

TAKATA AIRBAG INFLATOR RUPTURES: TIMELINE OF EVENTS

May 2004	A driver's airbag inflator ruptured in Alabama in a 2001 Honda Accord.
Summer 2004	Takata conducted an "urgent experiment" on airbags at its Auburn Hills, Michigan facility at the request of NHTSA to investigate an incident involving an airbag cushion tear. Takata claimed that the incident was unrelated to an inflator rupture and instead involved an abrasion on the inside cover of the cushion that required additional fabric to fix. In late 2004, Honda notified NHTSA that it would conduct a recall to address the issue.
June 2005	Takata received photographs depicting the 2004 ruptured airbag inflator incident. A visual inspection of the photographs determined that the rupture was an anomaly. Takata did not perform any physical tests on inflators at that time.
May - August 2007	Honda reported three accident reports to Takata involving airbag inflator ruptures.
Mid to Late 2007	Takata began testing approximately 42 inflators acquired from the field to find a root cause of the ruptures. No problems were detected. Takata found that all inflators were designed within specification and performed properly.
2007	Takata experimented with "specially fabricated prototypes" to try alternative inflator designs. Experiments were unsuccessful and resulted in broken inflators. These experiments were eventually shut down.
Late 2007 to September 2008	Takata tested approximately 86 more airbag inflators.
September 2008	Takata verified that a pressing operation problem at its Moses Lake, Washington facility produced potentially defective propellant. Takata determined that the defective propellant was produced from 2000 – 2002.
November 2008	Honda launched a safety recall (08V-593) for 4,000 vehicles globally (3,940 in the U.S.) equipped with potentially defective propellant in driver's airbag inflators.
May 27, 2009	A driver's airbag inflator ruptured in a 2001 Honda Accord in Oklahoma. The death of the driver was linked to the rupture.
June 2009	Honda was notified of another driver's airbag inflator rupture.
June 23, 2009	Honda initiated another safety recall (09V-259) to expand the VIN range for vehicles recalled in November 2008 following notice from Takata that more inflators in driver's side airbags were potentially defective. Honda recalled 510,000 vehicles globally (440,000 in the U.S.).
November 2, 2009	NHTSA opened an investigation (RQ09-004) to evaluate the scope and timeliness of Honda's two recalls.
December 24, 2009	An airbag inflator exploded in a 2001 Honda Accord in Richmond, Virginia. The death of the driver was linked to the rupture.

February 9, 2010	Honda initiated another recall (10V-041) due to lingering uncertainty about the manufacturing processes of the inflator propellant and uncertainty about which vehicles may have received potentially defective replacement parts in driver's airbags. Honda recalled 437,000 vehicles globally (379,000 in the U.S.).
May 6, 2010	NHTSA closed its investigation into Honda, finding that there was "insufficient information" to determine that Honda failed to make timely defect decisions in its 08V-593 and 09V-259 recalls.
April 21, 2011	Honda launched a safety recall (11V-260) to capture approximately 2,430 defective replacement service part inflators that could have been installed in driver's airbags in vehicles covered in prior recall expansions. Honda recalled 896,000 vehicles globally (833,277 vehicles were recalled in the U.S.).
Mid to Late 2011	Takata was notified of airbag inflator ruptures occurring in scrapyards in Japan by salvage operations conducting "end-of-life" recycling processes on expired vehicles.
December 1, 2011	Honda expanded recall 11V-260 due to an inflator manufacturing record discrepancy. This recall included 273,419 vehicles in the United States. Outside of the U.S. approximately 304,000 vehicles were recalled to find defective driver's airbag inflators installed as replacement parts.
October 2012	Takata's ongoing testing of returned inflators showed that inadequate compression of the propellant wafers, exposure to uncontrolled environmental conditions, and the aging of the propellant were possible causes to the ruptures.
November 2012	Takata had been notified of three additional accidents involving ruptured airbag inflators in the U.S. - two in Puerto Rico and one in Maryland. The Maryland vehicle had previously been operated in Florida for eight years.
February -March 2013	Takata confirmed that inadequate compression of the propellant wafers and the inflator's exposure to certain environmental conditions could cause the passenger's airbag inflator to rupture upon airbag deployment. The compression problem stemmed from improper operation of the "auto-reject" feature on a machine at its Moses Lake, WA facility. This feature failed to identify and reject propellant wafers with inadequate compression. The exposure to uncontrolled environmental conditions stemmed from improper storage of the propellant wafers at a Takata facility in Monclova, Mexico.
April 5, 2013	Takata acknowledged an awareness of six total incidents involving ruptured inflators.
April 11, 2013	Takata submitted a Defect Information Report to NHTSA notifying the agency of a potential defect in certain passenger's airbag inflators. Mazda initiated a national safety recall (13V-130) due to defects in passenger's airbag inflators as reported by Takata. Mazda recalled approximately 149 vehicles. Honda initiated a national safety recall (13V-132) due to defects in passenger's airbag inflators as reported by Takata. Honda recalled approximately 561,422 vehicles. Toyota initiated a national safety recall (13V-133) due to defects in passenger's airbag inflators as reported by Takata. Toyota recalled approximately 844,277 vehicles.

	Nissan initiated a national safety recall (13V-136) due to defects in passenger's airbag inflators as reported by Takata. Nissan recalled approximately 438,302 vehicles.
May 5, 2013	BMW initiated a safety recall (13V-172) due to defects in passenger's airbag inflators as reported by Takata. BMW recalled approximately 220,000 vehicles globally (42,080 were recalled in the U.S.).
September 3, 2013	A reported airbag inflator rupture in California in a 2002 Acura TL was linked to the death of the driver.
January 2014	Takata and Honda met with NHTSA to discuss prior recalls related to the defective airbag inflators.
May 2014	Following reports of six ruptures occurring in Puerto Rico and Miami, Florida in both passenger and driver frontal airbags, Takata met with NHTSA to discuss the issue further. Given the geographic location of the incidents, humidity was thought to be a factor.
Beginning of June 2014	NHTSA called Takata requesting its support for a regional field action to collect, inspect, test and investigate both passenger's and driver's airbag inflators from high absolute humidity regions to determine the root cause of the ruptures. The regional field action targeted Gulf Coast regions including Florida, Hawaii, Puerto Rico, and the U.S. Virgin Islands. Separately, Takata found that its production records and its methodology used to determine the recall range of cars recalled in 2013(for passenger's airbag inflators) due to improper manufacturing processes may have been inadequate or incomplete.
June 10, 2014	Toyota launched a safety recall (14V-312) (a reissued recall of vehicles it recalled in 2013) to fully replace, rather than inspect, all passenger airbag inflators in 844,277 U.S. vehicles due to Takata's disclosure that its records were inadequate and/or incomplete. Globally, Toyota recalled 2.27 million vehicles.
June 11, 2014	Takata issued a letter to NHTSA stating its support for the requested regional field action. NHTSA also opened a formal Preliminary Evaluation into airbag inflator ruptures (PE14-016).
June 13, 2014	NHTSA held a conference call with vehicle manufacturers requesting their participation in the regional field action.
June 19, 2014	Nissan launched a Regional Safety Improvement Campaign (SIC) (14V-340) at the request of NHTSA to collect passenger inflator parts from gulf regions (FL, HI, PR, VI) to determine the root cause of the ruptures and whether humidity was a contributing factor. Approximately 29,998 Nissan vehicles were subject to this campaign. Ford launched a Regional SIC (14V-343) per NHTSA's request to collect both driver and passenger inflator parts from gulf regions (FL, HI, PR, VI). Approximately 58,669 Ford vehicles were subject to this campaign. Mazda launched a Regional SIC (14V-344) per NHTSA's request to collect both driver and passenger inflator parts from gulf regions (FL, HI, PR). Approximately 47,188 Mazda vehicles were subject to this campaign.

June 20, 2014

BMW launched a Regional SIC (14V-348) per NHTSA's request to collect driver inflator parts from gulf regions (FL, HI, PR, VI). Approximately 11,600 BMW vehicles were subject to this campaign.

Honda launched a national safety recall (14V-349), expanding its 2013 recall to capture additional vehicles that may have a defective passenger's inflator following Takata's disclosure earlier in the month that its records were inadequate and/or incomplete in determining the VIN range of vehicles affected by the poorly manufactured inflator propellant. Approximately 988,440 vehicles were recalled in this campaign.

Toyota launched a Regional SIC (14V-350) per NHTSA's request to collect passenger inflator parts from gulf regions (FL, HI, PR, VI). At the time of the launch, Toyota did not know how many vehicles were affected by this campaign because it was awaiting airbag module serial numbers from Takata.

Honda launched a Regional SIC (14V-351) per NHTSA's request to collect driver inflator parts from gulf regions and other high absolute humidity climates (including FL, HI, PR, VI, AL, GA, LA, MS, SC, TX). Approximately 2,803,214 Honda vehicles were subject to this campaign.

Honda launched another Regional SIC (14V-353) per NHTSA's request to collect passenger inflator parts from gulf regions and other high absolute humidity climates (FL, HI, PR, VI, AL, GA, LA, MS, SC, TX). Approximately 698,288 Honda vehicles were subject to this campaign.

Chrysler launched a Regional SIC (14V-354) per NHTSA's request to collect both driver and passenger inflator parts from gulf regions (FL, HI, PR, VI). Approximately 371,309 vehicles were subject to this campaign.

Mazda launched a national safety recall (14V-362), expanding its 2013 recall to capture additional vehicles that may have defective passenger's inflators following Takata's disclosure earlier in the month that its records were inadequate and/or incomplete in determining the VIN range of vehicles affected by poorly manufactured inflator propellant. Mazda identified 18,050 potentially affected vehicles in this expanded recall.

June 24, 2014

Nissan launched a national safety recall (14V-361), expanding its 2013 recall to capture additional vehicles that may have defective passenger's inflators following Takata's disclosure earlier in the month that its records were inadequate and/or incomplete in determining the VIN range of vehicles affected by poorly manufactured inflator propellant. Nissan identified 226,326 potentially affected vehicles in this expanded recall.

July 7, 2014

Subaru launched a national safety recall (14V-399) for cars equipped with defective passenger's inflators caused by inadequate compaction force of the propellant and possible moisture exposure during inflator production. Subaru recalled 8,557 vehicles.

July 11, 2014

Mitsubishi launched a Regional SIC (14V-421) per NHTSA's request to collect passenger's inflator parts from gulf regions (FL, HI, PR, VI). Approximately 11,985 Mitsubishi vehicles were subject to this campaign.

July 16, 2014	BMW launched a national safety recall (14V-428), expanding its 2013 recall to capture additional vehicles that may have defective passenger's inflators following Takata's disclosure in June that its records were inadequate and/or incomplete in determining the VIN range of vehicles affected by poorly manufactured inflator propellant. BMW recalled 573,935 in the U.S. and 1.6 million vehicles worldwide.
August 1, 2014	Subaru launched a Regional SIC (14V-471) per NHTSA's request to collect passenger's inflator parts from gulf regions (FL, HI, PR, VI). Approximately 8,959 Subaru vehicles were subject to this campaign.
August 2014	A driver's airbag inflator rupture occurred in a 2007 Ford Mustang in North Carolina – outside of the designated high absolute humidity region.
October 2, 2014	An airbag inflator ruptured in a 2001 Honda Accord in Orlando, FL and was linked to the driver's death.
October 20, 2014	Toyota launched a Regional SIC (14V-655) per NHTSA's request to collect passenger's inflator parts from gulf regions (FL, HI, PR, VI). There were 247,000 ¹ Toyota vehicles subject to this campaign.
October 30, 2014	Nissan re-launched a Regional SIC (14V-701) per NHTSA's request to collect passenger's inflator parts from gulf regions (PR, VI, Guam, Saipan, FL, Southern GA, AL, LA, MS, TX)
November 3, 2014	NHTSA ordered Takata to provide documents and answer questions about the agency's ongoing investigation into Takata airbags.
November 6, 2014	NHTSA orders Honda to provide documents and answer questions about the agency's ongoing investigation into Takata airbags.
November 12, 2014	The <i>New York Times</i> reported that Takata destroyed the results of tests showing cracked inflators. Takata refuted this claim.
November 12, 2014	Takata told <i>Reuters</i> it modified the chemical composition of its propellant but acknowledged that it was still using ammonium nitrate.
November 13, 2014	A fifth reported death that occurred on July 27 th in Malaysia is linked to an airbag inflator rupture in a Honda City compact car. Honda subsequently recalled 170,000 vehicles in Asia and Europe.
November 18, 2014	NHTSA called for a National Safety Recall of certain vehicles (Honda, Ford, Mazda, BMW, and Chrysler) with potentially defective driver's airbag inflators produced prior to 2008 due to the inflator rupture that occurred in a 2007 Ford Mustang in North Carolina - outside of the designated high absolute humidity area. NHTSA also issued a Special Order to Takata demanding information about the propellant composition and it issued a General Order to automakers impacted by the Takata recalls demanding information about the methods and results of testing on Takata inflators outside of the regional recall areas.

¹ This includes approximately 98,000 GM vehicles that are designed by Toyota and sold by GM.

November 24, 2014

Honda submitted a response to NHTSA's November 3rd Special Order acknowledging its failure to notify the agency about 1,729 claims of injuries and deaths related to accidents in its vehicles, including those with Takata airbags.