

Part 573 Safety Recall Report**16E-005****Manufacturer Name :** Takata Corporation**Submission Date :** JAN 25, 2016**NHTSA Recall No. :** 16E-005**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 : 3,900,000

Estimated percentage with defect : 0

Equipment Information :

Brand / Trade : Takata

Model : PSDI-5 Driver Air Bag (Non-Desiccated)

Part No. : .

Size : NR

Function : NR

Descriptive Information : This DIR includes non-desiccated Takata PSDI-5 inflators from start of production (SOP) through the end of Model Year (MY) 2014.

Production Dates : JAN 01, 2003 - AUG 31, 2014

Description of Defect :

Description of the Defect : Takata is submitting this DIR to address concerns with non-desiccated PSDI-5 air bag inflators installed in frontal driver air bag modules in vehicles in the United States. This report contemplates a national recall of vehicles equipped with the subject inflators. The subject inflators include production years, from start of production through the end of Model Year 2014 (MY2014) for vehicles sold in the United States. Toyota has previously issued DIR 15V-284 for the PSDI-5 inflators used in their vehicles. All products newer than MY14 remain under investigation and could be subject to recall at a later date. The subject inflators were installed as original equipment in vehicles sold in the United States by the following seven vehicle manufacturers (listed alphabetically):

American Honda Motor Co.

Audi USA

BMW of North America

Mercedes Benz USA LLC

Saab

Toyota Motor Engineering & Manufacturing

Volkswagen Group of America

As a result of the developments and circumstances described below, Takata has

determined that a defect related to motor vehicle safety may arise in some of the subject inflators.

Takata is aware of four test ruptures in ballistic tests of non-desiccated PSDI-5 inflators. Takata is not aware of any field incidents in which a PSDI-5 inflator has ruptured, either desiccated or non-desiccated.

Takata is taking this action in an abundance of caution, to address all of the subject non-desiccated PSDI-5 air bag inflators, due to the similarities of design and manufacturing characteristics for this type of inflator used in the U.S. market. (see attached for address/contact info)

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 tablets 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. 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 :

May 2015. Toyota issued recall 15V-284, a national recall covering MY04-05 Toyota Rav4 vehicles that were equipped with non-desiccated PSDI-5 inflators.

October 2015 – January 2016. Takata has been conducting testing and analysis on the PSDI-5 inflators being returned from the field. As of Jan 21, 2016; Takata has conducted 1995 ballistic tests and 97 live dissections. The ballistic tests have resulted in four (4) ruptured inflators and six (6) tests with abnormally high internal pressures. The live dissection results have shown zero anomalies.

Description of Remedy :

Description of Remedy Program : Takata plans to work with the manufacturers of the vehicles in which the subject non-desiccated PSDI-5 inflators were installed to implement

appropriate recalls to replace the subject inflators first in high absolute humidity States. Takata will also work with NHTSA and the Independent Monitor, in conformity with the Coordinated Remedy Plan.

How Remedy Component Differs from Recalled Component : NR

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

Recall Schedule :

Description of Recall Schedule : NR

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