



October 26, 2016

Attachment to 573  
GM # 16079

The following is included here to address information that exceeds the NHTSA Recall portal field size limit of 2000 characters, relative to the 573 submission of GM tracking number 16079 on October 26, 2016.

573.6(c)(6)(7) Chronology of Defect:

On June 13, 2016, Takata, the supplier of the affected seat-mounted side-impact airbag modules, informed GM that it discovered a tear in the fabric cushion of an airbag following a routine Lot Acceptance Test (LAT). Takata quarantined the entire affected shipment and informed the supplier of the airbag inflators, ARC Automotive, Inc. (ARC). ARC and Takata conducted an analysis and determined that the inflator that was the subject of the failed LAT test may have been loaded with more propellant than specified in the design. ARC implemented procedures intended to prevent the potential condition from occurring in production on June 14, 2016.

On June 24, 2016, a report was filed in GM's Speak Up for Safety system on the basis of the failed LAT test. GM opened an investigation into the issue on July 11, 2016 and assigned a product investigator on July 13, 2016.

On August 11, 2016, GM was informed that other ARC inflators not included in the quarantined shipment may potentially be affected by the condition, and that further testing and analysis was being conducted by ARC and Takata. On August 16, 2016, GM's product investigator discussed the status of the investigation with Takata and ARC, who were still working to determine whether other inflators could be affected. On August 24, 2016, GM's Open Investigation Review (OIR) board reviewed the status of the investigation and requested data to determine whether any inflators installed in GM vehicles could have the condition.

On August 26, 2016, Takata informed GM that it had identified 18 "suspect" airbag modules shipped to GM with inflators that were slightly heavier than average based on ARC's historical manufacturing data, and therefore potentially could have been loaded with more propellant than specified in the design. At that time, ARC and Takata were continuing to gather data and conduct testing to determine whether the test for increased weight was effective to detect inflators with the condition. Among other things, ARC built 100 new inflators, some with the increased propellant load, for comparison. ARC and Takata also dissected two suspect inflators that were returned before shipment to GM,



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neither of which exhibited the condition. On October 17, 2016, OIR reviewed the status of the additional data and testing that had been provided to GM and recommended a safety recall. On October 19, 2016, GM's Safety Field Action Decision Authority (SFADA) decided to conduct a safety recall.