

Manufacturer: Jilin Province Detiannuo Automobile Safety System Co., Ltd

Products: All DTN air bag inflators.

Population: 10,000 estimated

Subject: DTN Air Bag Inflator Rupture

Problem Description: DTN air bag inflators can rupture in a crash.

Failure Report Summary

	ODI	MFR	EWR D&I	Other	Total
All Incidents:	3	0	0	5	8
Crashes/Fires:	3	0	0	5	8
Injury Incidents:	3	0	0	5	8
Number of Injuries:	1	0	0	1	2
Fatality Incidents:	2	0	0	4	6
Number of Fatalities	2	0	0	4	6

Description of Other: External Sources

Action: Open this Engineering Analysis (EA).

Summary:

The Office of Defects Investigation (ODI) has become aware of eight vehicle crashes in which a rupture of a Jilin Province Detiannuo Automobile Safety System Co., Ltd. (DTN) air bag inflator occurred during the deployment of the driver side air bag. All eight drivers in these crashes sustained serious or fatal injuries that appear linked to the ruptures. Six of those drivers sustained fatal injuries and two sustained severe injuries. In all eight incidents, the subject inflators had been installed as replacement equipment after the vehicle was involved in a previous crash. Information gathered during NHTSA's initial analysis of these incidents indicates that the inflators were potentially imported illegally into the United States. In conjunction with this safety investigation, NHTSA is also working with appropriate authorities to address any illegal activities associated with the importation of these inflators. As a result of the significant safety concerns relating to these inflators, as well as extensive information already obtained by ODI relating to their field ruptures, ODI is moving directly to the Engineering Analysis (EA) stage of its investigative process rather than first opening a Preliminary Evaluation.

NHTSA has taken a variety of actions to address the risks posed by the importation of substandard or counterfeit air bag components. However, until recently, these risks appeared spread across a variety of components and manufacturers. As part of ODI's continuous monitoring of this issue, the agency has obtained information to suggest that at least eight incidents involve ruptures of inflators manufactured by DTN. In parallel with this dedicated investigation into DTN inflators, ODI will continue to monitor reports of field incidents to evaluate risks from other substandard imported air bag components.

In 2012, ODI first became aware of substandard or counterfeit air bag modules sold through online marketplaces, such as auction sites. NHTSA obtained examples of these air bag modules and conducted testing. None of the inflators equipped in these modules were manufactured by DTN. This testing revealed that the inflators consistently malfunctioned during deployments, such as by failing to deploy the air bag or expelling metal shrapnel due to a rupture. This led NHTSA to release a consumer advisory in October 2012 to alert the public and repair professionals to the potential dangers of substandard or counterfeit air bag modules. ODI also worked with major vehicle manufacturers, who released advisories and notifications concerning the use of such air bag modules. Since then, NHTSA has continuously monitored for reports of malfunctioning air bags that may be associated with substandard or counterfeit components. These monitoring efforts have been supported by the increased visibility the advisories have brought to the issue, and by several standing general orders in place as part of separate investigations into Takata and ARC inflators, which require certain manufacturers to report any alleged or suspected inflator field ruptures to NHTSA.

Until 2017, ODI was not aware of any field incidents involving an abnormal deployment of an imported substandard or counterfeit air bag module. In September 2017, ODI became aware of a crash involving a model year (MY) 2009 Honda Civic where the air bag ruptured during deployment, killing the driver. After inspecting the vehicle and air bag parts, ODI determined that the air bag inflator was not original equipment and that the air bag module was likely a substandard import. Insufficient information existed to determine the manufacturer of the inflator in this incident, however, it does not appear to resemble those manufactured by DTN.

On June 16, 2023, ODI received a Vehicle Owner Questionnaire (VOQ #11527380) alleging that the rupture of a driver side air bag caused fatal injuries to the driver of a MY 2020 Chevrolet Malibu. ODI's assessment of the rupture indicated that the air bag inflator was not original equipment but was instead manufactured by DTN, a Chinese company (also known as Yoshibayashi Toku theanol Automotive Safety Systems Co. Ltd.).

From June 2023 to July 2024, ODI became aware of four additional ruptures involving substandard air bag modules equipped on Chevrolet Malibu vehicles. At the time, insufficient information existed for these crashes to determine who manufactured the ruptured inflators. As a result, NHTSA released a consumer advisory on July 10, 2024, alerting car buyers and owners to be aware of cheap, substandard replacement air bag inflators that can cause death or serious injury in a crash. The advisory urged consumers who own or are considering the purchase of a used vehicle to learn the vehicle's history and ensure the vehicle has genuine air bag inflators.

In March 2025, NHTSA learned about another rupture involving a suspected substandard, aftermarket inflator that was equipped in a MY 2017 Hyundai Sonata. The driver of this vehicle sustained fatal injuries that appeared related to the rupture. In August 2025, NHTSA received a similar report of a fatal air bag rupture in a MY 2019 Hyundai Sonata. Most recently, in October 2025, ODI received a report of a fatal air bag rupture in a MY 2020 Chevrolet Malibu. Photographs of the air bag components in these three crashes indicated that the ruptures all involved inflators manufactured by DTN. Further investigation of the inflator fragments in three of the prior incidents confirmed that they also involved DTN inflators. Photographs of the components involved in one of the other incidents also strongly suggest that the ruptured inflator was manufactured by DTN.

Although so far NHTSA is only aware of ruptures involving DTN inflators installed as aftermarket equipment in Chevrolet Malibu or Hyundai Sonata vehicles, there is no information indicating the problem is specific to those vehicles. NHTSA does not believe any vehicle manufacturer equips DTN inflators as original or replacement equipment in vehicles in the United States. DTN's own website states that they "do not do business with the United States and any of our products are prohibited from being sold in the United States." As a result, any DTN inflators in vehicles in the United States likely would have been illegally imported aftermarket equipment, and then installed in a vehicle usually after the vehicle's air bag deployed in a prior crash.

Because these inflators are aftermarket products that likely would have entered the country illegally, NHTSA does not have information on the specific number of DTN inflators in the United States. ODI estimated the population as 10,000 inflators in this resume to account for the expected low volume of units in the country. However, in this investigation, NHTSA will seek to gather more information about the population.

ODI is opening this Engineering Analysis (EA) to conduct a focused investigation on inflators manufactured by DTN. In this EA, ODI expects to collect further information from all available sources about the rupture incidents and inflators. In addition, ODI will continue to support other authorities, including Federal agencies, in any additional actions related to DTN or other substandard or illegally imported air bag components.

The ODI reports cited above can be viewed at [NHTSA.gov](https://www.nhtsa.gov) under the following NHTSA ID numbers: 11527380, 11558832, 11640919.