

FCA US LLC Chronology
2008-2010 LC
Takata PSDI-4 Driver Airbag Inflators
Submitted on July 10, 2015

- On June 11, 2014, Takata Holdings Inc. (“Takata”) sent a letter to the National Highway Traffic Safety Administration (“NHTSA”) supporting a regional field action to address potential driver and passenger airbag inflator issues. The root cause had not been identified.
- Takata defined a suspect “Beta” population of driver airbag inflators as being built between January 1, 2004 and June 30, 2007.
- Takata’s letter identified four areas (Florida, Hawaii, Puerto Rico and U.S. Virgin Islands) where exposure to exceptionally high levels of absolute humidity, in conjunction with potential processing issues during certain manufacturing time periods, may influence the aging stability of the airbag inflators.
- On June 24, 2014, the FCA US LLC (“FCA US”) Vehicle Regulations Committee (“VRC”) authorized a Regional Field Action (P40) on certain 2003 – 2007 Ram 1500 (“DR”), 2500 (“DH”), 3500 (“D1”), and 3500 Cab Chassis (“DC”) as well as Dodge Durango (“HB”), Aspen (“HG”), Charger (“LX”), and Dakota (“ND”) vehicles produced in the same period, to replace the driver and/or passenger airbag inflators supplied by Takata, in vehicles sold to or currently registered in Florida, Hawaii, Puerto Rico and U.S. Virgin Islands. No defect determination was made.
- In a November 26, 2014 Recall Request Letter, NHTSA demanded Takata determine a defect for all affected driver side airbag inflators nationwide.
- In response to the Recall Request Letter from NHTSA, on December 2, 2014 Takata refused to determine a nationwide safety defect in all vehicles equipped with the subject driver side airbag inflators.
- As of December 18, 2014, Takata had not submitted a 573 Defect Information Report for the driver airbag inflator families.
- Certain FCA US vehicles were built with the Beta population Takata PSDI-4 driver airbag inflators. Among this population, there have been four Takata PSDI-4 driver airbag inflator ruptures in the field. The locations of the four failures were Florida (two), California (one), and North Carolina (one).
- One of the four field failures occurred in September of 2013, in a 2006 FCA US vehicle where a PSDI-4 driver airbag inflator ruptured and caused non-life threatening injuries. The remaining three PSDI-4 field incidents Takata has shared with FCA US occurred in other OEM vehicles.
- On December 17, 2014, FCA US decided to expand the Regional Field Action conducted on Takata PSDI-4 driver airbag inflators nationwide.
- On December 18, 2014, the VRC authorized the execution of a voluntary global safety recall (R81) to replace the front driver airbag inflator in the 2004-2007 affected vehicle families.
- On May 18, 2015, Takata submitted a 573 Safety Defect Information Report to NHTSA (15E-040), "Takata has determined that a defect related to motor vehicle safety may arise in some of the subject inflators."
- As of Takata’s May 15, 2015 Beta Ballistics Report, Takata has tested 551 PSDI-4 front passenger airbag inflators removed from FCA US vehicles predominantly in Florida (420 from the 4-state region, 83 from the 7-state “plus” region, 48 from all other states). FCA US is aware of one (Florida) airbag inflator failure during such testing.
- As of May 21, 2015, FCA US is aware of one confirmed customer complaint involving one injury, 0 accidents, and 0 fatalities involving a PSDI-4 driver airbag inflator rupture in any FCA US vehicle.
- On May 21, 2015, FCA US authorized the execution of a voluntary safety recall (15V-313) to replace the Takata PSDI-4 front driver airbag inflator in certain 2004-2011 D1, DC, DH, DM, DR, HB, HG, LX, ND, and NM vehicles.
- On July 6, 2015, FCA US audited the scope of the current Takata inflator recalls and identified a population of vehicles that was inadvertently excluded from 15V-313, the national recall of PSDI-4 driver airbag inflators. This population of vehicles was incorrectly identified as having a later version of Takata inflator (PSDI-X) that has not been included in any recall, but upon further review it was determined the vehicle model did not receive the PSDI-X inflator until the 2011 model year. Per direction from NHTSA, FCA US is creating a new campaign to include all 2008-2010 Dodge Challenger (“LC”) vehicles.