

**Jan 25, 2016**

**TK HOLDINGS INC.**

**SDI DRIVER AIR BAG INFLATORS**

**Number potentially involved:**

Approximately 1,200,000 vehicles

Estimated Percentage of involved with defect:

Unknown

**Describe the defect or non-compliance:**

Takata is submitting this DIR to address concerns with non-desiccated SDI air bag inflators installed in frontal driver air bag modules in the United States. This report contemplates a national recall of vehicles equipped with the subject inflators. The subject inflators include production years, from start of production through the end of Model Year 2014 (MY2014) for vehicles sold in the United States. All products newer than MY14 remain under investigation and could be subject to recall at a later date. The subject inflators were installed as original equipment in vehicles sold in the United States by the following five vehicle manufacturers (listed alphabetically):

Audi USA  
Volkswagen Group of America  
3800 Hamlin Road  
Auburn Hills, Mi. 48326  
Phone (248) 754-5000

Daimler Vans USA, LLC  
303 Perimeter Center North  
Atlanta, Ga. 30346  
Phone (407) 545-6768

Ford Motor Company  
330 Town Center Drive  
Dearborn, Mi. 48126-2738  
Phone (866) 436-7332

Mazda North American Operations  
46976 Magellan Drive

Wixom, Mi. 48393  
Phone (248) 295-7859

Volkswagen Group of America  
3800 Hamlin Road  
Auburn Hills, Mi. 48326  
Phone (248) 754-5000

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 inflators.

Takata is aware of three field ruptures of non-desiccated SDI inflators. One of these was in the United States and two were outside of the United States.

**Describe the safety risk:**

In the event of an inflator rupture, metal fragments could pass through the air bag cushion material, which may result in injury or death to vehicle occupants.

**Describe the cause:**

The propellant tablets in some of the subject inflators may experience an alteration over time, which could potentially lead to over-aggressive combustion in the event of an air bag deployment. Depending on the circumstances, this potential condition could create excessive internal pressure when the air bag is deployed, which could result in the body of the inflator rupturing upon deployment. Based upon Takata's investigation to date, the potential for such ruptures may occur in some of the subject inflators after several years of exposure to persistent conditions of high absolute humidity. The potential for rupture may also be influenced by other factors, including manufacturing variability.

**Chronology of Defect / Noncompliance Determination:**

(This section will be submitted as an attached document)

August 2014. Takata learned of a field event in Malaysia that involved a rupture of an SDI inflator. The vehicle was a 2003 MY Honda City and there was a driver fatality. The inflator was manufactured on November 1, 2002 at the Takata facility in LaGrange, Georgia.

November 2014. Based on discussions between Ford Motor Company and Takata, Ford amended DIR 14V-343 to include certain model year 2004-2005 Ranger vehicles equipped with a Takata SDI inflator. 14V-343 was issued in response to a request from NHTSA to permit the study of certain Takata inflators from the highest absolute humidity regions. The original version of 14V-343 include certain model year 2004-2005 Ford Ranger vehicles equipped with a Takata SPI passenger inflator that were originally sold in or were registered in Florida, Puerto Rico, Hawaii, and the U.S. Virgin Islands. The amendment in November of 2014 added the driver SDI inflator in those vehicles to allow a surveillance audit of SDI inflators produced in Takata's LaGrange facility. The Ford SDI inflator was a different configuration than the ruptured Honda inflator. Differences include ballistic output, propellant load, and propellant tablet size. Takata began testing these returned inflators as soon as they started to arrive in November of 2014.

November 2014. Honda, Toyota, and Daihatsu issued recalls in Japan, and other Asian markets, of certain vehicles equipped with a Takata SDI inflator. This was attributed to the potential for mis-handling of propellant in the Takata LaGrange, Georgia facility that may have permitted the propellant to be exposed to high levels of ambient moisture prior to inflator assembly.

May 2015. Honda, Toyota, Daihatsu, and Mazda issued recalls in Japan and other Asian markets of certain additional vehicles equipped with a Takata SDI inflator.

May 2015. Takata learned of an SDI inflator rupture that occurred in Japan during an end of vehicle life recycling program. The inflator was deployed as part of the disposal process and the inflator ruptured, with no injuries. The vehicle was a 2005 MY Honda Fit. The SDI inflator was produced on August 16, 2005 in Monclova, Mexico.

July 2015. Honda, Toyota, Daihatsu, issued recalls in Japan and other Asian markets of certain additional vehicles equipped with a Takata SDI inflator produced through the 2011 model year.

August 2015. Takata learned of a field event in India that involved a rupture of an SDI inflator. The vehicle was a 2007 MY Honda Civic. There was a driver fatality in this event, but the cause of death has not yet been determined. The inflator was manufactured on October 20, 2006 at the Takata facility in Monclova, Mexico.

November 2014 – January 2016. Takata has been conducting testing and analysis on the SDI inflators returned pursuant to 14V-343. As of Jan 22, 2016; Takata has conducted 1960 ballistic tests and 275 live dissections. The ballistic results have shown zero ruptured inflators and zero tests with abnormally high internal pressures. The live dissection results have shown zero anomalies.

January 14, 2016. Takata learned of a field event in South Carolina that involved a possible rupture of an SDI inflator. The vehicle was a 2006 MY Ford Ranger and there

was a driver fatality. The inflator was produced on September 5, 2005 in Monclova Mexico.

January 22, 2016. A field inspection was conducted on the 2006 Ford Ranger vehicle In South Carolina and it was confirmed that there was a ruptured Takata SDI inflator.

**Describe the defect / noncompliance remedy program:**

Takata plans to work with the manufacturers of the vehicles in which the subject inflators were installed to implement appropriate recalls to replace the subject inflators first in high absolute humidity States. Takata will also work with NHTSA and the Independent Monitor, in conformity with the Coordinated Remedy Plan.