



U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**

ODI RESUME

Investigation: EQ 12-002
Prompted by: 12V-029, 12V-030, 12V-047, 12V-055
Date Opened: 02/14/2012 **Date Closed:** 05/08/2012
Investigator: Alexander Ansley
Approver: Jennifer Timian
Subject: Autoliv Air Bag Propellant Mixture

MANUFACTURER & PRODUCT INFORMATION

Manufacturer: NISSAN NORTH AMERICA, INC., AUTOLIV, INC., SUBARU OF AMERICA, INC., TOYOTA MOTOR CORPORATION, HONDA (AMERICAN HONDA MOTOR CO.)
Products: Several MY2011-12 Toyota, Honda, Subaru, and Nissan vehicles
Population: 2,131
Problem Description: Certain side curtain airbags contain an inflator module with an incorrect propellant mixture.

ACTION / SUMMARY INFORMATION

Action: Close EQ

Summary:

The summary for this investigation, labeled "EQ12-002 Autoliv Closing Resume", can be found attached separately to this resume.

This EQ is closed.

EQ12-002 – Closing Resume

On January 31, 2012, Toyota Motor Corporation (Toyota) notified the NHTSA that it had decided certain vehicles it manufactured contain a safety related defect. Toyota stated that certain model year 2011 RAV4 vehicles, manufactured from November 24, 2011 through December 19, 2011, contain side curtain airbag inflators with an incorrect propellant specification. In this condition, the inflator may not perform properly, causing one or both curtain shield airbags to not deploy in the event of a crash, which could increase the risk of injury to an occupant. This issue was assigned recall number 12V-029.

Also on January 31, 2012, Honda Motor Co., Ltd. (Honda) notified the NHTSA of the same defect determined to exist in certain model year 2012 Honda Accord and Crosstour vehicles. This issue was assigned recall number 12V-030. On February 9, 2012, Subaru of America, Inc. (Subaru) notified the NHTSA of the same defect determined to exist in model year 2012 Legacy and Outback vehicles manufactured from December 1, 2011, through December 23, 2011. This issue was assigned recall number 12V-047. On February 13, 2012, Nissan North America, Inc. (Nissan) notified the NHTSA of the same defect determined to exist in certain model year 2012 Nissan Versa and Altima vehicles manufactured from November 21, 2011, through December 21, 2011. This issue was assigned recall number 12V-055.

On February 14, 2012, RMD mailed an information request (IR) letter to Autoliv requesting a list of purchasers who received the affected air bag propellant, and also inquiring if Autoliv sold any affected air bag inflators in the replacement market. On February 17, 2012, Autoliv replied by answering RMD's questions and providing more insight into the defect. Autoliv noted that the incorrectly mixed air bag propellant was used in four types of inflators, ACH 2.1, ACH 2.1B, ACH 2.0B, and ACH 2.4. However, test results of more than 2,200 inflators demonstrated 3 failures of the ACH 2.1 inflator, and only Toyota and Honda were shipped this inflator design. Autoliv stated that they believe strongly the other three inflator designs, even though containing potentially affected initiators, should still deploy properly.

Listed as purchasers of these affected inflators were Chrysler Group LLC (Chrysler), Ford Motor Company (Ford), Honda, Kia Motors Manufacturing Georgia Inc. (Kia), Nissan, General Motors Company (GM), Suzuki, Toyota, Daimler AG (Daimler), and equipment manufacturers Takata Holdings Inc. (Takata) and Neaton Auto Products Manufacturing, Inc. (Neaton). Autoliv stated that it did not sell any affected product in the replacement market.

On February 23, 2012, RMD mailed IR letters to Chrysler, Ford, Kia, GM, and Suzuki to see if any company had made a safety defect determination regarding the inflators manufactured into its vehicles. On March 2, 2012, Ford responded that it only received ACH 2.0B and ACH 2.1B inflators from Autoliv and, referencing Autoliv's test results, noted that no safety related defect exists in Ford vehicles with these inflator designs. On March 8, 2012, Chrysler responded that it only received ACH 2.1B and ACH 2.4 inflators and agrees with Autoliv's conclusion that these inflator designs do not contain a safety defect. Also on March 8, 2012, GM responded that it only received ACH 2.1B inflators and noted that, after a joint investigation with Autoliv, its air bag inflators will deploy properly and do not contain a safety defect. On April 4, 2012, Kia responded that it only received the ACH 2.1B inflators and, also referencing Autoliv's test results, noted that the affected lots of inflators it received would deploy normally. Each company noted they would not be conducting a safety recall for vehicles manufactured with the inflator designs they received.

On February 28, 2012, Suzuki responded to RMD's IR letter that its units were exported to Hungary initially, but were later returned to Autoliv prior to installation. RMD did not issue an IR letter to Daimler as, according to Autoliv, its 12 units were shipped to Germany to be used as prototype parts and not installed into production vehicles.

On February 28, 2012, RMD mailed IR letters to Takata and Neaton to learn if any of their inflators, or further affected air bag assemblies, were sold to any other vehicle manufacturers or if any affected products were sold in the replacement market. In a letter dated March 9, 2012, Neaton responded that it only sold its units to Honda and did not sell any units in the replacement market. In a letter dated March 19, 2012, Takata responded that it sold its units to Honda, GM, Ford, and Subaru but only the defective ACH 2.1 inflators were sold to Honda. Takata also noted that no units were sold in the replacement market.

After reviewing all submitted IR responses, only Honda and Toyota received the Autoliv air bag inflators that failed in testing (the ACH 2.1 inflator design) and those two manufacturers have already issued safety recalls for their affected vehicles.

This EQ is closed.