

# Part 573 Safety Recall Report

# 22V-103

**Manufacturer Name :** McLaren Automotive Incorporated**Submission Date :** FEB 23, 2022**NHTSA Recall No. :** 22V-103**Manufacturer Recall No. :** NR**Manufacturer Information :**

Manufacturer Name : McLaren Automotive Incorporated

Address : 1405 S. Beltline Road, Suite 100

Coppell TX 75019

Company phone : 646-429-8916

**Population :**

Number of potentially involved : 421

Estimated percentage with defect : 1 %

**Vehicle Information :**

Vehicle 1 : 2019-2021 McLaren GT

Vehicle Type : LOW VOLUME VEHICLES

Body Style : 2-DOOR

Power Train : GAS

**Descriptive Information :** The recall population consists of vehicles with a specific combination of connector and occupant restraint controller. Two other McLaren models use the same combination. However, because the defect appears to be due to an error by a technician on its main production line, McLaren is not recalling models that were built on an entirely separate line and with different build processes. For this latter population, McLaren will continue to monitor the situation through a next service inspection and will take further action if warranted.

Production Dates : AUG 27, 2019 - AUG 07, 2021

VIN Range 1 : Begin : SBM22GCA0LW000007 End : SBM22GCB8MW001545  Not sequential**Description of Defect :**

**Description of the Defect :** There is a risk that the connection between the driver airbag and the occupant restraint controller may not be fully engaged, whereby the connector is connected but the secondary locking tab is not locked.

FMVSS 1 : NR

FMVSS 2 : NR

**Description of the Safety Risk :** In the event of an accident, if the connection is not fully engaged, the driver airbag may not deploy.

**Description of the Cause :** McLaren believes that the most likely cause was operator error on one of the production lines in the McLaren production facility.

**Identification of Any Warning that can Occur :** The status of the connection between the driver airbag and the occupant restraint controller is validated by a resistance check that can activate the airbag warning light.

In line with standard industry practice, in the algorithm used by McLaren, there is a small resistance window to prevent the airbag warning light from constantly flickering ON/OFF. If the connector is not fully engaged, the airbag warning light will come on, which will alert the driver to the existence of a problem. However, in the unlikely event that the connector is connected but the secondary locking is not locked, it is technically possible for the resistance to fall within this resistance window. In this unlikely circumstance, the airbag warning light might not come on even though the airbag is not operational.

## Involved Components :

Component Name 1 : Driver's Airbag

Component Description : NR

Component Part Number : 13NA409CP

## Supplier Identification :

### Component Manufacturer

Name : NR

Address : NR

NR

Country : NR

## Chronology :

In April 2021, a third-party test house undertook some testing for a new McLaren vehicle using the same connector and occupant restraint controller as on the McLaren vehicles subject to this notification. During a development sled test, it was observed that although the connector was engaged, the secondary locking tab was not locked and the airbag warning light was not illuminated. McLaren launched an investigation into this issue. However, at this point McLaren had no indication of any vehicles in the field with this issue.

In December 2021 McLaren asked its dealers to check the connection status of vehicles using the same combination of connector and occupant restraint controller as was used on the vehicle that had undergone the development sled test.

To date, approximately 300 vehicles have been inspected under this program worldwide. In January 2022, the McLaren warranty team became aware of a vehicle in Germany and a vehicle in California where the respective retailer found the connector to not be fully engaged. On 16 February 2022, McLaren became aware of a vehicle

in the United Kingdom where the retailer found the connector to not be fully engaged. McLaren investigated these cases to determine if the airbags had been connected or disconnected after the vehicle left McLaren's production facility.

On the basis of this investigation, McLaren concluded that the most likely cause was operator error on one of the production lines in the McLaren production facility, and it decided to conduct a safety recall.

To the best of McLaren's knowledge, this condition has not led to any problems in the field.

## Description of Remedy :

Description of Remedy Program : McLaren dealers will perform a resistance readout using the McLaren Diagnostic System and compare the values against the correct resistance tolerance limits. If the driver's airbag resistance values are found to be out of tolerance, a physical check of the airbag connectors will be conducted by removing the driver's airbag to ensure that the connector is engaged and the secondary tab is locked. Following completion of the physical check and confirmation that the secondary locking tab is engaged, a second reading of the resistance values will be performed to confirm that the connection is proper.

Because all of the recalled vehicles are covered by the manufacturer's new vehicle warranty, there is no need to provide a reimbursement plan.

How Remedy Component Differs from Recalled Component : NR

Identify How/When Recall Condition was Corrected in Production : In August 2021, McLaren issued a process change to add a diagnostic check to be performed after airbag assembly to detect any potential operator error

## Recall Schedule :

Description of Recall Schedule : NR

Planned Dealer Notification Date : NR - NR

Planned Owner Notification Date : NR - NR

\* NR - Not Reported