

Part 573 Safety Recall Report

18E-001

Manufacturer Name : Takata Corporation

Submission Date : JAN 03, 2018

NHTSA Recall No. : 18E-001

Manufacturer Recall No. : NR



Manufacturer Information :

Manufacturer Name : Takata Corporation

Address : 2500 Takata Drive
Auburn Hills MI 48065

Company phone : 2483738040

Population :

Number of potentially involved : 1,000,000

Estimated percentage with defect : 1 %

Equipment Information :

Brand / Trade 1 : Takata

Model : PSPI, PSPI-1.1, PSPI-2, PSPI-6, PSPI-L, and SPI

Part No. : No Part Number

Size : NR

Function : NR

Descriptive Information : Specific model Takata non-desiccated frontal airbag inflators containing phase stabilized ammonium nitrate propellant for Model Year 2013 vehicles in Zone A. Model Year 2012 and older were included in DIRs 17E-002 and 16E-042 for Zone A.

Production Dates : JAN 01, 2003 - DEC 31, 2013

Description of Defect :

Description of the Defect : Takata is submitting this DIR in accordance with the terms specified in the May 4, 2016 Amendment to the November 3, 2015 Consent Order in EA15-001. This report contemplates national recalls of vehicles equipped with certain Takata non-desiccated inflators used in frontal airbag systems containing a phase stabilized ammonium nitrate (PSAN) based propellant that were not included in prior national recalls. The subject inflators include models designated by Takata as: PSPI, PSPI-1.1, PSPI-2, PSPI-6, PSPI-L, and SPI.

Takata is not aware of any test ruptures in ballistic testing of returned inflators or confirmed field incidents of the designated categories and model years of the subject non-desiccated PSAN inflators other than those already under recall as detailed in prior Defect Information Reports (DIR). Out of an abundance of caution, however, Takata is filing this report in cooperation with NHTSA to promote public safety.

As a result of the developments and circumstances described below, Takata has determined that a defect related to motor vehicle safety may arise in some of the subject non-desiccated PSAN inflators due to propellant degradation occurring after prolonged exposure to high absolute humidity, high temperatures, and high temperature cycling. Testing and analysis conducted by Takata and by independent entities have found that there are wide differences in the time periods in which propellant degradation takes place. The propellant degradation varies in different climate zones, in different vehicle makes and models, and in different inflator and propellant configurations. Takata believes that the subject inflators perform as originally designed and manufactured and do not pose an unreasonable risk to safety until they reach a certain level of propellant degradation.

FMVSS 1 : NR

FMVSS 2 : NR

Description of the Safety Risk : Activation of a non-desiccated PSAN inflator with degraded propellant may result in an inflator rupture. An inflator rupture may cause metal fragments to pass through the air bag and into the vehicle interior at high speed, which may result in injury or death to vehicle occupants.

Description of the Cause : The propellant wafers in some of the subject inflators may degrade over time, which could lead to over-aggressive combustion in the event the air bag is activated. Overly aggressive combustion creates excessive internal pressure when the inflator is activated, which may cause the inflator body to rupture. Based upon Takata's investigation to date, the potential for such ruptures occurs in some of the subject inflators after several years of exposure to persistent conditions of high absolute humidity, high temperatures, and high temperature cycling. The potential for rupture may also be influenced by other factors, including the specific vehicle environment, the inflator and propellant configuration, and manufacturing variability.

Identification of Any Warning NR
that can Occur :

Supplier Identification :

Component Manufacturer

Name : NR

Address : NR

NR

Country : NR

Chronology :

November 3, 2015 – NHTSA and Takata entered into a Consent Order in EA15 001 to resolve issues raised in that investigation, to mitigate and control risks of harm, and to promote public safety.

May 4, 2016 – NHTSA and Takata entered into an Amendment to the November 3, 2015 Consent Order. As stated in that Amendment, on the basis of testing and analysis conducted by Takata and by independent research organizations, NHTSA has concluded that, “at some point in the future all non-desiccated frontal Takata PSAN inflators will reach a threshold level of degradation that could result in the inflator becoming unreasonably dangerous.” As a result of this conclusion, and pursuant to Paragraph 29 of the November 3, 2015 Consent Order, NHTSA ordered Takata to file certain DIRs, in accordance with the schedule set forth in Paragraph 14 of the Amendment.

May 16, 2016 – Takata submitted DIRs per the schedule specified by NHTSA in the Amendment to the Consent Order.

January 3, 2017 - Takata submitted DIRs per the schedule specified by NHTSA in the Amendment to the Consent Order. The schedule calls for certain DIRs to be submitted by Dec. 31, 2016. However, since that date fell on a weekend and a Federal holiday is observed on Jan. 2, 2017, NHTSA agreed that the DIRs would be submitted on Jan. 3, 2017, the next working day.

January 2, 2018 - Takata submitted DIRs per the schedule specified by NHTSA in the Amendment to the Consent Order. The schedule calls for certain DIRs to be submitted by Dec. 31, 2017. However, since that date fell on a weekend and a Federal holiday is observed on Jan. 1, 2018, NHTSA agreed that the DIR would be submitted on Jan. 2, 2018, the next working day.

Description of Remedy :

Description of Remedy Program : Takata and NHTSA are aware that remedy parts may not be available for some of the vehicles containing inflators covered by this DIR. Takata will work closely with each vehicle manufacturer to develop an appropriate remedy for each vehicle and urges consumers to get the affected inflators replaced promptly after they are notified that a replacement is available. The Coordinated Remedy Program, being administered by the Independent Monitor, will prioritize the supply of remedy parts to the vehicles and zones that present the highest risk.

How Remedy Component Differs from Recalled Component : NR

Identify How/When Recall Condition was Corrected in Production : NR

Recall Schedule :

Description of Recall Schedule : Recall schedule is to be determined and submitted by the affected OEM's. Takata has no dealers so there are no dealer notification to send and no dealer notification beginning and end dates.

Planned Dealer Notification Date : JAN 02, 2018 - JAN 02, 2018

Planned Owner Notification Date : JAN 02, 2018 - JAN 02, 2018

Purchaser Information :

The following manufacturers purchased this defective/noncompliant equipment for possible use or installation in new motor vehicles or new items of motor vehicle equipment:

Name : American Honda Motor Co.

Address : 1919 Torrance Blvd.
Torrance CA 90501

Country : US

Company Phone : 3107832000

Name : General Motors

Address : 30001 Van Dyke Rd
Warren MI 48094

Country : US

Company Phone : NR

Name : Jaguar Land Rover North America
Address : 555 Mac Arthur Boulevard
Mahwah NJ 07430

Country : US
Company Phone : NR

Name : Mazda North America
Address : 1025 Connecticut Avenue NW
Suite 910 Washington DC 20036

Country : US
Company Phone : NR

Name : Mercedes Benz USA
Address : 303 Perimeter Center North
Atlanta GA 30346

Country : US
Company Phone : NR

Name : Mitsubishi Motors North America
Address : 6400 Katella Avenue
Cypress CA 90630

Country : US
Company Phone : NR

Name : Subaru of America
Address : P.O. Box 6000
Cherry Hills NJ 08034

Country : US
Company Phone : NR

Name : Tesla Motors
Address : 3500 Deer Creek Road
Palo Alto CA 94304

Country : US
Company Phone : NR

Name : Toyota
Address : 19001 South Western Avenue
Torrance CA 90501

Country : US
Company Phone : NR

* NR - Not Reported