AIRBAG RECALL RESOURCES

For Vehicle Crashworthy Victims and Their Families

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DISCLAIMER: This document is dedicated to providing public information regarding Airbag Recalls and other legal information. None of the information on this site is intended to be formal legal advice, nor the formation of a lawyer or attorney client relationship. Please contact a fatal air bag lawsuit or serious air bag injury law firm, for information regarding your particular case. This document is not intended to solicit clients outside the States of New Jersey and Pennsylvania. This information is not intended to replace the advice of a doctor.

AIRBAG RECALLS

Since 1997, at least 3,000,000 vehicles have been recalled due to air bag related problems that time and road experience reveal.

Most brands and models have been affected in some capacity. Problems with airbags may include an airbag failing to deploy, air bags deploying improperly, or problems with faulty side airbags. Some defective air bag sensors may deploy the air bag after a vehicle runs over a pothole or a door is slammed too hard, increasing the risk of an accident.

For your convenience, the lawyers at Anapol Schwartz have compiled a list of major manufacturers recalls for thousands of airbags into the following database organized by manufacturer and year. If you or a family member suffered a personal injury caused by an airbag or your child died from an airbag wrongful death, contact Anapol Schwartz for a free consultation. We can help!

AIRBAG RECALLS BY CAR MANUFACTURERS

Acura
Alfa Romeo
Audi
Bentley
Blue Bird
BMW
Buick
Cadillac
Chevrolet
Chrysler
Daewoo
Daewoo Guam
Daewoo Puerto Rico
Dodge
Europa
Ferrari
Ford
Freightliner
Geo
Girardin
Gmc
Honda
Hummer
Hyundai
Isuzu
Itasca
Jaguar
Jeep
Kia
Land Rover
Lexus
Lincoln
Lotus
Mazda
Mercedes Benz
Mercury
Mitsubishi Caribbean
Nissan
Oldsmobile
Plymouth
Pontiac
Porsche
Qag
Roushpp Ford
Saab
Saturn
Sprinter
Subaru
Toyota
Volkswagen
Volvo
Winnebago

AIRBAGS SAVE LIVES…

But What Happens When They Fail to Deploy?

No one gives airbags a second thought until you need them, until airbags fail to open, or until airbags cause crushing brain or spinal injuries. Airbags may be invisible but they are supposed to save lives just like seatbelts. Airbags are not without problems. Airbags fail to deploy. Airbags have defects.

According to the National Highway Traffic and Safety Administration (NHTSA), more than 1.4 million recalls in 2004, were related to airbag safety problems. Many of the airbag recalls involve wiring problems that could result in the airbags not going off when needed.

Generally air bags save lives but air bags can also cause serious injury and can be fatal. If you or a family member has been seriously injured or killed due to a faulty air-bag, consult with Anapol Schwartz, Pennsylvania and New Jersey law firm, about filing a fatal air bag lawsuit or serious air bag injury lawsuit.

Don't wait forever. Each state has statute of limitations for filing lawsuits. The last thing you want is to regret filing a lawsuit in time.

DO YOU HAVE A LAWSUIT?

If a recalled airbag is responsible for injuring you or someone you love, please contact Anapol Schwartz to discuss your airbag lawsuit. You can start by answering a simple few questions. There is never an obligation to continue and all conversation and information is strictly confidential.

Call (toll-free):

1-866-735-2792

or use the online consultation form.

WHILE AIRBAGS DO SAVE MANY LIVES, THEY ALSO END THEM.

For your convenience, the lawyers at Anapol Schwartz have compiled a list of recalled airbags into the following database organized by manufacturer and year.

By determining the air bag model in your vehicle and checking it with database below, you can determine if you are driving at risk with an airbag that has been recalled.*

ACURA

Integra

AIR BAGS: FRONTAL

Description: On certain passenger vehicles, some of the passenger air bag modules were not properly welded and my not deply in a collision.

Damage: The seat occupant may not be properly protected in the event of a collision, increasing the risk of personal injury.

Year: 2001

Legend

AIR BAGS: FRONTAL

Description: The passenger side airbag assembly was produced without igniter material.

Damage: The lack of igniter material can cause non-deployment orslow deployment of the passenger side airbag in case of a vehicle collision,reducing the occupant protection offered by the air bag and safety belt systems.

Year: 1992

Description: Threaded inflator components may have been damaged during assembly which may allow components to separate when inflator receives a signal to deploy the air bag.

Damage: Inflator component separation allows hot combustion gases to escape into the passenger compartment which could result in injuries to vehicle occupants.

Year: 1990, 1991

TI

AIR BAGS: FRONTAL

Description: On certain passenger vehicles, a component in the inflator of some passenger air bag modules was not welded properly.

Damage: As a result, the affected air bags may not deploy correctly in a crash, increasing the risk of injury to a front seat passenger.

Year: 2000

Description: On certain passenger vehicles, on the frontal airbag system where the two external impact sensors is mounted, near the front headlights the front impact sensor bolts were not properly torqued.

Damage: If the bolts loosen or fall out, the sensor may fail to properly detect a crash, possibly resulting in delayed or non-deployment of the front airbag increasing the risk of injury.

Year: 2006

ALFA ROMEO

164

AIR BAGS

Description: The supplemental inflatable restraint caution label was not placed on the driver's sun visor. this does not meet the requirements of fmvss no. 208, "occupant crash protection."

Damage: Consequence of non-compliance: Operators could fail to notice and heed the warning.

Year: 1995

AUDI

80, 90, 100 & 200

AIR BAGS:FRONTAL:SENSOR/CONTROL MODULE

Description: Vehicle description: Passenger vehicles. Some air bag sensors do not comply with audi's durability standards over the lifetime of the vehicle.

Damage: In the event the sensor should malfunction, the air bag restraint system can inadvertently deploy. Deployment of the air bag restraint system without warning could cause a driver to lose vehicle control.

Year: 1990, 1991, 1992, 1993

A8

AIR BAGS:FRONTAL

Description: On certain vehicles where a weak battery exists, it is possible that a low voltage condition could cause the air bag control unit to improperly set a fault code. If this occurs, the passenger side frontal air bag will become deactivated. However, both the air bag warning light in the instrument cluster as well as the 'passenger air bag off' telltale in the center of the instrument panel will illuminate and provide visual warning to the driver.

Damage: If the case of a frontal crash, the passenger side front air bag would not deploy which could cause injury to the seat occupant.

Year: 2006, 2007

AUDI (CONTINUED)

Coupe, S4, V8

AIR BAGS:FRONTAL:SENSOR/CONTROL MODULE

Description: Vehicle description: Passenger vehicles. Some air bag sensors do not comply with audi's durability standards over the lifetime of the vehicle.

Damage: In the event the sensor should malfunction, the air bag restraint system can inadvertently deploy. Deployment of the air bag restraint system without warning could cause a driver to lose vehicle control.

Year: 1990, 1991, 1992, 1993

BENTLEY

Continental

AIR BAGS

Description: The aluminum facia trim panel on the passenger supplemental restraint system (srs) air bag door can detach during air bag deployment.

Damage: If this occurs during a vehicle crash, the vehicle occupants could be injured.

Year: 1997

BLUE BIRD

All American, Gmcv, Gpwb, Mbwb, Mbwb, Tc2000, & Vcta

AIR BAGS:KNEE BOLSTER

Description: The aisle side styrofoam knee pads on the subject barriers are 11" wide and not 14.5" as required by fmvss no. 222, "school bus passenger seating and crash protection."

Damage: Consequence of non-compliance: This condition could increase the potential for injury in a vehicle accident.

Year: 1992, 1993, 1994, 1995

BMW

318i, 318is

AIR BAGS:FRONTAL

Description: The air bag contact ring locking tab located in the steering wheel assembly can break without warning.

Damage: If this happens, the contact ring wiring could eventually break. the air bag readiness indicator lamp (srs or airbag) in the instrument cluster will illuminate, and the air bag would not deploy in the event of a frontal impact vehicle collision.

Year: 1992

323i

AIR BAGS:SIDE/WINDOW

Description: On certain 4-door passenger vehicles, the side air bag system could deploy in certain non-crash impacts, such as when contacting large potholes or curbs at substantial speeds.

Damage: This could cause the side air bag and head protection system to deploy without an actual side crash or impact severe enough to cause significant visible damage to the vehicle. Unexpected deployment of the side air bag could cause serious injury if the occupant's head is resting near the side air bag.

Year: 2000, 1999

AIR BAGS:SIDE/WINDOW

Description: Vehicle description: Passenger vehicles. These vehicles are built with a side air bag system consisting of door-mounted thorax air bags (rear door air bags are optional), a head protection system (hps) for front occupants, a central electronic sensor and diagnostic system, left and right satellite impact sensors, and associated wiring. This system is unduly sensitive to certain non-crash impacts, such as contacting large potholes or curbs at substantial speed.

Damage: This could cause the side air bag and hps to deploy without an actual side crash. In addition, the battery safety terminal (bst) would also activate, disconnecting the starter cable from the battery. In this case, vehicle electrical system would continue to operate and the engine would continue to run, but after stopping, could not be restarted.

Year: 1999

325i, 325is

AIR BAGS:FRONTAL

Description: The air bag contact ring locking tab located in the steering wheel assembly can break without warning.

Damage: If this happens, the contact ring wiring could eventually break. the air bag readiness indicator lamp (srs or airbag) in the instrument cluster will illuminate, and the air bag would not deploy in the event of a frontal impact vehicle collision.

Year: 1992

BMW

328i

AIR BAGS:SIDE/WINDOW

Description: On certain 4-door passenger vehicles, the side air bag system could deploy in certain non-crash impacts, such as when contacting large potholes or curbs at substantial speeds.

Damage: This could cause the side air bag and head protection system to deploy without an actual side crash or impact severe enough to cause significant visible damage to the vehicle. Unexpected deployment of the side air bag could cause serious injury if the occupant's head is resting near the side air bag.

Year: 1999, 2000

AIR BAGS:SIDE/WINDOW

Description: Vehicle description: Passenger vehicles. These vehicles are built with a side air bag system consisting of door-mounted thorax air bags (rear door air bags are optional), a head protection system (hps) for front occupants, a central electronic sensor and diagnostic system, left and right satellite impact sensors, and associated wiring. This system is unduly sensitive to certain non-crash impacts, such as contacting large potholes or curbs at substantial speed.

Damage: This could cause the side air bag and hps to deploy without an actual side crash. In addition, the battery safety terminal (bst) would also activate, disconnecting the starter cable from the battery. In this case, vehicle electrical system would continue to operate and the engine would continue to run, but after stopping, could not be restarted.

Year: 1999

525i, 525it, 535i

AIR BAGS:FRONTAL

Description: The air bag contact ring locking tab located in the steering wheel assembly can break without warning.

Damage: If this happens, the contact ring wiring could eventually break. the air bag readiness indicator lamp (srs or airbag) in the instrument cluster will illuminate, and the air bag would not deploy in the event of a frontal impact vehicle collision.

Year: 1991, 1992

6-series

AIR BAGS:FRONTAL:SENSOR/CONTROL MODULE

Description: Certain passenger vehicles fail to conform to the requirements of federal motor vehicle safety standard no. 208, 'occupant crash protection.' the front passenger seat has a sensing system to detect if the seat is occupied. This sensing is programmed to detect if the seat is occupied by a small adult or certain child restraint seats. Placing certain child seats on the front passenger seat is designed to result in the automatic deactivation of the front seat passenger's air bag.

Damage: In some cases, the sensing system may misinterpret a properly seated small adult as one of these specific child seats, resulting in deactivation of the front passenger air bag when the air bag might be beneficial for the adult, increasing the risk of injury in a crash.

Year: 2007

BMW

735i, 735il, 850i

AIR BAGS:FRONTAL

Description: The air bag contact ring locking tab located in the steering wheel assembly can break without warning.

Damage: If this happens, the contact ring wiring could eventually break. the air bag readiness indicator lamp (srs or airbag) in the instrument cluster will illuminate, and the air bag would not deploy in the event of a frontal impact vehicle collision.

Year: 1991, 1992

M3

AIR BAGS:SIDE/WINDOW

Description: Vehicle description: Passenger vehicles. These vehicles are built with a side air bag system consisting of door-mounted thorax air bags (rear door air bags are optional), a central electronic sensor and diagnostic system, left and right satellite impact sensors, and associated wiring. This system is unduly sensitive to certain non-crash impacts, such as contacting large potholes or curbs at substantial speed.

Damage: This could cause the side air bag to deploy without an actual side crash. In addition, the battery safety terminal (bst) could also activate, disconnecting the starter cable from the battery. In this case, the vehicle's electrical system could continue to operate and the engine would continue to run, but after stopping, could not be restarted.

Year: 1997, 1998, 1999

M5

AIR BAGS:FRONTAL

Description: The air bag contact ring locking tab located in the steering wheel assembly can break without warning.

Damage: If this happens, the contact ring wiring could eventually break. the air bag readiness indicator lamp (srs or airbag) in the instrument cluster will illuminate, and the air bag would not deploy in the event of a frontal impact vehicle collision.

Year: 1991, 1992

Z4

AIR BAGS

Description: On certain passenger vehicles, incompatible electronic air bag system processors may have been installed.

Damage: In the event of a crash, air bag deployment may not occur, increasing the risk of injuries to the driver and/or front passenger.

Year: 2003

BUICK

Century

AIR BAGS:SIDE/WINDOW

Description: Vehicle description: Passenger vehicles. Some of these vehicles exhibit a condition in which the driver side impact air bag inflator separates from the air bag module during deployment.

Damage: If the inflator separates, the air bag will not deploy properly during a crash and occupant protection would be reduced. If is also possible that a separated inflator could be propelled downward and could result in injury to a rear seat passenger whose foot is positioned approximately under the inflator module.

Year: 2000, 2001

Lacrosse

AIR BAGS:SIDE/WINDOW

Description: Certain vehicles originally built with cloth seats that were equipped with an automatic air bag passenger sensing system and later reupholstered with aftermarket leather seat cover kits are involved. Testing has indicated that the aftermarket leather seat covers can cause the passenger sensing system to malfunction.

Damage: If the passenger sensing system malfunctions, the front air bag on the passenger side may be disabled when it should be enabled, or enabled when it should be disabled. In either case, in the event of a crash that requires air bag deployment, a front passenger's level of injury may be increased.

Year: 2005, 2006

Lesabre

AIR BAGS:FRONTAL

Description: Certain passenger, mini vans, and sport utility vehicles have an air bag inflator on the driver's side that could fracture at a weld during a deployment.

Damage: Pieces of the inflator could strike and injure vehicle occupants and the air bag cushion would not inflate fully, reducing the capability of the bag to protect the driver.

Year: 2002, 2003

Reatta

AIR BAGS:FRONTAL:SENSOR/CONTROL MODULE

Description: The forward sensor for the air bag may have been incorrectly constructed with part of the wiring harness to the sensor reversed.

Damage: The reversal of the wires could cause delay in the deployment of the air bag and increase the severity of the of injury to an unbelted driver in an accident.

Year: 1990

BUICK

Regal

AIR BAGS:FRONTAL

Description: Vehicle description: Passenger vehicles. Corrosion of the air bag inflator's internal wiring, which can occur over time, could cause the inadvertent deployment of the driver's air bag. This deployment could occur during vehicle start-up, while the vehicle is parked or idling, or while in operation.

Damage: If the consumer is too close to an inflating air bag, serious injuries could occur.

Year: 1995

AIR BAGS:SIDE/WINDOW

Description: Vehicle description: Passenger vehicles. Some of these vehicles exhibit a condition in which the driver side impact air bag inflator separates from the air bag module during deployment.

Damage: If the inflator separates, the air bag will not deploy properly during a crash and occupant protection would be reduced. If is also possible that a separated inflator could be propelled downward and could result in injury to a rear seat passenger whose foot is positioned approximately under the inflator module.

Year: 2000, 2001

Rendezvous

AIR BAGS:FRONTAL

Description: Certain passenger, mini vans, and sport utility vehicles have an air bag inflator on the driver's side that could fracture at a weld during a deployment.

Damage: Pieces of the inflator could strike and injure vehicle occupants and the air bag cushion would not inflate fully, reducing the capability of the bag to protect the driver.

Year: 2002, 2003

Description: Certain vehicles originally built with cloth seats that were equipped with an automatic air bag passenger sensing system and later reupholstered with aftermarket leather seat cover kits are involved. Testing has indicated that the aftermarket leather sea

Damage: If the passenger sensing system malfunctions, the front air bag on the passenger side may be disabled when it should be enabled, or enabled when it should be disabled. In either case, in the event of a crash that requires air bag deployment, a front pass

Year: 2005, 2006

AIR BAGS:FRONTAL:DRIVER SIDE INFLATOR MODULE

Description: On certain mini vans, passenger and sport utility vehicles, some of these vehicles have a driver's side air bag that may not deploy as designed. In addition, the air bag inflator could rupture.

Damage: This could result in reduced capability of the air bag to protect the driver. Also if the air bag inflator ruptured, pieces of the inflator could strike and injure the vehicle occupants.

Year: 2003

BUICK

Roadmaster

AIR BAGS

Description: These vehicles were shipped with both the supplemental inflatable restraint caution label and a roof rack caution label installed on the same side of the sun visor. this does not meet the requirements of fmvss no.208, “occupant crash protection.”

Damage: Consequence of non-compliance: Operators could fail to notice and heed the warning labels.

Year: 1995, 1996

Skylark

AIR BAGS:FRONTAL

Description: During deployment of the passenger air bag, the air bag fabric can snag on a reinforcement inside the instrument panel, causing the expanding air bag to lift the instrument panel pad and then deploy under the instrument panel instead of through the door in the instrument panel.

Damage: In a crash, the front seat passenger could receive more severe injuries if he or she contacts a broken reinforcement or if the snagging affects the deployment of the air bag.

Year: 1996

CADILLAC

Concours

AIR BAGS

Description: Vehicle description: Passenger vehicles. Inadvertent deployment of the air bags can occur due to water intrusion.

Damage: Deployment of the air bag without warning could cause a driver to lose vehicle control increasing the risk of a vehicle crash and personal injury.

Year: 1995

Cts

AIR BAGS

Description: On certain passenger vehicles, an interaction between the sensing and diagnostic module and vehicle's electrical system may cause the driver's frontal air bag and/or roof-mounted side impact air bag to deploy when the ignition key is turned to the "on" position.

Damage: A person positioned for driving may receive minor injuries, such as abrasions, from contact with a deploying air bag.

Year: 2004

CADILLAC

Deville

AIR BAGS

Description: Vehicle description: Passenger vehicles. Inadvertent deployment of the air bags can occur due to water intrusion.

Damage: Deployment of the air bag without warning could cause a driver to lose vehicle control increasing the risk of a vehicle crash and personal injury.

Year: 1995

AIR BAGS:FRONTAL

Description: Certain passenger, mini vans, and sport utility vehicles have an air bag inflator on the driver's side that could fracture at a weld during a deployment.

Damage: Pieces of the inflator could strike and injure vehicle occupants and the air bag cushion would not inflate fully, reducing the capability of the bag to protect the driver.

Year: 2002, 2003

AIR BAGS:FRONTAL:DRIVER SIDE INFLATOR MODULE

Description: On certain mini vans, passenger and sport utility vehicles, some of these vehicles have a driver's side air bag that may not deploy as designed. In addition, the air bag inflator could rupture.

Damage: This could result in reduced capability of the air bag to protect the driver. Also if the air bag inflator ruptured, pieces of the inflator could strike and injure the vehicle occupants.

Year: 2003

AIR BAGS:SIDE/WINDOW

Description: Vehicle description: Passenger vehicles. Some of the side impact sensor modules have quality problems that can cause an inadvertent deployment of the driver or passenger side impact air bags. These side air bags deploy with less force than a frontal air bag and are designed to minimize the risk of serious injury.

Damage: However, an occupant can receive some injury from a deployment.

Year: 1998, 1999

Eldorado

AIR BAGS

Description: Vehicle description: Passenger vehicles. Inadvertent deployment of the air bags can occur due to water intrusion.

Damage: Deployment of the air bag without warning could cause a driver to lose vehicle control increasing the risk of a vehicle crash and personal injury.

Year: 1995

Fleetwood

AIR BAGS:FRONTAL

Description: The passenger side air bag can experience an inflator ignition delay in the event of an accident. this does not comply with fmvss 208, "occupant crash protection."

Damage: If the inflator ignition is delayed in an accident, theair bag may be late in deploying, resulting in increased risk of injury tothe passenger seat occupant.

Year: 1993

CADILLAC

Seville

AIR BAGS

Description: Vehicle description: Passenger vehicles. Inadvertent deployment of the air bags can occur due to water intrusion.

Damage: Deployment of the air bag without warning could cause a driver to lose vehicle control increasing the risk of a vehicle crash and personal injury.

Year: 1995

Srx

AIR BAGS

Description: On certain passenger vehicles, an interaction between the sensing and diagnostic module and vehicle's electrical system may cause the driver's frontal air bag and/or roof-mounted side impact air bag to deploy when the ignition key is turned to the "on" position.

Damage: A person positioned for driving may receive minor injuries, such as abrasions, from contact with a deploying air bag.

Year: 2004

CHEVROLET

Caprice

AIR BAGS

Description: These vehicles were shipped with both the supplemental inflatable restraint caution label and a roof rack caution label installed on the same side of the sun visor. this does not meet the requirements of fmvss no.208, “occupant crash protection.”

Damage: Consequence of non-compliance: Operators could fail to notice and heed the warning labels.

Year: 1995, 1996

Cavalier

AIR BAGS

Description: Vehicle description: Passenger vehicles. Because of certain calibrations in the air bag’s sensing and diagnostic module, an inadvertent air bag deployment could occur in a low speed crash or when an object strikes the floor pan.

Damage: Air bags deploy with great force and can seriously injure unrestrained occupants who are too close to them.

Year: 1996, 1997

Equinox

AIR BAGS:FRONTAL:SENSOR/CONTROL MODULE

Description: Certain sport utility vehicles fail to conform to the requirements of federal motor vehicle safety standard no. 208, “occupant crash protection.” in these vehicles, the right front passenger seat is built with a passenger sensing system. When tested with a representative unrestrained small adult, the system is required to turn the right front passenger’s frontal airbag on. An error in the seat sensor calibration can cause it to fail this test. In addition, this condition can prevent the airbag from turning off when the seat is occupied by a small child.

Damage: Whenever the front passenger seat is occupied, the driver should always check the airbag indicator to see if the airbag is on or off. If it is not correct for the situation, the passenger should be moved to a different seat. This can increase the risk of injury to a seat occupant during certain crash conditions.

Year: 2007

Hhr

AIR BAGS:FRONTAL

Description: Certain vehicles originally built with cloth seats that were equipped with an automatic air bag passenger sensing system and later reupholstered with aftermarket leather seat cover kits are involved. Testing has indicated that the aftermarket leather seat covers can cause the passenger sensing system to malfunction.

Damage: If the passenger sensing system malfunctions, the front air bag on the passenger side may be disabled when it should be enabled, or enabled when it should be disabled. In either case, in the event of a crash that requires air bag deployment, a front passenger’s level of injury may be increased.

Year: 2006

CHEVROLET

Impala

AIR BAGS:SIDE/WINDOW

Description: Vehicle description: Passenger vehicles. Some of these vehicles exhibit a condition in which the driver side impact air bag inflator separates from the air bag module during deployment.

Damage: If the inflator separates, the air bag will not deploy properly during a crash and occupant protection would be reduced. If is also possible that a separated inflator could be propelled downward and could result in injury to a rear seat passenger whose foot is positioned approximately under the inflator module.

Year: 2001, 2000

AIR BAGS

Description: Vehicle description: Passenger vehicles. The air bag sensing and diagnostic modules (sdm) could experience a memory error resulting in the air bags not deploying in a crash situation.

Damage: In a crash, a front seat occupant may receive more serious injuries.

Year: 2001

AIR BAGS:FRONTAL:DRIVER SIDE INFLATOR MODULE

Description: On certain mini vans, passenger and sport utility vehicles, some of these vehicles have a driver's side air bag that may not deploy as designed. In addition, the air bag inflator could rupture.

Damage: This could result in reduced capability of the air bag to protect the driver. Also if the air bag inflator ruptured, pieces of the inflator could strike and injure the vehicle occupants.

Year: 2003

AIR BAGS:FRONTAL

Description: Certain passenger, mini vans, and sport utility vehicles have an air bag inflator on the driver's side that could fracture at a weld during a deployment.

Damage: Pieces of the inflator could strike and injure vehicle occupants and the air bag cushion would not inflate fully, reducing the capability of the bag to protect the driver.

Year: 2002

CHEVROLET

Lumina

AIR BAGS:FRONTAL

Description: Vehicle description: Passenger vehicles. The passenger side air bag modules have an undersized inflator orifice.

Damage: In the event of a crash that would trigger a passenger side air bag deployment, this undersized orifice can cause the inflator module to explode. If an air bag inflator module explodes, metal and/or plastic debris could cause severe injury to the vehicle occupant.

Year: 2000

AIR BAGS:FRONTAL

Description: Vehicle description: Passenger, sport utility vehicles and minivans. The passenger air bag inflator modules were built without the correct amount of generant, which produces the gas that fills the air bag. Some were built with a double load of generant and some were built without generant.

Damage: In the event of a crash that would trigger a passenger air bag deployment, a double load of generant can cause the inflator module to explode. If the air bag module explodes, metal and plastic debris could cause severe injury to vehicle occupant. A module with no generant would not inflate the air bag, and the occupants could receive more severe injuries.

Year: 2001

AIR BAGS:FRONTAL

Description: On certain passenger, sport utility vehicles and mini vans, some of these vehicles have a passenger air bag that was manufactured without a check valve pin. An air bag without the check valve pin could produce increased pressure at the onset of the air bag deployment and reduced pressure afterward.

Damage: This could increase the severity of injury to a person who was not properly restrained and who was close to the passenger air bag at the time of deployment. It could also reduce the ability of the air bag to protect a restrained front seat passenger.

Year: 2002, 2001

Malibu

AIR BAGS:FRONTAL

Description: Vehicle description: Passenger vehicles. The fasteners that secure the passenger air bag module to the instrument panel tie bar were omitted.

Damage: If the air bag deploys, the module could separate from the instrument panel striking and injuring an occupant.

Year: 1997

AIR BAGS:FRONTAL

Description: Certain vehicles originally built with cloth seats that were equipped with an automatic air bag passenger sensing system and later reupholstered with aftermarket leather seat cover kits are involved. Testing has indicated that the aftermarket leather seat covers can cause the passenger sensing system to malfunction.

Damage: If the passenger sensing system malfunctions, the front air bag on the passenger side may be disabled when it should be enabled, or enabled when it should be disabled. In either case, in the event of a crash that requires air bag deployment, a front passenger's level of injury may be increased.

Year: 2006

CHEVROLET

Monte carlo

AIR BAGS:FRONTAL

Description: On certain passenger, sport utility vehicles and mini vans, some of these vehicles have a passenger air bag that was manufactured without a check valve pin. An air bag without the check valve pin could produce increased pressure at the onset of the air bag deployment and reduced pressure afterward.

Damage: This could increase the severity of injury to a person who was not properly restrained and who was close to the passenger air bag at the time of deployment. It could also reduce the ab8ility of the air bag to protect a restrained front seat passenger.

Year: 1999

AIR BAGS

Description: Vehicle description: Passenger vehicles. The air bag sensing and diagnostic modules (sdm) could experience a memory error resulting in the air bags not deploying in a crash situation.

Damage: In a crash, a front seat occupant may receive more serious injuries.

Year: 2001

AIR BAGS:FRONTAL

Description: Certain passenger, mini vans, and sport utility vehicles have an air bag inflator on the driver's side that could fracture at a weld during a deployment.

Damage: Pieces of the inflator could strike and injure vehicle occupants and the air bag cushion would not inflate fully, reducing the capability of the bag to protect the driver.

Year: 2003, 2002

AIR BAGS:FRONTAL:DRIVER SIDE INFLATOR MODULE

Description: On certain mini vans, passenger and sport utility vehicles, some of these vehicles have a driver's side air bag that may not deploy as designed. In addition, the air bag inflator could rupture.

Damage: This could result in reduced capability of the air bag to protect the driver. Also if the air bag inflator ruptured, pieces of the inflator could strike and injure the vehicle occupants.

Year: 2003

CHEVROLET

Silverado

AIR BAGS:FRONTAL:SENSOR/CONTROL MODULE

Description: On certain pickup and utility trucks, some of these vehicles have an air bag sensing diagnostic module (sdm) which contains an anomaly that could result in the driver and passenger's air bag failing to deploy during certain frontal crashes.

Damage: In a vehicle crash, front seat occupants may receive more severe injuries.

Year: 2000

AIR BAGS:FRONTAL

Description: Certain vehicles originally built with cloth seats that were equipped with an automatic air bag passenger sensing system and later reupholstered with aftermarket leather seat cover kits are involved. Testing has indicated that the aftermarket leather seat covers can cause the passenger sensing system to malfunction.

Damage: If the passenger sensing system malfunctions, the front air bag on the passenger side may be disabled when it should be enabled, or enabled when it should be disabled. In either case, in the event of a crash that requires air bag deployment, a front passenger's level of injury may be increased.

Year: 2004

Suburban

AIR BAGS:FRONTAL:SENSOR/CONTROL MODULE

Description: On certain pickup and utility trucks, some of these vehicles have an air bag sensing diagnostic module (sdm) which contains an anomaly that could result in the driver and passenger's air bag failing to deploy during certain frontal crashes.

Damage: In a vehicle crash, front seat occupants may receive more severe injuries.

Year: 2000

Tahoe

AIR BAGS:FRONTAL:SENSOR/CONTROL MODULE

Description: On certain pickup and utility trucks, some of these vehicles have an air bag sensing diagnostic module (sdm) which contains an anomaly that could result in the driver and passenger's air bag failing to deploy during certain frontal crashes.

Damage: In a vehicle crash, front seat occupants may receive more severe injuries.

Year: 2000

AIR BAGS:FRONTAL

Description: Certain vehicles originally built with cloth seats that were equipped with an automatic air bag passenger sensing system and later reupholstered with aftermarket leather seat cover kits are involved. Testing has indicated that the aftermarket leather seat covers can cause the passenger sensing system to malfunction.

Damage: If the passenger sensing system malfunctions, the front air bag on the passenger side may be disabled when it should be enabled, or enabled when it should be disabled. In either case, in the event of a crash that requires air bag deployment, a front passenger's level of injury may be increased.

Year: 2005

CHEVROLET

Trailblazer

AIR BAGS:FRONTAL

Description: Certain passenger, mini vans, and sport utility vehicles have an air bag inflator on the driver's side that could fracture at a weld during a deployment.

Damage: Pieces of the inflator could strike and injure vehicle occupants and the air bag cushion would not inflate fully, reducing the capability of the bag to protect the driver.

Year: 2003, 2002

AIR BAGS:FRONTAL:DRIVER SIDE INFLATOR MODULE

Description: On certain mini vans, passenger and sport utility vehicles, some of these vehicles have a driver's side air bag that may not deploy as designed. In addition, the air bag inflator could rupture.

Damage: This could result in reduced capability of the air bag to protect the driver. Also if the air bag inflator ruptured, pieces of the inflator could strike and injure the vehicle occupants.

Year: 2003

AIR BAGS:FRONTAL

Description: Certain vehicles originally built with cloth seats that were equipped with an automatic air bag passenger sensing system and later reupholstered with aftermarket leather seat cover kits are involved. Testing has indicated that the aftermarket leather seat covers can cause the passenger sensing system to malfunction.

Damage: If the passenger sensing system malfunctions, the front air bag on the passenger side may be disabled when it should be enabled, or enabled when it should be disabled. In either case, in the event of a crash that requires air bag deployment, a front passenger's level of injury may be increased.

Year: 2006, 2005

CHEVROLET

Venture

AIR BAGS:FRONTAL

Description: On certain passenger, sport utility vehicles and mini vans, some of these vehicles have a passenger air bag that was manufactured without a check valve pin. An air bag without the check valve pin could produce increased pressure at the onset of the air bag deployment and reduced pressure afterward.

Damage: This could increase the severity of injury to a person who was not properly restrained and who was close to the passenger air bag at the time of deployment. It could also reduce the ab8ility of the air bag to protect a restrained front seat passenger.

Year: 2001

AIR BAGS:FRONTAL

Description: Vehicle description: Passenger, sport utility vehicles and minivans. The passenger air bag inflator modules were built without the correct amount of generant, which produces the gas that fills the air bag. Some were built with a double load of generant and some were built without generant.

Damage: In the event of a crash that would trigger a passenger air bag deployment, a double load of generant can cause the inflator module to explode. If the air bag module explodes, metal and plastic debris could cause severe injury to vehicle occupant. A module with no generant would not inflate the air bag, and the occupants could receive more severe injuries.

Year: 2001

AIR BAGS:FRONTAL:DRIVER SIDE INFLATOR MODULE

Description: On certain mini vans, passenger and sport utility vehicles, some of these vehicles have a driver's side air bag that may not deploy as designed. In addition, the air bag inflator could rupture.

Damage: This could result in reduced capability of the air bag to protect the driver. Also if the air bag inflator ruptured, pieces of the inflator could strike and injure the vehicle occupants.

Year: 2003

AIR BAGS:FRONTAL

Description: Certain passenger, mini vans, and sport utility vehicles have an air bag inflator on the driver's side that could fracture at a weld during a deployment.

Damage: Pieces of the inflator could strike and injure vehicle occupants and the air bag cushion would not inflate fully, reducing the capability of the bag to protect the driver.

Year: 2003, 2002

CHRYSLER

300m

AIR BAGS:FRONTAL

Description: Vehicle description: Passenger and sport utility vehicles. The passenger air bag inflator assembly contains an incorrect inflator charge amount.

Damage: This condition could increase the risk of a passenger occupant injury under certain accident conditions.

Year: 2000

Concorde

AIR BAGS:FRONTAL

Description: Vehicle description: Passenger and sport utility vehicles. The passenger air bag inflator assembly contains an incorrect inflator charge amount.

Damage: This condition could increase the risk of a passenger occupant injury under certain accident conditions.

Year: 2000

Fifth avenue

AIR BAGS:FRONTAL:SENSOR/CONTROL MODULE

Description: Air bag inflator modules may not contain diffuser holes between the ignitor and propellant chambers.

Damage: Air bags would not deploy in an impact situation, which could lead to driver injury.

Year: 1990

Lebaron

AIR BAGS:FRONTAL:SENSOR/CONTROL MODULE

Description: Air bag inflator modules may not contain diffuser holes between the ignitor and propellant chambers.

Damage: Air bags would not deploy in an impact situation, which could lead to driver injury.

Year: 1990

AIR BAGS:FRONTAL:SENSOR/CONTROL MODULE

Description: The two air bag system front impact sensors may not be secured to their mounting brackets.

Damage: Air bag will not deploy in a frontal collision if the-front impact sensors are not attached.

Year: 1991

Landau salon

AIR BAGS:FRONTAL:SENSOR/CONTROL MODULE

Description: Air bag inflator modules may not contain diffuser holes between the ignitor and propellant chambers.

Damage: Air bags would not deploy in an impact situation, which could lead to driver injury.

Year: 1990

CHRYSLER

Town and country

AIR BAGS:FRONTAL:SENSOR/CONTROL MODULE

Description: Certain minivans are being recalled that were originally sold in or currently registered in the 27 states plus the district of columbia that use greater amounts of salt for winter road deicing. The up-front (uf) air bag sensors that contain brass bushings installed in these vehicles may corrode and crack allowing water to enter the sensor. These sensors provide enhanced air bag performance in certain types of frontal crashes.

Damage: in one of these crashes, with one or both of the vehicle¿s uf sensors inoperative, the occupants will not benefit from the enhanced air bag protection that these sensors would provide.

Year: 2005

AIR BAGS:FRONTAL

Description: On certain mini vans, the clockspring assembly may have been wound incorrectly during the vehicle assembly process.

Damage: This condition will manifest itself through illumination of the air bag warning lamp, and could eventually result in a driver's air bag open circuit, if the part is not replaced in a reasonable amount of time.

Year: 1998, 1997, 1996

AIR BAGS

Description: Vehicle description: Mini vans. The wiring that initiates the driver and/or passenger air bag could electrically short circuit to ground. A short circuit to ground that exists immediately after turning the ignition key to the "on" or "start" position can cause the air bag(s) to inadvertently deploy.

Damage: Inadvertent air bag deployment can injure a front seat occupant.

Year: 1995, 1994, 1993

DAEWOO

Lanos

AIR BAGS

Description: Certain passenger vehicles fail to conform to the requirements of federal motor vehicle safety standard no. 201, “occupant protection in interior impact.”

Damage: In the event of a crash in which the air bags do not deploy, there is a possibility of increased head injury to the front seat passenger should contact with the passenger side air bag cover occur.

Year: 2002, 2001, 2000, 1999, 1998

DAEWOO GUAM

Lanos

AIR BAGS

Description: Certain passenger vehicles fail to conform to the requirements of federal motor vehicle safety standard no. 201, “occupant protection in interior impact.”

Damage: In the event of a crash in which the air bags do not deploy, there is a possibility of increased head injury to the front seat passenger should contact with the passenger side air bag cover occur.

Year: 2002, 2001, 2000, 1999, 1998

DAEWOO PUERTO RICO

Lanos

AIR BAGS

Description: Certain passenger vehicles fail to conform to the requirements of federal motor vehicle safety standard no. 201, “occupant protection in interior impact.”

Damage: In the event of a crash in which the air bags do not deploy, there is a possibility of increased head injury to the front seat passenger should contact with the passenger side air bag cover occur.

Year: 2002, 2001, 2000, 1999, 1998

Lanos

AIR BAGS:SIDE/WINDOW

Description: Vehicle description: Passenger vehicles. These vehicles do not comply with the requirements of fmvss no. 214, “side door strength.” incorrect position of the side impact pad to the rear, instead of the middle, of the door assembly.

Damage: In the event of a side impact accident, the pelvic protection for the driver or front passenger would be reduced.

Year: 1999, 1998

DODGE

1500

AIR BAGS

Description: Vehicle description: Pickup trucks. Sound deadener material inside the steering wheel could become detached from the cover and housing. note: The ram pickup trucks were built at the warren assembly plant ("s" in the 11th vin position) from may 16, 2000 through october 23, 2000; st. louis north assembly plant ("j" in the 11th vin position) from may 19, 2000 through october 23, 2000; lago alberto assembly plant ("m" in the 11th vin position) from may 23, 2000 through october 23, 2000; and saltillo assembly plant ("g" in the 11th vin position) from may 23, 2000 through october 23, 2000. Important: Vehicles that have already had the proper clockspring installed, according to warranty records, have been excluded from this recall. In addition, 1997-2000 model year vehicles that have had a suspect replacement clockspring installed, according to warranty records, have been added to this recall.

Damage: When this occurs, the material could interfere with the clockspring ribbon and cause an open circuit. The driver air bag system will become disabled, and the air bag warning lamp will illuminate on the instrument panel.

Year: 2001, 2000

2500

AIR BAGS

Description: Vehicle description: Pickup trucks. Sound deadener material inside the steering wheel could become detached from the cover and housing. note: The ram pickup trucks were built at the warren assembly plant ("s" in the 11th vin position) from may 16, 2000 through october 23, 2000; st. louis north assembly plant ("j" in the 11th vin position) from may 19, 2000 through october 23, 2000; lago alberto assembly plant ("m" in the 11th vin position) from may 23, 2000 through october 23, 2000; and saltillo assembly plant ("g" in the 11th vin position) from may
23, 2000 through october 23, 2000. Important: Vehicles that have already had the proper clockspring installed, according to warranty records, have been excluded from this recall. In addition, 1997-2000 model year vehicles that have had a suspect replacement clockspring installed, according to warranty records, have been added to this recall.

Damage: When this occurs, the material could interfere with the clockspring ribbon and cause an open circuit. The driver air bag system will become disabled, and the air bag warning lamp will illuminate on the instrument panel.

Year: 2001, 2000

3500

AIR BAGS

Description: Vehicle description: Pickup trucks. Sound deadener material inside the steering wheel could become detached from the cover and housing. note: The ram pickup trucks were built at the warren assembly plant ("s" in the 11th vin position) from may 16, 2000 through october 23, 2000; st. louis north assembly plant ("j" in the 11th vin position) from may 19, 2000 through october 23, 2000; lago alberto assembly plant ("m" in the 11th vin position) from may 23, 2000 through october 23, 2000; and saltillo assembly plant ("g" in the 11th vin position) from may 23, 2000 through october 23, 2000. Important: Vehicles that have already had the proper clockspring installed, according to warranty records, have been excluded from this recall. In addition, 1997-2000 model year vehicles that have had a suspect replacement clockspring installed, according to warranty records, have been added to this recall.

Damage: When this occurs, the material could interfere with the clockspring ribbon and cause an open circuit. The driver air bag system will become disabled, and the air bag warning lamp will illuminate on the instrument panel.

Year: 2001, 2000

DODGE

Caravan

AIR BAGS

Description: Vehicle description: Mini vans. The wiring that initiates the driver and/or passenger air bag could electrically short circuit to ground. A short circuit to ground that exists immediately after turning the ignition key to the “on” or “start” position can cause the air bag(s) to inadvertently deploy.

Damage: Inadvertent air bag deployment can injure a front seat occupant.

Year: 1995, 1994, 1993

AIR BAGS:FRONTAL

Description: On certain mini vans, the clockspring assembly may have been wound incorrectly during the vehicle assembly process.

Damage: This condition will manifest itself through illumination of the air bag warning lamp, and could eventually result in a driver’s air bag open circuit, if the part is not replaced in a reasonable amount of time.

Year: 1998, 1997, 1996

AIR BAGS:FRONTAL:SENSOR/CONTROL MODULE

Description: Certain minivans are being recalled that were originally sold in or currently registered in the 27 states plus the district of columbia that use greater amounts of salt for winter road deicing. The up-front (uf) air bag sensors that contain brass bushings installed in these vehicles may corrode and crack allowing water to enter the sensor. These sensors provide enhanced air bag performance in certain types of frontal crashes.

Damage: in one of these crashes, with one or both of the vehicle’s uf sensors inoperative, the occupants will not benefit from the enhanced air bag protection that these sensors would provide.

Year: 2005

Daytona

AIR BAGS:FRONTAL:SENSOR/CONTROL MODULE

Description: Air bag inflator modules may not contain diffuser holes between the ignitor and propellant chambers.

Damage: Air bags would not deploy in an impact situation, which could lead to driver injury.

Year: 1990

Dakota

AIR BAGS:FRONTAL:SENSOR/CONTROL MODULE

Description: The electrical circuit design allows the potential for an inadvertent air bag deployment upon vehicle ignition shut down.

Damage: Unexpected air bag deployment can result in occupant injury.

Year: 1997

AIR BAGS:FRONTAL:SENSOR/CONTROL MODULE

Description: Air bag inflator modules may not contain diffuser holes between the ignitor and propellant chambers.

Damage: Air bags would not deploy in an impact situation, which could lead to driver injury.

Year: 1990

DODGE

Dakota (continued)

AIR BAGS

Description: Vehicle description: Pickup trucks. Sound deadener material inside the steering wheel could become detached from the cover and housing. note: The ram pickup trucks were built at the warren assembly plant ("s" in the 11th vin position) from may 16, 2000 through october 23, 2000; st. louis north assembly plant ("j" in the 11th vin position) from may 19, 2000 through october 23, 2000; lago alberto assembly plant ("m" in the 11th vin position) from may 23, 2000 through october 23, 2000; and saltillo assembly plant ("g" in the 11th vin position) from may 23, 2000 through october 23, 2000. Important: Vehicles that have already had the proper clockspring installed, according to warranty records, have been excluded from this recall. In addition, 1997-2000 model year vehicles that have had a suspect replacement clockspring installed, according to warranty records, have been added to this recall.

Damage: When this occurs, the material could interfere with the clockspring ribbon and cause an open circuit. The driver air bag system will become disabled, and the air bag warning lamp will illuminate on the instrument panel.

Year: 2000, 1999, 1998, 1997

AIR BAGS:SIDE/WINDOW

Description: On certain pickup trucks equipped with the optional side curtain air bag, the curtain fasteners may not have been properly tightened.

Damage: This could result in an improper side air bag curtain deployment in certain side crash conditions, which can increase the risk of injury to vehicle occupants.

Year: 2005

Durango

AIR BAGS

Description: Vehicle description: Pickup trucks. Sound deadener material inside the steering wheel could become detached from the cover and housing. note: The ram pickup trucks were built at the warren assembly plant ("s" in the 11th vin position) from may 16, 2000 through october 23, 2000; st. louis north assembly plant ("j" in the 11th vin position) from may 19, 2000 through october 23, 2000; lago alberto assembly plant ("m" in the 11th vin position) from may 23, 2000 through october 23, 2000; and saltillo assembly plant ("g" in the 11th vin position) from may 23, 2000 through october 23, 2000. Important: Vehicles that have already had the proper clockspring installed, according to warranty records, have been excluded from this recall. In addition, 1997-2000 model year vehicles that have had a suspect replacement clockspring installed, according to warranty records, have been added to this recall.

Damage: When this occurs, the material could interfere with the clockspring ribbon and cause an open circuit. The driver air bag system will become disabled, and the air bag warning lamp will illuminate on the instrument panel.

Year: 2000, 1999, 1998, 1997

AIR BAGS

Description: Certain sport utility vehicles fail to conform to the requirements of federal motor vehicle safety standard no. 208, 'occupant crash protection.' the wrong occupant restraint controller (orc) was installed on these vehicles.

Damage: This can cause increased risk of injury to the driver under certain crash conditions.

Year: 2006

DODGE

Dynasty

AIR BAGS:FRONTAL:SENSOR/CONTROL MODULE

Description: Air bag inflator modules may not contain diffuser holes between the ignitor and propellant chambers.

Damage: Air bags would not deploy in an impact situation, which could lead to driver injury.

Year: 1990

Grand caravan

AIR BAGS

Description: Vehicle description: Mini vans. The wiring that initiates the driver and/or passenger air bag could electrically short circuit to ground. A short circuit to ground that exists immediately after turning the ignition key to the “on” or “start” position can cause the air bag(s) to inadvertently deploy.

Damage: Inadvertent air bag deployment can injure a front seat occupant.

Year: 1995, 1994, 1993

AIR BAGS:FRONTAL

Description: On certain mini vans, the clockspring assembly may have been wound incorrectly during the vehicle assembly process.

Damage: This condition will manifest itself through illumination of the air bag warning lamp, and could eventually result in a driver’s air bag open circuit, if the part is not replaced in a reasonable amount of time.

Year: 1998, 1997, 1996

Intrepid

AIR BAGS:FRONTAL

Description: Vehicle description: Passenger and sport utility vehicles. The passenger air bag inflator assembly contains an incorrect inflator charge amount.

Damage: This condition could increase the risk of a passenger occupant injury under certain accident conditions.

Year: 2000

Neon

AIR BAGS:FRONTAL:SENSOR/CONTROL MODULE

Description: The electrical circuit design allows the potential for an inadvertent air bag deployment upon vehicle ignition shut down.

Damage: Unexpected air bag deployment can result in occupant injury.

Year: 1997

AIR BAGS:FRONTAL

Description: Vehicle description: Passenger vehicles. Some frontal (passenger side) air bags may not inflate properly.

Damage: In the event of a crash, the passenger may not be adequately restrained, increasing the risk of personal injury.

Year: 2000

DODGE

Ram

AIR BAGS

Description: Vehicle description: Vans and vans used for conversion. If a heavy object impacts the metal casing of the air bag electronic control module (aecm), located under the driver seat, the module could inadvertently deploy the air bags.

Damage: Unexpected air bag deployment can result in occupant injury.

Year: 1998

AIR BAGS:FRONTAL

Description: Vehicle description: Van and wagon model passenger vehicles. If water/road salt gets on the interior floor of the vehicle in the proximity of the air bag electronic control module (aecm), the aecm can corrode. The resulting corrosion can cause the driver side air bag to deploy inadvertently.

Damage: Deployment of the air bag without warning could cause a driver to lose vehicle control, increasing the risk of a crash and personal injury.

Year: 1997, 1996, 1995

AIR BAGS

Description: Vehicle description: Pickup trucks. Sound deadener material inside the steering wheel could become detached from the cover and housing. note: The ram pickup trucks were built at the warren assembly plant ("s" in the 11th vin position) from may 16, 2000 through october 23, 2000; st. louis north assembly plant ("j" in the 11th vin position) from may 19, 2000 through october 23, 2000; lago alberto assembly plant ("m" in the 11th vin position) from may 23, 2000 through october 23, 2000; and saltillo assembly plant ("g" in the 11th vin position) from may 23, 2000 through october 23, 2000. Important: Vehicles that have already had the proper clockspring installed, according to warranty records, have been excluded from this recall. In addition, 1997-2000 model year vehicles that have had a suspect replacement clockspring installed, according to warranty records, have been added to this recall.

Damage: When this occurs, the material could interfere with the clockspring ribbon and cause an open circuit. The driver air bag system will become disabled, and the air bag warning lamp will illuminate on the instrument panel.

Year: 2001, 2000, 1999, 1998, 1997

Ram 1500

AIR BAGS:FRONTAL

Description: On certain pickup trucks fail to conform to the requirements of federal motor vehicle safety standard no. 208, 'occupant crash protection. The passenger air bag may deploy with excessive force when certain model rear facing child seats are installed in the right front passenger seat position.

Damage: This can increase the risk of injury to a child seat occupant during certain crash conditions.

Year: 2006

Shadow

AIR BAGS:FRONTAL:SENSOR/CONTROL MODULE

Description: The two air bag system front impact sensors may not be secured to their mounting brackets.

Damage: Air bag will not deploy in a frontal collision if the-front impact sensors are not attached.

Year: 1991

DODGE

Sprinter

AIR BAGS:SIDE/WINDOW

Description: On certain trucks, the side window air bag module diffuser material may contain hairline cracks.

Damage: In the case of a crash with a trigger signal for the window bag module, it is possible that such a diffuser may crack at the beginning of the air bag activation increasing the risk of injury to the seat occupant.

Year: 2007

Spirit

AIR BAGS:FRONTAL:SENSOR/CONTROL MODULE

Description: The two air bag system front impact sensors may not be secured to their mounting brackets.

Damage: Air bag will not deploy in a frontal collision if the-front impact sensors are not attached.

Year: 1991

Viper

AIR BAGS:FRONTAL:SENSOR/CONTROL MODULE

Description: The electrical circuit design allows the potential for an inadvertent air bag deployment upon vehicle ignition shut down.

Damage: Unexpected air bag deployment can result in occupant injury.

Year: 1997

EUROPA

G320

AIR BAGS

Description: Vehicle description: Certain sport utility vehicles fail to comply with the requirements of federal motor vehicle safety standard no. 208, “occupant crash protection.” these vehicles were built without the proper air bag labeling on the passenger side air bag cover.

Damage: This label informs the front passenger of that seating position’s air bag and that certain safety precautions need to be taken by the seat’s occupant.

Year: 1998, 1997

G320 cabriolet

AIR BAGS

Description: Vehicle description: Certain sport utility vehicles fail to comply with the requirements of federal motor vehicle safety standard no. 208, “occupant crash protection.” these vehicles were built without the proper air bag labeling on the passenger side air bag cover.

Damage: This label informs the front passenger of that seating position’s air bag and that certain safety precautions need to be taken by the seat’s occupant.

Year: 1998, 1997

FERRARI

612

AIR BAGS:ON-OFF SWITCH ASSEMBLY

Description: Certain passenger vehicles have a non-functioning button with the words “passenger air bag off” etched into it. This button is located, along with an led light, on a console adjacent to the sun roof. This non-functioning button does not deactivate the passenger -side air bag, nor is the led light an indication that the passenger side air bag has been deactivated. The button is non-functional and cannot be depressed when pushed.

Damage: The placement of infants and small children in the front passenger seat could result in serious injury or death in the event of a crash in which the passenger-side air bag deploys.

Year: 2005

FORD

Contour

AIR BAGS:FRONTAL:SENSOR/CONTROL MODULE

Description: Vehicle description: Passenger vehicles. The air bag sensor wiring pigtail insulation can become brittle and crack over time due to accumulation of water in the pigtail protective convolute in combination with high underhood temperatures related to the routing of the wiring pigtail near the radiator. This can result in environmental stress cracking of the insulation.

Damage: In some cases, the air bag warning light can illuminate and the air bag supplemental restraint system disabled.

Year: 1998

F550

AIR BAGS:FRONTAL:SENSOR/CONTROL MODULE

Description: Vehicle description: Light duty trucks. The cast tow hooks changes the crash pulse of the vehicle in frontal barrier impacts and the air bag sensor was not calibrated to this new crash pulse which may cause the air bags to deploy in lower speed impacts than design intent.

Damage: Unexpected air bag deployment can result in personal injury.

Year: 1999

F350

AIR BAGS:FRONTAL:SENSOR/CONTROL MODULE

Description: Vehicle description: Light duty trucks. The cast tow hooks changes the crash pulse of the vehicle in frontal barrier impacts and the air bag sensor was not calibrated to this new crash pulse which may cause the air bags to deploy in lower speed impacts than design intent.

Damage: Unexpected air bag deployment can result in personal injury.

Year: 1999

F250

AIR BAGS:FRONTAL:SENSOR/CONTROL MODULE

Description: Vehicle description: Light duty trucks. The cast tow hooks changes the crash pulse of the vehicle in frontal barrier impacts and the air bag sensor was not calibrated to this new crash pulse which may cause the air bags to deploy in lower speed impacts than design intent.

Damage: Unexpected air bag deployment can result in personal injury.

Year: 1999

F450

AIR BAGS:FRONTAL:SENSOR/CONTROL MODULE

Description: Vehicle description: Light duty trucks. The cast tow hooks changes the crash pulse of the vehicle in frontal barrier impacts and the air bag sensor was not calibrated to this new crash pulse which may cause the air bags to deploy in lower speed impacts than design intent.

Damage: Unexpected air bag deployment can result in personal injury.

Year: 1999

FORD

Escort

AIR BAGS:FRONTAL:SENSOR/CONTROL MODULE

Description: On certain passenger vehicles, the integrated air bag monitor (iabm) can be contaminated with water or other liquids and could experience internal electrical shorting.

Damage: This may, in turn, cause the air bag readiness light to illuminate and in very rare occurrences, air bag deployment, melted wiring, or fire may occur.

Year: 1997

Mustang

AIR BAGS:FRONTAL:DRIVER SIDE INFLATOR MODULE

Description: Equipment description: Passenger vehicles that have had the driver's air bag module replaced after april 5, 2000. The replacement driver's air bag module inflator may have insufficient welds that could prevent proper inflation of the air bag.

Damage: in the event of a crash, the driver's air bag may not properly deploy which could potentially result in less than the intended level of occupant protection.

Year: 1997, 1996, 1995, 1994

Expedition

AIR BAGS:FRONTAL

Description: Vehicle description: Passenger and sport utility vehicles. The inflator canister in the driver air bag module may have an inadequate weld near the igniter.

Damage: In the event of a vehicle crash, the driver air bag may not deploy as intended, potentially resulting in reduced occupant protection, or a burn injury.

Year: 2001

Excursion

AIR BAGS:FRONTAL

Description: Vehicle description: Passenger and sport utility vehicles. The inflator canister in the driver air bag module may have an inadequate weld near the igniter.

Damage: In the event of a vehicle crash, the driver air bag may not deploy as intended, potentially resulting in reduced occupant protection, or a burn injury.

Year: 2001

F450

AIR BAGS:FRONTAL

Description: Vehicle description: Passenger and sport utility vehicles. The inflator canister in the driver air bag module may have an inadequate weld near the igniter.

Damage: In the event of a vehicle crash, the driver air bag may not deploy as intended, potentially resulting in reduced occupant protection, or a burn injury.

Year: 2001

F350

AIR BAGS:FRONTAL

Description: Vehicle description: Passenger and sport utility vehicles. The inflator canister in the driver air bag module may have an inadequate weld near the igniter.

Damage: In the event of a vehicle crash, the driver air bag may not deploy as intended, potentially resulting in reduced occupant protection, or a burn injury.

Year: 2001

FORD

F250

AIR BAGS:FRONTAL

Description: Vehicle description: Passenger and sport utility vehicles. The inflator canister in the driver air bag module may have an inadequate weld near the igniter.

Damage: In the event of a vehicle crash, the driver air bag may not deploy as intended, potentially resulting in reduced occupant protection, or a burn injury.

Year: 2001

F150

AIR BAGS:FRONTAL

Description: Vehicle description: Passenger and sport utility vehicles. The inflator canister in the driver air bag module may have an inadequate weld near the igniter.

Damage: In the event of a vehicle crash, the driver air bag may not deploy as intended, potentially resulting in reduced occupant protection, or a burn injury.

Year: 2001

Windstar

AIR BAGS:FRONTAL:SENSOR/CONTROL MODULE

Description: Vehicle description: Minivans and passenger vehicles. A restraint control module (rcm) or a side or front crash sensor may have been assembled with one or more of the screws that mount the circuit board in the housing missing. If some or all of the screws are missing, the performance of the occupant restrains could be affected.

Damage: In some cases, less than the intended level of protection in the event of a crash.

Year: 2001

Crown victoria

AIR BAGS:FRONTAL:SENSOR/CONTROL MODULE

Description: Vehicle description: Minivans and passenger vehicles. A restraint control module (rcm) or a side or front crash sensor may have been assembled with one or more of the screws that mount the circuit board in the housing missing. If some or all of the screws are missing, the performance of the occupant restrains could be affected.

Damage: In some cases, less than the intended level of protection in the event of a crash.

Year: 2001

Crown victoria

AIR BAGS:FRONTAL

Description: Vehicle description: Passenger vehicles. These vehicles may have been built with lower than the intended level of torque on the bolts that attach the air bag electronic crash sensor module to the vehicle.

Damage: A loose module could result in a delayed air bag deployment in the event of a vehicle crash.

Year: 2000

Probe

AIR BAGS

Description: The supplementary air bag inflatable restraint caution label located on the driver side sun visor does not contain the statement, “do not install rearward facing child seats in any front passenger seat position.” this does not comply with the requirements of fmvss no. 208, “occupant crash protection.”

Damage: Consequence of non-compliance: Operators could fail to notice and heed the warning label.

Year: 1996

FORD

Escort

AIR BAGS:FRONTAL

Description: The driver side air bag module can have an inadequately welded inflator canister.

Damage: In the event of a collision, the weld seam can separate, causing the air bag to fail to deploy properly and hot gases to be expelled from the back of the steering wheel. this can result in an increased risk of personal injury from the hot gases and the air bag failure.

Year: 1995, 1994

Escort

AIR BAGS:FRONTAL

Description: Two bolts that attach the passenger side air bag supplemental restraint system module to the instrument panel are missing. in the event of a frontal impact, the module can come out of the instrument panel.

Damage: This would not restrain the passenger and would result in an increased risk of injury.

Year: 1995

Mustang

AIR BAGS:FRONTAL

Description: The passenger side air bag has an inflator body that cracked during forming of the curl that retains the igniter plug in the end of the inflator. also the igniter end cap can separate from the inflator.

Damage: The passenger side air bag may not inflate properly resulting in reduced occupant protection in a vehicle accident. if the igniter end cap separates in a frontal collision, hot gases can be released and ignite flammable material or cause burn injuries.

Year: 1995

Probe

AIR BAGS:FRONTAL

Description: The passenger side air bag has an inflator body that cracked during forming of the curl that retains the igniter plug in the end of the inflator. also the igniter end cap can separate from the inflator.

Damage: The passenger side air bag may not inflate properly resulting in reduced occupant protection in a vehicle accident. if the igniter end cap separates in a frontal collision, hot gases can be released and ignite flammable material or cause burn injuries.

Year: 1995

Crown victoria

AIR BAGS:FRONTAL

Description: The passenger side air bag has an inflator body that cracked during forming of the curl that retains the igniter plug in the end of the inflator. also the igniter end cap can separate from the inflator.

Damage: The passenger side air bag may not inflate properly resulting in reduced occupant protection in a vehicle accident. if the igniter end cap separates in a frontal collision, hot gases can be released and ignite flammable material or cause burn injuries.

Year: 1995

FORD

Windstar

AIR BAGS:FRONTAL

Description: The passenger side air bag has an inflator body that cracked during forming of the curl that retains the igniter plug in the end of the inflator. also the igniter end cap can separate from the inflator.

Damage: The passenger side air bag may not inflate properly resulting in reduced occupant protection in a vehicle accident. if the igniter end cap separates in a frontal collision, hot gases can be released and ignite flammable material or cause burn injuries.

Year: 1995

Contour

AIR BAGS:FRONTAL

Description: The passenger side air bag has an inflator body that cracked during forming of the curl that retains the igniter plug in the end of the inflator. also the igniter end cap can separate from the inflator.

Damage: The passenger side air bag may not inflate properly resulting in reduced occupant protection in a vehicle accident. if the igniter end cap separates in a frontal collision, hot gases can be released and ignite flammable material or cause burn injuries.

Year: 1995

Explorer

AIR BAGS:FRONTAL

Description: The passenger side air bag has an inflator body that cracked during forming of the curl that retains the igniter plug in the end of the inflator. also the igniter end cap can separate from the inflator.

Damage: The passenger side air bag may not inflate properly resulting in reduced occupant protection in a vehicle accident. if the igniter end cap separates in a frontal collision, hot gases can be released and ignite flammable material or cause burn injuries.

Year: 1995

Probe

AIR BAGS:FRONTAL

Description: If the passenger-side air bag deploys in an accident and there is no passenger in that seating position, the air bag can detach from, and deform, the mounting bracket.

Damage: Installation of a replacement passenger-side air bagwould be impeded by the damage to the mounting bracket and would require moreexpensive repair work. this may deter the vehicle owner from having the repairmade and the replacement air bag installed, which would place future passengersat higher risk of injury in an accident.

Year: 1994

FORD

F150

AIR BAGS

Description: The design of the air bag diagnostic monitor causes the driver's side air bag to deploy when the passenger door is slammed while the ignition key is turned to the start position.

Damage: Inadvertent deployment of the air bag can result ininjury to the driver.

Year: 1994

F250

AIR BAGS

Description: The design of the air bag diagnostic monitor causes the driver's side air bag to deploy when the passenger door is slammed while the ignition key is turned to the start position.

Damage: Inadvertent deployment of the air bag can result ininjury to the driver.

Year: 1994

F250

AIR BAGS

Description: These vehicles were built with nonfunctional air bag diagnostic modules intended for certain vehicles over 8,500 bls. gvwr.

Damage: The air bag supplemental restraint and the air bagwarning light will not function. this could result in reduced occupantprotection in the event of a collision that should activate the air bagsupplemental restraint system.

Year: 1994

F150

AIR BAGS

Description: These vehicles were built with nonfunctional air bag diagnostic modules intended for certain vehicles over 8,500 bls. gvwr.

Damage: The air bag supplemental restraint and the air bagwarning light will not function. this could result in reduced occupantprotection in the event of a collision that should activate the air bagsupplemental restraint system.

Year: 1994

Crown victoria

AIR BAGS:FRONTAL

Description: Threaded inflator components may have been damaged during assembly which may allow components to separate when inflator receives a signal to deploy the air bag.

Damage: Inflator component separation allows hot combustion gases to escape into the passenger compartment which could result in injuries to vehicle occupants.

Year: 1991, 1990

Taurus

AIR BAGS:FRONTAL

Description: Threaded inflator components may have been damaged during assembly which may allow components to separate when inflator receives a signal to deploy the air bag.

Damage: Inflator component separation allows hot combustion gases to escape into the passenger compartment which could result in injuries to vehicle occupants.

Year: 1990

FORD

Tempo

AIR BAGS:FRONTAL

Description: Threaded inflator components may have been damaged during assembly which may allow components to separate when inflator receives a signal to deploy the air bag.

Damage: Inflator component separation allows hot combustion gases to escape into the passenger compartment which could result in injuries to vehicle occupants.

Year: 1990

FREIGHTLINER

Sprinter

AIR BAGS:SIDE/WINDOW

Description: On certain trucks, the side window air bag module diffuser material may contain hairline cracks.

Damage: In the case of a crash with a trigger signal for the window bag module, it is possible that such a diffuser may crack at the beginning of the air bag activation increasing the risk of injury to the seat occupant.

Year: 2007

GEO

Prizm

AIR BAGS

Description: If the air bag computer in a subject vehicle experiences a mechanical shock (i.e., rapidly moving the front seat back against the stops or a sudden release of the parking brake) within a very short time after the engine is started, the air bag can deploy inadvertently.

Damage: Unexpected air bag deployment can result in occupant injury.

Year: 1997

AIR BAGS:FRONTAL:SENSOR/CONTROL MODULE

Description: If liquid is spilled in the console box area, the air bag warning light can illuminate and stay “on” during normal driving conditions.

Damage: This leakage condition could cause the air bag to inadvertently deploy.

Year: 1995, 1994, 1993

Storm

AIR BAGS

Description: The steering wheel center hub can fracture during certain frontal and near frontal vehicle collisions.

Damage: Fracturing of the steering wheel hub can decrease thedriver’s control of the vehicle and could reduce the crash protection of thesteering system and the driver’s side air bag.

Year: 1992, 1991, 1990

GIRARDIN

Mbiv

AIR BAGS:FRONTAL

Description: Vehicle description: Commercial and school bus body minibuses. The inner body panel could contact and damage the wiring harness by the driver's seat. If the wires are damaged, and a contact between those wires occurs, the air bag could inadvertently deploy.

Damage: Unexpected air bag deployment can result in occupant injury.

Year: 2001, 2000, 1999, 1998

GMC

Acadia

AIR BAGS:FRONTAL:SENSOR/CONTROL MODULE

Description: On certain vehicles, the sensing and diagnostic module (sdm), which controls the function of front air bags, may not operate properly. As a result, the front air bags may fail to deploy in a frontal crash. Also, the air bag warning lamp on the instrument panel may fail to provide warning that the system is inoperative.

Damage: In the event of a crash, this condition could increase the risk of injury to occupants in the front seat.

Year: 2007

Envoy

AIR BAGS:FRONTAL

Description: Certain passenger, mini vans, and sport utility vehicles have an air bag inflator on the driver's side that could fracture at a weld during a deployment.

Damage: Pieces of the inflator could strike and injure vehicle occupants and the air bag cushion would not inflate fully, reducing the capability of the bag to protect the driver.

Year: 2003, 2002

AIR BAGS:FRONTAL:DRIVER SIDE INFLATOR MODULE

Description: On certain mini vans, passenger and sport utility vehicles, some of these vehicles have a driver's side air bag that may not deploy as designed. In addition, the air bag inflator could rupture.

Damage: This could result in reduced capability of the air bag to protect the driver. Also if the air bag inflator ruptured, pieces of the inflator could strike and injure the vehicle occupants.

Year: 2003

AIR BAGS:FRONTAL

Description: Certain vehicles originally built with cloth seats that were equipped with an automatic air bag passenger sensing system and later reupholstered with aftermarket leather seat cover kits are involved. Testing has indicated that the aftermarket leather seat covers can cause the passenger sensing system to malfunction.

Damage: If the passenger sensing system malfunctions, the front air bag on the passenger side may be disabled when it should be enabled, or enabled when it should be disabled. In either case, in the event of a crash that requires air bag deployment, a front passenger's level of injury may be increased.

Year: 2006, 2005

GMC

Sierra

AIR BAGS:FRONTAL:SENSOR/CONTROL MODULE

Description: On certain pickup and utility trucks, some of these vehicles have an air bag sensing diagnostic module (sdm) which contains an anomaly that could result in the driver and passenger's air bag failing to deploy during certain frontal crashes.

Damage: In a vehicle crash, front seat occupants may receive more severe injuries.

Year: 2000

AIR BAGS:FRONTAL

Description: Certain vehicles originally built with cloth seats that were equipped with an automatic air bag passenger sensing system and later reupholstered with aftermarket leather seat cover kits are involved. Testing has indicated that the aftermarket leather seat covers can cause the passenger sensing system to malfunction.

Damage: If the passenger sensing system malfunctions, the front air bag on the passenger side may be disabled when it should be enabled, or enabled when it should be disabled. In either case, in the event of a crash that requires air bag deployment, a front passenger's level of injury may be increased.

Year: 2005

Yukon

AIR BAGS:FRONTAL:SENSOR/CONTROL MODULE

Description: On certain pickup and utility trucks, some of these vehicles have an air bag sensing diagnostic module (sdm) which contains an anomaly that could result in the driver and passenger's air bag failing to deploy during certain frontal crashes.

Damage: In a vehicle crash, front seat occupants may receive more severe injuries.

Year: 2000

Yukon xl

AIR BAGS:FRONTAL:SENSOR/CONTROL MODULE

Description: On certain pickup and utility trucks, some of these vehicles have an air bag sensing diagnostic module (sdm) which contains an anomaly that could result in the driver and passenger's air bag failing to deploy during certain frontal crashes.

Damage: In a vehicle crash, front seat occupants may receive more severe injuries.

Year: 2000

HONDA

Accord

AIR BAGS

Description: The supplemental restraint system (srs) electronic control unit can cause the air bag to deploy unexpectedly.

Damage: This type of unanticipated air bag deployment could result in abrasion to the hands, arms, or face of a properly-positioned front seat occupant, or could cause more serious injury to an out-of-position occupant.

Year: 1995

AIR BAGS:FRONTAL

Description: On certain passenger vehicles, a component in the inflator of some passenger air bag modules was not welded properly.

Damage: As a result, the affected air bags may not deploy correctly in a crash, increasing the risk of injury to a front seat passenger.

Year: 2000

AIR BAGS:FRONTAL

Description: On certain sedans, a tear in the fabric of the driver's front air bag occurred after apparent contact with the inside surface of the air bag cover during deployment.

Damage: A torn air bag may not offer the same level of protection, in the event of a crash, thereby increasing the risk of injury to the driver.

Year: 2005, 2004

Accord Hybrid

AIR BAGS:FRONTAL

Description: On certain passenger vehicles, on the frontal airbag system where the two external impact sensors is mounted, near the front headlights the front impact sensor bolts were not properly torqued.

Damage: If the bolts loosen or fall out, the sensor may fail to properly detect a crash, possibly resulting in delayed or non-deployment of the front airbag increasing the risk of injury.

Year: 2006

Civic

AIR BAGS:FRONTAL

Description: Vehicle description: Passenger vehicles. The front passenger air bag modules have been improperly assembled. The cloth flaps covering the folded air bag may have been tucked in too far.

Damage: This condition could prevent proper deployment of the air bag. In a crash, an improper air bag deployment could increase the risk of injury to a front seat passenger.

Year: 1998, 1997

AIR BAGS:FRONTAL

Description: On certain 2-door passenger vehicles, the front passenger occupant detection system (ods) contains a faulty electronic component. As a result, the ods will not function properly and will not suppress front passenger air bag deployment when the weight of an infant or small child is detected in the front passenger seat.

Damage: In certain circumstances, a deploying front passenger air bag can increase the risk of injury to an infant or small child.

Year: 2006

HONDA

Civic Del Sol

AIR BAGS:FRONTAL

Description: The passenger air bag was improperly installed. the retainer tabs used to secure the lower module to the upper housing were drilled incorrectly.

Damage: If the retainer tabs were drilled incorrectly, the tabs will not have sufficient strength allowing the module to separate from the housing during air bag deployment. the air bag would not inflate properly and a passenger would lose the benefits of a proper air bag deployment during a vehicle accident.

Year: 1994

Cr-v

AIR BAGS:FRONTAL

Description: On certain sport utility vehicles, the wire harness of the driver's front air bag was incorrectly wired.

Damage: In the event of a crash, the air bag inflation rate would be incorrect, which could increase the risk of injury to the driver.

Year: 2004, 2003, 2002

Insight

AIR BAGS:FRONTAL

Description: On certain passenger vehicles, some of the passenger air bag modules were not properly welded and may not deploy in a collision.

Damage: The seat occupant may not be properly protected in the event of a collision, increasing the risk of personal injury.

Year: 2001

Odyssey

AIR BAGS:FRONTAL:SENSOR/CONTROL MODULE

Description: The frontal air bag system has two external impact sensors. On certain mini vans,some sensors were insufficiently sealed during manufacturing. If water enters a sensor, corrosion can occur. Corroded sensors could short circuit internally. If sensors fail, the srs warning lamp on the instrument panel will turn on and remain illuminated.

Damage: Front impact sensor failure could cause a delay in, or loss of, frontal air bag deployment, which can increase the risk of injury in a frontal crash.

Year: 2005

Passport

AIR BAGS:FRONTAL

Description: Vehicle description: Certain sport utility vehicles were built with the inflators in the passenger side air bag modules having the wrong amount of generant.

Damage: In the event of a crash that would trigger a passenger air bag deployment, too much generant can cause the inflator module to explode. If the air bag module explodes, metal and plastic debris could cause severe injury to vehicle occupants.

Year: 2001

AIR BAGS:FRONTAL

Description: On certain sport utility vehicles, the passenger-side air bag inflator modules were manufactured and shipped without a necessary component known as a check valve pin.

Damage: in the event of a crash, the air bag will not inflate properly or sufficiently resulting in an increased risk of injury to the seat occupant.

Year: 2001

HUMMER

H3

AIR BAGS:FRONTAL

Description: Certain vehicles originally built with cloth seats that were equipped with an automatic air bag passenger sensing system and later reupholstered with aftermarket leather seat cover kits are involved. Testing has indicated that the aftermarket leather seat covers can cause the passenger sensing system to malfunction.

Damage: If the passenger sensing system malfunctions, the front air bag on the passenger side may be disabled when it should be enabled, or enabled when it should be disabled. In either case, in the event of a crash that requires air bag deployment, a front passenger's level of injury may be increased.

Year: 2006

HYUNDAI

Elantra

AIR BAGS:FRONTAL

Description: The driver's side air bag was improperly assembled and could cause the air bag warning light to illuminate from increased electrical resistance.

Damage: An increase in the electrical resistance might prevent the air bag from activating during a vehicle crash.

Year: 1995, 1994

AIR BAGS:SIDE/WINDOW

Description: Vehicle description: Passenger vehicles. The supplemental restraint system side air bag satellite sensors installed were improperly manufactured, causing the air bag warning light to illuminate and the side air bags to not deploy as intended in the event of a crash.

Damage: Non-deployment of the side air bags could increase the risk of injury during a crash where side air bag deployment is intended.

Year: 2001

AIR BAGS

Description: On certain vehicles, if the front passenger seat is unoccupied or is occupied by someone lighter than 56.4 pounds, the passenger air bag is deactivated and will not deploy if a crash occurs. However, the occupant classification sensor may incorrectly interpret that a seated adult is an infant seat and deactivate the passenger air bag if someone heavier than 56.4 pounds who is seated with one leg resting on the outboard or inboard edge of the seat; with legs spread; or positioned off-center toward the center console and with his or her arm leaning on the console.

Damage: In the event of a vehicle crash, the air bag may not deploy, possibly resulting in serious injury to the right front passenger.

Year: 2004

AIR BAGS

Description: Certain vehicles equipped with an advanced air bag system. The occupant classification system (ocs) installed in the right front seat of the vehicle may misclassify a child restraint seat (crs) as an adult. This may occur if the crs is installed after an adult has been seated in the right front seat. If there has not been a 'key on' ' key off' cycle with the right front passenger seat empty prior to installation of the crs.

Damage: The possibility of misclassification of a crs as an adult may allow the right front airbag or side impact airbag to deploy in a crash and could result in injury to the right front occupant.

Year: 2005, 2004

HYUNDAI

Santa fe

AIR BAGS:FRONTAL

Description: On certain sport utility vehicles equipped with an occupant classification system (ocs) the right front seat of the vehicle may misclassify certain small children seated on the front edge of the seat as an adult.

Damage: The possibility of misclassification of certain small children as an adult may allow the right front airbag to deploy in a frontal collision crash or the side impact airbag to deploy in a side collision crash; severe injury or death could occur.

Year: 2005

AIR BAGS

Description: On certain vehicles equipped with an occupant classification system (ocs) the right front seat of the vehicle may misclassify certain small children seated on the front edge of the seat as an adult.

Damage: The possibility of misclassification of certain small children as an adult may allow the right front airbag to deploy in a frontal collision crash or the side impact airbag to deploy in a side collision crash; severe injury or death could occur.

Year: 2005

Sonata

AIR BAGS

Description: Vehicle description: Passenger vehicles. The supplemental restraint system (srs) air bag warning light could illuminate due to motion of the side impact air bag wiring harness and side impact air bag wiring harness connector that mount to the adjustable seat cushion assembly. This condition only relates to the driver and/or passenger seat-mounted side impact air bag(s).

Damage: This condition could prevent seat mounted side impact air bag deployment during an accident where such deployment should occur. Non-deployment of the srs side impact air bags could increase the risk of injury during an accident where side impact air bag deployment is intended.

Year: 2001, 2000, 1999

AIR BAGS:SIDE/WINDOW

Description: On certain passenger vehicles, the supplemental restraint system (srs) side impact air bag satellite sensors may be too sensitive to some lateral accelerations that are not caused by side impacts to the vehicle, such as forcefully slamming a door closed.

Damage: Inadvertent deployment of a srs side impact air bag when a side impact crash has not occurred could increase the risk of injury to the seat occupant.

Year: 2002

HYUNDAI

Tucson

AIR BAGS:FRONTAL:DRIVER SIDE INFLATOR MODULE

Description: On certain vehicles, static air bag deployment testing conducted by nhtsa using fifth percentile female dummies indicated that a small stature adult driver not wearing a seat belt and involved in a frontal or near frontal crash, the deployment of the driver air bag may not occur.

Damage: This can cause increased risk of injury to the driver under certain crash conditions.

Year: 2007, 2006, 2005

AIR BAGS:FRONTAL:DRIVER SIDE INFLATOR MODULE

Description: On certain sport utility vehicles, during static air bag deployment testing conducted by nhtsa using fifth percentile female dummies indicated if a small statured adult driver, not wearing a seat belt, is involved in a frontal or near frontal crash, deployment of the driver air bag may result in an insufficient margin of compliance as measured by the test dummy used in the nhtsa test.

Damage: This can cause increased risk of injury to the driver under certain crash conditions.

Year: 2007, 2006, 2005

ISUZU

Impulse

AIR BAGS

Description: The steering wheel center hub can fracture during certain frontal and near frontal vehicle collisions.

Damage: Fracturing of the steering wheel hub can decrease thedriver's control of the vehicle and could reduce the crash protection of thesteering system and the driver's side air bag.

Year: 1992, 1991, 1990

Rodeo

AIR BAGS:FRONTAL

Description: Vehicle description: Certain sport utility vehicles were built with the inflators in the passenger side air bag modules having the wrong amount of generant.

Damage: In the event of a crash that would trigger a passenger air bag deployment, too much generant can cause the inflator module to explode. If the air bag module explodes, metal and plastic debris could cause severe injury to vehicle occupants.

Year: 2001, 2000

Stylus

AIR BAGS

Description: The steering wheel center hub can fracture during certain frontal and near frontal vehicle collisions.

Damage: Fracturing of the steering wheel hub can decrease thedriver's control of the vehicle and could reduce the crash protection of thesteering system and the driver's side air bag.

Year: 1992, 1991, 1990

ITASCA

Navion

SUSPENSION:REAR:SPRINGS:AIR SUSPENSION SYSTEM:SPRINGS/BAGS

Description: On certain motor homes equipped with optional rear suspension air bags, the upper mount can move and contact the tire.

Damage: This could damage the tire and cause vehicle instability which could result in a crash.

Year: 2006

JAGUAR

Xj

AIR BAGS:FRONTAL

Description: On certain passenger vehicles, the passenger air bag trim components have a poor aperture edge.

Damage: Should the air bag deploy, it could be cut, causing it to not inflate properly, which increases the risk of injury to the occupant in a crash.

Year: 2004

JEEP

Cherokee

AIR BAGS:FRONTAL:SENSOR/CONTROL MODULE

Description: Vehicle description: Sport utility vehicles. Water and/or road salt inthe proximity of the air bag control module could lead to corrosion.

Damage: Such corrosion can lead to illumination of the air bag warning light or could allow inadvertent deployment of the air bags.

Year: 1999, 1998, 1997

AIR BAGS:FRONTAL

Description: Certain of the driver's side air bag modules were assembled without an arming lever.

Damage: This condition will cause the air bag to not deploy in the event of a vehicle accident increasing the potential for personal injury.

Year: 1995

Grand cherokee

AIR BAGS:FRONTAL:DRIVER SIDE INFLATOR MODULE

Description: On certain sport utility vehicles, the inflator connector for the
driver's air bag may have been incorrectly assembled.

Damage: The air bag may not inflate properly which can increase the risk of injury in certain crash conditions.

Year: 2006

AIR BAGS:FRONTAL

Description: Vehicle description: Passenger and sport utility vehicles. The
passenger air bag inflator assembly contains an incorrect inflator charge amount.

Damage: This condition could increase the risk of a passenger occupant injury under certain accident conditions.

Year: 2000

AIR BAGS:FRONTAL:SENSOR/CONTROL MODULE

Description: The electrical circuit design allows the potential for an inadvertent air bag deployment upon vehicle ignition shut down.

Damage: Unexpected air bag deployment can result in occupant injury.

Year: 1997

AIR BAGS:FRONTAL

Description: On certain sport utility vehicles, the passenger air bag wiring harness was improperly manufactured.

Damage: This could cause improper air bag deployment in certain crash conditions.

Year: 2002

JEEP

Liberty

AIR BAGS:FRONTAL

Description: Vehicle description: Sport utility vehicles. In the event of a
severe frontal offset collision, sharp edges on the power steering pressure hose bracket could cut the front impact sensor wiring insulation causing a short circuit in the wiring.

Damage: This could delay the deployment of the air bag system, increasing the risk of injury to the seat occupant.

Year: 2002

Wrangler

AIR BAGS

Description: The air bag electronic control module (aecm) software contains an error which can delay the air bag deployment in certain crash situations.

Damage: Delayed deployment can cause increased injury to front seat vehicle occupants in a collision.

Year: 1997

AIR BAGS:FRONTAL:SENSOR/CONTROL MODULE

Description: The electrical circuit design allows the potential for an inadvertent air bag deployment upon vehicle ignition shut down.

Damage: Unexpected air bag deployment can result in occupant injury.

Year: 1997

KIA

Optima

AIR BAGS:FRONTAL

Description: Vehicle description: Passenger vehicles. The side air bag wire harness for the driver position could be mis-routed, which could result in it being pinched or cut by the seat cushion tilt mechanism.

Damage: Damage to the wire harness could result in the side air bag not
deploying in an accident.

Year: 2001

LAND ROVER

Discovery

AIR BAGS:FRONTAL

Description: Vehicle description: Passenger vehicles. As a result of chaffing of a cruise control wire, the steering wheel rotary coupler can overheat and inadvertently deploy the driver's air bag.

Damage: Deployment of the air bag restraint system without warning can cause a driver to lose vehicle control.

Year: 1998, 1997, 1996, 1995, 1994

Freelander

AIR BAGS

Description: Certain sport utility vehicles fail to comply with the requirements of federal motor vehicle safety standard no. 208, 'occupant crash protection.' the deflector panel contained in the passenger side air bag module may not have been built to specification.

Damage: Damage to the air bag may occur that could allow the release of a fragment of the deflector panel into the passenger compartment, injuring the seat occupant.

Year: 2005

Range rover

AIR BAGS:FRONTAL

Description: Vehicle description: Passenger vehicles. As a result of chaffing of a cruise control wire, the steering wheel rotary coupler can overheat and inadvertently deploy the driver's air bag.

Damage: Deployment of the air bag restraint system without warning can cause a driver to lose vehicle control.

Year: 1995

LEXUS

Es300

AIR BAGS:FRONTAL

Description: Vehicle description: Passenger vehicles equipped with a three-spoke style steering wheel. During air bag deployment, it is possible that the bottom seam of the front driver's side air bag module cover (horn pad) could be torn away allowing the bottom portion of the cover to completely detach from the air bag module.

Damage: If this should occur, there is a possibility that the detached bottom portion may strike the driver causing personal injury.

Year: 2002

Gs

AIR BAGS

Description: On certain vehicles, due to improper assembly of the air bag inflator, which is used in the side air bag, the curtain shield air bag, and the knee air bag assembly, some inflators were produced with an insufficient amount of the heating agents necessary for proper air bag deployment. In this condition, the expansion force of the gas may be insufficient to properly inflate the air bag when the srs system is activated during a
crash.

Damage: This may increase the risk of injury to the occupant in the involved
seating position in the event of a crash.

Year: 2006

Is

AIR BAGS

Description: On certain vehicles, due to improper assembly of the air bag inflator, which is used in the side air bag, the curtain shield air bag, and the knee air bag assembly, some inflators were produced with an insufficient amount of the heating agents necessary for proper air bag deployment. In this condition, the expansion force of the gas may be insufficient to properly inflate the air bag when the srs system is activated during a
crash.

Damage: This may increase the risk of injury to the occupant in the involved seating position in the event of a crash.

Year: 2006

Ls

AIR BAGS

Description: On certain vehicles, due to improper assembly of the air bag inflator, which is used in the side air bag, the curtain shield air bag, and the knee air bag assembly, some inflators were produced with an insufficient amount of the heating agents necessary for proper air bag deployment. In this condition, the expansion force of the gas may be insufficient to properly inflate the air bag when the srs system is activated during a
crash.

Damage: This may increase the risk of injury to the occupant in the involved seating position in the event of a crash.

Year: 2006, 2005, 2004

LINCOLN

Continental

AIR BAGS:FRONTAL

Description: On certain passenger vehicles, the driver and/or passenger side air bag could deploy as a result of underbody impacts near the sensors, such as those occurring from pieces of gravel or debris thrown from the wheels while the vehicle is being operated at moderate to high speed or being accelerated.

Damage: Year: 2000, 1999

AIR BAGS:FRONTAL

Description: Threaded inflator components may have been damaged during assembly which may allow components to separate when inflator receives a signal to deploy the air bag.

Damage: Inflator component separation allows hot combustion gases to escape into the passenger compartment which could result in injuries to vehicle occupants.

Year: 1990

Town car

AIR BAGS:FRONTAL:SENSOR/CONTROL MODULE

Description: Vehicle description: Minivans and passenger vehicles. A restraint control module (rcm) or a side or front crash sensor may have been assembled with one or more of the screws that mount the circuit board in the housing missing. If some or all of the screws are missing, the performance of the occupant restrains could be affected.

Damage: In some cases, less than the intended level of protection in the event of a crash.

Year: 2001

AIR BAGS:FRONTAL

Description: Two bolts that attach the driver air bag to the steering wheel were not installed during vehicle assembly.

Damage: In the event of a frontal collision, the air bag module would stay in position during deployment. However, the module could leave the steering wheel cavity following air bag deployment.

Year: 1997

AIR BAGS:FRONTAL

Description: The passenger side air bag has an inflator body that cracked during forming of the curl that retains the igniter plug in the end of the inflator. also the igniter end cap can separate from the inflator.

Damage: The passenger side air bag may not inflate properly resulting in reduced occupant protection in a vehicle accident. if the igniter end cap separates in a frontal collision, hot gases can be released and ignite flammable material or cause burn injuries.

Year: 1995

AIR BAGS:FRONTAL:DRIVER SIDE INFLATOR MODULE

Description: Equipment description: Passenger vehicles that have had the driver's air bag module replaced after april 5, 2000. The replacement driver's air bag module inflator may have insufficient welds that could prevent proper inflation of the air bag.

Damage: in the event of a crash, the driver's air bag may not properly deploy which could potentially result in less than the intended level of occupant protection.

Year: 1997, 1996, 1995

LOTUS

Esprit

AIR BAGS

Description: Equipment description: Model year 1997 through 2001 lotus esprit vehicles built between september 1, 1995, and march 31, 2001. A replacement passenger seat belt assembly could have been installed in certain vehicles that do not comply with federal motor vehicle safety standard no. 208, “occupant crash protection.” these seat belt assemblies were manufactured without a lap portion that is lockable so as to secure a child safety seat.

Damage: If an incorrect belt was installed, the seat belt will not be capable of securing a child seat, which could result in death or serious injury to the seat occupant.

Year: 2001, 2000, 1999, 1998, 1997

Esprit

AIR BAGS

Description: Air bag and seat belt system warning labels are missing from the sun visor. This does not comply with fmvss no. 108, “occupant crash protection.”

Damage: The vehicle occupant may not properly understand the operation of the air bag system and the need to use seat belts.

Year: 1997, 1995

MAZDA

626

AIR BAGS:FRONTAL

Description: The passenger side air bag has an inflator body that cracked during forming of the curl that retains the igniter plug in the end of the inflator. also, the igniter end cap can separate from the inflator.

Damage: The passenger side air bag may not inflate properly resulting in reduced occupant protection in a vehicle accident. if the igniter end cap separates in a frontal collision, hot gases can be released and ignite flammable material or cause burn injuries.

Year: 1995

Mazda3

AIR BAGS:FRONTAL:SENSOR/CONTROL MODULE

Description: On certain passenger vehicles, a crack in the air bag crash zone sensor housing can allow water to enter the sensor, causing a short circuit and illuminating the air bag warning light.

Damage: If this problem exists, the air will not deploy as designed in certain types of frontal crashes, increasing the risk of death or serious injury to the driver and front seat passenger.

Year: 2004

Mazda3

AIR BAGS:FRONTAL:SENSOR/CONTROL MODULE

Description: On two passenger vehicles, a crack in the solder connection attaching the acceleration sensor in the sas unit made contact with the base plate, damaging the solder connection.

Damage: The airbag may not deploy when the vehicle is involved in a frontal
crash and it can cause serious injuries.

Year: 2005

Miata

AIR BAGS

Description: Vehicle description: Passenger vehicles equipped with the sas sensor unit. These vehicles can experience air bag deployments in minor undercarriage impacts.

Damage: Unexpected air bag deployment can result in occupant injury.

Year: 1995

Mpv

AIR BAGS:FRONTAL

Description: On certain passenger vehicles, some of the passenger air bag modules were not properly welded and may not deploy in a collision.

Damage: The seat occupant may not be properly protected in the event of a collision, increasing the risk of personal injury.

Year: 2001

MAZDA

Mpv

AIR BAGS:FRONTAL

Description: As a result of an ncap test, certain minivans fail to comply with the requirements of federal motor vehicle safety standard no. 208, occupant crash protection. the front passenger seat air bag was not correctly wiring.

Damage: In the event of a crash, the air bag will not provide adequate protection.

Year: 2004

Protege

AIR BAGS

Description: The tie down hooks can cause undercarriage impacts that can result in unnecessary air bag deployments.

Damage: Inadvertent air bag deployment can cause injury to the occupants and increase the potential for a vehicle accident.

Year: 1995

Rx7

AIR BAGS:FRONTAL

Description: Threaded inflator components may have been damaged during assembly which may allow components to separate when inflator receives a signal to deploy the air bag.

Damage: Inflator component separation allows hot combustion gases to escape into the passenger compartment which could result in injuries to vehicle occupants.

Year: 1990

Rx8

AIR BAGS:FRONTAL

Description: As a result of an ncap test, certain passenger vehicles are being recalled for improperly wired front passenger seat air bags.

Damage: The air bag will not provide adequate protection when the vehicle is involved in a frontal crash.

Year: 2004

MERCEDES BENZ

C class

AIR BAGS

Description: Certain passenger vehicles equipped with sport model steering wheels fail to comply with the requirements of federal motor vehicle safety standard no. 208, “occupant crash protection.” in certain low risk air bag deployment tests conducted by nhtsa, using an out-of-position unbelted 5th percentile female crash test dummy, irregularities were demonstrated indicating that occupants may not be properly protected in a crash.

Damage: In the event of a crash, an occupant may not be properly restrained which could result in injuries.

Year: 2006, 2005

E class

AIR BAGS:SIDE/WINDOW

Description: Vehicle description: Passenger vehicles. Some of these vehicles have experienced side air bag deployments in the absence of a crash.

Damage: Inadvertent side air bag deployment could cause personal injury to the seat occupant.

Year: 1997

AIR BAGS:SIDE/WINDOW

Description: This is not a safety recall in accordance with the safety act. However, it is deemed a safety improvement campaign by the agency. Vehicle description: 2000 slk and e-class vehicles. Side air bag deployments have occurred when the vehicle is left parked in high temperatures during warmer months.

Damage: Year: 2000

AIR BAGS:FRONTAL

Description: Vehicle description: Passenger vehicles. A wrong clamp may have been installed on the window air bag units.

Damage: The window air bag may not fully deploy in a side-impact collision, increasing the risk of injury to the vehicle occupant.

Year: 1999

AIR BAGS:SIDE/WINDOW

Description: Vehicle description: Passenger vehicles. A wrong clamp may have been installed on the window air bag units.

Damage: The window air bag may not fully deploy in a side-impact collision, increasing the risk of injury to the vehicle occupant.

Year: 1999

Sl class

AIR BAGS:FRONTAL

Description: Vehicle description: Passenger vehicles. Corrosion of the electrical ignition filament of the air bag gas generator module can occur if the vehicle is operated in areas of frequently high humidity.

Damage: Corrosion of the ignition filament can result in the driver’s air bag being deployed unintentionally.

Year: 1997

MERCEDES BENZ

Sl320

AIR BAGS:FRONTAL

Description: Vehicle description: Passenger vehicles. Corrosion of the electrical ignition filament of the air bag gas generator module can occur if the vehicle is operated in areas of frequently high humidity.

Damage: Corrosion of the ignition filament can result in the driver's air bag being deployed unintentionally.

Year: 1997

Sl500

AIR BAGS:FRONTAL

Description: Vehicle description: Passenger vehicles. Corrosion of the electrical ignition filament of the air bag gas generator module can occur if the vehicle is operated in areas of frequently high humidity.

Damage: Corrosion of the ignition filament can result in the driver's air bag being deployed unintentionally.

Year: 1997

Sl600

AIR BAGS:FRONTAL

Description: Vehicle description: Passenger vehicles. Corrosion of the electrical ignition filament of the air bag gas generator module can occur if the vehicle is operated in areas of frequently high humidity.

Damage: Corrosion of the ignition filament can result in the driver's air bag being deployed unintentionally.

Year: 1997

Slk

AIR BAGS:SIDE/WINDOW

Description: This is not a safety recall in accordance with the safety act. However, it is deemed a safety improvement campaign by the agency. Vehicle description: 2000 slk and e-class vehicles. Side air bag deployments have occurred when the vehicle is left parked in high temperatures during warmer months.

Damage: Year: 2000

MERCURY

Capri

AIR BAGS

Description: The air bag modules do not meet the ford specifications for high ambient temperature performance.

Damage: At high ambient interior vehicle temperatures above140 degrees, the air bag may tear and malfunction upon deployment.

Year: 1992, 1991

Grand marquis

AIR BAGS:FRONTAL

Description: Vehicle description: Passenger vehicles. These vehicles may have been built with lower than the intended level of torque on the bolts that attach the air bag electronic crash sensor module to the vehicle.

Damage: A loose module could result in a delayed air bag deployment in the event of a vehicle crash.

Year: 2000

AIR BAGS:FRONTAL

Description: The passenger side air bag has an inflator body that cracked during forming of the curl that retains the igniter plug in the end of the inflator. also the igniter end cap can separate from the inflator.

Damage: The passenger side air bag may not inflate properly resulting in reduced occupant protection in a vehicle accident. if the igniter end cap separates in a frontal collision, hot gases can be released and ignite flammable material or cause burn injuries.

Year: 1995

AIR BAGS:FRONTAL:SENSOR/CONTROL MODULE

Description: Vehicle description: Minivans and passenger vehicles. A restraint control module (rcm) or a side or front crash sensor may have been assembled with one or more of the screws that mount the circuit board in the housing missing. If some or all of the screws are missing, the performance of the occupant restrains could be affected.

Damage: In some cases, less than the intended level of protection in the event of a crash.

Year: 2001

AIR BAGS:FRONTAL

Description: Threaded inflator components may have been damaged during assembly which may allow components to separate when inflator receives a signal to deploy the air bag.

Damage: Inflator component separation allows hot combustion gases to escape into the passenger compartment which could result in injuries to vehicle occupants.

Year: 1991, 1990

MERCURY

Mystique

AIR BAGS:FRONTAL:SENSOR/CONTROL MODULE

Description: Vehicle description: Passenger vehicles. The air bag sensor wiring pigtail insulation can become brittle and crack over time due to accumulation of water in the pigtail protective convolute in combination with high underhood temperatures related to the routing of the wiring pigtail near the radiator. This can result in environmental stress cracking of the insulation.

Damage: In some cases, the air bag warning light can illuminate and the air bag supplemental restraint system disabled.

Year: 1998

AIR BAGS:FRONTAL

Description: The passenger side air bag has an inflator body that cracked during forming of the curl that retains the igniter plug in the end of the inflator. also the igniter end cap can separate from the inflator.

Damage: The passenger side air bag may not inflate properly resulting in reduced occupant protection in a vehicle accident. if the igniter end cap separates in a frontal collision, hot gases can be released and ignite flammable material or cause burn injuries.

Year: 1995

Sable

AIR BAGS:FRONTAL

Description: Threaded inflator components may have been damaged during assembly which may allow components to separate when inflator receives a signal to deploy the air bag.

Damage: Inflator component separation allows hot combustion gases to escape into the passenger compartment which could result in injuries to vehicle occupants.

Year: 1990

Topaz

AIR BAGS:FRONTAL

Description: Threaded inflator components may have been damaged during assembly which may allow components to separate when inflator receives a signal to deploy the air bag.

Damage: Inflator component separation allows hot combustion gases to escape into the passenger compartment which could result in injuries to vehicle occupants.

Year: 1990

Tracer

AIR BAGS:FRONTAL:SENSOR/CONTROL MODULE

Description: On certain passenger vehicles, the integrated air bag monitor (iabm) can be contaminated with water or other liquids and could experience internal electrical shorting.

Damage: This may, in turn, cause the air bag readiness light to illuminate and
in very rare occurrences, air bag deployment, melted wiring, or fire may occur.

Year: 1997

AIR BAGS:FRONTAL

Description: The driver side air bag module can have an inadequately welded inflator canister.

Damage: In the event of a collision, the weld seam can separate, causing the air bag to fail to deploy properly and hot gases to be expelled from the back of the steering wheel. this can result in an increased risk of personal injury from the hot gases and the air bag failure.

Year: 1995, 1994

MITSUBISHI CARIBBEAN

Mirage

AIR BAGS

Description: Vehicle description: Passenger vehicles. Mitsubishi caribbean had replaced the original factory installed mounting bracket bolts of both driver and passenger air bags with aluminum rivets. After air bag deployment, the rivets can loosen or break, causing partial or total displacement of the air bag modules.

Damage: The air bag module could separate from the steering wheel after an air bag activation, increasing the risk of personal injury to the seat occupant.

Year: 1999, 1998

NISSAN

Altima

AIR BAGS:FRONTAL:DRIVER SIDE INFLATOR MODULE

Description: On certain vehicles, the electrical connector for the driver air bag may come loose. If the connector comes loose, the supplemental air bag warning light flashes intermittently.

Damage: The driver side air bag will not deploy in the event of a crash,
increasing the risk of personal injury.

Year: 2002

Maxima

AIR BAGS:FRONTAL

Description: In some underbody impacts the airbag sensor activates and sends a signal to the airbag, located in the center of the steering wheel, causing the driver's side airbag to inflate.

Damage: Airbag inflation may occur when it is not needed to protect the driver and may result in minor injuries to the driver from the inflating airbag.

Year: 1993, 1992

Xterra

AIR BAGS:FRONTAL:DRIVER SIDE INFLATOR MODULE

Description: On certain vehicles, the electrical connector for the driver air bag may come loose. If the connector comes loose, the supplemental air bag warning light flashes intermittently.

Damage: The driver side air bag will not deploy in the event of a crash,
increasing the risk of personal injury.

Year: 2002

OLDSMOBILE

Achieva

AIR BAGS:FRONTAL

Description: During deployment of the passenger air bag, the air bag fabric can snag on a reinforcement inside the instrument panel, causing the expanding air bag to lift the instrument panel pad and then deploy under the instrument panel instead of through the door in the instrument panel.

Damage: In a crash, the front seat passenger could receive more severe injuries if he or she contacts a broken reinforcement or if the snagging affects the deployment of the air bag.

Year: 1996

Aurora

AIR BAGS:FRONTAL

Description: Certain passenger, mini vans, and sport utility vehicles have an air bag inflator on the driver's side that could fracture at a weld during a deployment.

Damage: Pieces of the inflator could strike and injure vehicle occupants and the air bag cushion would not inflate fully, reducing the capability of the bag to protect the driver.

Year: 2003, 2002

Bravada

AIR BAGS:FRONTAL

Description: Certain passenger, mini vans, and sport utility vehicles have an air bag inflator on the driver's side that could fracture at a weld during a deployment.

Damage: Pieces of the inflator could strike and injure vehicle occupants and the air bag cushion would not inflate fully, reducing the capability of the bag to protect the driver.

Year: 2003, 2002

Cutlass supreme

AIR BAGS:FRONTAL

Description: Vehicle description: Passenger vehicles. Corrosion of the air bag inflator's internal wiring, which can occur over time, could cause the inadvertent deployment of the driver's air bag. This deployment could occur during vehicle start-up, while the vehicle is parked or idling, or while in operation.

Damage: If the consumer is too close to an inflating air bag, serious injuries could occur.

Year: 1996, 1995

OLDSMOBILE

Silhouette

AIR BAGS:FRONTAL

Description: On certain passenger, sport utility vehicles and mini vans, some of these vehicles have a passenger air bag that was manufactured without a check valve pin. An air bag without the check valve pin could produce increased pressure at the onset of the air bag deployment and reduced pressure afterward.

Damage: This could increase the severity of injury to a person who was not properly restrained and who was close to the passenger air bag at the time of deployment. It could also reduce the ability of the air bag to protect a restrained front seat passenger.

Year: 2001

AIR BAGS:FRONTAL

Description: Certain passenger, mini vans, and sport utility vehicles have an air bag inflator on the driver's side that could fracture at a weld during a deployment.

Damage: Pieces of the inflator could strike and injure vehicle occupants and the air bag cushion would not inflate fully, reducing the capability of the bag to protect the driver.

Year: 2003, 2002

PLYMOUTH

Acclaim

AIR BAGS:FRONTAL:SENSOR/CONTROL MODULE

Description: The two air bag system front impact sensors may not be secured to their mounting brackets.

Damage: Air bag will not deploy in a frontal collision if the-front impact
sensors are not attached.

Year: 1991

Grand voyager

AIR BAGS

Description: Vehicle description: Mini vans. The wiring that initiates the driver and/or passenger air bag could electrically short circuit to ground. A short circuit to ground that exists immediately after turning the ignition key to the “on” or “start” position can cause the air bag(s) to inadvertently deploy.

Damage: Inadvertent air bag deployment can injure a front seat occupant.

Year: 1995, 1994, 1993

AIR BAGS:FRONTAL

Description: On certain mini vans, the clockspring assembly may have been wound incorrectly during the vehicle assembly process.

Damage: This condition will manifest itself through illumination of the air bag warning lamp, and could eventually result in a driver’s air bag open circuit, if the part is not replaced in a reasonable amount of time.

Year: 1998, 1997, 1996

Neon

AIR BAGS:FRONTAL:SENSOR/CONTROL MODULE

Description: The electrical circuit design allows the potential for an inadvertent air bag deployment upon vehicle ignition shut down.

Damage: Unexpected air bag deployment can result in occupant injury.

Year: 1997

AIR BAGS:FRONTAL

Description: Vehicle description: Passenger vehicles. Some frontal (passenger side) air bags may not inflate properly.

Damage: In the event of a crash, the passenger may not be adequately restrained, increasing the risk of personal injury.

Year: 2000

PLYMOUTH

Voyager

AIR BAGS

Description: Vehicle description: Mini vans. The wiring that initiates the driver and/or passenger air bag could electrically short circuit to ground. A short circuit to ground that exists immediately after turning the ignition key to the “on” or “start” position can cause the air bag(s) to inadvertently deploy.

Damage: Inadvertent air bag deployment can injure a front seat occupant.

Year: 1995, 1994, 1993

AIR BAGS:FRONTAL

Description: On certain mini vans, the clockspring assembly may have been wound incorrectly during the vehicle assembly process.

Damage: This condition will manifest itself through illumination of the air bag warning lamp, and could eventually result in a driver’s air bag open circuit, if the part is not replaced in a reasonable amount of time.

Year: 1998, 1997, 1996

PONTIAC

Aztec

AIR BAGS:FRONTAL

Description: Vehicle description: Passenger, sport utility vehicles and minivans. The passenger air bag inflator modules were built without the correct amount of generant, which produces the gas that fills the air bag. Some were built with a double load of generant and some were built without generant.

Damage: In the event of a crash that would trigger a passenger air bag
deployment, a double load of generant can cause the inflator module to explode. If the air bag module explodes, metal and plastic debris could cause severe injury to vehicle occupant. A module with no generant would not inflate the air bag, and the occupants could receive more severe injuries.

Year: 2001

Aztek

AIR BAGS:FRONTAL

Description: On certain passenger, sport utility vehicles and mini vans, some of these vehicles have a passenger air bag that was manufactured without a check valve pin. An air bag without the check valve pin could produce increased pressure at the onset of the air bag deployment and reduced pressure afterward.

Damage: This could increase the severity of injury to a person who was not properly restrained and who was close to the passenger air bag at the time of deployment. It could also reduce the ab8ility of the air bag to protect a restrained front seat passenger.

Year: 2001

Bonneville

AIR BAGS:FRONTAL

Description: Certain passenger, mini vans, and sport utility vehicles have an air bag inflator on the driver's side that could fracture at a weld during a deployment.

Damage: Pieces of the inflator could strike and injure vehicle occupants and the air bag cushion would not inflate fully, reducing the capability of the bag to protect the driver.

Year: 2003, 2002

G6

AIR BAGS:FRONTAL

Description: Certain vehicles originally built with cloth seats that were equipped with an automatic air bag passenger sensing system and later reupholstered with aftermarket leather seat cover kits are involved. Testing has indicated that the aftermarket leather seat covers can cause the passenger sensing system to malfunction.

Damage: If the passenger sensing system malfunctions, the front air bag on the passenger side may be disabled when it should be enabled, or enabled when it should be disabled. In either case, in the event of a crash that requires air bag deployment, a front passenger's level of injury may be increased.

Year: 2006

PONTIAC

G6 (continued)

AIR BAGS:FRONTAL:SENSOR/CONTROL MODULE

Description: Certain passenger vehicles fail to conform to the requirements of federal motor vehicle safety standard no. 208, 'occupant crash protection.' the right front passenger seats in these vehicles are built with a passenger air bag sensing system. When tested with a representative, unrestrained six year old child, the system is required to turn off the right front passenger's airbag. Interference during system calibration caused the seats to be out of specification.

Damage: This can increase the risk of injury to a child seat occupant during certain crash conditions.

Year: 2007

Grand prix

AIR BAGS:FRONTAL

Description: Vehicle description: Passenger vehicles. The passenger side air bag modules have an undersized inflator orifice.

Damage: In the event of a crash that would trigger a passenger side air bag deployment, this undersized orifice can cause the inflator module to explode. If an air bag inflator module explodes, metal and/or plastic debris could cause severe injury to the vehicle occupant.

Year: 2000

AIR BAGS:FRONTAL

Description: On certain passenger vehicles and mini vans, the driver's air bag inflator modules could produce excessive internal pressure. In the event of a crash that would trigger a driver's air bag deployment, the increased internal pressure can cause the inflator module to explode.

Damage: Metal and plastic debris could cause severe injury to vehicle occupants.

Year: 1999

AIR BAGS:FRONTAL

Description: Vehicle description: Passenger, sport utility vehicles and minivans. The passenger air bag inflator modules were built without the correct amount of generant, which produces the gas that fills the air bag. Some were built with a double load of generant and some were built without generant.

Damage: In the event of a crash that would trigger a passenger air bag deployment, a double load of generant can cause the inflator module to explode. If the air bag module explodes, metal and plastic debris could cause severe injury to vehicle occupant. A module with no generant would not inflate the air bag, and the occupants could receive more severe injuries.

Year: 2001

AIR BAGS:FRONTAL

Description: On certain passenger, sport utility vehicles and mini vans, some of these vehicles have a passenger air bag that was manufactured without a check valve pin. An air bag without the check valve pin could produce increased pressure at the onset of the air bag deployment and reduced pressure afterward.

Damage: This could increase the severity of injury to a person who was not properly restrained and who was close to the passenger air bag at the time of deployment. It could also reduce the ability of the air bag to protect a restrained front seat passenger.

Year: 2001

PONTIAC

Montana

AIR BAGS:FRONTAL

Description: On certain passenger, sport utility vehicles and mini vans, some of these vehicles have a passenger air bag that was manufactured without a check valve pin. An air bag without the check valve pin could produce increased pressure at the onset of the air bag deployment and reduced pressure afterward.

Damage: This could increase the severity of injury to a person who was not properly restrained and who was close to the passenger air bag at the time of deployment. It could also reduce the ab8ility of the air bag to protect a restrained front seat passenger.

Year: 2001

AIR BAGS:FRONTAL

Description: Certain vehicles originally built with cloth seats that were equipped with an automatic air bag passenger sensing system and later reupholstered with aftermarket leather seat cover kits are involved. Testing has indicated that the aftermarket leather seat covers can cause the passenger sensing system to malfunction.

Damage: If the passenger sensing system malfunctions, the front air bag on the passenger side may be disabled when it should be enabled, or enabled when it should be disabled. In either case, in the event of a crash that requires air bag deployment, a front passenger's level of injury may be increased.

Year: 2005

AIR BAGS:FRONTAL

Description: On certain passenger vehicles and mini vans, the driver's air bag inflator modules could produce excessive internal pressure. In the event of a crash that would trigger a driver's air bag deployment, the increased internal pressure can cause the inflator module to explode.

Damage: Metal and plastic debris could cause severe injury to vehicle occupants.

Year: 1999

AIR BAGS:FRONTAL:DRIVER SIDE INFLATOR MODULE

Description: On certain mini vans, passenger and sport utility vehicles, some of these vehicles have a driver's side air bag that may not deploy as designed. In addition, the air bag inflator could rupture.

Damage: This could result in reduced capability of the air bag to protect the driver. Also if the air bag inflator ruptured, pieces of the inflator could strike and injure the vehicle occupants.

Year: 2003

AIR BAGS:FRONTAL

Description: Vehicle description: Passenger, sport utility vehicles and minivans. The passenger air bag inflator modules were built without the correct amount of generant, which produces the gas that fills the air bag. Some were built with a double load of generant and some were built without generant.

Damage: In the event of a crash that would trigger a passenger air bag deployment, a double load of generant can cause the inflator module to explode. If the air bag module explodes, metal and plastic debris could cause severe injury to vehicle occupant. A module with no generant would not inflate the air bag, and the occupants could receive more severe injuries.

Year: 2001

PONTIAC

Montana (continued)

AIR BAGS:FRONTAL

Description: Certain passenger, mini vans, and sport utility vehicles have an air bag inflator on the driver's side that could fracture at a weld during a deployment.

Damage: Pieces of the inflator could strike and injure vehicle occupants and the air bag cushion would not inflate fully, reducing the capability of the bag to protect the driver.

Year: 2003, 2002

Sunfire

AIR BAGS

Description: Vehicle description: Passenger vehicles. Because of certain calibrations in the air bag's sensing and diagnostic module, an inadvertent air bag deployment could occur in a low speed crash or when an object strikes the floor pan.

Damage: Air bags deploy with great force and can seriously injure unrestrained occupants who are too close to them.

Year: 1997, 1996

Torrent

AIR BAGS:FRONTAL:SENSOR/CONTROL MODULE

Description: Certain sport utility vehicles fail to conform to the requirements of federal motor vehicle safety standard no. 208, "occupant crash protection." in these vehicles, the right front passenger seat is built with a passenger sensing system. When tested with a representative unrestrained small adult, the system is required to turn the right front passenger's frontal airbag on. An error in the seat sensor calibration can cause it to fail this test. In addition, this condition can prevent the airbag from turning off when the seat is occupied by a small child.

Damage: Whenever the front passenger seat is occupied, the driver should always check the airbag indicator to see if the airbag is on or off. If it is not correct for the situation, the passenger should be moved to a different seat. This can increase the risk of injury to a seat occupant during certain crash conditions.

Year: 2007

Trans Sport

AIR BAGS:FRONTAL

Description: On certain passenger vehicles and mini vans, the driver's air bag inflator modules could produce excessive internal pressure. In the event of a crash that would trigger a driver's air bag deployment, the increased internal pressure can cause the inflator module to explode.

Damage: Metal and plastic debris could cause severe injury to vehicle occupants.

Year: 1999

PORSCHE

911

AIR BAGS:ON-OFF SWITCH ASSEMBLY

Description: Equipment description: Child seating system air bag deactivation kit for use on 1997-1998 911 carrera s, carrera 4, carrera 4s, and turbo (1997 model only), part no. 993 803 283 00, and 1997-1998 boxster model vehicles, part nos. 996 803 283 00 and 996 803 083 00. Due to a manufacturing problem, the contact buckle (which is part of the kit) does not deactivate the air bag(s).

Damage: In the event of a crash, this results in the deployment of the air
bag(s) which could result in severe injury or death to the child seat occupant.

Year: 1998, 1997

AIR BAGS:FRONTAL

Description: Vehicle description: Passsenger vehicles. Inadvertent deployment of the air bag can occur.

Damage: Deployment of the air bag without warning could cause a driver to lose vehicle control increasing the risk of a vehicle crash and personal injury.

Year: 1996

Boxster

AIR BAGS:ON-OFF SWITCH ASSEMBLY

Description: Equipment description: Child seating system air bag deactivation kit for use on 1997-1998 911 carrera s, carrera 4, arrera 4s, and turbo (1997 model only), part no. 993 803 283 00, and 1997-1998 boxster model vehicles, part nos. 996 803 283 00 and 996 803 083 00. Due to a manufacturing problem, the contact buckle (which is part of the kit) does not deactivate the air bag(s).

Damage: In the event of a crash, this results in the deployment of the air
bag(s) which could result in severe injury or death to the child seat occupant.

Year: 1998, 1997

Carrera

AIR BAGS:FRONTAL

Description: Vehicle description: Passsenger vehicles. Inadvertent deployment of the air bag can occur.

Damage: Deployment of the air bag without warning could cause a driver to lose vehicle control increasing the risk of a vehicle crash and personal injury.

Year: 1996

AIR BAGS:ON-OFF SWITCH ASSEMBLY

Description: Equipment description: Child seating system air bag deactivation kit for use on 1997-1998 911 carrera s, carrera 4, carrera 4s, and turbo (1997 model only), part no. 993 803 283 00, and 1997-1998 boxster model vehicles, part nos. 996 803 283 00 and 996 803 083 00. Due to a manufacturing problem, the contact buckle (which is part of the kit) does not deactivate the air bag(s).

Damage: In the event of a crash, this results in the deployment of the air
bag(s) which could result in severe injury or death to the child seat occupant.

Year: 1998, 1997

QAG

Mangusta

AIR BAGS

Description: Vehicles equipped with visteon air bag control modules. These modules were produced with an incorrect deployment calibration setting.

Damage: In the event of a crash, improper air bag deployment could result, increasing the risk of injury or death.

Year: 2001, 2000

ROUSHPP FORD

Mustang gt

AIR BAGS:FRONTAL:SENSOR/CONTROL MODULE

Description: On certain altered passenger vehicles equipped with roush leather seat packages, the occupant classification system (ocs) sensor system can intermittently deactivate the passenger air bag and illuminate the dash display showing “passenger airbag deactivated” while the vehicle is operating.

Damage: In certain crash conditions, the passenger’s air bag may not deploy, increasing the risk of injury to a seat occupant.

Year: 2005

SAAB

9/3/2007 & 9/5/2007

AIR BAGS

Description: Vehicle description: Certain passenger vehicles fail to comply with requirements of fmvss no. 208, “occupant crash protection.” the air bag alert labels may not be permanently affixed as required by this standard.

Damage: These vehicles do not comply with the requirements.

Year: 2001, 2000

900

AIR BAGS

Description: On certain passenger vehicles, the air bag electronic control unit (ecu) is designed to sense and discriminate frontal impact events, command air bag and seat belt pretensioner deployments in a timely manner, and perform continuous diagnostics of the air bag system in the vehicle. Due to the possible insufficient sealing of the bottom of an electrolyte capacitor, it is possible for it to leak electrolyte within the air bag ecu. Also, in high humidity environments, the operation of the vehicle air conditioner can cause rapid cooling of the ecu, which in turn may cause the formation of condensation with the unit.

Damage: If this moisture comes into contact with the electrolyte from the
capacitor, it forms a highly conductive material that could create an electrical short circuit. This electrical short could trigger the air bags and seat belt pretensioners.

Year: 1995

AIR BAGS:FRONTAL

Description: Vehicle description: Passenger vehicles. Static electricity can build up within the passenger-side air bag module and create enough of a charge to cause an inadvertent air bag deployment. Most of these inadvertent deployments have occurred in cooler, dry weather, and have generally included dusting or wiping of the dashboard, starting the car, or closing the door.

Damage: Unexpected air bag deployment can result in occupant injury.

Year: 1998

9000

AIR BAGS:FRONTAL:SENSOR/CONTROL MODULE

Description: Vehicle description: Passenger vehicles. Moisture can enter the air bag inflatable restraint electronic control module (ecm) and cause corrosion on portions of the ecm printer circuit boards.

Damage: This corrosion can possibly create open connections in circuits which control the restraint deployment, possibly causing inadvertent air bag deployment.

Year: 1994, 1993, 1992

SATURN

L-series

AIR BAGS:FRONTAL

Description: On certain passenger, sport utility vehicles and mini vans, some of these vehicles have a passenger air bag that was manufactured without a check valve pin. An air bag without the check valve pin could produce increased pressure at the onset of the air bag deployment and reduced pressure afterward.

Damage: This could increase the severity of injury to a person who was not properly restrained and who was close to the passenger air bag at the time of deployment. It could also reduce the ab8ility of the air bag to protect a restrained front seat passenger.

Year: 2001

AIR BAGS:FRONTAL

Description: Vehicle description: Passenger, sport utility vehicles and minivans. The passenger air bag inflator modules were built without the correct amount of generant, which produces the gas that fills the air bag. Some were built with a double load of generant and some were built without generant.

Damage: In the event of a crash that would trigger a passenger air bag
deployment, a double load of generant can cause the inflator module to explode. If the air bag module explodes, metal and plastic debris could cause severe injury to vehicle occupant. A module with no generant would not inflate the air bag, and the occupants could receive more severe injuries.

Year: 2001

L-series

AIR BAGS:SIDE/WINDOW

Description: Vehicle description: Passenger vehicles equipped with a side impact air bag system. The air bag system has a lower side impact safing sensor threshold than specified. Because of this reduced threshold, there could be an inadvertent deployment of the side head curtain air bag with severe slamming of the door.

Damage: This could cause injury to an occupant.

Year: 2001

Outlook

AIR BAGS:FRONTAL:SENSOR/CONTROL MODULE

Description: On certain vehicles, the sensing and diagnostic module (sdm), which controls the function of front air bags, may not operate properly. As a result, the front air bags may fail to deploy in a frontal crash. Also, the air bag warning lamp on the instrument panel may fail to provide warning that the system is inoperative.

Damage: In the event of a crash, this condition could increase the risk of
injury to occupants in the front seat.

Year: 2007

SPRINTER

2500

AIR BAGS:FRONTAL:SENSOR/CONTROL MODULE

Description: On certain vans, a capacitor within the electronic control unit for the air bag can crack and the air bag may not activate as designed. This condition is signaled to the driver by the srs-warning lamp.

Damage: The air bag may not deploy correctly in a crash, increasing the risk of injury to a seat occupant.

Year: 2003

3500

AIR BAGS:FRONTAL:SENSOR/CONTROL MODULE

Description: On certain vans, a capacitor within the electronic control unit for the air bag can crack and the air bag may not activate as designed. This condition is signaled to the driver by the srs-warning lamp.

Damage: The air bag may not deploy correctly in a crash, increasing the risk of injury to a seat occupant.

Year: 2003

SUBARU

Forester

AIR BAGS:FRONTAL

Description: On certain vehicles, the wiring harness for the air bag occupant detection system in the front passenger seat may have been pinched during production. Pinching of the wiring harness between the floor crossmember and the seat mounting bracket could result in a short circuit.

Damage: The passenger's front air bag could become disabled and may not deploy in the event of a crash increasing the risk of injury to the seat occupant. Also an electrical short circuit could cause a fire.

Year: 2006

Impreza

AIR BAGS:FRONTAL

Description: On certain vehicles, the wiring harness for the air bag occupant detection system in the front passenger seat may have been pinched during production. Pinching of the wiring harness between the floor crossmember and the seat mounting bracket could result in a short circuit.

Damage: The passenger's front air bag could become disabled and may not deploy in the event of a crash increasing the risk of injury to the seat occupant. Also an electrical short circuit could cause a fire.

Year: 2006

AIR BAGS

Description: Vehicle description: Passenger vehicles. Inadvertent air bag deployment can occur after undercarriage contact of the tow hooks with curbs, dips, speedbumps, potholes, etc.

Damage: Unexpected air bag deployment could result in personal injury.

Year: 1995, 1994

Legacy

AIR BAGS

Description: Vehicle description: Passenger vehicles. Inadvertent air bag deployment can occur after undercarriage contact of the tow hooks with curbs, dips, speedbumps, potholes, etc.

Damage: Unexpected air bag deployment could result in personal injury.

Year: 1996, 1995

AIR BAGS:SIDE/WINDOW

Description: The left and right side curtain air bags in certain vehicles involved in this campaign may not fully deploy rapidly enough when activated in a side impact collision. During a side impact test conducted by the insurance institute for highway safety (iihs), the test results indicated that there was a difference between the iihs test results and the result of side impact tests conducted by fhi.

Damage: This may result in failure to provide the intended head protection,
increasing the risk of injury to a seat occupant.

Year: 2005

SUBARU

Outback

AIR BAGS:SIDE/WINDOW

Description: The left and right side curtain air bags in certain vehicles involved in this campaign may not fully deploy rapidly enough when activated in a side impact collision. During a side impact test conducted by the insurance institute for highway safety (iihs), the test results indicated that there was a difference between the iihs test results and the result of side impact tests conducted by fhi.

Damage: This may result in failure to provide the intended head protection, increasing the risk of injury to a seat occupant.

Year: 2005

TOYOTA

Avalon

AIR BAGS

Description: On certain vehicles, due to improper assembly of the air bag inflator, which is used in the side air bag, the curtain shield air bag, and the knee air bag assembly, some inflators were produced with an insufficient amount of the heating agents necessary for proper air bag deployment. In this condition, the expansion force of the gas may be insufficient to properly inflate the air bag when the srs system is activated during a
crash.

Damage: This may increase the risk of injury to the occupant in the involved seating position in the event of a crash.

Year: 2006, 2005

Camry

AIR BAGS

Description: On certain vehicles, due to improper assembly of the air bag inflator, which is used in the side air bag, the curtain shield air bag, and the knee air bag assembly, some inflators were produced with an insufficient amount of the heating agents necessary for proper air bag deployment. In this condition, the expansion force of the gas may be insufficient to properly inflate the air bag when the srs system is activated during a
crash.

Damage: This may increase the risk of injury to the occupant in the involved seating position in the event of a crash.

Year: 2007

AIR BAGS:SIDE/WINDOW

Description: On certain vehicles equipped with curtain shield air bags (csa), one or both of the curtain air bags may be twisted near the inflator due to improper assembly.

Damage: If this occurs, the csa may not deploy rapidly enough when activated in a side impact collision. This may result in failure to provide the intended head protection, increasing the risk of injury.

Year: 2004, 2003, 2002

AIR BAGS:FRONTAL

Description: Vehicle description: Passenger vehicles. Incomplete deployment of the front passenger side air bag could occur in the event of a crash.

Damage: Unexpected air bag deployment can result in occupant injury.

Year: 2002

AIR BAGS:FRONTAL

Description: Vehicle description: Passenger vehicles equipped with a three-spoke style steering wheel. During air bag deployment, it is possible that the bottom seam of the front driver's side air bag module cover (horn pad) could be torn away allowing the bottom portion of the cover to completely detach from the air bag module.

Damage: If this should occur, there is a possibility that the detached bottom portion may strike the driver causing personal injury.

Year: 2002

TOYOTA

Celica

AIR BAGS:FRONTAL:DRIVER SIDE INFLATOR MODULE

Description: Air bag inflator case was incorrectly machined.

Damage: In an accident, the air bag may not deploy, which could result in increased injury to the driver.

Year: 1990

Corolla

AIR BAGS:FRONTAL:SENSOR/CONTROL MODULE

Description: If liquid is spilled in the console box area, the air bag warning light can illuminate and stay “on” during normal driving conditions.

Damage: This leakage condition could cause the air bag to inadvertently deploy.

Year: 1995, 1994, 1993

AIR BAGS

Description: If the air bag computer in a subject vehicle experiences a mechanical shock (i.e., rapidly moving the front seat back against the stops or a sudden release of the parking brake) within a very short time after the engine is started, the air bag can deploy inadvertently.

Damage: Unexpected air bag deployment can result in occupant injury.

Year: 1997

Prius

AIR BAGS

Description: On certain vehicles, due to improper assembly of the air bag inflator, which is used in the side air bag, the curtain shield air bag, and the knee air bag assembly, some inflators were produced with an insufficient amount of the heating agents necessary for proper air bag deployment. In this condition, the expansion force of the gas may be insufficient to properly inflate the air bag when the srs system is activated during a
crash.

Damage: This may increase the risk of injury to the occupant in the involved seating position in the event of a crash.

Year: 2006, 2005, 2004

Rav4

AIR BAGS

Description: On certain vehicles, due to improper assembly of the air bag inflator, which is used in the side air bag, the curtain shield air bag, and the knee air bag assembly, some inflators were produced with an insufficient amount of the heating agents necessary for proper air bag deployment. In this condition, the expansion force of the gas may be insufficient to properly inflate the air bag when the srs system is activated during a
crash.

Damage: This may increase the risk of injury to the occupant in the involved seating position in the event of a crash.

Year: 2005

TOYOTA

Scion tc

AIR BAGS

Description: On certain vehicles, due to improper assembly of the air bag inflator, which is used in the side air bag, the curtain shield air bag, and the knee air bag assembly, some inflators were produced with an insufficient amount of the heating agents necessary for proper air bag deployment. In this condition, the expansion force of the gas may be insufficient to properly inflate the air bag when the srs system is activated during a
crash.

Damage: This may increase the risk of injury to the occupant in the involved seating position in the event of a crash.

Year: 2006, 2005

Scion tc

AIR BAGS:SIDE/WINDOW

Description: On certain vehicles, the side impact seat-bolster and curtain side airbags may inadvertently deploy. This condition can occur if the door for that side of the vehicle is closed with a high rate of force while the vehicle's ignition is in the on position or within 90 seconds of turning the ignition key from the on position to the off position.

Damage: If the side impact seat-bolster and curtain side airbags inadvertently deploy, they could cause personal injury if an occupant is seated on the same side of the vehicle as the door that is closed with a high rate of force. Until the repair has been performed, it is recommended that a minimal force/speed be used to close the driver and passenger doors or closing the doors after 90 seconds have elapsed from turning the ignition key from the on to the off position.

Year: 2006, 2005

Tacoma

AIR BAGS:ON-OFF SWITCH ASSEMBLY

Description: Vehicle description: Passenger vehicles. The statement required in the owner's manual that "...the on-off switch should only ben used when a member of a passenger risk group identified in the request form in appendix b.....is occupying the right front passenger seating position..." is misstated. This does not comply with the requirements of fmvss 208, "occupant crash protection."

Damage: If the air bag switch is "off," the seat occupant who is not a member of the passenger risk group would be subject to increased injury in the event of a vehicle crash.

Year: 1998

AIR BAGS

Description: On certain vehicles, due to improper assembly of the air bag inflator, which is used in the side air bag, the curtain shield air bag, and the knee air bag assembly, some inflators were produced with an insufficient amount of the heating agents necessary for proper air bag deployment. In this condition, the expansion force of the gas may be insufficient to properly inflate the air bag when the srs system is activated during a
crash.

Damage: This may increase the risk of injury to the occupant in the involved seating position in the event of a crash.

Year: 2006, 2005

TOYOTA

Tundra

AIR BAGS:ON-OFF SWITCH ASSEMBLY

Description: Certain pickup trucks fail to comply with the requirements of federal motor vehicle safety standard no. 225, 'child restraint anchorage systems.' these vehicles have a manual air bag on-off switch to disable the front passenger air bag and do not have a child restraint lower anchorage system in the front passenger seat. This specification does not meet the standard requirements.

Damage: This standard establishes requirements for child restraint anchorage systems to ensure their proper location and strength for the effective securing of child restraints, to reduce the likelihood of the anchorage systems' failure, and to increase the likelihood that child restraints are properly secured and thus more fully achieve their potential effectiveness in motor vehicles.

Year: 2005, 2004, 2003

VOLKSWAGEN

Cabriolet

AIR BAGS

Description: The airbag harness wire may have been improperly routed through an opening in the dashboard crossmember and could be pinched and chafed between two panels eventually resulting in damage to the wire.

Damage: If the airbag harness wire is damaged, the passiverestraint system will become inoperative. the dashboard warning light willilluminate, but the passive restraint will not function until the wire isrepaired.

Year: 1990

New beetle

AIR BAGS

Description: On certain passenger vehicles, the passenger detection function of the passive occupant detection system (pods) may become disabled.

Damage: Should the pods control unit malfunction, the air bag system in the vehicle will not work as designed and may not be able to properly protect occupants in a crash.

Year: 2004

VOLVO

200

AIR BAGS

Description: Vehicle description: Passenger cars. The owner's manuals for these vehicles do not contain warning information pertaining to the air bag restraint system, as follows: Warning! if your car has been subjected to flood conditions (e.g., soaked carpeting/standing water on the floor of the vehicle) or if your car has been flood damaged in any way, do not attempt to start the vehicle or put the key in the ignition before disconnecting the battery. This may cause air bag deployment which
could result in serious personal injury. Have the car towed to an authorized volvo dealer for repairs.

Damage: If the owner has not been advised of the above, and the vehicle has been subjected to the above conditions, inadvertent airbag deployment can result and cause an injury to the occupant of the driver's seat.

Year: 1993, 1992, 1991, 1990

700

AIR BAGS

Description: Vehicle description: Passenger cars. The owner's manuals for these vehicles do not contain warning information pertaining to the air bag restraint system, as follows: Warning! if your car has been subjected to flood conditions (e.g., soaked carpeting/standing water on the floor of the vehicle) or if your car has been flood damaged in any way, do not attempt to start the vehicle or put the key in the ignition before disconnecting the battery. This may cause air bag deployment which could result in serious personal injury. Have the car towed to an authorized volvo dealer for repairs.

Damage: If the owner has not been advised of the above, and the vehicle has been subjected to the above conditions, inadvertent airbag deployment can result and cause an injury to the occupant of the driver's seat.

Year: 1993, 1992, 1991, 1990

900

AIR BAGS

Description: Vehicle description: Passenger cars. The owner's manuals for these vehicles do not contain warning information pertaining to the air bag restraint system, as follows: Warning! if your car has been subjected to flood conditions (e.g., soaked carpeting/standing water on the floor of the vehicle) or if your car has been flood damaged in any way, do not attempt to start the vehicle or put the key in the ignition before disconnecting the battery. This may cause air bag deployment which
could result in serious personal injury. Have the car towed to an authorized volvo dealer for repairs.

Damage: If the owner has not been advised of the above, and the vehicle has been subjected to the above conditions, inadvertent airbag deployment can result and cause an injury to the occupant of the driver's seat.

Year: 1993, 1992, 1991, 1990

960

AIR BAGS:FRONTAL

Description: The driver's side air bag module may not properly deploy.

Damage: This would result in reduced accident/injury protection for the driver in the event of a collision.

Year: 1995

VOLVO

964

AIR BAGS:FRONTAL

Description: The driver's side air bag module may not properly deploy.

Damage: This would result in reduced accident/injury protection for the driver in the event of a collision.

Year: 1995

965

AIR BAGS:FRONTAL

Description: The driver's side air bag module may not properly deploy.

Damage: This would result in reduced accident/injury protection for the driver in the event of a collision.

Year: 1995

C70

AIR BAGS:FRONTAL

Description: Vehicle description: Passenger vehicles. The frontal passenger air bag may be overly sensitive to certain electrostatic discharge.

Damage: This could possibly cause an inadvertent deployment.

Year: 1998

S70

AIR BAGS:FRONTAL

Description: Vehicle description: Passenger vehicles. The frontal passenger air bag may be overly sensitive to certain electrostatic discharge.

Damage: This could possibly cause an inadvertent deployment.

Year: 1998

V70

AIR BAGS:FRONTAL

Description: Vehicle description: Passenger vehicles. The frontal passenger air bag may be overly sensitive to certain electrostatic discharge.

Damage: This could possibly cause an inadvertent deployment.
Year: 1998

WINNEBAGO

View

SUSPENSION:REAR:SPRINGS:AIR SUSPENSION SYSTEM:SPRINGS/BAGS

Description: On certain motor homes equipped with optional rear suspension air bags, the upper mount can move and contact the tire.

Damage: This could damage the tire and cause vehicle instability which could result in a crash.

Year: 2006