

# Part 573 Safety Recall Report

# 17E-001

**Manufacturer Name :** Takata Corporation

**Submission Date :** JAN 03, 2017

**NHTSA Recall No. :** 17E-001

**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 :** 3,100,000

**Estimated percentage with defect :** NR

## Equipment Information :

**Brand / Trade 1 :** Takata

**Model :** PSPI, PSPI-1.1, PSPI-2, PSPI 6, PSPI-L, and SPI

**Part No. :** No Part Number

**Size :** NR

**Function :** NR

**Descriptive Information :** Specific model Takata non-desiccated frontal air bag inflators containing phase stabilized ammonium nitrate propellant for Model Year 2005-2008 in Zone C. Model Year 2004 and older vehicles were included in DIR 16E-044 for Zone C.

**Production Dates :** JAN 01, 2003 - DEC 31, 2008

## Description of Defect :

**Description of the Defect :** Takata is submitting this DIR in accordance with the terms specified in the May 4, 2016 Amendment to the November 3, 2015 Consent Order in EA15-001. This report contemplates national recalls of vehicles equipped with certain Takata non-desiccated inflators used in frontal airbag systems containing a phase stabilized ammonium nitrate-based propellant that were not included in prior national recalls. The subject inflators include models designated by Takata as: PSPI, PSPI-1.1, PSPI-2, PSPI 6, PSPI-L, and SPI. Takata is not aware of any test ruptures in ballistic testing of returned inflators in the designated categories and model years or confirmed field incidents of the subject non-desiccated ammonium nitrate inflators other than those already under recall as detailed in prior defect information reports. Out of an abundance of caution, however, Takata is filing this report in cooperation with NHTSA to promote public safety. 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 non-desiccated ammonium nitrate inflators due to propellant degradation occurring after prolonged exposure to high absolute humidity, high temperatures, and high temperature cycling. Testing and analysis conducted by Takata and by independent entities have found that there are wide differences in the time periods in which propellant degradation takes place. The propellant degradation varies in different climate zones, in different vehicle makes and models, and in different inflator and propellant configurations. Takata believes that the subject inflators perform as originally designed and manufactured and do not pose an unreasonable risk to safety until they reach a certain level of propellant degradation. The scope of this DIR and the affected vehicle manufacturers are shown on the attached document.

FMVSS 1 : NR

FMVSS 2 : NR

**Description of the Safety Risk :** Activation of a non-desiccated ammonium nitrate inflator with degraded propellant may result in an inflator rupture. An inflator rupture may cause metal fragments to pass through the air bag and into the vehicle interior at high speed, which may result in injury or death to vehicle occupants.

**Description of the Cause :** The propellant wafers in some of the subject inflators may degrade over time, which could lead to over-aggressive combustion in the event the air bag is activated. Overly aggressive combustion creates excessive internal pressure when the inflator is activated, which may cause the inflator body to rupture. Based upon Takata's investigation to date, the potential for such ruptures occurs in some of the subject inflators after several years of exposure to persistent conditions of high absolute humidity, high temperatures, and high temperature cycling. The potential for rupture may also be influenced by other factors, including the specific vehicle environment, the inflator and propellant configuration, and manufacturing variability.

**Identification of Any Warning that can Occur :** NR

## Supplier Identification :

### Component Manufacturer

Name : NR

Address : NR

NR

Country : NR

**Chronology :**

November 3, 2015 – NHTSA and Takata entered into a Consent Order in EA15 001 to resolve issues raised in that investigation, to mitigate and control risks of harm, and to promote public safety.

May 4, 2016 – NHTSA and Takata entered into an Amendment to the November 3, 2015 Consent Order. As stated in that Amendment, on the basis of testing and analysis conducted by Takata and by independent research organizations, NHTSA has concluded that, “at some point in the future all non-desiccated frontal Takata PSAN inflators will reach a threshold level of degradation that could result in the inflator becoming unreasonably dangerous.” As a result of this conclusion, and pursuant to Paragraph 29 of the November 3, 2015 Consent Order, NHTSA ordered Takata to file certain defect information reports (“DIR”), in accordance with the schedule set forth in Paragraph 14 of the Amendment.

May 16, 2016 – Takata submitted DIRs per the schedule specified by NHTSA in the Amendment to the Consent Order.

January 3, 2017 - Takata is submitting this DIR per the schedule specified by NHTSA in the Amendment to the Consent Order. The schedule calls for certain DIRs to be submitted by Dec. 31, 2016. However, since that date falls on a weekend and a Federal holiday is observed on Jan. 2, 2017, NHTSA agreed that this DIR could be submitted on Jan. 3, 2017 as the next business day.

**Description of Remedy :**

Description of Remedy Program : Takata and NHTSA are aware that remedy parts are not currently available for many of the vehicles containing inflators covered by this DIR. Takata will work closely with each vehicle manufacturer to develop an appropriate remedy for each vehicle and urge consumers to get the affected inflators replaced promptly after they are notified that a replacement is available. The Coordinated Remedy Program, being administered by the Independent Monitor, will prioritize the supply of remedy parts to the vehicles and zones that present the highest risk.

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