

## **Takata PSAN (Non-Desiccated) DAB Inflators – 2010 MY DC, 2009 MY HB and HG Vehicles**

- 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 NHTSA’s Recall Request Letter, 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 has not submitted a 573 Defect Information Report for the driver airbag inflator families.
- On December 3, 2014, Honda announced the national expansion of its regional safety improvement campaign involving certain Takata driver airbag inflators.
- On December 17, 2014, FCA US decided to expand to Nationwide, the Regional Field Action conducted on Takata PSDI-4 driver airbag inflators.
- On December 18, 2014, the VRC authorized the execution of a voluntary global safety recall (R81) to replace the front driver airbag inflator in 2004-2007 affected vehicle families.
- On May 18, 2015, Takata Holdings Inc. submitted a 573 Safety Defect Information Report to NHTSA, stating that all Takata PSPI-4 driver inflators are susceptible to rupture and the front driver airbag could deploy abnormally in a crash, increasing the risk of injury to the occupant.
- On May 21, 2015, the FCA US VRC authorized the execution of a voluntary global safety recall (R25/15V-313) for vehicles equipped with the suspect DABs.
- On November 8, 2016, FCA US discovered that some model years of vehicles may have been omitted from recall R25/15V-313.
- Between November 9, 2016 and December 2, 2016, FCA US conducted further investigation to confirm these vehicle families and model years should be included in R25/15V-313 for 2010 MY DC, 2009 MY HB and 2009 MY HG.

- On December 2, 2016, FCA US VSRC confirmed that some model years of vehicles had been omitted from recall R25/15V-313. It was determined that the 2010 MY DC, 2009 MY HB, and 2009 MY HG vehicles were not included in the original scope of the Takata PSAN investigation. These vehicle model years were missed when the Takata investigation was expanded to include all PSAN inflators.
- On December 20, 2016, FCA US determined, through the Vehicle Regulations Committee, to conduct a voluntary safety recall of the affected vehicles.