

Part 573 Safety Recall Report**15E-043****Manufacturer Name :** Takata Corporation**Submission Date :** DEC 15, 2015**NHTSA Recall No. :** 15E-043**Manufacturer Recall No. :** NR**Manufacturer Information :**

Manufacturer Name : Takata Corporation

Address : 4-30, ROPPONGI 1-CHOME

MINATO-KU, TOKYO, JAPAN 00 106-8510

Company phone : 202-637-2434

Population :

Number of potentially involved : 550,000

Estimated percentage with defect : 0

Equipment Information :

Brand / Trade : TAKATA

Model : PSPI AIR BAG INFLATOR

Part No. : PSPI

Size : NR

Function : NR

Descriptive Information : Amendment to 15E-043

Production Dates : MAY 01, 2001 - AUG 01, 2008

Description of Defect :

Description of the Defect : Takata is submitting this amendment to DIR 15E-043 at the request of NHTSA and in light of recent test results, to include PSPI inflators used on the following models:

Model Years 2002-2004 Honda CR-V

Model Years 2003-2008 Mazda 6

As a result of the developments and circumstances described in the cause description below and Section 4 of the original DIR submission, Takata has determined that a defect related to motor vehicle safety may arise in some of the subject inflators.

These models are being included due to ruptures found in Takata's on-going project of testing and analyzing inflators that are being returned from the field. Takata has observed two test ruptures out of 4635 PSPI inflators tested from 2002-2004 MY Honda CR-V and two test ruptures out of 2863 PSPI inflators tested from 2003-2008 MY Mazda 6. There are no known inflator ruptures in the field for these vehicle models.

Takata is also amending the Model Year range for the Honda Civic from MY2001-2006 to MY2001-2005, as the Honda Civic did not use the PSPI inflator for the MY06 vehicle.

FMVSS 1 :NR

FMVSS 2 : NR

Description of the Safety Risk : In the event of an inflator rupture, metal fragments could pass through the air bag cushion material, which may result in injury or death to vehicle occupants.

Description of the Cause : The propellant wafers in some of the subject inflators may experience an alteration over time, which could potentially lead to over-aggressive combustion in the event of an air bag deployment. Depending on the circumstances, this potential condition could create excessive internal pressure when the air bag is deployed, which could result in the body of the inflator rupturing upon deployment. Based upon Takata's investigation to date, the potential for such ruptures may occur in some of the subject inflators after several years of exposure to persistent conditions of high absolute humidity. In addition, Takata's test results indicate that even with identical inflator designs, the likelihood of a potential rupture is greater in certain vehicle models, including the models identified above, due to factors that have not yet been identified. The potential for rupture may also be influenced by other factors, including manufacturing variability.

Identification of Any Warning that can Occur : NR

Supplier Identification :

Component Manufacturer

Name : NR

Address : NR

NR

Country : NR

Chronology :

see attached document submission

Description of Remedy :

Description of Remedy Program : Takata plans to work with the manufacturers of the vehicles in which the subject inflators were installed to implement appropriate recalls to replace the subject inflators first in high absolute humidity States, with any further expansion of the remedy program to proceed by geographic zones, consistent with the Coordinated Remedy Order issued by NHTSA on November 3, 2015.

How Remedy Component Differs from Recalled Component : NR

Identify How/When Recall Condition was Corrected in Production : NR

Recall Schedule :

Description of Recall Schedule : Takata plans to work with the manufacturers of the vehicles in which the subject inflators were installed to implement appropriate recalls to replace the subject inflators first in high absolute humidity States, with any further expansion of the remedy program to proceed by geographic zones, consistent with the Coordinated Remedy Order issued by NHTSA on November 3, 2015.

Planned Dealer Notification Date : NR - NR

Planned Owner Notification Date : NR - NR

Purchaser Information :

The following manufacturers purchased this defective/noncompliant equipment for possible use or installation in new motor vehicles or new items of motor vehicle equipment:

Name : NR

Address : NR

NR

Country : NR

Company Phone : NR

* NR - Not Reported