

Inflator Regional Field Action NHTSA Meeting

July 11, 2014

Agenda

1. Identify affected Takata inflators and manufacturing time periods
2. Identify affected vehicle manufacturers
3. Estimated vehicle volumes
4. Status of task to provide module serial numbers to each vehicle manufacturer
5. Replacement kit information

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6. Replacement inflator production capacity
7. Logistics of returned parts
8. Inflator analysis plan
9. Data sharing
10. Schedule of analysis
11. Discussion

1. Identification of affected Takata inflators and manufacturing time periods

- Takata driver inflators
 - PSDI and PSDI-4
 - Manufactured from Jan 1, 2004 to June 30, 2007
- Takata passenger inflators
 - SPI, PSPI, and PSPI-L
 - Manufactured from SOP to July 31, 2004

2. Affected vehicle manufacturers

- BMW
- Chrysler
- Ford
- Honda
- Mazda
- Mitsubishi
- Nissan
- Subaru
- Toyota

3. Approximate volumes for the regional field action

- Driver Inflators 2.1 million
- Passenger 1 million
- These estimates were compiled from various early sources. The final numbers have not yet been determined by each vehicle manufacturer.

4. Status of task to provide module serial numbers to each vehicle manufacturer

- All module serial number information should be provided to each vehicle manufacturer by close of business 7/11/2014
- This data had to be compiled from multiple databases, in multiple countries, and, in some cases, from archived paper records

5. Replacement kit information

- Each vehicle manufacturer must specify the content for the replacement kit for each vehicle model
- Most of this activity is complete
- All kit information is needed to address capacity and replacement parts timing

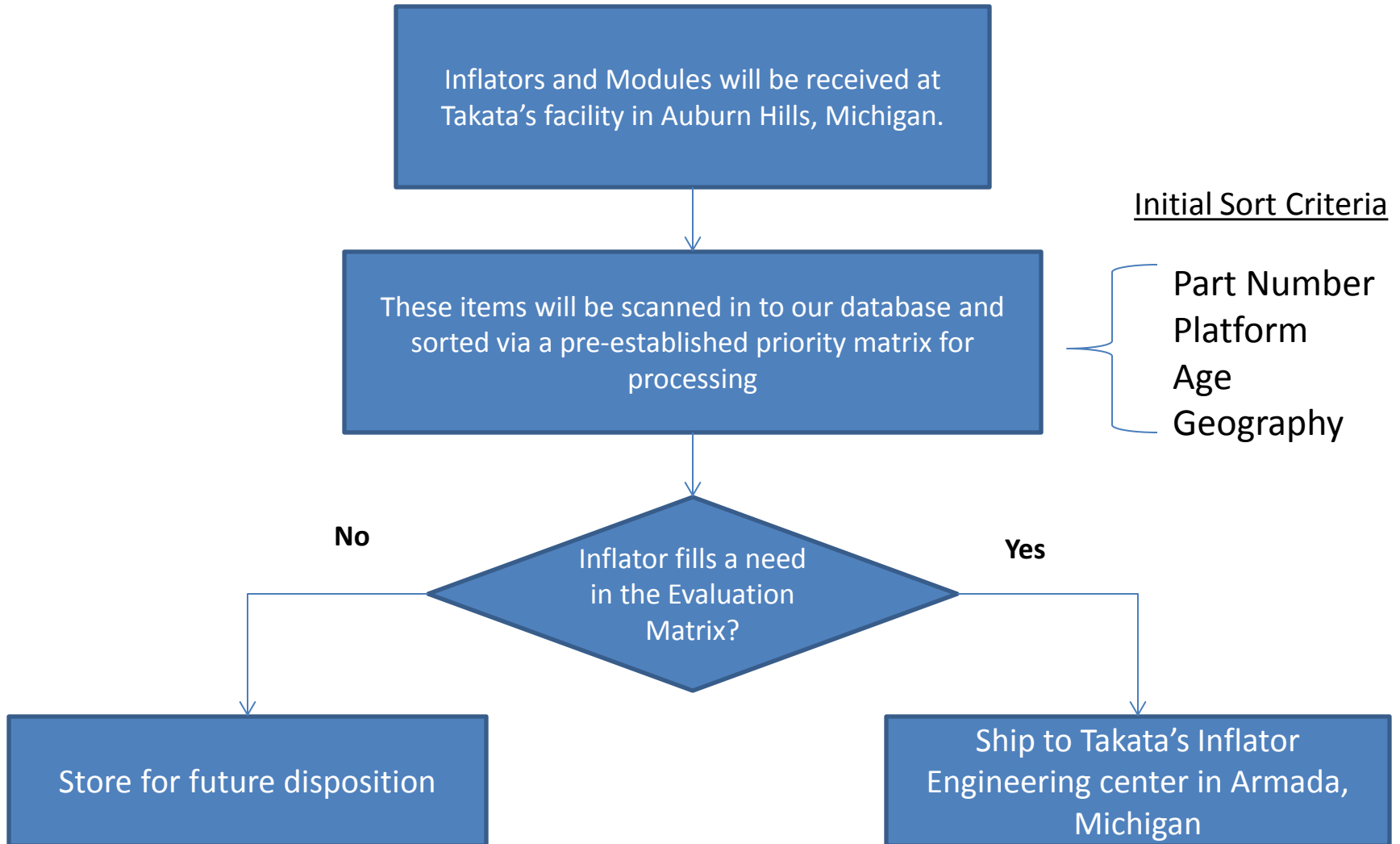
6. Replacement inflator production schedules

- Available manufacturing capacity (approximate)
 - Driver Inflators
 - ~150,000 per month currently
 - ~225,000 per month starting in November
 - Passenger Inflators
 - ~300,000 per month currently
- Priorities and allocations will be based on OEM percentage of overall product-line volume covered by the field actions, with some limitations
 - Replacement priority should comprehend regional and age-related issues to address the most critical needs first
- Module capacity, where needed, is yet to be determined

7. Logistics of returned parts

- Replacement kits will contain instructions and pre-printed FedEx shipping labels to return parts to Takata Harmon Road facility in Auburn Hills, Michigan
- Takata requests that each vehicle manufacturer provide us with a cross reference list of module numbers to VIN
 - If possible, Takata would like to a copy of the vehicle service worksheet in the return packaging
 - At a minimum we need VIN, mileage, and location
- On request, Takata will ship some returned inflators to the requesting OEM for their own internal analysis purposes.

7. Basic Flow – Receiving and Sorting



8. Analysis Plan

- Analysis will include:
 - Physical documentation
 - Sealing integrity
 - Ballistic testing
 - Propellant technical analysis

9. Data sharing

- Takata would propose sharing anonymous data with all participant OEMs regardless of which OEM's vehicle was the source of the inflator.
 - The data shared will not show any information that could directly identify the OEM.
- This will allow the most efficient use of testing resources which will speed up the analysis effort.
- Each OEM will be provided with the data obtained from its inflators.

10. Analysis Schedule

- Takata anticipates that it may take 3 to 4 months after receipt of field return inflators before we see patterns emerging in the data

11. Discussion