
- IPMA Camera
- CCM

Intelligent ACC with speed sign recognition modifies the set speed based on the observed speed limit. When this mode is selected, a bracket appears around the set speed and the detected speed limit sign in the information display. The system is designed to set the vehicle speed to the speed limit detected by the traffic sign recognition system before the vehicle passes the speed limit sign. If the vehicle is equipped with navigation, stored speed sign data may influence the indicated speed limit value. Refer to the Owner's Literature for additional information.

Intelligent ACC with Stop-and-Go assists the driver with longitudinal control through acceleration and deceleration to keep a safe distance to the vehicle in front. Refer to the Owner's Literature for additional information.

Intelligent ACC with Lane Centering assists the driver through lateral control (steering) to keep the vehicle centered in the lane. Refer to the Owner's Literature for additional information.



If the vehicle is equipped with Intelligent Speed Limiter, this feature allows the vehicle speed to be set based on the detected speed limit and limits the vehicle speed accordingly.

The **Highway Assist system** (if equipped) function is selected through the Information and Entertainment Display Unit. ACC must be selected along with Lane Centering in the “ON” position for Highway Assist engagement. This system also continuously monitors the driver's awareness based on an inward-facing camera, and if the system determines the driver is being inattentive, it warns and attempts to re-engage the driver.

[Editor's note: Additional camera information can be found in [Section 419-04B: Interior Camera System, Description and Operation](#). This section will be detailed in future volumes of *On Target*.]

The Highway Assist feature is to assist the driver with steering functionality along with the accelerating and braking functions of the ACC with Stop-and-Go in a highway-like environment to ease the stress of driving in traffic.

On Target plans to include more details on BlueCruise in future volumes.

For more information, contact the Ford Crash Parts Hotline at cphelp@fordcrashparts.com.

*Available feature. Includes a three-year connected service plan with regular map updates after which purchase is required. Requires FordPass® App and modem activation. Driver-assist features are supplemental and do not replace the driver's attention, judgment and need to control the vehicle. Ford BlueCruise is a hands-free highway driving feature. Only remove hands from the steering wheel when in a Hands-Free Blue Zone. Always watch the road and be prepared to resume control of the vehicle. It does not replace safe driving. See Owner's Manual for details and limitations.

2023 Ford Mustang Mach-E® Select includes a 90-day trial with the option to purchase a three-year connected service plan with regular map updates. Requires FordPass App and modem activation.

Details on Ford-Approved Lift Table

Bosch mobile lift table can be used for a variety of tasks, but is essential to help safely remove high-voltage batteries from the Ford Mach-E® SUV, F-150® Lightning™ and E-Transit™.

Special thanks to Bosch Automotive Service Solutions, Inc.

Ford Motor Company and Rotunda remain dedicated to their efforts to help ensure collision repairers have the best equipment available to them to properly repair Ford and Lincoln vehicles. To that end, *On Target* is providing details on the Bosch mobile lift table, a multi-purpose tool intended to lift, lower and transport loads, such as high-voltage batteries (HVBs) as found in battery electric vehicles (BEVs), and plug-in hybrid electric vehicles (PHEVs) as well as engines, transmissions, seats, fuel tanks and axles.

The lift table, which provides smooth and steady lifting and lowering motions, features a scissor-type design that allows users to access all four sides of a component on the lift. The complete lift table platform is capable of lifting and holding 3,086 lbs. (1,400 kg); the extended platform is capable of lifting and holding 1,540 lbs. (700 kg).

The mobile lift table also includes additional helpful design elements, including:

Fine Adjustment Tilting: The forcing screws (Figure 1) allow the user to finely tilt the platform to help remove or install vehicle components and compensate for uneven shop floors and difficult fastener locations, some of which may only have a quarter inch of clearance. The forcing screws can be operated either by hand or by wrench or socket, depending on the applied load.



Figure 1

Platform Sliding Extension: Retract spring plunger and pull on the underside of the table (Figure 2) to extend the sliding platform to increase the surface area of the platform. To help ensure a secure work surface, release the spring plunger and slide platform extension until it locks into one of the three stop positions. Note: If the sliding platform binds, adjustment screws may need to be turned. Secure components to the platform with bolts and/or straps. Many M10 x 1.5 holes are provided in the platform top to thread bolts into. To prevent damaging threads in the platform, do not torque bolts beyond 50 ft. lbs. (68 Nm). Holes in the side edges of the platform are provided for securing straps (see Figures 3 and 4).

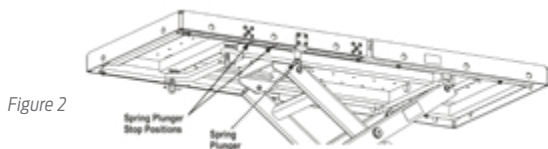


Figure 2

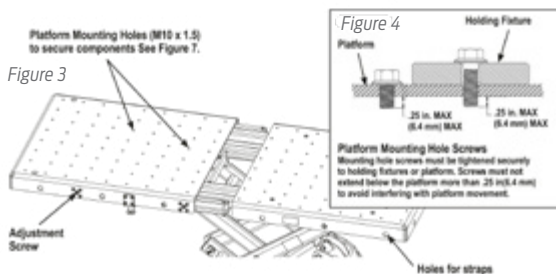


Figure 3

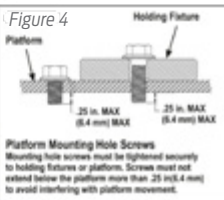
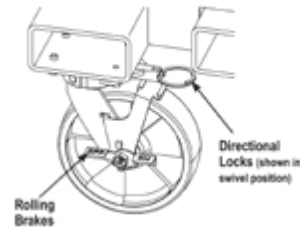


Figure 4

Directional Locks and Rolling Brakes: Each caster on the lift has a directional lock to convert it from a swivel to a rigid caster. Pull on the ring and rotate 90 degrees, then release back into the groove. Rolling brakes are located on the hub of the caster wheels. Depress the “ON” portion to engage brakes and “OFF” to release brakes. Engage all four brakes before applying a load to the lift or when leaving the lift unattended. (See Figure 5)

Figure 5



Adjustable Handle and Pump Position: If the load extends beyond the platform, it may be necessary to extend the pump supports and the push handle to prevent the load from obstructing the use of the handle or the pump. Ensure that all four of the supplied screws are always engaged through the preset adjustment holes in both the handle and base frame. Torque handle and pump support screws to 15 ft. lbs. (20 Nm). (See Figures 6 and 7)

Figure 6

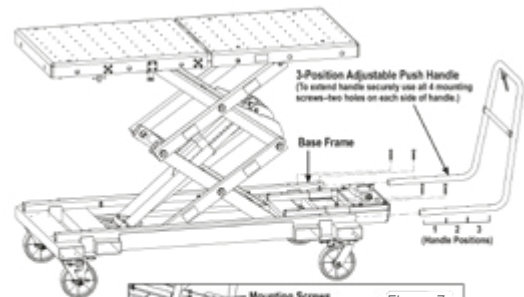


Figure 7

Technicians are reminded to research the repair and map out a repair plan before any work is started, and to read and follow all instructions, guidelines and safety precautions related to HVB vehicles, related tools and equipment, and manufacturer recommendations.

The Bosch mobile lift table is available for purchase at [OneRotunda.com](https://www.onerotunda.com) under item number **014-3KLIFFTABLE**.

For any questions on the lift table, contact Bosch technical services at 1-800-533-6127.

On Target plans to include more details on BEVs and related tools and equipment in future volumes.





Ford Details Requirements for ADAS Certification

Requirements also apply to third-party, outsourced technicians.

Earlier this year a joint announcement was made by Ford, in collaboration with I-CAR, regarding the creation of a new, optional ADAS (advanced driver assistance system) learning path and certification available for all Ford Certified Collision Network (FCCN) professionals, including a unique, Ford-specific, two-day ADAS Hands-on Skills Development (HOSD) course at I-CAR's Chicago Technical Center (CTC).

In addition to shops within the FCCN that desire to perform ADAS calibrations internally, all outsourced service company technicians that perform ADAS diagnostics, repairs, or calibrations **must** have completed the same requirements as an in-house shop technician.

The HOSD course is a 16-hour workshop focused on diagnostics, repairs and calibrations on Ford ADAS products. In a real-world shop environment, technicians will use Ford service information, from the *Ford Workshop Manual*—accessible through Motorcraftservice.com or the Ford Professional Technician Society (PTS) site—and the Ford Diagnostic & Repair System (FDRS) with the Ford VCM3 diagnostic scanning tool to identify, investigate, diagnose and repair various ADAS systems on Ford vehicles.

Technicians will apply a diagnostic process to understanding ADAS operation, architecture and features, and will learn about the relationships these systems have to one another and to other vehicle systems.

Prior to taking the HOSD course, an outsourced service company technician must complete the eleven (11) I-CAR and five (5) Ford courses. These are the same requirements for an in-house shop technician.

“This training had great hands-on activities and allowed us to challenge our diagnostic abilities while in a lab-classroom environment,” said Mark O’Neil, Technical Trainer for asTech®. “As a technical trainer myself, I feel this type of hands-on ADAS training will benefit many technicians to come.”

“I-CAR and Ford put forth great thought in laying out the CTC training facility for Hands-On ADAS training,” said Paul Bostel, lead master technician, Bloomington Tech Center, LaMettry’s® Collision (an FCCN-certified shop).

“Between the CTC’s cutting-edge technologies and Ford tooling and equipment, in all my years I have never been exposed to such interesting learning opportunities. All technicians should take these courses. The real-world diagnostic situations presented will require finding [vehicle] faults of all kinds and working through for



the proper solutions. I’d encourage anyone who has the opportunity to attend.”

For more information on the HOSD course prerequisites, visit I-CAR.com.

For more information regarding Ford requirements, visit I-CAR.com/Ford or call (844) 505-9557 to speak with a representative.

Component Descriptions for SRS

On Target provides more component descriptions and definitions regarding the supplemental restraint system (SRS)—using the 2018-2020 Ford F-150® truck as an example vehicle—as found in the official *Ford Workshop Manual*.

Please note the following information is intended as a general guideline and is not all-inclusive. For more in-depth repair information on this and other Ford and Lincoln vehicles, consult the *Ford Workshop Manual*, found at Motorcraftservice.com. Check back often as repair procedures could be updated without notice. Always ensure you are looking up the correct model year vehicle for proper collision repair information.

SECTION 501-20B: AIRBAG AND SEATBELT PRETENSIONER SUPPLEMENTAL RESTRAINT SYSTEM – DESCRIPTION AND OPERATION

Deployable Steering Column

The deployable steering column includes a device that, once deployed, reduces the amount of force necessary to collapse the steering column during a crash event. The deployable device is activated by the restraints control module (RCM), depending on the driver seat position and the force of the crash. After deployment, a new steering column must be installed.

Driver Airbag

The driver airbag is a dual-stage airbag. Upon receiving a flow of current, it deploys at one of two different rates, depending upon vehicle impact severity and sensor input.

Passenger Airbag

The passenger airbag is a dual-stage airbag that deploys at one of two different rates, depending upon vehicle impact severity and sensor input.

Passenger Airbag Canister Vent

The passenger airbag canister vent is a deployable device that is part of the passenger airbag. Canister venting controls the inflation rate of the passenger airbag and the escape rate of gasses from the airbag. The canister vent cannot be serviced separately from the passenger airbag.

Passenger Airbag Deactivation (PAD) Indicator

The PAD indicator is an LED that is part of the front controls interface module (FCIM). The PAD indicator cannot be serviced separately from the FCIM.

Seatbelt Anchor Pretensioner

The seatbelt anchor pretensioner is a pyrotechnic device that removes excess webbing

slack from the seatbelts when deployed. One is included as part of each front-row, outboard seatbelt assembly and cannot be serviced separately.

(To diagnose any pretensioner diagnostic trouble codes (DTCs), refer to **Section 501-20B: Supplemental Restraint System, Diagnosis and Testing.**)

Seatbelt Inflator (SuperCrew only, if equipped)

The seatbelt inflator is a pyrotechnic device that deploys upon receipt of current flow initiated by the RCM. It is a canister that releases inert gas to deploy the inflatable shoulder belt.

The seatbelt inflators are built into each second-row outboard seatbelt buckle. The inflator cannot be serviced separately from the buckle.

Additional details on SRS repairs from the *Ford Workshop Manual* will continue in future volumes of *On Target*, focusing on clockspring adjustments, de-powering and re-powering the vehicle, pyrotechnic device disposal and more.

For questions on this or the proper repair of any Ford or Lincoln vehicle, contact the Ford Crash Parts Hotline at cphep@fordcrashparts.com.

CollisionWeek Interviews Chris Wallace from Ford Motor Company

Interview excerpts used with permission from CollisionWeek

CollisionWeek recently spoke with Chris Wallace, U.S. Collision Manager for Ford Customer Service Division, on the details and requirements for the new [Ford Certified Glass Network \(FCGN\)](#).

“It’s no secret that we’re seeing how glass really plays a critical role for our owners as a key structural component of the vehicle engineering. It’s the interface for advanced driver assistance systems (ADAS), it aids in preserving the driver experiences that are dependent on cabin noise levels,” said Wallace.

“In addition, when we look at the glass industry projections, around 80 percent of all glass replacement does not involve a vehicle collision. This means there’s an opportunity to support our Ford and Lincoln owners ensuring their glass reinstallation is completed to our OE quality standards. The glass certification program is really designed to help enable this in the market.”

“The Ford Certified Glass Network is focused on a properly trained calibration technician utilizing our engineering repair and calibration procedures with our OE glass,” concluded Wallace.

The entire video interview can be found [here](#).*

*Subscription required



Inside the Industry

SCRS Announces Blend-Refinish Study

The Society of Collision Repair Specialists (SCRS) says it will conduct a study to determine the difference in time needed to fully refinish an exterior panel and the time required to blend that same panel. The initiative is designed to test the longstanding formula that values the time required for blending at 50 percent of the full refinish operation. The study is expected to include the participation of four major refinish manufacturers, with the results anticipated in the fourth quarter of this year.

Mid-Size Sedans Perform Poorly in new IIHS Crash Tests

Seven midsize sedans recently tested by the Insurance Institute for Highway Safety (IIHS) did not perform as well as small and mid-size SUVs in the same side-impact crash tests. The IIHS notes the side-impact crash test has been updated to better reflect real-world conditions, with a 4,200-pound barrier striking test vehicles at 37mph; earlier versions of the test included a 3,300-pound barrier moving at 31mph.

“With vehicles that sit lower to the ground, the striking barrier hits higher on the door panel,” said IIHS President David Harkey. “That potentially puts sedans and wagons at a disadvantage in this evaluation but reflects what happens in a real-world crash when these vehicles are struck by a higher-riding pickup or SUV.”

Traffic Death Figure Highest in 20 Years

According to preliminary numbers released by the National Highway Traffic Safety Administration (NHTSA), the first quarter of 2022 recorded 9,560 traffic deaths, a seven percent increase from the 8,935 fatalities recorded during the same time frame a year earlier. That number is the highest through three months since 2002.

Car Costs Continue to Rise

The annual “Your Driving Costs” report by AAA shows that the average cost to own and operate a vehicle in 2022 has jumped to \$10,728 per year, an 11 percent increase from last year. Factors include vehicle maintenance, insurance, depreciation and fuel charges, which continue to be higher than usual.

New-vehicle prices remain on the rise as well, according to Kelley Blue Book, which reports the average new-car price is now \$48,182— a 12 percent hike from the year before and the highest amount on record.

New Car Designs Reduce Female Injuries

Advances in vehicle safety standards and equipment seem to be the reason behind improvements in the gap between female and male fatalities during collision events. That’s according to a new NHTSA report, which compared vehicle models from 1960–2009 to 2010–2020 and found the gap between female and male fatalities dropped from 18.3 percent to 6.3 percent. The gap continued its downward trend as newer vehicles were included, to 2.9 percent for 2015–2020 vehicle models.

On Target

Scheduled to be published four times a year, *On Target* aims to provide Ford and Lincoln dealership parts departments and independent collision repair shops with the technical information needed to deliver efficient, high-quality repairs to Ford and Lincoln vehicle owners.

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On Target Digital

Download *OnTarget* for free at [FordCrashParts.com](#), or by clicking the Ford page on [OEMIStop.com](#).

Genuine Parting Thoughts

Have an idea?

We’d love to hear from you. Your comments and article suggestions can be sent to:

cphep@fordcrashparts.com

