

CENTER FOR AUTO SAFETY

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202-328-7700 ◆ www.autosafety.org

March 26, 2014

The Honorable David J. Friedman
Acting Administrator
National Highway Traffic Safety Administration
1200 New Jersey Avenue SE, West Building
Washington, D.C. 20590

Dear Administrator Friedman:

NHTSA has repeatedly said it did not see a defect trend when it evaluated ignition switch failure in Cobalts, Ions and other GM models in 2007 and again in 2010 even though the agency had 91 complaints by 2007 and 174 complaints by 2010 on stalling or dying on the road.¹ By 2007, NHTSA had done two Special Crash Investigations of Cobalts in which the three people were killed when the airbags did not deploy and the ignition was in the accessory mode. By 2010, NHTSA had done a third Special Crash Investigation of a 2005 Cobalt in which two more people were killed when the airbags did not deploy and the ignition was in the accessory mode. NHTSA again saw no defect trend. From 2004 to 2007, NHTSA received Early Warning Reporting (EWR) 19 death reports from GM on claims alleging defects in components related to ignition switch failure by 2007 and 42 by 2010.² GM reported one death twice. The agency also had the 2006 GM Technical Service Bulletin describing the ignition switch defect.

Review of all NHTSA Airbag Preliminary Evaluation Defect Investigations opened since 2000 show the Agency has opened Defect Investigations with far less information than the Agency had on the recalled vehicles when it purported not to see a Defect Trend. CAS found NHTSA opened 39 airbag investigations from January 1, 2000 through March 26, 2014. (See Attachment A for a summary table and Attachment B for the Opening Resume of each Defect Investigation.) Of the 39 investigations, 26 investigations were opened with fewer than 10 complaints. Only 3 of the 39 investigations had a death and only one had two deaths when opened. 15 of the 39 investigations involved injuries, mostly minor.

Review of these Defect Investigation show that some were opened on the basis of Special Crash Investigations, Technical Service Bulletins, all of which were present in the recalled GM vehicles but which NHTSA said did not show a defect trend. For example, NHTSA opened PE03-002 into front airbag nondeployment on 480,000 2000 Ford Taurus [based on a Special Crash Investigation](#) of a fatal crash and no other information. NHTSA opened PE03-021 into front airbag door detachment on 350,000 1998-02 VW Passat based on a Special Crash Investigation of a fatal crash and a NHTSA inspection at a salvage yard of one other vehicle.

¹“Auto Regulators Dismissed Defect Tied to 13 Deaths,” NY Times (Mar. 8, 2014).

² CAS Letter to NHTSA Acting Administrator Friedman (Mar. 7, 2014).

NHTSA opened PE02-038 into 20,000 2002 Nissan Xterra for airbag clockspring failures based on a Technical Service Bulletin and one complaint. NHTSA opened PE04-053 into 240,193 2004 Honda Accord based on two NHTSA vehicle compatibility crash tests in which the airbag failed to fully inflate and no other information. NHTSA opened PE08-017 into airbag nondeployment on 340,000 2001-03 Hyundai Elantra based on 35 complaints and [two Special Crash Investigations](#) of [fatal crashes](#) where the airbags failed to deploy. To show that as few as one complaint can still trigger a defect investigation, NHTSA opened PE12-012 into a side airbag deployment on 123,000 2012 Hyundai Elantra based on a single complaint that the airbag lacerated a person's ear.

This analysis shows the information available to NHTSA on the ignition switch data was far greater than what NHTSA had on the 39 defect investigations opened into airbags since 2000. The agency routinely relied on TSB's and Special Crash Investigations to open these investigations but did not use the three SCI Investigations or the GM TSB to open a defect investigation into the ignition switch. The only striking consistency between ignition switch and the 39 airbag investigations is that NHTSA never relied on EWR death reports in any case.

The agency clearly turned a blind eye to the ignition switch defect if it didn't see a defect trend. The Center's analysis shows that the agency had all of the information from consumer complaints to Technical Service Bulletins to Special Crash Investigations to Early Warning Reporting death claims in far greater detail than it had on other defects on which it opened investigations. The question this raises is did NHTSA miss the Cobalt ignition because it made an error of omission or commission? This analysis shows an error was made and people died.

Sincerely,


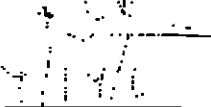
A handwritten signature in black ink, appearing to read "Clarence Ditlow". The signature is written in a cursive, flowing style.

Clarence Ditlow
Executive Director

PE #	M/M/Y	Malfunction	Complaint	Injury	Death	Other
PE00-018	2000 Jeep Wrangler 76,697	Airbag Module	1	0	0	
PE00-032	1996 Dodge Caravan, Grand Caravan; Plymouth Voyager, Grand Voyager; Chrysler Town & Country 630,000	Nondeployment	55	0	0	
PE00-042	1999-00 Lincoln Continental 50,000	Inadvertent Deployment	3	2	0	
PE00-045	1998-99 Chevy Venture; Pontiac Montana, Transport; Oldsmobile Silhouette 490,000	Airbag Tear	2	0	0	
PE01-002	1999 Pontiac Grand Prix 155,000	Airbag Module	1	1	0	
PE01-008	1994-95 Nissan Altima 325,000	Airbag Deployment	5	5	0	
PE01-018	1998 Saab 900 9,000	Inadvertent Deployment	4	3	0	
PE02-011	2000-01 BMW 3 Series 150,000	Inadvertent Deployment	11	0	0	
PE02-020	2000-01 Ford Focus 575,000	Airbag Burn Injury	16	15	0	
PE02-022	2001 Kia Rio 50,000	Nondeployment	1	0	1	
PE02-026	2000-01 Ford Focus 575,000	Inadvertent Deployment	29	14	0	
PE02-038	2002 Nissan Xterra 20,000	Airbag Warning Lamp Illumination	1	0	0	TSB
PE03-002	2000 Ford Taurus, Mercury Sable 480,000	Nondeployment	0	1	1	SCI
PE03-011	2001 Lincoln Town Car 68,897	Inadvertent Deployment	76	9	0	
PE03-021	1998-02 VW Passat 350,000	Airbag Deployment	0	0	0	SCI
PE04-053	2004 Honda Accord 240,193	Airbag Deployment	0	0	0	NHTSA R&D
PE04-076	2004 Chevy Colorado 93,500	Inadvertent Deployment	2	2	0	
PE04-081	2001-03 VW Jetta, Golf, GTI 447,000	Inadvertent Deployment	107	19	0	

PE05-043	2000-01 Honda Accord 480,000	Airbag Warning Lamp Illumination	20	0	0	TSB
PE05-053	2002-03 Mini Cooper 46,000	Airbag Warning Lamp Illumination	14	0	0	TSB
PE05-060	2003-05 Porsche Cayenne 40,000	SRS Warning Light Illumination	2	0	0	TSB & EWR
PE05-061	2005 Chrysler Minivans 410,000	Crash Sensor Failure	5	0	0	EWR
PE06-022	2004-05 VW Touareg 53,186	SRS Warning Light Illumination	4	0	0	TSB & EWR
PE06-045	2006 Dodge Durango 8,300	Side Curtain Airbag Failure	0	0	0	NHTSA R&D
PE07-045	2005-06 BMW 5 Series, 7 Series, X3 66,000	Airbag OCS	6	0	0	TSB & EWR
PE08-004	2004-05 Nissan Armada, Quest 41,000	Nondeployment	0	0	0	Service Campaign
PE08-012	2003-04 VW Beetle 104,000	Crash Sensor Failure	5	0	0	EWR
PE08-017	2001-03 Hyundai Elantra 340,000	Airbag Light Illumination	35	0	2	SCI
PE08-067	2003-05 Infiniti Q45 5,759	Airbag Warning Lamp Illumination	0	0	0	EWR
PE09-034	2007-08 Kia Sorento 64,000	Nondeployment	35	0	0	
PE09-046	2005 Ford F-150 530,000	Inadvertent Deployment	8	5	0	
PE10-017	2005-06 Mercedes E-Class 100,000	Nondeployment	4	0	0	TSB
PE11-019	2007-08 Jeep Wrangler 222,500	Nondeployment	29	0	0	
PE11-035	2002-03 Jeep Liberty 387,356	Inadvertent Deployment	7	5	0	EWR
PE12-012	2012 Hyundai Elantra 123,000	Improper Deployment	1	1	0	
PE12-023	2012 Nissan Versa 100,000	Nondeployment	13 mfr 0 NHTSA	0	0	EWR
PE13-020	2003-04 Honda Odyssey 320,00	Inadvertent Deployment	6	3	0	
PE13-021	2006-11 Suzuki Grand Vitari, 2007-11 SX4 205,00	Airbag OCS	128	0	0	TSB

PE14-004	2008 Honda Accord 363,000	Inadvertent Deployment	28	2	0	
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	U.S. Department of Transportation National Highway Traffic Safety Administration	<h1 style="margin: 0;">ODI RESUME</h1>	
INVESTIGATION: PE00- 015 SUBJECT: Air Bag Module Detachment PROMPTED BY: 1E00-027 PRINCIPAL ENGINEER: Michael Lee		DATE OPENED: 14 -Apr-00	
MANUFACTURER: DaimlerChrysler MODEL(S): Jeep Wrangler MODEL YEAR(S): 2000 VEHICLE POPULATION: Unknown			
PROBLEM DESCRIPTION: Driver-side frontal air bag module may not be attached properly to the steering wheel. The air bag may not deploy properly in a vehicle crash.			
FAILURE REPORT SUMMARY			
	ODI	MANUFACTURER	TOTAL
COMPLAINTS: CRASHES: INJURY CRASHES: # INJURIES: FATAL CRASHES: # FATALITIES: OTHER:	1 0 0 0 0 0 0	Unknown " " " " " "	1 0 0 0 0 0 0
DESCRIPTION OF OTHER: N/A			
ACTION: A Preliminary Evaluation has been opened			
ENGINEER: <u>Michael Lee</u> <u>4/14/00</u> DATE	DIV. CHIEF	<u>Thomas Lopez</u> OFC DIR. <u>4/14/00</u> DATE	 <u>4/14/00</u> DATE
SUMMARY: ODI has received a complaint stating that the driver-side frontal air bag module detached from the steering wheel while attempting to use the horn for the first time in a brand new model year 2000 Jeep Wrangler (purchased in late-March 2000). The air bag module fell off the steering wheel and was hanging by its wires. The repairing dealership stated that the two mounting screws, holding the integrated horn/air bag module to the steering wheel, were missing. This investigation is opened to determine the scope of the potential problem of mis-assembled air bag modules in the Jeep Wrangler vehicles.			

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 7-17-00
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ODI RESUME

INVESTIGATION: PE00-032
SUBJECT: Air Bag Clockspring Failure
PROMPTED BY: IE00-056
PRINCIPAL ENGINEER: Michael Lee

DATE OPENED: 8 -Aug-00

MANUFACTURER: DaimlerChrysler
MODEL(S): Dodge Caravan and Grand Caravan; Plymouth Voyager and Grand Voyager; and Chrysler Town & Country
MODEL YEAR(S): 1996
VEHICLE POPULATION: 630,000 (approx.)

PROBLEM DESCRIPTION: Complaints allege that the vehicle's air bag readiness indicator lamp (air bag light) illuminates to indicate potential air bag system failure. Broken air bag wire in the clockspring assembly appears to be the cause of air bag light illumination. Potential safety-related consequence is failure of driver-side air bag to deploy in vehicle crashes for which air bag systems are designed to provide occupant protection.

FAILURE REPORT SUMMARY

	ODI	MANUFACTURER	TOTAL
COMPLAINTS:	55	Unknown	55
CRASHES:	0	"	0
INJURY CRASHES:	0	"	0
# INJURIES:	0	"	0
FATAL CRASHES:	0	"	0
# FATALITIES:	0	"	0
OTHER:	0	"	0

ACTION: A Preliminary Evaluation has been opened.

ENGINEER: Michael Lee

DIV CHF: Thomas Lygan

OFC DIR: [Signature]

8/8/00
DATE

8/8/00
DATE

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DATE

SUMMARY: All complainants stated that the air bag light illuminated, and many of them had the clockspring assembly replaced. The clockspring is a doughnut-shaped component located in the steering column that contains a spool of six wires connecting circuitry for the driver-side air bag, horn, and cruise control. As the steering wheel is turned, the clockspring and its spool of wires should rotate smoothly, allowing for continuous contact of electrical circuitry from the steering column to the air bag module, horn switch, and cruise control switch. When the air bag, horn, and cruise control wires inside the clockspring are severed (as found in several failed clocksprings obtained by ODI), symptoms such as air bag light illumination, and horn and cruise control failures will occur, as stated in the complaints. The majority of the complaints were reported to ODI during the last six months.

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P-8-00



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ODI RESUME

INVESTIGATION: PE00-042
SUBJECT: Inadvertent Side Air Bag Deployment
PROMPTED BY: IE00-071
PRINCIPAL ENGINEER: Michael Lee

DATE OPENED: 16-OCT-00

MANUFACTURER: Ford
MODEL(S): Lincoln Continental
MODEL YEAR(S): 1999 and 2000
VEHICLE POPULATION: 50,000 (est.)

PROBLEM DESCRIPTION: Complaints allege that the driver's or passenger's side air bag deployed while driving without any vehicle impact.

FAILURE REPORT SUMMARY

	ODI	MANUFACTURER	TOTAL
COMPLAINTS:	3	Unknown	3
CRASHES:	0	"	0
INJURY CRASHES:	0	"	0
# INJURIES:	2	"	2
FATAL CRASHES:	0	"	0
# FATALITIES:	0	"	0
OTHER:	0	"	0

DESCRIPTION OF OTHER: N/A

ACTION: A Preliminary Evaluation has been opened.

ENGINEER: Michael Lee

DIV CHF: Thomas Zenger

OFC DIR: [Signature]

10/13/00
DATE

10/16/00
DATE

10-16-00
DATE

SUMMARY: ODI has received three complaints of inadvertent side air bag deployment in model year 1999 and 2000 Lincoln Continental vehicles. The driver's side air bag deployed in a model year 1999 Continental and the passenger's side air bag deployed in two model year 2000 Continentals. The vehicles were traveling at about 5-10, 10, and 40 mph when the air bag deployed without any impact. Two occupants reportedly sustained minor injuries from the deploying air bag.

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ODI RESUME

INVESTIGATION: PE00- 045
 SUBJECT: Air Bag Tear During Deployment
 PROMPTED BY: IE00-070
 PRINCIPAL ENGINEER: Michael Lee

DATE OPENED: 11/3/00

MANUFACTURER: General Motors
 MODEL(S): Chevrolet Venture, Pontiac Montana and Trans Sport, and Oldsmobile Silhouette
 MODEL YEAR(S): 1998 and 1999
 VEHICLE POPULATION: 490,000 (est.)

PROBLEM DESCRIPTION: Complaints allege that the right front passenger's side air bag tore during deployment. This can result in loss of air bag inflation pressure and air bag protection for the right front seat occupant.

FAILURE REPORT SUMMARY

	ODI	MANUFACTURER	TOTAL
COMPLAINTS:	2	Unknown	2
CRASHES:	0	"	0
INJURY CRASHES:	0	"	0
# INJURIES:	0	"	0
FATAL CRASHES:	0	"	0
# FATALITIES:	0	"	0
OTHER:	0	"	0

DESCRIPTION OF OTHER: N/A

ACTION: A Preliminary Evaluation has been opened

ENGINEER: Michael Lee
 11/2/00
 DATE

DIV CHF: Thomas Lopez
 11/2/00
 DATE

OFC DIR: [Signature]
 11-3-00
 DATE

SUMMARY: ODI has received two complaints alleging that the right front passenger's side air bag tore during deployment in a 1998 Chevrolet Venture and a 1999 Pontiac Montana. There was no right front seat occupant in either of the two incidents. A toggle switch that operates the power passenger-side sliding door is located midway up on the passenger-side B-pillar and directly across from the seat back-mounted side air bag. The side air bag deploys outward and forward to provide protection to occupant's torso. It appears that the air bag can be torn by the power door switch assembly as the air bag inflates. Both complainants stated that the deployed air bag had a 2 to 3-inch tear. One of the complainants found a broken piece of the power door switch assembly on the rear seat. Since the power sliding door feature is available only on the passenger-side, only the passenger's side air bag is susceptible to the switch contact problem.

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ODI RESUME

INVESTIGATION: PE01-002
SUBJECT: Driver air bag malfunction during deployment
PROMPTED BY: IE00-089/Ong
PRINCIPAL ENGINEER: Gregory Magno

DATE OPENED: 10-JAN-01

MANUFACTURER: General Motors Corporation
MODEL(S): Pontiac Grand Prix
MODEL YEAR(S): 1999
VEHICLE POPULATION: approx. 155,000

PROBLEM DESCRIPTION: A driver air bag inflator allegedly fragmented parts of its casing and damaged the air bag during a deployment in a vehicle crash.

FAILURE REPORT SUMMARY

	ODI	MANUFACTURER	TOTAL
COMPLAINTS:	1	Unknown	1
CRASHES:	0	"	0
INJ CRASHES:	1	"	1
# INJURIES:	1	"	1
FAT CRASHES:	0	"	0
# FATALS:	0	"	0
OTHER:	N/A	N/A	N/A

DESCRIPTION OF OTHER: N/A

ACTION: A Preliminary Evaluation has been opened

ENGINEER: [Signature] DIV CHF: [Signature] OFC DIR: [Signature]

1/10/01
DATE

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1-10-01
DATE

SUMMARY: ODI has received a report alleging that the driver's supplemental inflatable restraint (SIR) malfunctioned during deployment in a head-on vehicle collision. According to the report, metal fragments of the SIR inflator housing were ejected into the vehicle passenger compartment. Additionally, the SIR air bag itself was apparently damaged.

A Preliminary Evaluation has been opened to gather further information regarding this incident and to assess the scope of this condition in the field.

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ODI RESUME

INVESTIGATION: PE01- 008
SUBJECT: Passenger Air Bag-Related Eye Injuries
PROMPTED BY: IE01-016
PRINCIPAL ENGINEER: Michael Lee

DATE OPENED: 3/13/01

MANUFACTURER: Nissan
MODEL(S): Altima
MODEL YEAR(S): 1994 and 1995
VEHICLE POPULATION: 325,000 (est.)

PROBLEM DESCRIPTION: Complaints allege that deployment of the front passenger air bag in minor to moderate severity crashes caused serious eye injuries to the occupants of the right front seat.

FAILURE REPORT SUMMARY

	ODI	MANUFACTURER	TOTAL
COMPLAINTS:	5	Unknown	5
CRASHES:	0	"	0
INJURY CRASHES:	0	"	0
# INJURIES:	5	"	5
FATAL CRASHES:	0	"	0
# FATALITIES:	0	"	0
OTHER:	24	"	24

DESCRIPTION OF OTHER: Reports by plaintiffs' counsel alleging eye injuries caused by deployment of the passenger air bag in subject vehicles.

ACTION: A Preliminary Evaluation has been opened.

ENGINEER: Michael Lee
DATE: 3/13/01

DIV CHF: Thomas Berger
DATE: 3/13/01

OFC DIR: [Signature]
DATE: 3/13/01

SUMMARY: ODI has received five complaints of alleged passenger air bag-related eye injuries on 1994 and 1995 Nissan Altima vehicles. In addition, ODI has received information from a plaintiff's counsel concerning 24 additional similar incidents on 1994 and 1995 Altima vehicles. In some of the cases, the eye injuries allegedly resulted in permanent partial or complete loss of vision. Some of the front passengers allegedly suffered other injuries such as facial cuts, scrapes, bruises, and fractures. The driver in each case allegedly suffered little or no injury. Most of the reports allege that the air bags deployed in minor to moderate severity crashes. Most of the reports allege that the front passenger was wearing the seat belt and the right front seat was adjusted to a mid or rear seat track position.

12/1/01



U.S. Department of Transportation

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ODI RESUME

IDENTIFICATION: PE01-018

DATE OPENED: 24 May 2001

SUBJECT: Alleged Inadvertent Air Bag Deployment

PROMPTED BY: Consumer complaints, IE01-004

PRINCIPLE ENGINEER: Peter C. Ong

MANUFACTURER: SAAB Motor Company

MODELS: 900

MODEL YEAR(S): 1998

VEHICLE POPULATION: 9,000

PROBLEM DESCRIPTION: The complainants allege that the passenger-side frontal air bag deployed inadvertently without a frontal crash.

FAILURE REPORT SUMMARY

	Symptom	N/A	N/A
COMPLAINTS:	4		
# INJURIES:	3		
# FATALITIES:	0		
# RESULTING CRASH:	0		

DESCRIPTION OF SYMPTOM:

Passenger-side air bag deployed without a frontal crash. The driver-side air bag didn't deploy.

ACTION: A Preliminary Evaluation (PE) has been opened

ENGINEER: Peter C. Ong DIV CHE: Thomas Lopez OFC DIR: [Signature]

5/24/01
DATE

5/24/01
DATE

5-24-01
DATE

SUMMARY: ODI has received four (4) complaints alleging that the passenger-side frontal air bag deployed inadvertently without any crashes or undercarriage impacts. Three of four reports were submitted to ODI within the past six months.

There is no Technical Service Bulletin or recall regarding this subject on this vehicle.

Inadvertent deployment of a passenger-side frontal air bag can result in occupant injury, including the risk of severe injury or death.

VLJ
5/25/01



U.S. Department of Transportation

National Highway Traffic Safety Administration

ODI RESUME

IDENTIFICATION: PE02-010

DATE OPENED: JAN 31 2002

SUBJECT: Inadvertent Side-Impact Air Bag Deployments

PROMPTED BY: IE02-016

PRINCIPLE ENGINEER: Peter C. Ong

MANUFACTURER: BMW

MODEL(S): 3 Series

MODEL YEAR(S): 2000-2001

VEHICLE POPULATION: TBD

PROBLEM DESCRIPTION: The driver's or front passenger's side-impact air bags may deploy from rough roads and non-crash impacts. Non-crash impacts include driving over potholes, into curbs or with a flat tire. The side-impact air bag system consists of a door-mounted thorax air bag (rear door air bags are optional) and a Head Protection System (HPS) curtain air bag for the front seat occupants.

FAILURE REPORT SUMMARY

	ODI	MANUFACTURER	TOTAL
COMPLAINTS:	11	TBD	11
# CRASHES:	0	"	0
# INJURY CRASHES:	0	"	0
# INJURIES	0	"	0
# FATAL CRASHES:	0	"	0
# FATALITIES	0	"	0
OTHERS:	13	"	13

DESCRIPTION OF OTHERS: Reports/claims provided by an insurance company

ACTION: Open a Preliminary Evaluation.

ENGINEER: Peter C. Ong
DATE: 1/31/02

DIV CHF: [Signature]
DATE: 1/31/02

OFC DIR: [Signature]
DATE: 1-31-02

SUMMARY: ODI has received 11 consumer complaints and 13 insurance reports/claims alleging that certain MY 2000-2001 BMW 3 Series side-impact air bags inadvertently deployed without any frontal or side impact. Specifically, the complainants report that the side-impact air bags (thorax and curtain) deploy while driving over rough roads, potholes, curbs, or with a flat tire. In addition, the Battery Safety Terminal (BST) would also activate and prevent the vehicle from restarting after it has been turned off.

Inadvertent deployment of the air bags may cause personal injuries and/or a loss of vehicle control leading to a crash.

1/31/02
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U.S. Department of Transportation

National Highway Traffic Safety Administration

ODI RESUME

IDENTIFICATION: PE02-011

DATE OPENED: JAN 31 2002

SUBJECT: Inadvertent Side-Impact Air Bag Deployments

PROMPTED BY: IE02-016

PRINCIPLE ENGINEER: Peter C. Ong

MANUFACTURER: BMW

MODEL(S): 3 Series

MODEL YEAR(S): 2000-2001

VEHICLE POPULATION: TBD

PROBLEM DESCRIPTION: The driver's or front passenger's side-impact air bags may deploy from rough roads and non-crash impacts. Non-crash impacts include driving over potholes, into curbs or with a flat tire. The side-impact air bag system consists of a door-mounted thorax air bag (rear door air bags are optional) and a Head Protection System (HPS) curtain air bag for the front seat occupants.

FAILURE REPORT SUMMARY

	ODI	MANUFACTURER	TOTAL
COMPLAINTS:	11	TBD	11
# CRASHES:	0	"	0
# INJURY CRASHES:	0	"	0
# INJURIES	0	"	0
# FATAL CRASHES:	0	"	0
# FATALITIES	0	"	0
OTHERS:	13	"	13

DESCRIPTION OF OTHERS: Reports/claims provided by an insurance company

ACTION: Open a Preliminary Evaluation.

ENGINEER: Peter C. Ong
DATE: 1/31/02

DIV CHF: [Signature]
DATE: 1/31/02

OFC DIR: [Signature]
DATE: 1-31-02

SUMMARY: ODI has received 11 consumer complaints and 13 insurance reports/claims alleging that certain MY 2000-2001 BMW 3 Series side-impact air bags inadvertently deployed without any frontal or side impact. Specifically, the complainants report that the side-impact air bags (thorax and curtain) deploy while driving over rough roads, potholes, curbs, or with a flat tire. In addition, the Battery Safety Terminal (BST) would also activate and prevent the vehicle from restarting after it has been turned off.

Inadvertent deployment of the air bags may cause personal injuries and/or a loss of vehicle control leading to a crash.

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OFFICE OF DEFECTS INVESTIGATION RESUME

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INVESTIGATION: PE02-020
SUBJECT: Air Bag Burn Injuries/Vehicle Fires
PROMPTED BY: IE02-007
PRINCIPAL ENGINEER: L. Strickland

DATE OPENED: FEB 8 2002

MANUFACTURER: Ford Motor Company
MODEL(S): Ford Focus
MODEL YEAR(S): 2000-2001
VEHICLE POPULATION: 575,000 (est)

PROBLEM DESCRIPTION: Deployment of air bags may result in burn injuries to driver and/or vehicle fire

FAILURE REPORT SUMMARY

	ODI	MANUFACTURER	TOTAL
COMPLAINTS:*	16	0	16
BURN INJ INCDTS:	15	0	15
# BURN INJURIES:	16	0	16
# VEH FIRES:	2	0	2
FATAL INCIDENTS	0	0	0
# FATALITIES	0	0	0
OTHER			

* Consumer complaints of "thermal events" resulting from deployment of air bag.

ACTION: A Preliminary Evaluation has been opened

ENGINEER: *L Strickland*

DIV CHF: *[Signature]*

OFC DIR: *[Signature]*

DATE: 02/07/02

DATE: 2/7/02

DATE: 2/7/02

ODI has received 16 consumer complaints of thermal events in the subject vehicles resulting from deployment of the air bags, including bodily burn injures and vehicle fires. Fifteen of the 16 reported burn injuries were sustained by the vehicle operator. Some cases allege second- and third-degree burns, occurring primarily on the arms and hands of the drivers.

A preliminary evaluation has been opened to fully assess the potential safety-related issues associated with air bag exhaust following deployment in the subject vehicle group.

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ODI RESUME

INVESTIGATION: PE 02022
SUBJECT: Air Bag Non-Deployment During Frontal Crash
PROMPTED BY: IE-02-018
PRINCIPAL ENGINEER: T. Cooper

DATE OPENED: FEB 12 2002
DATE CLOSED:

MANUFACTURER: Kia
MODEL(S): Rio
MODEL YEAR(S): 2001
VEHICLE POPULATION: TBD

PROBLEM DESCRIPTION: In a severe frontal crash, the frontal air bag did not deploy.

FAILURE REPORT SUMMARY

	ODI	MANUFACTURER	TOTAL
COMPLAINTS:	1	TBD	1
CRASHES:	1	"	1
INJ CRASHES:	0	"	0
# INJURIES:	0	"	0
FAT CRASHES	1	"	1
# FATALS	1	"	1

ACTION: A Preliminary Evaluation has been opened.

ENGINEER: *Thomas Cooper* DIV CHIEF: *Thomas Cooper* OFC DIR: *[Signature]*
 DATE: *2/11/02* DATE: *2/11/02* DATE: *2-12-02*

SUMMARY: In December 2001, a Model Year (MY) 2001 Rio 4-door sedan impacted a MY 2000 Ford F-150 pickup truck in a head on crash. The driver of the Rio was the sole occupant. The impact severely deformed the front of the Rio across the entire width of the front end. It also buckled the Rio roof panel above the driver's seating position and displaced the left front wheel rearwards. Neither driver nor passenger air bag deployed. However, the crash triggered the safety belt pre-tensioning device to operate. The driver was not wearing the safety belt restraint and suffered fatal injuries.

A Preliminary Evaluation has been opened.

2/12/02
[Signature]
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U.S. Department
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Administration**

ODI RESUME

Full

INVESTIGATION: PE02-026
SUBJECT: Inappropriate Air Bag Deployment
PROMPTED BY: IE02-005
PRINCIPAL ENGINEER: L. Strickland

DATE OPENED 28-FEB-02

MANUFACTURER: Ford Motor Company
MODEL(S): Ford Focus
MODEL YEAR(S): 2000-2001
VEHICLE POPULATION: 575,000 (est)

PROBLEM DESCRIPTION: Air bags may deploy in the absence of frontal vehicle impact or during very low speed vehicle impact.

FAILURE REPORT SUMMARY

	ODI	MANUFACTURER	TOTAL
COMPLAINTS:	29	0	29
NO. CRASHES:	20*	0	20*
NO. INJ CRASHES:	12*	0	12*
NO. INJURIES:	14*	0	14*
NO. FAT CRASH	0	0	0
NO. FATALITIES	0	0	0
OTHER	0	0	0

* See SUMMARY below for details regarding these statistics

ACTION: A Preliminary Evaluation has been opened.

ENGINEER: *L. Strickland*

DIV CHF: *Thomas Boyer*

OFC DIR: *[Signature]*

DATE: *02/26/02*

DATE: *2/26/02*

DATE: *2-28-02*

SUMMARY:

NHTSA has received 29 consumer complaints regarding inappropriate deployments of the air bags installed in the subject vehicles. These deployments allegedly occurred during vehicle impacts at very low speeds and in some cases, with no vehicle impact. Consumers allege that these deployments have resulted in injuries to vehicle occupants.

The complaint data above include allegations of 20 minor or low-speed crashes of the subject vehicles with another vehicle or a fixed object. In nineteen (19) incidents, the crashes reportedly resulted in air bag deployments. In the remaining crash incident, deployment of the air bag is claimed to have caused or contributed to the crash. Nine (9) complaints allege air bag deployments with no associated vehicle crashes.

(continued)

2/28/02
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U.S. Department of Transportation

National Highway Traffic Safety Administration

ODI RESUME

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INVESTIGATION: PE02-038

DATE OPENED: 3/26/02

SUBJECT: Driver's Air Bag System Malfunction

PROMPTED BY: IE02-033

PRINCIPAL ENGINEER: Michael Lee

MANUFACTURER: Nissan

MODEL(S): Xterra

MODEL YEAR(S): 2002

VEHICLE POPULATION: 20,000 (est.)

PROBLEM DESCRIPTION: Driver's frontal air bag system may not function properly due to a fault in the clockspring (a.k.a. steering wire assembly and spiral cable) and/or the driver's air bag module.

FAILURE REPORT SUMMARY

	ODI	MANUFACTURER	TOTAL
COMPLAINTS:	1	TBD	TBD
CRASHES:	0	"	"
INJURY CRASHES:	0	"	"
INJURIES:	0	"	"
FATAL CRASHES:	0	"	"
FATALITIES:	0	"	"
OTHER:	N.A.	N.A.	N.A.

DESCRIPTION OF OTHER: N.A.

ACTION: A Preliminary Evaluation has been opened.

ENGINEER: *M. Lee*

DIV CHF: *Thomas Lopez*

OFC DIR: *P. Boyd for K. DeMatera*

3/26/02

3/26/02

3/26/02

DATE

DATE

DATE

SUMMARY: Nissan has issued a service bulletin (Ref. NTB01-092, dated December 18, 2001) which states that the air bag warning lamp may illuminate and a fault code of driver's air bag module short may be stored. The repair is to replace the clockspring and the driver's air bag module. The service bulletin covers model year 2002 Nissan Xterra vehicles built before November 1, 2001. ODI has received one complaint on a 2002 Xterra that may be related to this issue.

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3/28/02



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ODI RESUME

Investigation: PE 03-002
Prompted By: IE02-102
Date Opened: 01/06/2003
Principal Investigator: MICHAEL LEE
Subject: **FRONTAL AIR BAG NON-DEPLOYMENT IN CRASH**

Manufacturer: FORD MOTOR COMPANY
Products: 2000 FORD TAURUS AND MERCURY SABLE
Population: 480,000

Problem Description: FRONTAL AIR BAGS MAY NOT DEPLOY IN CERTAIN SEVERE FRONTAL CRASHES

FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
Complaints:	0	0	0
Crashes/Fires:	1	0	1
Injury Incidents:	1	0	1
# Injuries:	1	0	1
Fatality Incidents:	1	0	1
# Fatalities:	1	0	1
Other*:	1	0	1

*Description Of Other: FATALITY CASE FROM NHTSA'S SPECIAL CRASH INVESTIGATION DIVISION.

Action: A PRELIMINARY EVALUATION HAS BEEN OPENED.

Engineer:

M. Lee

Div. Chief:

Thomas Goggin

Office Dir.:

[Signature]

Date:

1/6/03

Date:

1/6/03

Date:

1-6-03

Summary: ODI IS AWARE OF ONE REPORT OF A NON-DEPLOYMENT OF THE FRONTAL AIR BAGS DURING A SEVERE HIGH-SPEED FRONTAL CRASH OF A MY 2000 TAURUS. THE DRIVER LOST CONTROL OF THE VEHICLE AND IMPACTED A CONCRETE BRIDGE RAIL WITH AN ESTIMATED LONGITUDINAL DELTA-V OF 43 MPH. ALTHOUGH THE ODI DATA BASE CONTAINS OTHER ALLEGATIONS OF AIRBAG NON-DEPLOYMENT IN MY 2000 TAURUS VEHICLES, THOSE DO NOT APPEAR TO BE ASSOCIATED WITH SEVERE IMPACT CRASHES AS WAS THE ABOVE MENTIONED SUBJECT CRASH. FOR ADDITIONAL SUMMARY INFORMATION, SEE ATTACHED REPORT.

1/9/03
B

SUMMARY REPORT

The MY 2000 Taurus/Sable vehicles are equipped with the Advanced Occupant Protection System which consists of dual stage frontal air bags, driver's seat positioning sensor, seat belt pretensioners, seat belt retractor load limiters, and restraint control module (RCM). The RCM determines the crash severity and deploys the appropriate safety system(s) depending on the crash severity, seat belt usage, and driver's seat position. The RCM also stores crash data and safety system status data.

NHTSA's Special Crash Investigation (SCI) Division conducted an onsite investigation and crash reconstruction of a MY 2000 Ford Taurus in which the frontal air bag system did not deploy during a high-speed frontal crash. The driver lost control of the vehicle and impacted a concrete bridge rail with an estimated longitudinal delta-v of 43 mph. Both the driver and front passenger were wearing their seat belts and their seat belt pretensioners activated in the crash. The driver sustained fatal head injuries and the front passenger sustained multiple lower extremity fractures and several other injuries.

Although the Office of Defects Investigation's data base contains other allegations of airbag non-deployment in MY 2000 Taurus vehicles, those do not appear to be associated with severe impact crashes as was the above mentioned subject crash.



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ODI RESUME

Investigation: PE 03-011
 Prompted By: IE02-131
 Date Opened: 03/14/2003
 Principal Investigator: MICHAEL LEE
 Subject: INADVERTENT SIDE AIR BAG DEPLOYMENT

Manufacturer: FORD MOTOR COMPANY
 Products: 2001 LINCOLN TOWN CAR
 Population: 68,897

Problem Description: COMPLAINTS ALLEGE THAT THE DRIVER'S OR FRONT PASSENGER'S SIDE AIR BAG DEPLOYED WITHOUT ANY IMPACT OR FROM AN UNDERCARRIAGE IMPACT.

FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
Complaints:	6	70	76
Crashes/Fires:	0	0	0
Injury Incidents:	3	4	7
# Injuries:	3	6	9
Fatality Incidents:	0	0	0
# Fatalities:	0	0	0
Other*:	0	0	0

*Description Of Other:

Action: A PRELIMINARY EVALUATION HAS BEEN OPENED.

Engineer:

Michael Lee

Div. Chief:

Thomas J. ...

Office Dir.:

[Signature]

Date:

3/14/03

Date:

3/14/03

Date:

3-14-03

Summary: ODI has received six complaints alleging inadvertent deployment of a side air bag on MY 2001 Lincoln Town Car vehicles. As part of a peer review conducted during another ODI investigation, Ford provided 70 complaints (as of September 2002) of inadvertent side air bag deployment on the MY 2001 Town Cars. Based on a review of the complaints, it appears that a side air bag can deploy from an undercarriage impact with road debris (e.g., gravel, stone, and piece of a tire) or when driving over rough road (e.g., pothole).

*720
3/14/03*



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ODI RESUME

Investigation: PE 03-021
Prompted By: IB03-019
Date Opened: 05/23/2003
Principal Investigator: MARK SWANSON
Subject: PASSENGER AIR BAG DOOR FAILS

Manufacturer: VOLKSWAGEN OF AMERICA, INC.
Products: 1998-2002 VOLKSWAGEN PASSAT
Population: 350,000

Problem Description: The passenger supplemental inflatable restraint door detaches from the instrument panel during airbag deployment.

FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
Complaints:	0	0	0
Crashes/Fires:	0	0	0
Injury Incidents:	0	0	0
# Injuries:	0	0	0
Fatality Incidents:	0	0	0
# Fatalities:	0	0	0
Other*:	2	0	2

*Description Of Other: ODI identified one incident vehicle in an insurance lot. A second vehicle was reported by SCI.

Action: The Preliminary Evaluation (PE) has been opened.

Engineer:

Mark Swanson
Mark Swanson

Div. Chief:

Thomas G. ...
Thomas G. ...

Office Dir.:

[Signature]

Date:

5/23/03

Date:

5/23/03

Date:

5/23/03

Summary: The door covering the passenger supplemental inflatable restraint (PSIR) is fastened to the instrument panel by three studs and bolts. ODI has identified two vehicles with failed studs. The evidence indicates that the studs may have failed during air bag deployment. The first incident vehicle was discovered during a visit to an insurance salvage lot. ODI investigators inspected a 2002 Volkswagen Passat and found a failed stud and bolt from the PSIR door on the passenger seat. The second incident vehicle, a 2000 Passat, was identified by NHTSA's Special Crash Investigations Program (Case Number 2003-75-043C).

5/23/03
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ODI RESUME

Investigation: PE 04-053
Prompted By: NHTSA R&D Testing
Date Opened: 07/26/2004
Principal Investigator: Peter Ong
Subject: Frontal Driver Air Bag

Manufacturer: American Honda Motor Co., Inc.
Products: 2004 Honda Accord
Population: 240,193

Problem Description: The frontal driver air bag did not fully inflate during two NHTSA tests.

FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
Complaints:	0	0	0
Crashes/Fires:	0	0	0
Injury Incidents:	0	0	0
# Injuries:	0	0	0
Fatality Incidents:	0	0	0
# Fatalities:	0	0	0
Other*:	2	0	2

*Description Of Other: NHTSA R&D vehicle compatibility testing

Action: This Preliminary Evaluation has been opened.

Engineer: Peter C. Ong

Date: 07/26/2004

Div. Chief: Thomas Z. Cooper Tz

Date: 07/26/2004

Office Dir.: Kathleen C. DeMeter

Date: 07/26/2004

Summary: During two NHTSA research compatibility tests, the frontal driver side air bag failed to properly deploy due to a large tear in the air bag fabric.

Tz
7-26-04



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ODI RESUME

Investigation: PE 04-076
Prompted By: Consumer Complaints
Date Opened: 11/10/2004
Principal Investigator: Peter C. Ong
Subject: Inadvertent Front Airbag Deployment

Manufacturer: General Motors Corp.
Products: 2004 Chevrolet Colorado
Population: 93,500

Problem Description: The frontal airbag are alleged to inadvertently deploy when starting the vehicle

FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
Complaints:	2	0	2
Crashes/Fires:	0	0	0
Injury Incidents:	2	0	2
# Injuries:	2	0	2
Fatality Incidents:	0	0	0
# Fatalities:	0	0	0
Other*:	0	0	0

*Description Of Other:

Action: This Preliminary Evaluation (PE) is opened

Engineer: Peter C. Ong^{PCO}
Div. Chief: Thomas Z. Cooper
Office Dir.: Kathleen C. DeMeter

Date: 11/10/2004
Date: 11/10/2004
Date: 11/10/2004

Summary: ODI has received two consumer reports alleging that when the vehicle ignition was engaged during start-up, the driver-side frontal airbag inadvertently deployed. The airbag deployment caused injuries to both the driver occupants. Injuries include eye, face and arm abrasions and soreness to the arm and chest areas.

*Found
11/12/04
PCO*



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ODI RESUME

Investigation: PE 04-081
Date Opened: 12/16/2004
Principal Investigator: Peter C. Ong
Subject: Inadvertent Side-Airbag Deployment

Manufacturer: Volkswagen of America, Inc
Products: MY 2001-2003 Volkswagen Jetta, Golf and GTI Vehicles
Population: 447,000 (Estimated)

Problem Description: Alleged side-airbag and side-air curtain deployment without a crash

FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
Complaints:	107	0	107
Crashes/Fires:	0	0	0
Injury Incidents:	18	0	18
# Injuries:	19	0	19
Fatality Incidents:	0	0	0
# Fatalities:	0	0	0
Other*:	0	0	0

*Description Of Other:

Action: This Preliminary Evaluation (PE) has been opened

Engineer: Peter C. Ong P.E.

Date: 12/16/2004

Div. Chief: Thomas Z. Cooper

Date: 12/16/2004

Office Dir.: Kathleen C. DeMeter

Date: 12/16/2004

Summary: The subject vehicles are equipped with standard seat mounted side-air bags and side-air curtains for the driver and front passenger seating positions. The side-air bag/curtain is designed to deploy in a side-impact crash to give protection to the occupant.

ODI has received 107 reports alleging that the side-impact airbag/curtain deploys without a side-impact crash. Many reports state no crash or no impact. However, several reports mention vehicle contact with a pothole/curb at the time of deployment.

ODI is aware of 19 injuries reported from 18 owners. One owner reported that both the driver's and the passenger's side-impact airbag/curtain deployed causing 2 minor injuries. Complaints report injuries of bruises, minor cuts and scrapes.

PCO
12/16/04



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ODI RESUME

Investigation: PE 05-043
Date Opened: 08/12/2005
Principal Investigator: Peter Ong
Subject: SRS Readiness Indicator Illumination

Manufacturer: Honda (American Honda Motor Co.)
Products: 2000-2001 Honda Accord Vehicles Equipped With Side Airbags
Population: 480,000 (est.)

Problem Description: SRS readiness indicator illumination due to electrical interference to side airbag sensor.

FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
Complaints:	20	0	20
Crashes/Fires:	0	0	0
Injury Incidents:	0	0	0
# Injuries:	0	0	0
Fatality Incidents:	0	0	0
# Fatalities:	0	0	0
Other*:	0	0	0

*Description Of Other:

Action: Open a Preliminary Evaluation (PE).

Engineer: Peter C. Ong MSL for P. Ong

Date: 08/12/2005

Div. Chief: Thomas Z. Cooper

Date: 08/12/2005

Office Dir.: Kathleen C. DeMeter

Date: 08/12/2005

Summary: ODI has received 20 VOQ owner complaints that allege the illumination of the supplemental restraint system (SRS) readiness indicator lamp in their vehicles (equipped with side airbags). Many of the consumers reported that a DTC code of 15-3 was retrieved from the SRS module at the service center. According to Honda's technical service bulletin (02-034, April 23, 2004), a DTC code of 15-3 could indicate either a faulty occupant position detection system (OPDS) unit or an OPDS sensor interference from an electrical device near the front passenger seat (the OPDS sensor is located in the seat back). Dealerships have either reset the SRS unit and/or replaced the OPDS unit. Many complaints indicate multiple occurrences of the condition; and after the warranty period has expired, the diagnostic service and part costs have deterred them from servicing this recurring problem.

Repeated and uncorrected illumination of the SRS readiness indicator lamp can hinder the detection of potential vital airbag system operation of components such as airbag module, crash sensor and wiring integrity.

MSL 8/12/05



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ODI RESUME

Investigation: PE 05-053
Date Opened: 09/27/2005
Principal Investigator: Michael Lee
Subject: Air Bag Warning Lamp Illumination

Manufacturer: Bayerische Motoren Werke (BMW)
Products: 2002-2003 Mini Cooper
Population: 46,000 (estimated)

Problem Description: Illumination of air bag warning lamp.

FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
Complaints:	14		
Crashes/Fires:	0		
Injury Incidents:	0		
# Injuries:	0		
Fatality Incidents:	0		
# Fatalities:	0		
Other*:	0		

*Description Of Other:

Action: A Preliminary Evaluation has been opened.

Engineer: Michael Lee MJL

Date: 09/27/2005

Div. Chief: Thomas Z. Cooper

Date: 09/27/2005

Office Dir.: Kathleen C. DeMeter

Date: 09/27/2005

Summary: ODI has received a petition from Mr. Grover Sheldon of Garner, North Carolina, stating that he has experienced recurrence of illumination of air bag warning lamp while driving on his model year (MY) 2003 Mini Cooper. The petition requests a defect investigation of MY 2002-2005 Mini Cooper vehicles.

ODI has received 14 complaints (including a complaint from Mr. Sheldon) of air bag warning lamp illumination on MY 2002 and 2003 Mini Coopers, and none on MY 2004 and 2005 Mini Coopers. Some of the complainants reported recurring air bag warning lamp illumination and that dealers replaced or repaired a wiring harness. In September 2003, BMW issued a service bulletin for air bag warning lamp illumination on MY 2002 and 2003 (built up to Jan. 2003) Mini Coopers. It states that increased resistance in seat connectors (for side air bags) can occur due to contamination or faulty crimping of contacts in the connectors, and the remedy is to replace the wiring to the side air bag and seat belt pretensioner.

ODI will examine the issue to determine if a safety-related defect trend (i.e., potential for non-deployment) may exist in MY 2002 and 2003 Mini Coopers.

9/27/05
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ODI RESUME

Investigation: PE 05-060
Date Opened: 11/10/2005
Principal Investigator: Peter C. Ong
Subject: SRS Warning Light Illumination

Manufacturer: Porsche Cars North America, Inc.
Products: MY 2003-2005 Porsche Cayenne, Cayenne S & Cayenne Turbo
Population: 40,000 (estimated)

Problem Description: Airbag warning light illumination related to side-airbag wiring harness and module electrical grounding

FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
Complaints:	2		
Crashes/Fires:	0		
Injury Incidents:	0		
# Injuries:	0		
Fatality Incidents:	0		
# Fatalities:	0		
Other*:	0		

*Description of Other:

Action: Open this Preliminary Evaluation (PE)

Engineer: Peter C. Ong PCO

Date: 11/10/2005

Div. Chief: Thomas Z. Cooper

Date: 11/10/2005

Office Dir.: Kathleen C. DeMeter

Date: 11/10/2005

Summary: ODI has received two consumer complaints alleging that the supplemental restraint system airbag warning light illuminated and/or that the side-airbag module was replaced. Porsche Cars of North America initially issued a Technical Service Bulletin (TSB) dated 9-3-04 on model year (MY) 2003 and MY 2004 vehicles outlining the activation of the airbag warning light with fault codes of 1217 and/or 1218 requiring the repair of both side-airbag wiring harnesses. This TSB was later superseded by two additional TSBs. TSB group 6, #11/04, dated 9-30-04 adds MY 2005 vehicles to the scope and TSB group 6, #9/04, dated 6-7-05 identifies an additional issue with late-2003 production vehicles having an incorrectly installed ground wire that can lead to a fault type short circuit to ground. TSB #9/04 outlines the replacement of both side-airbag modules, along with the wiring harness repairs as identified earlier in TSB #11/04. In addition, ODI has identified a number of manufacturer field reports on the subject vehicles that were provided by Porsche as part of early warning reporting submission.

ODI has opened a Preliminary Evaluation to investigate this issue.

TZC
11-10-05



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ODI RESUME

Investigation: PE 05-061
Date Opened: 11/10/2005
Principal Investigator: Michael Lee
Subject: Air Bag Crash Sensor Failure

Manufacturer: DaimlerChrysler Corporation
Products: 2005 DaimlerChrysler Minivans
Population: 410,000 (estimated)

Problem Description: Failure of frontal air bag crash sensors potentially due to corrosion.

FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
Complaints:	5		
Crashes/Fires:	0		
Injury Incidents:	0		
# Injuries:	0		
Fatality Incidents:	0		
# Fatalities:	0		
Other*:	0		

*Description Of Other:

Action: A Preliminary Evaluation has been opened.

Engineer: Michael Lee MJL

Date: 11/10/2005

Div. Chief: Thomas Z. Cooper

Date: 11/10/2005

Office Dir.: Kathleen C. DeMeter

Date: 11/10/2005

Summary: ODI has received five complaints alleging failure of frontal air bag crash sensors in the subject vehicles. The crash sensors are located behind the front bumper on the left and right side of the vehicle frame structure. The complaints state that the air bag warning lamp illuminated and the dealers replaced the front crash sensors to remedy the problem. In addition, ODI has identified manufacturer field reports on the subject vehicles that were provided by DaimlerChrysler as part of Early Warning Reporting submissions to ODI. The field reports indicate front crash sensor failures potentially due to corrosion.

ODI has opened a Preliminary Evaluation to investigate this issue.

TZC
11-10-05



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ODI RESUME

Investigation: PE 06-022
Date Opened: 06/19/2006
Principal Investigator: Peter C. Ong
Subject: SRS Warning Light Illumination

Manufacturer: Volkswagen of America, Inc
Products: 2004-2005 VW Touareg
Population: 53,186 (estimated)

Problem Description: Inappropriate airbag warning light illumination related to side air bag wiring harness and module electrical integrity

FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
Complaints:	4		
Crashes/Fires:	0		
Injury Incidents:	0		
# Injuries:	0		
Fatality Incidents:	0		
# Fatalities:	0		
Other*:	0		

*Description Of Other:

Action: Open this preliminary evaluation (PE)

Engineer: Peter C. Ong *pc*

Date: 06/19/2006

Div. Chief: Thomas Z. Cooper

Date: 06/19/2006

Office Dir.: Kathleen C. DeMeter

Date: 06/19/2006

Summary: ODI received four consumer complaints alleging that the supplemental restraint system warning light illuminated. The warning light may indicate that the upper limit for proper circuit resistance was exceeded. On February 2, 2005, Volkswagen of America (VW) issued a technical service bulletin (#69-05-02) outlining the repair procedure to add four inches of wiring harness to the side airbag circuit located below the seat. An open or high resistance condition in the airbag circuit can result in non-deployment of the side airbag. In addition, ODI has identified manufacturer field reports on the subject condition that were provided by VW as part of its early warning reporting submission.

ODI has opened a preliminary evaluation to investigate this issue.

PC 6/21/06



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ODI RESUME

Investigation: PE 06-045
Date Opened: 10/19/2006
Principal Investigator: Michael Lee
Subject: Side Curtain Air Bag Failure

Manufacturer: DaimlerChrysler Corporation
Products: 2006 Dodge Durango
Population: 8,300 (estimated)

Problem Description: The metal gas-distribution tube for the side curtain air bag may fracture during deployment resulting in failure of the air bag to inflate properly.

FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
Complaints:	0		
Crashes/Fires:	0		
Injury Incidents:	0		
# Injuries:	0		
Fatality Incidents:	0		
# Fatalities:	0		
Other*:	3		

*Description Of Other: Failures observed during ejection mitigation tests conducted by NHTSA R&D.

Action: A Preliminary Evaluation has been opened.

Engineer: Michael Lee MJL
Div. Chief: Thomas Z. Cooper
Office Dir.: Kathleen C. DeMeter

Date: 10/19/2006
Date: 10/19/2006
Date: 10/19/2006

Summary: NHTSA R&D is currently conducting an ejection mitigation test program. More than a dozen vehicle models equipped with side curtain air bags, including the model year (MY) 2006 Dodge Durango, are included in the test program. As part of the test procedure, the headliner in the test vehicle is removed prior to testing and the side curtain air bag is deployed externally. In three out of 35 tests for the Durango, the metal gas-distribution tube (or diffuser tube) for the side curtain air bag fractured during deployment and the air bag failed to inflate properly. In addition, the broken diffuser tube ruptured the air bag as it dropped down. All three fractures occurred at the same location on the diffuser tube (between B-pillar and C-pillar) mounted along the headliner from the A-pillar to D-pillar. All of the air bags that were tested were new service parts for use on an estimated 8,300 MY 2006 Dodge Durango vehicles equipped with optional rollover side curtain air bags.

There have been no similar failures or any other catastrophic failures of side curtain air bags in seven other vehicle models that have been tested to date. ODI is not aware of any field incidents similar to the test failures on the subject vehicles; there are no NHTSA consumer complaints, EWR reports or SCI reports at this time.

MJL 10/20/06



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ODI RESUME

Investigation: PE 07-045
Date Opened: 09/04/2007
Principal Investigator: Peter Ong
Subject: BMW Airbag Light Illumination

Manufacturer: BMW of North America, LLC, Bayerische Motoren Werke
Products: 2005 and 2006 BMW 5 Series, 7 Series and X3 Vehicles
Population: 66,000 (Estimated)

Problem Description: The occupant classification system for the passenger airbag may malfunction, and render the passenger airbag inoperative.

FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
Complaints:	6		
Crashes/Fires:	0		
Injury Incidents:	0		
# Injuries:	0		
Fatality Incidents:	0		
# Fatalities:	0		
Other*:	0		

*Description of Other:

Action: Open this Preliminary Evaluation

Engineer: Peter C. Ong *PCO*
Div. Chief: Thomas Z. Cooper
Office Dir.: Kathleen C. DeMeter

Date: 09/04/2007

Date: 09/04/2007

Date: 09/04/2007

Summary: In certain MY 2005 & 2006 BMW vehicles, the occupant classification system (OCS) for the passenger frontal airbag may malfunction and render the passenger airbag inoperative. The agency has received 6 complaints alleging improper operation of the OCS.

BMW issued a technical service bulletin (SI B 72 02 06) for the subject vehicles regarding illumination of the airbag warning light and the passenger airbag status lamp. The cause of the described conditions may be due to a faulty seat mat.

BMW also has provided early warning data to the agency regarding warranty claims on the air bag system.

A Preliminary Evaluation (PE) has been open to investigate this issue.



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ODI RESUME

Investigation: PE 08-004
Date Opened: 01/25/2008
Principal Investigator: Michael Lee
Subject: Side Air Bag Non-Deployment

Manufacturer: Nissan North America, Inc.
Products: 2004-2005 Nissan Armada and Quest
Population: 41,000 (estimated)

Problem Description: Seat-mounted side air bags may not deploy during a crash in subject vehicles that had the supplemental restraint system (SRS) diagnosis sensor unit replaced with an incorrect sensor unit.

FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
Complaints:	0		
Crashes/Fires:	0		
Injury Incidents:	0		
# Injuries:	0		
Fatality Incidents:	0		
# Fatalities:	0		
Other*:	1		

*Description of other: Service Campaign Bulletin

Action: A Preliminary Evaluation has been opened.

Engineer: Michael Lee

Date: 01/25/2008

Div. Chief: Thomas Z. Cooper *TZC*

Date: 01/25/2008

Office Dir.: Kathleen C. DeMeter

Date: 01/25/2008

Summary: Nissan has issued a Service Campaign Bulletin (NTB07-075c) dated January 2, 2008, which states that model year 2004 and 2005 Nissan Armada and Quest vehicles equipped with optional seat-mounted side air bags for which the SRS diagnosis sensor unit was replaced may not deploy during a crash. The sensor units may have been replaced, for example, in vehicles that were involved in an accident. A sensor unit designed for vehicles without side air bags may have been installed. Nissan has not initiated a safety recall and instead has announced a service campaign to inspect these vehicles and replace any incorrect SRS diagnosis sensors. ODI will further investigate this issue.



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ODI RESUME

Investigation: PE 08-012
Date Opened: 02/15/2008
Principal Investigator: Peter Ong
Subject: Front Air Bag Crash Sensor Failure

Manufacturer: Volkswagen of America, Inc.
Products: 2003 and 2004 VW New Beetles
Population: 104,000 (estimated)

Problem Description: Failure of the front crash sensor(s) can reduce the crash sensing performance leading to reduced air bag protection in certain frontal crashes.

FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
Complaints:	5		
Crashes/Fires:	0		
Injury Incidents:	0		
# Injuries:	0		
Fatality Incidents:	0		
# Fatalities:	0		
Other*:	0		

*Description of Other:

Action: Open this Preliminary Evaluation

Engineer: Peter Ong

Date: 02/15/2007

Div. Chief: Thomas Z. Cooper

Date: 02/15/2007

Office Dir.: Kathleen C. DeMeter

Date: 02/15/2007

Summary: In certain Model Years 2003 through 2004 VW New Beetle vehicles, the frontal crash sensor may malfunction and can reduce the crash sensing ability in frontal crashes. As a result, frontal protection may be compromised in certain crash conditions.

ODI has received five consumer complaints identifying the crash sensor as the cause of the air bag warning light illumination. VW also has provided early warning data to the agency regarding warranty claims and field reports on the crash sensor within the air bag system.

A Preliminary Evaluation (PE) has been open to investigate this issue.



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ODI RESUME

Investigation: PE 08-017
Date Opened: 03/10/2008
Principal Investigator: Peter Ong
Subject: Air Bag Light Illumination

Manufacturer: Hyundai Motor Company
Products: 2001 -2003 Hyundai Elantra vehicles
Population: 340,000 (estimated)

Problem Description: Air bag light illumination from loose wiring and/or from liquid spills from the cup holder.

FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
Complaints:	35		
Crashes/Fires:	0		
Injury Incidents:	0		
# Injuries:	0		
Fatality Incidents:	0		
# Fatalities:	0		
Other*:	2		

*Description of Other: Two fatal crashes in which the air bag light had illuminated prior to the crash.

Action: Open this Preliminary Evaluation.

Engineer: Peter Ong *PO*

Date: 03/10/2008

Div. Chief: Thomas Z. Cooper

Date: 03/10/2008

Office Dir.: Kathleen C. DeMeter

Date: 03/10/2008

Summary: ODI has received 35 consumer reports of air bag light illumination in model year (MY) 2001 through 2003 Elantra vehicles. Ten of the reports allege that the air bag control module and/or main connector were soaked or corroded from liquid spills. Five reports allege loose wiring due to seat movement. The remaining 20 reports allege the air bag light turned on, but those reports did not provide further information regarding a possible cause.

Of the 35 reports, three allege that the air bag light was on and the air bag inadvertently deployed without a crash event.

The two MY 2001 Elantra fatal crashes were the subject of an on-site crash analysis conducted by NHTSA's Office of Special Crash Investigations (SCI). Both vehicles experienced severe frontal impact and the air bags did not deploy. Post inspection and analysis indicate that the air bag light had illuminated prior to the crash on both vehicles. The center console covering the air bag control module was removed in case #CA08-003 and the module and the main connector were covered with a sticky brown substance, possibly spilled liquid since the cup holders are positioned above the control module. The recovered fault codes indicate a prior short circuit condition that most likely would shut down the air bag control module. In the other SCI case, #CA03-046, the spouse of the deceased reported that the air bag light had illuminated periodically one to two months prior to the crash.



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ODI RESUME

Investigation: PE08-067
Date Opened: 12/02/2008
Principal Investigator: Michael Lee
Subject: Air Bag Warning Lamp Illumination

Manufacturer: Nissan North America, Inc.
Products: 2003-2005 Infiniti Q45
Population: 5,759 (estimated)

Problem Description: Air bag warning lamp illumination due to failures of the side air bag modules.

FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
Complaints:	0		
Crashes/Fires:	0		
Injury Incidents:	0		
# Injuries:	0		
Fatality Incidents:	0		
# Fatalities:	0		
Other:	0		

Description of Other:

Action: A Preliminary Evaluation has been opened.

Engineer: Michael Lee MJL
Div. Chief: Thomas Z. Cooper
Office Dir.: Kathleen C. DeMeter

Date: 12/02/2008
Date: 12/02/2008
Date: 12/02/2008

Summary:

The Office of Defects Investigation (ODI) is opening this investigation based on a review of Nissan's air bag related warranty claims reported under the Early Warning Reporting Data System. As of June 2008, Nissan's warranty shows an extremely high rate of claims for the air bag systems in the subject vehicles. ODI has determined that many of the warranty claims may be related to the illumination of the air bag warning lamp due to failures of the side air bag modules.

ODI will focus this investigation on whether or not the failure of the side air bag module may cause a non-deployment or improper deployment of the side air bags or any other safety concerns in the subject vehicles.



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ODI RESUME

Investigation: PE09-034
Date Opened: 07/17/2009
Principal Investigator: Peter Ong
Subject: Air bag OCS Failures

Manufacturer: Hyundai – Kia America Technical Center, Inc.
Products: 2007 – 2008 Kia Sorento vehicles
Population: 64,000 (estimated)

Problem Description: The passenger air bag off light illuminates, disabling bag for adult sized occupants.

FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
Complaints:	35		35
Crashes/Fires:	0		0
Injury Incidents:	0		0
# Injuries:	0		0
Fatality Incidents:	0		0
# Fatalities:	0		0
Other*:	0		0

Action: Open this Preliminary Evaluation.

Engineer: Peter Ong *peo*
Div. Chief: Thomas Z. Cooper
Office Dir.: Kathleen C. DeMeter

Date: 07/27/2009
Date: 07/27/2009
Date: 07/27/2009

*review
7/27/09
dy*

Summary: ODI has received 35 complaints on the subject vehicles that state the passenger "air bag off" light is illuminated. This signals that the passenger air bag is deactivated.

The Occupant Classification System (OCS) is designed to deactivate the frontal air bag for child passengers under 60 pounds and activate the air bag for adult sized passengers over 108 lbs. Interviews with complainants have confirmed that the OCS does not always identify passenger occupants weighing over 108 pounds.

Mis-classification of a small stature adult as a child in the right front passenger seat may cause the right front air bag to not operate/inflate in a frontal crash and may increase the risk for injury.



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ODI RESUME

Investigation: PE09-046
Date Opened: 09/24/2009
Principal Investigator: Peter Ong
Subject: Inadvertent Airbag Deployment

Manufacturer: Ford Motor Company
Products: 2005 Ford F-150
Population: 530,000 (estimated)

Problem Description: Driver frontal airbag deployed during ignition start or shortly afterwards.

FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
Complaints:	8		
Crashes/Fires:	1		
Injury Incidents:	5		
# Injuries:	5		
Fatality Incidents:	0		
# Fatalities:	0		
Other:	0		

Description of Other: EWR Field Reports

Action: Open this Preliminary Evaluation (PE).

Engineer: Peter C. Ong

Date: 09/24/2009

Div. Chief: D. Scott Yon

Date: 09/24/2009

Office Dir.: Kathleen C. DeMeter

Date: 09/24/2009

Summary:

ODI has received eight consumer complaints from owners of 2005 Ford F-150 pickup vehicles alleging that the driver airbag deployed during ignition start or seconds after the engine had started. Five of the eight complainants allegedly suffered injuries from the inadvertent airbag deployment. One complainant (VOQ 10231591) stated that shortly after starting the vehicle, when she placed the vehicle in reverse, the air bag deployed. Believing that the vehicle was on fire, she then jump out of the vehicle (while still in reverse) and the rear of the vehicle crashed into some landscape bushes resulting in over \$3,000 in vehicle damage. Other injuries ranged from bruised chest and neck to skin abrasion to the arm region. A servicing technician told some owners that the cause of the airbag deployment was due to a wire chaffing issue. Inadvertent deployment can lead to loss of vehicle control and/or injuries.



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Investigation: PE 10-017
Date Opened: 05/14/2010
Principal Investigator: Michael Lee
Subject: Driver's Frontal Air Bag Wiring Failure

MANUFACTURER & PRODUCT INFORMATION

Manufacturer: MERCEDES-BENZ USA, LLC.
Products: 2005-2006 Mercedes-Benz E-Class
Population: 100,000 (Estimated)

Problem Description: The steering column wiring harness containing the wiring to the driver's frontal air bag module may be too short for telescopic movement of the column. The wire ends may pull out of the connector block causing an open in the driver air bag circuits.

FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
Complaints:	4	TBD	TBD
Crashes/Fires:	0	TBD	TBD
Injury Incidents:	0	TBD	TBD
Fatality Incidents:	0	TBD	TBD

ACTION / SUMMARY INFORMATION

Action: Open a Preliminary Evaluation.

Summary:

ODI has received four complaints of steering column module wiring harness failures on MY 2005-2006 Mercedes-Benz E-Class vehicles. In December 2005, Mercedes-Benz USA issued a technical service bulletin (TSB No. P-B-91.60/99) and subsequently issued several minor revisions to the original TSB. The TSBs address reports of air bag warning lamp illumination accompanied by a diagnostic fault code 9103 or 9123 indicating a high resistance in the driver's frontal air bag ignition squib 1 or 2 (the air bag firing circuits), respectively. This condition may result in failure of the driver's first stage and/or second stage inflator to deploy in the event of an above deployment threshold frontal crash. According to the TSBs, the repair involves significant lengthening of the steering column module wiring harness by cutting and splicing each wire in the harness. Thus, it appears possible that the wire ends in the original, shorter harness could pull out of the connector block thereby causing an open-circuit condition in the driver's air bag circuits. Additionally, the TSBs cover MY 2003-2009 E-Class and MY 2006-2010 CLS-Class vehicles. Although ODI has not received complaints involving all of these vehicles, ODI will inquire about all vehicles covered by the above TSBs.



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Investigation: PE 11-019
Date Opened: 05/23/2011
Investigator: Peter Ong
Approver: Frank Borris
Subject: Airbag Clockspring Failure
Reviewer: Scott Yon

MANUFACTURER & PRODUCT INFORMATION

Manufacturer: CHRYSLER GROUP LLC
Products: Model Year 2007-2008 Jeep Wrangler
Population: 222,500 (Estimated)
Problem Description: Airbag light illumination indicating an airbag clockspring failure

FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
Complaints:	29	TBD	TBD
Crashes/Fires:	0	TBD	TBD
Injury Incidents:	0	TBD	TBD
Fatality Incidents:	0	TBD	TBD
Other*:	0	TBD	TBD

*Description of Other:

ACTION / SUMMARY INFORMATION

Action: Open this Preliminary Evaluation (PE)

Summary:

ODI has received 29 consumer complaints of airbag light illumination and/or clockspring failure on model years 2007-2008 Jeep Wrangler. Twenty-three of the 29 complaints specifically identified the airbag clockspring wiring assembly as the source of the issue. The remaining six complaints referenced only the airbag light being illuminated. Among the fourteen owners contacted, six stated that they owned a Right Hand Drive version of the vehicle typically used by postal carriers. Sixteen of the 29 complaints were received since January 1, 2011. A broken electrical circuit in the airbag clockspring wiring assembly can lead to non-deployment of the driver side frontal airbag.



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Investigation: PE 11-035
Date Opened: 09/23/2011
Investigator: Peter Ong
Approver: Frank Borris
Subject: Inadvertent Air Bag Deployment
Reviewer: Scott Yon

MANUFACTURER & PRODUCT INFORMATION

Manufacturer: CHRYSLER GROUP LLC
Products: 2002-2003 Jeep Liberty
Population: 387,356 (Estimated)

Problem Description: The driver and/or passenger frontal air bags inadvertently deploy (without a crash) while the vehicle was in operation.

FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
Complaints:	7	TBD	TBD
Crashes/Fires:	0	TBD	TBD
Injury Incidents:	5	TBD	TBD
Number of Injuries:	5	TBD	TBD
Fatality Incidents:	0	TBD	TBD
Other*:	32	TBD	TBD

*Description of Other: Manufacturer reports

ACTION / SUMMARY INFORMATION

Action: Open this Preliminary Evaluation

Summary:

ODI has received seven consumer complaints on model year 2002-2003 Jeep Liberty vehicles including four owners alleging that the driver frontal air bag deployed without a crash and three owners alleging that both the driver and passenger frontal air bags suddenly deployed without a crash. Five of the seven complaints alleged an injury incident totaling five injuries. Six of the seven owners stated that their vehicle was being operated on a residential roadway with three alleging that they were travelling on a highway at speeds of 45 mph or greater when the air bag(s) deployed. Some owners noted that the air bag light had been illuminated, or had intermittently illuminated prior to the deployment.

In addition, ODI has received 32 early warning field reports involving 10 injury incidents totaling 10 injuries. The field reports indicated that inspections of the vehicles did not reveal any evidence of exterior vehicle impacts or damage that could have reasonably caused the air bags to deploy.

A preliminary evaluation has been opened to investigate the alleged defect.



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Investigation: PE 12-012
Date Opened: 05/10/2012
Investigator: Michael Lee
Approver: Frank Borris
Subject: Side Curtain Air Bag Improper Deployment
Reviewer: Scott Yon

MANUFACTURER & PRODUCT INFORMATION

Manufacturer: HYUNDAI MOTOR COMPANY
Products: 2012 Hyundai Elantra
Population: 123,000 (Estimated)

Problem Description: The improper deployment of the driver-side curtain air bag resulted in a laceration to the driver's ear/face.

FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
Complaints:	1	TBD	TBD
Crashes/Fires:	0	TBD	TBD
Injury Incidents:	1	TBD	TBD
Number of Injuries:	1	TBD	TBD
Fatality Incidents:	0	TBD	TBD
Number of Fatalities:	0	TBD	TBD

ACTION / SUMMARY INFORMATION

Action: Open a Preliminary Evaluation.

Summary:

ODI has received a complaint of an improper deployment of the driver-side curtain air bag that deployed as a result of a crash. The photographs of the model year 2012 Hyundai Elantra provided by the vehicle owner show a metal component protruding from the left edge of the headliner above the driver's seat. It appears that the metal component caused a laceration to the driver's ear/face.

An investigation has been opened to evaluate the alleged defect in the subject vehicles.

The ODI report cited above can be viewed at www-odi.nhtsa.dot.gov/complaints under the following identification (ODI) number: 10457696



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Investigation: PE 12-023
Date Opened: 08/15/2012
Investigator: Emily Reichard **Reviewer:** Scott Yon
Approver: Bruce York-B
Subject: SRS Warning Light Illumination

MANUFACTURER & PRODUCT INFORMATION

Manufacturer: Nissan North America, Inc.
Products: 2012 Nissan Versa
Population: 100,000 (Estimated)

Problem Description: The SRS warning light illuminates, which may be caused by a pinched wire harness within the steering column.

FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
Complaints:	0	TBD	TBD
Crashes/Fires:	0	TBD	TBD
Injury Incidents:	0	TBD	TBD
Number of Injuries:	0	TBD	TBD
Fatality Incidents:	0	TBD	TBD
Number of Fatalities:	0	TBD	TBD
Other*:	0	Confidential	Confidential

*Description of Other: Manufacturer supplied Early Warning Reporting (EWR) field report data

ACTION / SUMMARY INFORMATION

Action: A Preliminary Investigation (PE) has been opened.

Summary:

The Office of Defects Investigation has received EWR field report data from the manufacturer regarding the SRS warning light illumination in model year 2012 Nissan Versa vehicles. The data indicate that the spiral cable assembly was found pinched within the steering column. Damage or a short to this cable may cause the air bag to not deploy, which poses a safety risk.

A Preliminary Evaluation (PE) has been opened in order to assess the scope, frequency, and safety consequence(s) of the alleged problem.



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Investigation: PE 13-020
Date Opened: 06/06/2013
Investigator: Peter Ong
Approver: Frank Borris
Subject: Inadvertent Air Bag Deployment
Reviewer: Scott Yon

MANUFACTURER & PRODUCT INFORMATION

Manufacturer: Honda (American Honda Motor Co.)
Products: MY 2003-2004 Honda Odyssey
Population: 320,000 (Estimated)

Problem Description: The driver and/or passenger frontal air bags can inadvertently deploy (without a crash) while the vehicle is in operation (either at startup or while driving on the road).

FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
Complaints:	6	TBD	TBD
Crashes/Fires:	0	TBD	TBD
Injury Incidents:	3	TBD	TBD
Number of Injuries:	3	TBD	TBD
Fatality Incidents:	0	TBD	TBD
Number of Fatalities:	0	TBD	TBD
Other*:	41	TBD	TBD

*Description of Other: Forty-one (41) additional ODI Air Bag Light illumination reports

ACTION / SUMMARY INFORMATION

Action: Open this Preliminary Evaluation (PE)

Summary:

ODI has received six consumer complaints on model year (MY) 2003-2004 Honda Odyssey vehicles from owners alleging their frontal air bags suddenly deployed without a crash. Three of the six owners also alleged that they sustained injury from the incident. All six owners stated that their vehicles were being operated on the roadway when the air bag deployment occurred. In addition, ODI has received an additional 41 consumer complaints alleging the vehicle's air bag warning light illuminated.

During investigation EA12-001, which involved inadvertent air bag deployments in Chrysler products, the electronic air bag module supplier (TRW) reported that certain MY 2003-2004 Honda Odyssey vehicles use the same application-specific integrated circuit (ASIC) component within the airbag control module. In EA12-001, the ASIC was determined to fail due to an electrical over stress condition (possibly caused by a transient voltage spike) resulting in an inadvertent air bag deployment.

A preliminary evaluation has been opened to investigate the alleged defect.

The ODI reports cited above can be reviewed at <http://www-odi.nhtsa.dot.gov/owners/SearchNHTSAID> under the following identification (ODI) numbers: 10458552, 10376403, 10344378, 10474448, 10505430, 10471555

8020672, 10016720, 10018211, 10034160, 10037963, 10036948, 10040407, 10042837, 10049129, 10057848,

10060151, 10063623, 10081505, 10082428, 10083495, 10093003, 10093796, 10120208, 10124443, 10125082,
10131682, 10134916, 10138141, 10150491, 10155391, 10192789, 10235036, 10236532, 10236532, 10238563,
10263875, 10324365, 10336973, 10336973, 10356998, 10357049, 10376446, 10395734, 10409848, 10456658,
10504568

A Preliminary Evaluation has been opened to investigate the OCS sensor-mat open-circuit problem (DTC 1312), as well as the other issues described above.

The ODI reports cited above can be reviewed online at <http://www-odi.nhtsa.dot.gov/owners/SearchNHTSAID> under the following identification numbers: 10178750, 10185778, 10200217, 10200123, 10206368, 10217021, 10250561, 10254251, 10263756, 10283309, 10285166, 10294320, 10316125, 10323718, 10324530, 10326910, 10332645, 10347204, 10348957, 10349038, 10350237, 10353604, 10354901, 10355400, 10364190, 10367631, 10369777, 10371056, 10373558, 10375165, 10375789, 10376071, 10376621, 10378154, 10380794, 10382860, 10392447, 10392434, 10392599, 10393975, 10395430, 10395602, 10395821, 10395983, 10398172, 10400092, 10400035, 10401106, 10401424, 10404772, 10405359, 10406459, 10407500, 10409412, 10409993, 10413235, 10418162, 10419237, 10419578, 10425035, 10425212, 10426703, 10434905, 10435090, 10435091, 10437600, 10437892, 10437994, 10438100, 10438501, 10438613, 10439357, 10439979, 10440088, 10442968, 10442759, 10442883, 10443173, 10443592, 10443594, 10444434, 10445034, 10445447, 10446215, 10446580, 10447689, 10448161, 10448446, 10448499, 10448554, 10449238, 10450746, 10451260, 10452961, 10453168, 10453403, 10453376, 10454445, 10454978, 10455231, 10455529, 10456043, 10456367, 10456407, 10459063, 10460417, 10460510, 10462016, 10463337, 10464941, 10464693, 10467988, 10468641, 10479583, 10479929, 10481120, 10484053, 10484863, 10486369, 10486729, 10487379, 10491755, 10499622, 10506034, 10508282, 10511057, 10511439, 10512962.

