

VOLKSWAGEN



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Auburn Hills, MI 48326
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March 2, 2005

Thomas Z. Cooper, Chief
Office of Defects Investigation
US Department of Transportation
National Highway Traffic Safety Administration
400 Seventh Street, S.W.
Washington, DC 20590

Subject: PE04-081 NVS-212pco; "Inadvertent" Deployment of Side Airbag

Dear Mr. Cooper,

Volkswagen hereby submits the following information and documents as an addendum to Response 9 of our submission on Friday, February 25, 2005. Upon further review, we are submitting these documents without a request for confidentiality.

Please contact me if you have any questions regarding this response.

Regards,

John Maddox
Compliance Officer
Volkswagen of America

Attachments

Response 9.

(B) Studies, Surveys, and Analyses

Action Identifier	Approximate Start Date	Approximate End Date	Objective of Action	Action Conducted By	Brief Results / Conclusion
Siemens Report Part 1 & Part 2, Attachments 9-14 & 9-15	Jan-01	Feb-01	Siemens Report -	Siemens	Deployment because of severe undercarriage damage, Crash data stored in ECU; conclusion: no inadvertent deployment

SIEMENS

Automobiltechnik
Automotive Systems

Fax-Mitteilung
Fax-Message

An To	Volkswagen AG
Name Name	Mr. Alfredsson
Abteilung Department	
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Seitenzahl incl. dieser Seite Number of pages incl. this page	17

Von From	Siemens Automobiltechnik
Name Name	Robert Resch
Abteilung Department	AT SE RS Q1
Ort Location	Regensburg
Telefon Telephone	0941/790-5531
Fax	0941/790-5547
Datum Date	29.01.2001

Airbag VW6: ECU for analysis, Crash unit, Chassis-No.: 89M01M087391
Inadvertent deployment of hood and side airbag left, and belt pretensioner left,
RW-Nr. 2001010208

Dear Mr. Alfredsson,

attached you receive the report regarding the issue mentioned above.

The test protocols of the shaker test, the firing curve and the printout of the crash storage and failure storage of the ECU and the left front satellite is attached.

According to our analysis the ECU and the left front satellite are electrically o.k.
The ECU values of the firing time, pulse length and firing tension for all firing loops are correct.

A side crash left was stored in the ECU. According to the ECU memory, the side crash was qualified by the left back satellite. The left back satellite was not sent to us for analysis.

Several entries have been recorded in the failure storage: „crash side left“ at 30h 9min 0sec, „crash BPT“ at 30h 9min 0sec, „SQ7 resistance too high“ at 30h 9min 0sec, „SQ9 leakage to ground“ at 30h 9min 0sec, „SQ3 resistance too high“ at 30h 9min 0sec, „SQ5 resistance too low“ at 30h 37min 30sec, „SQ8 resistance too low“ at 30h 37min 30sec, „FC_SAT1_ID_MISMATCH“ at 30h 37min 30sec and „FC_SAT2_ID_MISMATCH“ at 30h 37min 30sec.

The first two records are documenting the crash. The next three failures of firing squibbs at 30h 9min 0sec show the resistance of the squibbs after firing. The last four records at 30h 37min 30sec are stored during our analysis.

Please don't hesitate to contact me, if you have further questions.

Best Regards,

Distribution list:

Mr. Schulz	VW K-GQ-25
Mr. Guggenberger	AT SE RS T13
Mr. Lages	VAT WOB
Mr. Krügel	AT SE RS Q1

Robert Resch

Business Address: Siemens AG
Automobiltechnik
Postfach 10 09 43
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Issue: 69M01M087391		
Airbag VW6 + G-SATIII		
8Q0 909 805 F + 1x 1Q0909806B		
5WK 42902 + 1x 5WK42895		
0031DD024U8T + 02310D1B3YUC (only left front)		
004354237495		
69M01M087391		
<input type="checkbox"/> stored	<input checked="" type="checkbox"/> not stored	
<input checked="" type="checkbox"/> stored	<input type="checkbox"/> not stored	
<input checked="" type="checkbox"/> stored	<input type="checkbox"/> not stored	
8Ch crash side left	8Dh crash BPT	
19h SQ7 resistance too high	23h SQ8 leakage to ground	
09h SQ3 resistance too high		
12h SQ5 resistance too low	16h SQ6 resistance too low	
39h FC BAT1 ID MISMATCH	3Ah FC BAT2 ID MISMATCH	
at ambient	<input checked="" type="checkbox"/> o.K.	<input type="checkbox"/> not o.K.
at -40°C	<input checked="" type="checkbox"/> o.K.	<input type="checkbox"/> not o.K.
at +85°C	<input checked="" type="checkbox"/> o.K.	<input type="checkbox"/> not o.K.
Ignition according to test limits	<input checked="" type="checkbox"/> yes	<input type="checkbox"/> no

Author: Resch/AT SE RS Q1 Tel: 0941/790-5531

Signature:

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SIEMENS

Automobiltechnik
Automotive Systems

Fax-Mitteilung
Fax-Message

An	Volkswagen AG
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Von	Siemens Automobiltechnik
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Ort	Regensburg
Location	
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Telephone	
Fax	0941/790-5547
Fax	
Datum	13.02.2001
Date	

Alrbag VW8: ECU for analysis, Crash unit, Chassis-No.: 89M01M087391
Inadvertent deployment of head and side airbag left, and belt pretensioner left,
RW-Nr. 2001010208
Report 2:

Dear Mr. Alfredsson,

attached you receive the second report regarding the issue mentioned above. This time we analysed the left back satellite.

The test protocols of the shaker test, the printout of the crash storage and failure storage of the left back satellite is attached.

According to our analysis the left back satellite is electrically o.K..

A side crash left was stored in the left back satellite.

No entries have been recorded in the failure storage of the satellite.
We found no hint for any abnormality.

Please don't hesitate to contact me, if you have further questions.

Best Regards,

Distribution list:

Mr. Schulz	VW K-GQ-25
Mr. Guggenberger	AT SE RS T13
Mr. Lages	VAT WOB
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Robert Reech

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Issue: 69M01M087391		
Airbag VW6 + G-SATIII G-SATIII (hinten)		
8Q0 909 805 F + 1x 1Q0909806B + 1x 1C0909806B		
5WK 42902 + 1x 5WK42895 + 1x 5WK42957		
0031DD024U6T + 02310D1B3YUC + 02312D07B2SQ		
004354237495		
69M01M087391		
<input type="checkbox"/> stored	<input checked="" type="checkbox"/> not stored	
<input checked="" type="checkbox"/> stored	<input type="checkbox"/> not stored	
<input checked="" type="checkbox"/> stored	<input type="checkbox"/> not stored	
8Eh crash side left	8Dh crash BPT	
18h SQ7 resistance too high	23h SQ8 leakage to ground	
08h SQ3 resistance too high		
12h SQ5 resistance too low	16h SQ6 resistance too low	
30h FC SAT1 ID MISMATCH	3Ah FC SAT2 ID MISMATCH	
at ambient	<input checked="" type="checkbox"/> o.K.	<input type="checkbox"/> not o.K.
at -40°C	<input checked="" type="checkbox"/> o.K.	<input type="checkbox"/> not o.K.
at +85°C	<input checked="" type="checkbox"/> o.K.	<input type="checkbox"/> not o.K.
Ignition according to test limits	<input checked="" type="checkbox"/> yes	<input type="checkbox"/> no

Author: Resch/AT SE RS Q1 Tel: 0941/790-5531

Signature:

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