

Product Safety Recall

17478 Front Passenger Air Bag Inflator



Reference Number: N161644422

Release Date: December 2018
Revision: 00

Attention: The Pontiac Vibe was manufactured by New United Motor Manufacturing, Inc. (NUMMI), a joint venture between Toyota and General Motors. Toyota previously recalled these vehicles for the condition described below under Safety Recalls 14491, 14735, and 15406. Because the permanent replacement inflator was not yet available when the recall was announced, these vehicles were repaired with a temporary replacement inflator.

While Takata has not yet declared these temporary replacement airbag inflators to be defective, Toyota is recalling these inflators now because a sufficient supply of permanent replacement inflators is available to begin final repairs.

Note: Some vehicles repaired under Safety Recalls 14491, 14735, and 15406 ARE NOT included in Safety Recall 17478 because they were repaired with components made by other suppliers, and the recall is closed.

It is a violation of Federal law for a dealer to deliver a new motor vehicle or any new or used item of motor vehicle equipment (including a tire) covered by this notification under a sale or lease until the defect or noncompliance is remedied.

All involved vehicles that are in dealer inventory must be held and not delivered to customers, dealer traded, or used for demonstration purposes until the repair contained in this bulletin has been performed on the vehicle.

Make	Model	Model Year		RPO	Description
		From	To		
Pontiac	Vibe	2003	2007		

Involved vehicles are marked "open" on the Investigate Vehicle History screen in GM Global Warranty Management system. This site should always be checked to confirm vehicle involvement prior to beginning any required inspections and/or repairs.

Condition	The Pontiac Vibe was manufactured by New United Motor Manufacturing, Inc. (NUMMI), a joint venture between Toyota and General Motors. Toyota has decided that a defect, which relates to motor vehicle safety, exists in all 2003-2007 model year Pontiac Vibe vehicles currently registered or previously registered in Alabama, California, Florida, Georgia, Hawaii, Louisiana, Mississippi, South Carolina, Texas, Guam, Puerto Rico, Saipan, U.S. Samoa or U.S. Virgin Islands. As a result, GM is conducting a safety recall. The subject vehicles are equipped with front passenger airbag inflators produced by Takata. The propellant in these inflators may degrade after prolonged exposure to high absolute humidity and fluctuating high-temperatures. Degraded propellant can cause inflator rupture during airbag deployment. In the event of an inflator rupture, metal fragments could pass through the airbag cushion material, striking the vehicle occupants, and result in serious injury or death.
Correction	Dealers are to replace the front passenger air bag module. Until the repair is performed, the front passenger seat should NOT be occupied.

Parts

Quantity	Part Name	Part No.
1	2003-2004 Passenger Air Bag Module Kit*	19355533
1	2005-2007 Passenger Air Bag Module Kit*	19355534

* KIT INCLUDES PART NUMBER 84103466 - DO NOT ORDER THIS HARNESS.

Important: Due to flight restrictions for hazardous goods shipments, dealer orders may arrive via FedEx or with your normal PDC delivery. Therefore, dealers should order **ONLY as DRO = Daily Replenishment Order or CSO = Customer Special Order. Please do not place orders as SPAC;** it will delay shipment of the order and will not provide visibility. Please note, parts will not be shipped overnight. Plan accordingly for transit time to reach your facility.

Important: All front passenger air bag modules replaced in accordance with this recall must be returned to Takata. Do not discard or destroy the box containing the new air bag module, it will be needed to return the replaced air bag module. The box also contains shipping instructions, forms and labels for the return of the replaced air bag module. **Disregard these documents, they have been superseded and are no longer applicable.**

U.S. Dealers: XPO Logistics is now the designated shipping agent for TK Holdings Incorporated, which is a subsidiary of Takata Corporation. Dealers should contact XPO Logistics at 877-523-9118 whenever they have accumulated a

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substantial number of replaced air bag modules to return. A full pallet, not to exceed five feet in height, is preferable for LTL (Less Than Truckload) shipping, however, XPO Logistics will also facilitate the handling of smaller pallet quantities as needed. When contacted, XPO Logistics will email dealers additional instructions along with all required shipping documents and labels. Dealers who do not accumulate seven (7) or more front passenger air bag modules within a two-week period are not eligible for LTL shipping. Contact XPO Logistics at 877-523-9118 and they will provide the appropriate PRP (Package Return Program) label for FedEx Ground shipping. Upon receipt of the label, dealers should contact FedEx Ground for package pickup.

If the original box cannot be reused or additional shipping documents and/or labels are needed, contact XPO Logistics at 877-523-9118. When affixing the return shipping label to the box do not obstruct the bar code label. A copy of the job card must also be included in the box with the returned inflator. The job card number, repair date, repair mileage and full 17-character VIN must be clearly visible on the job card.

Canada Dealers: Follow the Canada only return shipping instructions provided at the end of this bulletin.

DO NOT DEPLOY OR OTHERWISE SCRAP ANY FRONT PASSENGER AIR BAG MODULE PRIOR TO SHIPMENT.

Warranty Information

Labor Operation	Description	Labor Time	Trans. Type	Net Item
9104132*	Replace Front Passenger Air Bag Module	0.7	ZFAT	N/A

* Submit a \$20.00 administrative allowance for return of the replaced front passenger air bag module. This includes document preparation and packaging. Add this amount in the Administrative Allowance Net Item Field when submitting the repair transaction.

Service Procedure

Note: This field action bulletin provides service repair and labor time information for replacing the front passenger air bag module. Other repairs, if required, are to be billed under warranty, goodwill assistance or customer pay.

Danger: Wait at least 90 seconds after disconnecting the cable from the negative battery terminal to prevent air bag and seat belt pretensioner deployment.

Caution: Avoid scratching or damaging the dashboard assembly. Place protective tape on the dashboard if needed.

1. Remove the instrument panel passenger air bag module. Refer to *Air Bag Instrument Panel Module Replacement* in SI.
2. Place the air bag module on a clean work bench.

Safety Precautions

Warning: Failure to follow these procedures correctly could cause the SRS to unexpectedly deploy during servicing or the SRS may fail to operate correctly when required after reassembly. Confirm all work is performed as described in these instructions.

Warning: If an air bag system is not handled using proper procedures and methods, it may be activated accidentally during work resulting in a life-threatening serious accident. If the service procedure is NOT performed correctly, the system may fail to activate when needed. Be sure to perform the proper work safely and according to the instructions in this service procedure.

1. **Eliminate Static Electricity.** Before start of work, touch a metallic portion of the vehicle with a bare hand to discharge static electricity charged on your body.
2. **DO NOT Measure Resistance.** DO NOT measure resistance of air bag components. Measuring current of a circuit tester may cause accidental activation.
3. **Handle the Air Bag Properly.**
 - 3.1. If an inflator is dropped, replace it with a NEW inflator.
 - 3.2. Keep the deploying side facing upward except for when the inflator is replaced. **DO NOT** put anything on the air bag.
 - 3.3. Be sure to place parts properly. Otherwise a life-threatening serious accident may occur in case of accidental activation.
4. **DO NOT Allow Foreign Objects Near Air bag.**

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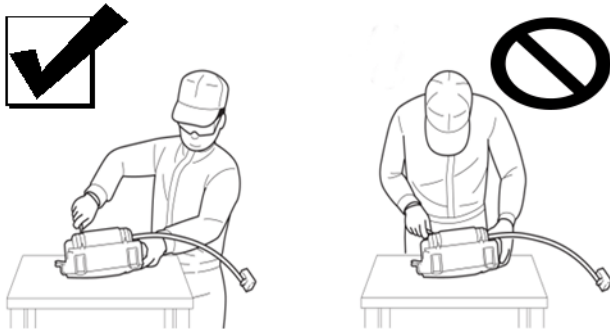
- a. Be sure to collect and account for all removed nuts/bolts to prevent them from landing in the air bag assembly.
 - b. Any foreign objects in the air bag assembly may cause damage or injury if the air bag is activated.
5. **Wear Protective Equipment.** Always wear appropriate protective equipment when working on the air bag.

Front Passenger Air Bag Module Replacement

- **IMPORTANT:** When connecting instrument panel wire connector to airbag inflator, once connected, the instrument panel wire connector cannot be disconnected from the air bag inflator. If the instrument panel wire connector is incorrectly connected to the inflator, replace the instrument panel wire and inflator with **NEW** ones.
- **BEFORE** starting work and periodically while working on the air bag module, touch a metallic part of the work bench to discharge static electricity in the body.
- Wait at least 90 seconds after disconnecting the cable from the negative battery terminal to prevent air bag and seat belt pretensioner deployment.
- Follow all precautions as outlined on TIS before servicing the SRS system.

Warning: Confirm the stopper plate to inflator fitment is correct. *DO NOT* pinch the harness between the inflator and the stopper plate.

Warning: When working with the air bag module, avoid standing directly in front of the parts.



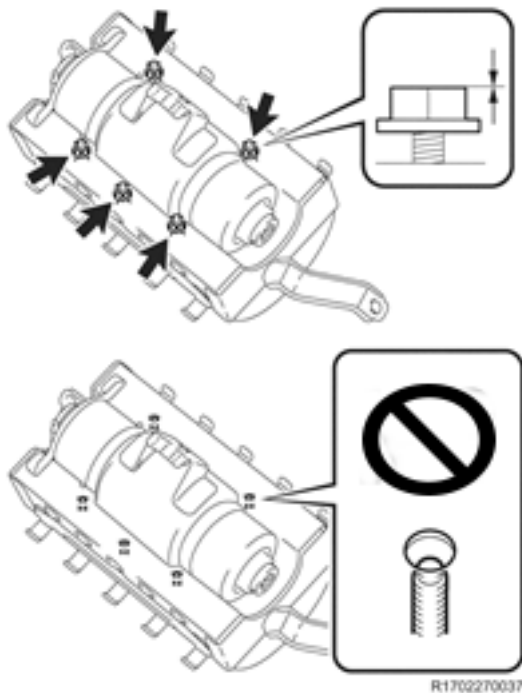
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Warning: Before starting work and periodically while working on the vehicle, touch a metallic part of the vehicle to discharge static electricity in the body.

Note: Put a mark on each of the 5 loosened self-locking nuts to prevent accidental reuse.

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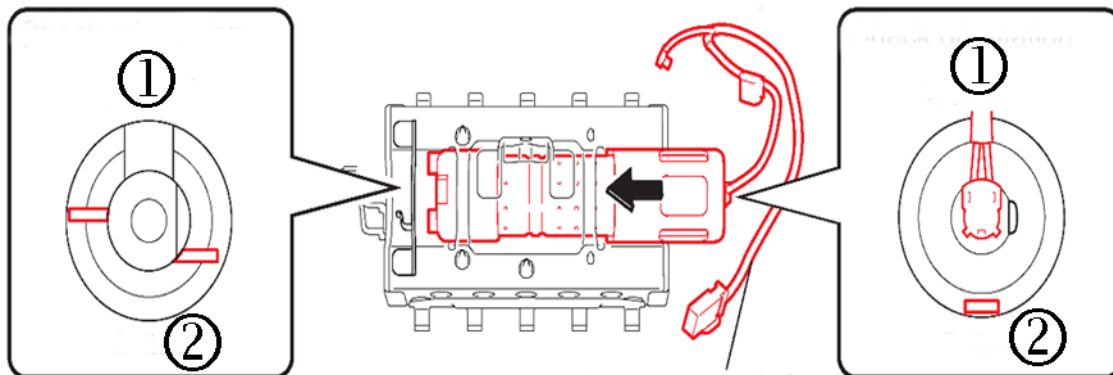
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1. Loosen the 5 self-locking nuts until each face becomes flush with the edge of the stud bolt.

Important: DO NOT use an air driven tool. The stud bolt may fall inside if it is pushed down strongly while the 5 nuts are removed.

2. Remove the 2 self-locking nuts and plate. Store the removed self-locking nuts and plate in a parts box or the like.
3. Remove the inflator. Put an "X" on the inflator to prevent accidental reuse and store in a replacement box or the like.

Important: DO NOT insert the inflator fully.



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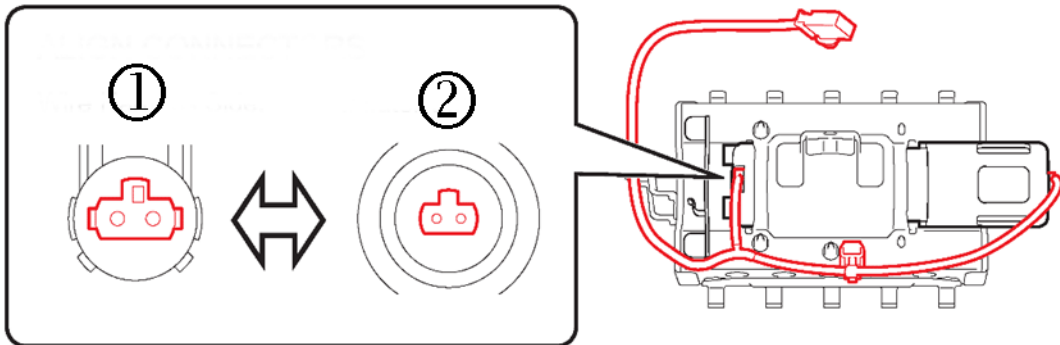
4. Insert a NEW inflator to the center of the air bag case with the correct orientation as shown (1) Upper side (2) Bottom.
 - If the passenger air bag inflator is upside down, it will not be able to be fully inserted.

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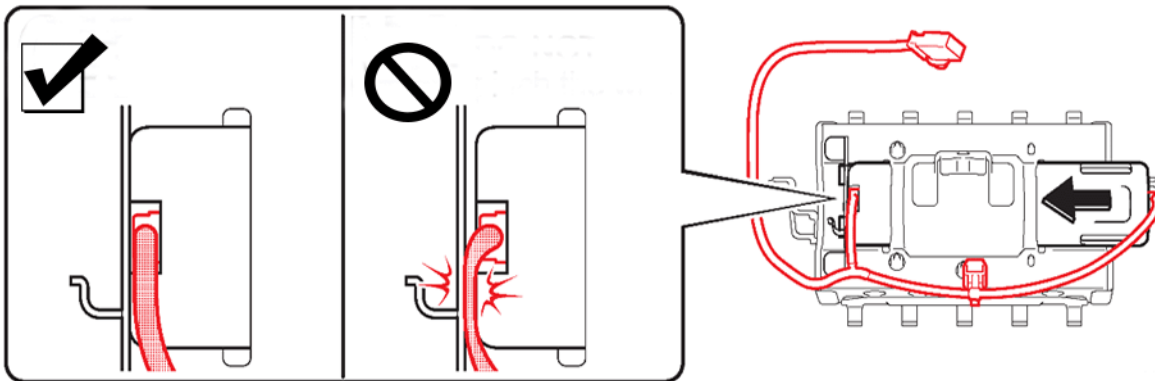
- Make sure that the passenger air bag inflator is oriented correctly as shown, not upside down.



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5. Connect the connector and push in each air bag connector lock as shown (1). Wire harness side (2) Inflator side.

Important: Make sure that the inflator is oriented correctly as shown in the illustration, not upside down. If the passenger air bag inflator is upside down, it will not be able to be fully inserted.

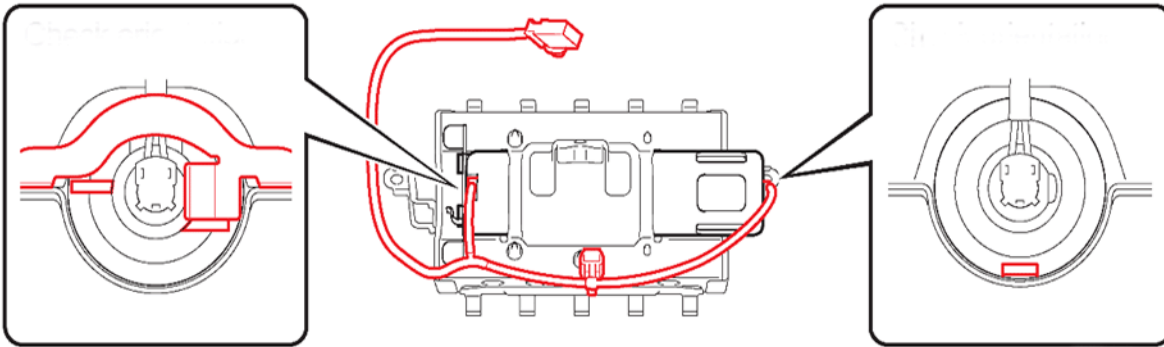


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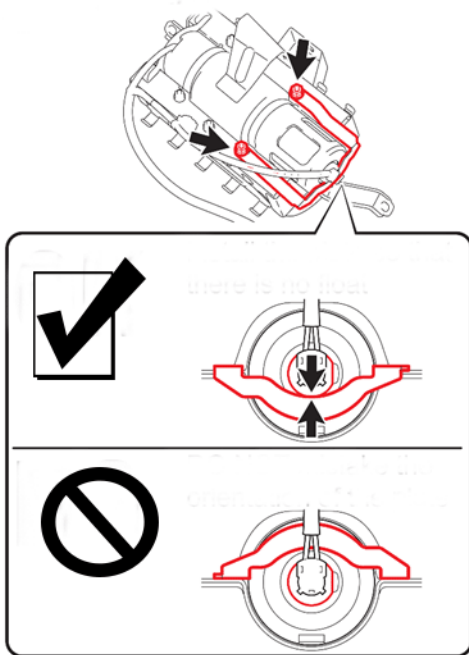
6. Insert the inflator fully with the correct orientation as shown. DO NOT pinch the wire.

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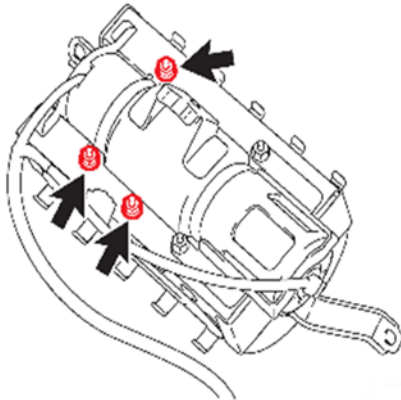


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7. Temporarily install a **NEW** plate and air bag inflator with the 2 **NEW** self-locking nuts. Verify and check the orientation.
 - 7.1. **DO NOT** mistake the orientation of the plate.
 - 7.2. Make sure that there is no float.

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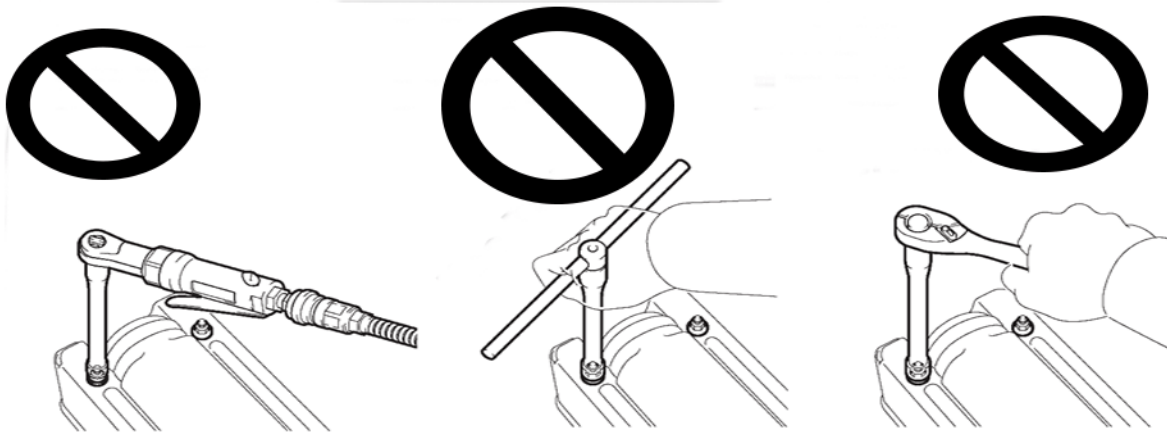
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8. Remove the 3 remaining old self-locking nuts and install temporarily 3 NEW self-locking nuts by hand. Store the removed self-locking nuts in a replacement part box or the like.
9. Push the inflator and plate towards the position determining plate to eliminate any gap.

Important: If any gap exists, the aligned flats may move apart, resulting in failure in normal deployment of the air bag.

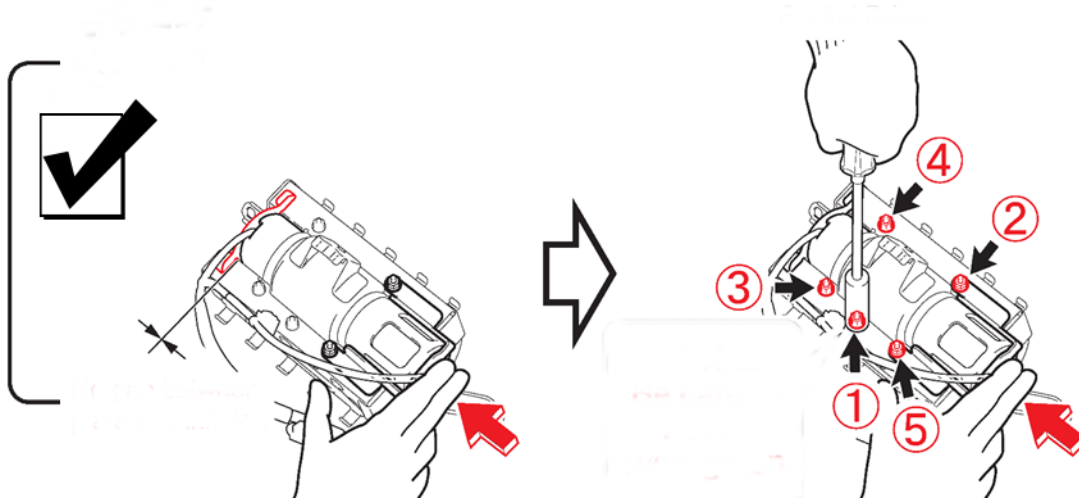


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Important: The tightening torque is low (3.9 N·m). Use of an air ratchet wrench or tightening strongly with a T-handle wrench or a ratchet handle may cause deformation of the stud bolt.

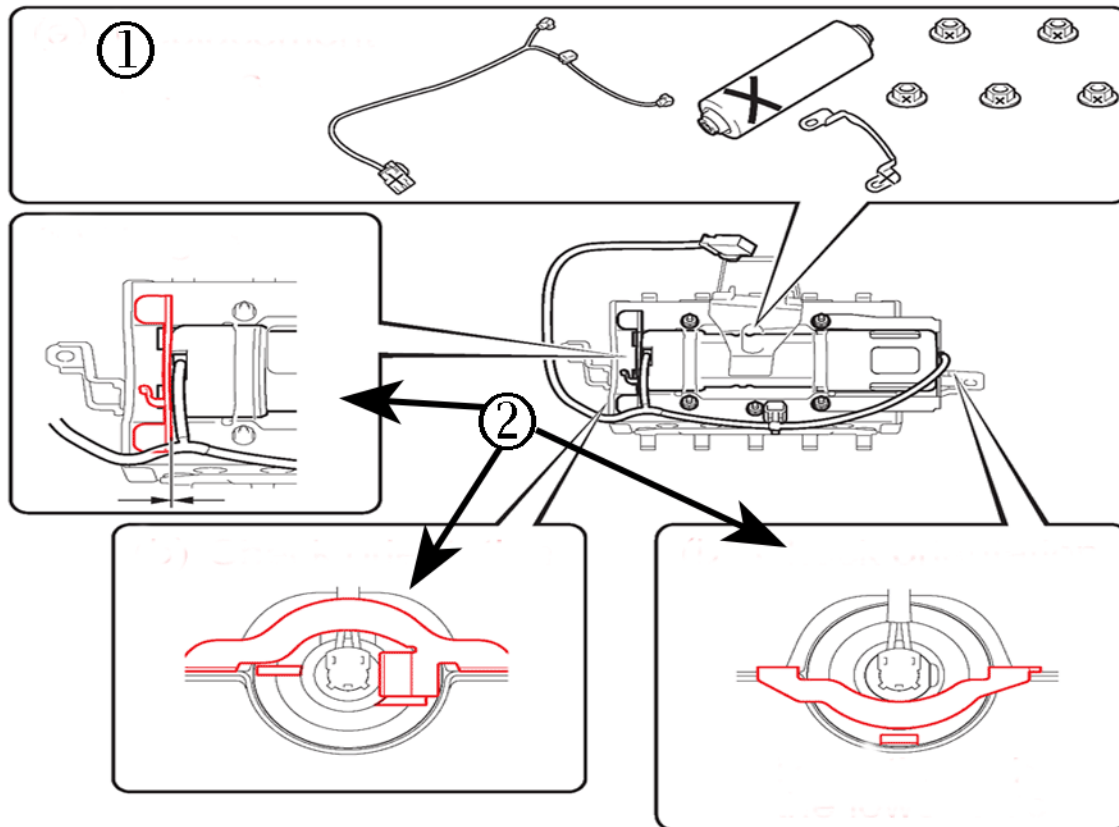
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10. Tighten 5 nuts evenly in several increments in the order shown above using a socket driver while pushing the inflator and plate. You will encounter some resistance during tightening because these nuts are self-locking nuts. Torque: 3.9 N*m (40 kgf*cm, 35 in.*lbf).
11. Install the harness clip to the center stud after all 5 nuts have been torqued.



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12. Check that the inflator and 5 self-locking nuts, instrument panel wire, plate (1) are replaced.
13. Check that positions of the inflator and the position determining plate are correct (2). (The flats should be aligned and there should be no gap.)
14. Install the instrument panel (IP) compartment. Refer to Instrument Panel Compartment Replacement in SI.

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15. Check that the air bag warning lamp lights when the power switch is turned on. Then check that the air bag warning lamp goes off approximately 6 seconds after turning on of the power switch.

Note: If the air bag warning lamp remains on, it is likely to be caused by connection failure of the air bag connector.

16. Connect the scan tool and determine if any diagnostic trouble codes (DTCs) have been set. Clear set DTCs, if required. Ensure no DTCs set after scan tool evaluation.

Dealer Responsibility – For U.S. and Export (U.S. States, Territories, and Possessions)

It is a violation of Federal law for a dealer to deliver a new motor vehicle or any new or used item of motor vehicle equipment (including a tire) covered by this notification under a sale or lease until the defect or noncompliance is remedied.

The U.S. National Traffic and Motor Vehicle Safety Act provides that each vehicle that is subject to a recall of this type must be adequately repaired within a reasonable time after the customer has tendered it for repair. A failure to repair within sixty days after tender of a vehicle is prima facie evidence of failure to repair within a reasonable time. If the condition is not adequately repaired within a reasonable time, the customer may be entitled to an identical or reasonably equivalent vehicle at no charge or to a refund of the purchase price less a reasonable allowance for depreciation. To avoid having to provide these burdensome remedies, every effort must be made to promptly schedule an appointment with each customer and to repair their vehicle as soon as possible. In the recall notification letters, customers are told how to contact the U.S. National Highway Traffic Safety Administration if the recall is not completed within a reasonable time.

Dealer Responsibility – All

All new, used, GM Certified Used, courtesy transportation vehicles, dealer shuttle vehicles, etc. in dealers' possession and subject to this recall must be held and inspected/repaired per the service procedure of this bulletin before customers take possession of these vehicles. Involved vehicles must be held and not delivered to customers, dealer-traded, released to auction, used for demonstration, or any other purpose.

All GM Certified Used vehicles currently in the dealers' inventory within the Certified Pre-Owned Inventory System (CPOIS) will be de-certified and must be held and remedied per the service procedure in this bulletin. Upon submitting an accepted/paid warranty transaction in the Global Warranty Management (GWM) system, the vehicle can be re-certified for sale within the CPOIS system, or once again be used in the CTP program.

Dealers are to service all vehicles subject to this recall at no charge to customers, regardless of mileage, age of vehicle, or ownership, from this time forward.

Customers who have recently purchased vehicles sold from your vehicle inventory, and for which there is no customer information indicated on the dealer listing, are to be contacted by the dealer. Arrangements are to be made to make the required correction according to the instructions contained in this bulletin. Recall follow-up cards should not be used for this purpose, since the customer may not as yet have received the notification letter.

In summary, whenever a vehicle subject to this recall enters your vehicle inventory, or is in your dealership for service in the future, you must take the steps necessary to be sure the recall correction has been made before selling or releasing the vehicle.

Dealer Reports

For dealers with involved vehicles, a listing with involved vehicles has been prepared and will be provided to U.S. and Canadian dealers through the GM GlobalConnect Recall Reports, or sent directly to export dealers. The listing may contain customer names and addresses obtained from Motor Vehicle Registration Records. The use of such motor vehicle registration data for any purpose other than follow-up necessary to complete this recall is a violation of law in several states/provinces/countries. Accordingly, you are urged to limit the use of this report to the follow-up necessary to complete this recall.

Customer Notification

U.S. and Canada - General Motors will notify customers of this recall on their vehicle.

Export - Letters will be sent to known owners of record located within areas covered by the U.S. National Traffic and Motor Vehicle Safety Act.

GM bulletins are intended for use by professional technicians, NOT a "do-it-yourselfer". They are written to inform these technicians of conditions that may occur on some vehicles, or to provide information that could assist in the proper service of a vehicle. Properly trained technicians have the tools, equipment, safety instructions, and know-how to do a job properly and safely. If a condition is described, DO NOT assume that the bulletin applies to your vehicle, or that your vehicle will have that condition. See your dealer for information on whether your vehicle may benefit from the information.



**We Support
Voluntary Technician
Certification**

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Canada Only - "Used Airbag Return Process - for Recalls Only"

The following instructions is the return process for used airbag as identified in Recall Bulletins.
IMPORTANT: Do not deploy any airbag. The person packing the used airbag module must read & follow the instructions below.

Shipping/Handling Instructions: On top of the Box CLEARLY WRITE (Large Print):

"USED AIRBAG - RECALL # (IDENTIFY RECALL NUMBER)"

Insert a completed copy of the R.O. The following information about the vehicle being serviced with the replacement inflator must be documented and returned with the suspect inflator removed from the vehicle.

VIN (17 Characters):

Vehicle Make, Model and Model Year:

Odometer reading:

Dealership Postal Code:

Canadian Dealers: Airbag returns are to be processed through your normal return process. No return tag/credit will be issued for used airbags. Refer to Recall Bulletins for applicable returns required.

- Complete a PC0302C (302C) form and ensure that the TDG section is completed correctly.
- At time of returns pickup, provide driver with the 302C form with the used airbag(s) properly manifested, for shipment back to your PDC.
(Driver will not pick up any product without this document filled out and signed.)

PDC contact and fax numbers for YOUR Servicing PDCs:

- Woodstock Service Dealers (519) 536-7410 Fax: (519) 536-7409
- Edmonton Service Dealers (780) 451-7019 Fax: 1-866-350-6233
- Montreal Service Dealers (514) 630-6162 Fax: (514) 630-7362
- Vancouver Service Dealers (604) 857-4347 Fax: (604) 857-4402

« Processus de retour des sacs gonflables usagés – Rappels seulement »

Uniquement au Canada

Les renseignements suivants concernent le processus de retour des sacs gonflables usagés, comme indiqué dans les bulletins de rappel. **IMPORTANT : Ne pas déployer le sac gonflable. La personne qui emballe le module de sac gonflable usagé doit lire et suivre les instructions ci-dessous.**

Directives relatives à l'expédition et la manutention : Sur le dessus de la boîte, INSCRIVEZ LISIBLEMENT (en gros caractères) :

« SAC GONFLABLE USAGÉ – RAPPEL N° (INDIQUEZ LE NUMÉRO DE RAPPEL) »

Insérer une copie dûment remplie du bon de réparation. Les renseignements suivants sur le véhicule dans lequel sera installé le dispositif de gonflage neuf doivent être fournis et retournés avec le dispositif de gonflage suspect retiré du véhicule.

NIV (17 caractères) :

Marque, modèle et année modèle du véhicule :

Kilométrage:

Code postal du concessionnaire :

Concessionnaires canadiens : Les retours de sac gonflable doivent être effectués selon votre procédure de retour normale. Aucune étiquette de retour/de crédit ne sera émise pour les sacs gonflables usagés. Reportez-vous aux bulletins de rappel pour les retours applicables requis.

Remplissez le formulaire PC0302C (302C) et assurez-vous que la section TMD est remplie correctement.

- Au moment du ramassage, donnez le formulaire 302C au conducteur avec les sacs gonflables usagés correctement étiquetés pour qu'ils soient retournés à votre CDP.
(Le conducteur ne ramassera pas de produit sans ce document rempli et signé.)

Numéros de téléphone et de télécopieur des CDP :

- Concessionnaires desservis par le CDP de Woodstock : 519 536-7410 Télécopieur : 519 536-7409
- Concessionnaires desservis par le CDP d'Edmonton : 780 451-7019 Télécopieur : 1 866 350-6233
- Concessionnaires desservis par le CDP de Montréal : 514 630-6162 Télécopieur : 514 630-7362
- Concessionnaires desservis par le CDP de Vancouver : 604 857-4347 Télécopieur : 604 857-4402