

Part 573 Safety Recall Report

18V-188

Manufacturer Name : Ferrari North America, Inc.

Submission Date : MAR 23, 2018

NHTSA Recall No. : 18V-188

Manufacturer Recall No. : 60A



Manufacturer Information :

Manufacturer Name : Ferrari North America, Inc.

Address : 250 Sylvan Avenue

Englewood Cliffs NJ 07632-2500

Company phone : 1800-999-9999

Population :

Number of potentially involved : 1,870

Estimated percentage with defect : 100 %

Vehicle Information :

Vehicle 1 : 2009-2011 Ferrari California

Vehicle Type : LIGHT VEHICLES

Body Style : 2-DOOR

Power Train : GAS

Descriptive Information : All MY 2009-2011 (California/458 Italia) vehicles in the production range already recalled with Ferrari's Defect Information Report filed with NHTSA on May 23, 2016 with reference no. 16V-341, and which have not yet received any recall repair notwithstanding the recall notices sent to customers.

Production Dates : FEB 16, 2009 - JUL 08, 2011

VIN Range 1 : Begin : ZFFLJ65A690165712 **End :** ZFF65LJA2B0182339 Not sequential

Vehicle 2 : 2010-2011 Ferrari 458 Italia

Vehicle Type :

Body Style :

Power Train : NR

Descriptive Information : All MY 2009-2011 (California/458 Italia) vehicles in the production range already recalled with Ferrari's Defect Information Report filed with NHTSA on May 23, 2016 with reference no. 16V-341, and which have not yet received any recall repair notwithstanding the recall notices sent to customers.

Production Dates : MAY 03, 2009 - JUL 29, 2011

VIN Range 1 : Begin : ZFF67NFA3A0173114 **End :** ZFF67NFA2B0182677 Not sequential

Description of Defect :

Description of the Defect : On May 16, 2016, Takata submitted a 573 Safety Defect Information Report to NHTSA, stating as follows: "Takata has determined that a defect related to motor vehicle safety may arise in some of the subject ammonium nitrate inflators due to propellant degradation occurring after prolonged exposure to high absolute humidity, high temperatures and high temperature cycling. Testing and analyses 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."

Regarding this same matter, Ferrari originally submitted the Part 573 Safety Defect Information Report, assigned with NHTSA recall identification number 16V-341, on May 23, 2016 and conducted the temporary remedy with use of "like-for-like" air bag inflator consisting of non-desiccated phased- stabilized ammonium nitrate ("PSAN"), so that vehicle occupants could avoid a safety risk of air bag rupture in the short term.

At this time, Takata has made available non-PSAN air bag inflators that eliminate the safety risk of rupture. This submission is to inform of Ferrari's intent to replace existing recall 16V-341, with two separate recall submissions both using permanent remedy, non-PSAN air bag inflator parts. The new recall under this submission will cover only the vehicles not yet repaired under 16V-341. Ferrari has filed a separate submission to amend 16V-341, so as to include therein only vehicles which have already received a Like-for-Like remedy.

FMVSS 1 : NR

FMVSS 2 : NR

Description of the Safety Risk : Per the Defect Information report filed with NHTSA by Takata on May 16, 2016, "Activation of a non-desiccated ammonium nitrate 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 : Per the Defect Information report filed with NHTSA by Takata on May 16, 2016, "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

Identification of Any Warning that can Occur : NR factors, including the specific vehicle environment, the inflator and propellant configuration, and manufacturing variability."

Supplier Identification :

Component Manufacturer

Name : NR

Address : NR

NR

Country : NR

Chronology :

Takata filed a Defect Information Report with NHTSA on May 16, 2016 and Ferrari, after having originally filed on May 23, 2016 Defect Information Report no. 16V-341 in compliance with 49 CFR 573.3, is separately amending such Report through a specific submission to include therein only vehicles which have already received a "Like-for-Like" replacement passenger airbag, and which will receive a "Final remedy" replacement airbag in compliance with the schedule set forth under CRO3.

This submission covers the remaining vehicles under Report no. 16V-341 which have yet not received any repair, notwithstanding the owner notifications already sent to customers. Also such vehicles will receive a "Final remedy" replacement airbag in compliance with the schedule set forth under CRO3.

Specifically, from September 2016 to November 2017, Ferrari conducted recall action replacing airbag inflators with "Like-for-Like" replacement parts as temporary remedy made available by Takata. On October 31, 2017 (for Zone A) and November 15, 2017 (for Zones B & C), Ferrari began replacing airbag inflators with the new "Final" remedy and is continuing doing so.

Description of Remedy :

Description of Remedy Program : In compliance with NHTSA's CRO3 and to Amendment to November 3, 2015 Consent Order, Ferrari has launched and will continue to conduct a voluntary safety recall on all affected vehicles to replace the front passenger airbag assembly subject to the availability of replacement assemblies in accordance with prioritization of risk, determined by the age of the inflator and exposure to high humidity and fluctuating high temperatures, and in accordance with the Coordinated Remedy Program.

Customers may be eligible to receive reimbursement for the cost associated with this defect provided that they send the original receipt and/or other adequate proof of payment to the company for confirmation of the expenses incurred by the customers.

How Remedy Component Differs from Recalled Component : Ferrari will replace the current front passenger airbag assembly which includes a PSPI-2 inflator, with an airbag assembly including a new non-ammonium nitrate inflator ("new PAB"). The new part is made by TRW (PPI3-2S C605).

Identify How/When Recall Condition was Corrected in Production : Ferrari began installing airbag assemblies with new non-ammonium nitrate airbag inflators ("new PAB") on the 488 GTB, 488 Spider, GTC4Lusso, 812 Superfast (US version) starting in February 2018.

Recall Schedule :

Description of Recall Schedule : NR

Planned Dealer Notification Date : MAR 19, 2018 - MAR 19, 2018

Planned Owner Notification Date : MAR 19, 2018 - MAR 19, 2018

* NR - Not Reported