Today we discussed
Takata

- We discussed a 2014 Takata recall re MB
- As it turns out, this was not related to the current Takata issue
- No need to update QTB
Regarding Takata recall information. The information is not consolidated.

At the information consists of Question Time Briefing (of which I'm updating the information changes), attached document.

Also a tracking spreadsheet, attached.

In addition to these several weeks ago we sent a series of questions to the Takata affected OEM manufacturers. Chrysler, BMW, Honda, Nissan, Mazda, Subaru, & Toyota. Only Nissan has yet to provide a response. The plan was to consolidate these response to establish if there was a consistent understanding of the issue and plan of rectification. This has not been compiled. This information would be the basis for organising a meeting with the manufacturers.

Regarding non-FCAI members affected by the Takata recall. Based on vehicles being recalled in other markets, there are no OEM non-FCAI vehicles supplied to our market that would not be under concessional arrangements (i.e. Low Volume, RAWs or personally imported).

Regarding the strategy on "the strategy on how we might manage getting to the owners of the concessional vehicles". I like to discuss this with [redacted] involvement. As the short meeting we had last week didn't really set a clear direction.

Regards

[Redacted]

Senior Engineer
Operational Policy Section
Vehicle Safety Standards
Department of Infrastructure and Regional Development

Phone: 02 [redacted] s22

Grateful if you could please provide an update on progress with the minutes (MoU with ACCC and Takata recalls). I understand that they are to be with Robert this week, and I will need to clear them before they go to him.
Please feel free to call in to discuss.

Regards

Operations Manager
Vehicle Safety Standards Branch
Department of Infrastructure and Regional Development
GPO Box 594
CANBERRA ACT 2601
Telephone (02) 6234 2900

From:  
Sent: Wednesday, 8 July 2015 6:43 PM
Subject: FW: Minutes [SEC=UNCLASSIFIED]

As discussed, you will have to push him on these.

Thanks

Director, Operational Policy Section
Vehicle Safety Standards
Department of Infrastructure and Regional Development
GPO Box 594
CANBERRA ACT 2601
www.infrastructure.gov.au

From:  
Sent: Wednesday, 8 July 2015 6:43 PM
Subject: Minutes [SEC=UNCLASSIFIED]

Just a reminder that you will need to get the two minutes to Robert this week (ie, the negotiating position on the MOU and the strategy on how we might manage getting to the owners of the concessional vehicles affected by Takata recalls).

The latter should include the a summary of the Australian recall data and information about the mtg that Robert asked us to arrange with the manufacturers. Also the information he was after about the non-FCAI members. Please work with on these.

See you on 20 July
Talking Points

- A number of recalls are being conducted by vehicle suppliers to address possibly defective airbag inflators.

- The Department of Infrastructure and Regional Development has been formally notified of approximately 760,000, 846,000, 872,000 vehicles so far that have been recalled in Australia in relation to potential defects of this type.
  - This includes vehicles supplied by BMW, Chrysler, Honda, Mazda, Nissan, Subaru and Toyota.

- The recalls follow similar actions being taken in the USA.

- There have been no reports of deaths or injuries in Australia resulting from deployment of airbags in potentially affected vehicles.

- Vehicle owners should check <www.recalls.gov.au> for further information on whether their vehicles are affected by any recalls.
  - Owners should also contact their local dealership or the manufacturer of their vehicle, if they have any concerns.

- The Government commends manufacturers for taking appropriate recall action, and encourages them to complete any necessary rectification of vehicles as quickly as possible.

- Hazardous waste / dangerous goods sections within State and Territory governments are working in conjunction with car manufacturers and transport industry bodies to ensure proper storage, handling and disposal of removed airbags.
SENsitivitieS

- Due to the size and global nature of the recalls, there may be significant delays in vehicle rectification. The Department and the ACCC are monitoring current recalls, and working with manufacturers to ensure that rectification occurs in as timely a manner as possible.
- The US Senate held a public hearing on the Takata airbag recall on 23 June 2015—this may increase public interest in the matter. The hearing raised concerns regarding Takata’s internal audit process, and the US National Highway Traffic Safety Administration (NHTSA) investigation.
- The Department has been informed that Senator Xenophon has written to at least one vehicle manufacturer requesting detailed information on how they have been implementing the Takata airbag recall.
- Senator Xenophon has also raised concerns in the media regarding the manufacturer’s handling of the matter.
- There have been recent media reports of a class action relating to injuries caused by airbags ‘exploding with excessive force’. However, to date there is no indication that these alleged incidents were caused by mis-deployment of Takata airbags.

BACKground

Since April 2013, several vehicle manufacturers have been recalling vehicles fitted with potentially defective airbag inflators produced by Japanese airbag manufacture Takata Corporation (Takata). These defective airbag inflators have the potential to cause the airbag to deploy incorrectly, and for metal fragments to strike the occupant of the affected seating position. Depending on the vehicle model, the potential defect may affect the driver or passenger frontal protection airbag.

To date a reported eight deaths1 and more than 100 injuries have been attributed to defective airbag inflators worldwide. However, there have been no reported deaths or injuries in Australia. The estimated number of affected vehicles worldwide is approximately 53 million2.

The scope of these recalls in Australia now covers around 260,000 872,000 vehicles produced between 2001 and 2009 by seven manufactures.

Airbag operation and the identified risk

An airbag contains a propellant that burns at a controlled rate, generating gas which is channelled into the fabric bag, inflating it.

Airbags are designed to deploy and deflate at a precise rate to restrain the occupant in a crash and absorb some of the crash energy while reducing or preventing contact with hard interior components.

The possible defect has been under investigation by the NHTSA for some time, however the root cause has not been confirmed. It is suspected that the defect may result from the use of ammonium nitrate propellant which has been found to be sensitive to temperature changes and moisture. If affected by these two factors the compound can break down and has the potential to combust violently (rather than in a controlled manner).

When the ammonium nitrate burns in an uncontrolled manner, it can cause the inflator to fracture and project fragments towards the occupant. Besides the potential for the projected fragments directly injuring the occupant, incorrect deployment may injure the occupant or fail to provide protection.

1 Los Angeles Times, 22 June 2015
2 Attributed to Reuters, has not been confirmed from a primary source.
FOR OFFICIAL USE ONLY

Recalls in the Australian market

As of 12 June 2015, the seven manufacturers (BMW, Chrysler, Honda, Mazda, Nissan, Subaru and Toyota) have announced 24 29-30 recalls campaigns, covering approximately 760,000 846,000 872,000 vehicles.

The rectification rate is low for a typical recall. However, these recalls are unusual in respect of the global coverage of the issue, expanding scope, and the inability of manufacturers to source replacement parts without significant lead time.

The magnitude of global recall campaigns has been such there is not sufficient capacity (within Takata or the airbag industry as a whole) to manufacture sufficient airbags to rectify all vehicles in a short timeframe. Our understanding is that Takata is currently increasing production capacity, and some vehicle manufacturers are working with alternative suppliers to design and manufacture replacement airbags.

The Department is maintaining contact with the ACCC and all affected vehicle manufacturers to ensure that vehicles are rectified as soon as practicable.

There have been some media reports that 2014 Mercedes Benz vehicles are also being recalled for defective airbag inflators. This is incorrect. There is a recall for 2014 Mercedes Benz SL and SLK models, however it does not relate to the current global recalls for Takata airbag inflators.

Role of the Department of Infrastructure and Regional Development

The Department monitors active vehicle recalls on behalf of the ACCC, and provides advice to the ACCC (and to manufacturers) on the appropriateness of recalls where there is concern. Under the current arrangements, it is the responsibility of a manufacturer to identify and address any safety issues in accordance with the Competition and Consumer Act 2010. As a part of these arrangements, a manufacturer notifies the ACCC of their intent to recall a vehicle and provides details on the defect, hazard and proposed rectification. The manufacturer also provides regular progress reports to the Department.

It should be noted that the Department has no powers to force a manufacturer to conduct a recall. Where such action may be appropriate, the Department will refer the matter to the ACCC for their consideration. The Department's role in recalls is to assist the ACCC on technical matters for vehicle recalls and this is limited to only road vehicles and does not include vehicles like quad bikes or tractors.

The Department does not have responsibility for consumer rights. If a consumer is not satisfied with a consumer good, or any proposed rectification (such as a recall), their concerns should initially be directed to their state consumer protection agency (contact details are available at <http://www.accc.gov.au/contact-us/other-helpful-agencies/state-territory-consumer-protection-agencies>). The mechanisms for resolving disputes between suppliers and consumers vary in each state and territory. This would also apply if, for example, a consumer could not have their vehicle fixed within a timeframe they were happy with, and wanted access to a replacement vehicle.

Possible Fatalities in Australia

Coroners investigate all vehicle fatalities in Australia and generally advise the Department if there is any possibility that a vehicle fault has been involved in a fatality. There have been no Coroners' reports to the Department of faulty Takata airbags or faulty airbags generally contributing to vehicle fatalities.

The Department is in regular contact with vehicle manufacturers in Australia in relation to fatalities, injuries or misdeployments attributable to faulty Takata airbags. No fatalities, injuries or misdeployments have been reported to date.
**Attachments**

Attachment A – List of Affected Makes / Models

<table>
<thead>
<tr>
<th></th>
<th>Contact Officer</th>
<th>SES Contact Officer</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name:</td>
<td>[Redacted]</td>
<td>Robert Hogan</td>
</tr>
<tr>
<td>Title:</td>
<td>Director, Operational Policy Section, Vehicle Safety Standards</td>
<td>General Manager, Vehicle Safety Standards</td>
</tr>
<tr>
<td>Landline:</td>
<td>[Redacted]</td>
<td></td>
</tr>
<tr>
<td>Mobile:</td>
<td>[Redacted]</td>
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DEPARTMENT INFORMATION CORRECT AS AT: 25 June 2015
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<tr>
<th>MAKE</th>
<th>MODEL</th>
<th>YEAR RANGE</th>
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<tr>
<td>BMW</td>
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<td>2001 - 2003</td>
</tr>
<tr>
<td>Chrysler</td>
<td>300C</td>
<td>2005 – 2007</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2010</td>
</tr>
<tr>
<td>Honda</td>
<td>City</td>
<td>2009</td>
</tr>
<tr>
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<td>2001 - 2009</td>
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<td>MDX</td>
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<td>Lexus</td>
<td>SC430</td>
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<td>Mazda</td>
<td>6</td>
<td>2002 - 2009</td>
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<tr>
<td>Mazda</td>
<td>RX8</td>
<td>2002 - 2007</td>
</tr>
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<td>Mazda</td>
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<td>2002 - 2007</td>
</tr>
<tr>
<td>Mazda</td>
<td>T-Series cab chassis</td>
<td>2002 - 2007</td>
</tr>
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<td>B2600 ute/cab chassis</td>
<td>2002 - 2007</td>
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<tr>
<td>Mazda</td>
<td>B2600 ute/cab chassis</td>
<td>2002 - 2007</td>
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<td>Nissan</td>
<td>Pulsar</td>
<td>2000 - 2007</td>
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<td>Patrol</td>
<td>2000 - 2007</td>
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<tr>
<td>---------</td>
<td>---------</td>
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<tr>
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<td>BMW 3 Series (E46)</td>
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<tr>
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<tr>
<td>Honda Accord</td>
<td>2007-2008</td>
<td>720/119</td>
</tr>
<tr>
<td>Honda Civic</td>
<td>2007-2008</td>
<td>720/119</td>
</tr>
<tr>
<td>Honda CRV</td>
<td>2007-2008</td>
<td>720/119</td>
</tr>
<tr>
<td>Mazda 3</td>
<td>2003-2004</td>
<td>7130/220</td>
</tr>
<tr>
<td>Mazda 6</td>
<td>2002-2003</td>
<td>7130/220</td>
</tr>
<tr>
<td>Mazda 6</td>
<td>2002-2003</td>
<td>7130/220</td>
</tr>
<tr>
<td>Nissan 350Z</td>
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<td>7130/220</td>
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<td>2000-2004</td>
<td>7130/220</td>
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<tr>
<td>Toyota Corolla ZZE122, Avensis</td>
<td>2000-2004</td>
<td>7130/220</td>
</tr>
<tr>
<td>Toyota Avensis and Yaris</td>
<td>2007-2008</td>
<td>7130/220</td>
</tr>
<tr>
<td>Toyota Lexus SC430</td>
<td>2003-2005</td>
<td>7130/220</td>
</tr>
</tbody>
</table>

**TOTAL:** 867,116
From: [Redacted]
Sent: Tuesday, 1 December 2015 10:00 AM
To: [Redacted]
Subject: Draft AMVCB minutes [SEC=UNCLASSIFIED]

Hi [Redacted],

As discussed [Redacted] has the draft AMVCB minutes on Govdex, text in black should be ok and text in red needs looking at or more information. I've gone through the red text and added in as much as I can or edited to make them less chatty (see below) for the items where I can do so, which when you go through you can copy/paste the parts you think necessary.

Regards,

Section 22 - Irrelevant to request
The Takata recall has also highlighted the inconsistency in how manufacturers handle recalls, the various recall notices have varied widely in their content and intensity of approach.
From: [Redacted]
Sent: Monday, 30 November 2015 5:32 PM
To: [Redacted]
Subject: Draft AMVCB minutes [SEC=UNCLASSIFIED]

Hi [Redacted],

As discussed, I have the draft AMVCB minutes on Govdex, text in black should be ok and text in red needs looking at or more information. I've gone through the red text and added in as much as I can or edited to make them less chatty (see below) for the items where I can do so, which when you go through you can copy/paste the parts you think necessary.

Regards,

[Redacted]

Irrelevant to request
The Takata recall has also highlighted the inconsistency with how manufacturers handle recalls, the various recall notices have varied widely in their content and intensity of approach.
Robert,

For your consideration:

The current rectification rate is 6.05%. Are we prepared to disclose this percentage?

The total number of vehicles affected is 926,945. This figure has recently been revised down as Toyota have corrected their data. Approximately 74% (684,448) of all recalled vehicles have been identified within this 2015 calendar year.

The Department of Infrastructure and Regional Development has been formally notified of approximately 927000 vehicles so far that have been recalled in Australia in relation to potential defects of this type.

There have been no reports of deaths or injuries in Australia resulting from deployment of airbags in potentially affected vehicles.

Due to the size and global nature of the recalls, there may be significant delays in vehicle rectification. The Department and the ACCC are monitoring current recalls, and working with manufacturers to ensure that rectification occurs in as timely a manner as possible.
From: [Redacted]
Sent: Thursday, 27 August 2015 1:43 PM
To: Hogan Robert [Redacted]
Cc: [Redacted]
Subject: Meeting with manufacturers notes (2) [SEC=UNCLASSIFIED]
Attachments: Meeting with manufacturers notes (2).docx

Follow Up Flag: Follow up
Flag Status: Flagged

Robert

Draft notes from Monday's mtg

Let us know if you have any changes
TAKATA RECALL MEETING – VSS / FCAI & MANUFACTURERS 24/8/2015

File Note : 15/3232

Introduction

The purpose of the meeting is to exchange information and assist each other where possible to construct an effective Takata strategy.

Causes of Takata Recall

The fault/defect of Takata airbags has changed over time. Early reports indicated that the fault was due to a production assembly fault in a plant in Mexico. More recent investigations have pointed to the moisture affecting the propellant as the cause of mis-deployment.

NHTSA and Takata are still trying to establish the exact cause. Research and remedies are still ongoing.

FCAI noted that the manufacturers do not have any more in-depth knowledge of the cause, however research is continuing. Not aware of any timeline in place to establish exact cause.

Manufacturers stated that they are returning the airbags removed from vehicles back to Japan and Takata for research purposes. As yet no findings or feedback has been received.

Incidents in Australia

All parties agreed that there were no reported misdeployments or injury in Australia. Manufacturers feel that if an incident did occur in Australia they would be aware of it. Sources of information on such events would include customers, dealerships and interested parties such as insurance companies would investigate the issue. The question as to whether Australia is immune from the problem cannot be answered at this stage because the root cause of the problem has not been established. Manufacturers are told by parent company what cars are affected and need to be recalled.
Most manufacturers are of the opinion that the vast majority of affected vehicles have been identified and the likelihood of further recalls is low. However both Nissan and BMW did indicate that further recalls are in the pipeline.

Not all Takata produced airbags are being recalled. Recall is specific to certain design. Nissan identified that their recalls are only for the “two piece” airbag not the one piece. Airbags are typically identified by Takata by serial numbers and this information is then traced to a VIN.

Notification to Owners

As per FCAI Code of Practice, company notifies ACCC and DIRD.

Most manufacturers are notifying owners as soon as possible to make them aware even if there is a parts availability issue. In most cases customers have been extremely understanding. Manufacturers are advising customers that the recall is precautionary and they should not disable the airbag.

Nissan has not advised customers as parts are not available.

Mazda wait until 30% of parts are available before advising customers.

The Department indicated that a better approach is for notifications to be sent out as soon as possible.

All parties acknowledged that the landscape for vehicle recalls has changed in recent years, with manufacturers being more upfront and open to announcing recalls.

The distinction between a Service Campaign and a Recall is not always clear, this is an area where manufacturers are being encourage to call a recall if in doubt.

There were some discussions regarding Australian announced recalls compared to international recalls. Further work is required in trying to obtain consistency, however sometimes regional factors determine the necessity of a recall.

Other Issues

Manufacturers voiced concern regarding the accuracy of data from the NEVDIS database. They find about 10% of notification are returned.

Manufacturers may wish to explore Additional functions by registration authorities such as alerting the owner at time of re-registration to may improve rectification rates.
Other questions such as are repairable write-off or stolen vehicles updated in NEVDIS

FCAI indicated they will talk to the manufacturers to compile information on the projected rectification rate of Takata recalls.

All manufactures indicated that Australia is getting high priority or at least their fair share of allocation of airbags, especially within the Asia Pacific region.

Mazda was the only manufacturer with concerns of allocation. Mazda commented that the US market was getting priority.

Toyota indicated that the latest campaigns will begin rectification in November.

Subaru stated they expect an 11% completion rate by Christmas and the duration of the campaign is expected to be 22 months.

Nissan indicated 20% completion after 6 months of announcement and 40% of parts available by November.

BMW indicated that 75% would be a reasonable completion rate due to age of vehicles in their recalls.

FCA indicated 16% parts are already allocated to dealerships and 37% by end of September.

Mazda indicated 50% of parts available by end of year, however latest campaigns won’t start until October. They expressed concern about parts availability for the Mazda 6.

All manufacturers indicated that they have not been instructed to recall vehicles by prioritising them by age or region (high humidity), however some such as Toyota indicated that age is a factor they do consider in allocation of parts, and Mazda is considering humidity as a factor in prioritisation. However all parties agreed that there is no basis in Australia to enforce priority.

Manufacturers felt that DIRD writing to their respective head office may be helpful in ensuring parts availability in Australia improves. Mazda was particular supportive of this action.

All parties agreed that the meeting was productive and agreed to meet again in 3 months time.
From: [Redacted]  
Sent: Friday, 28 August 2015 11:47 AM  
To: [Redacted]  
Subject: RE: Meeting with manufacturers notes (2) [SEC=UNCLASSIFIED]  
Attachments: Meeting with manufacturers.docx  
Follow Up Flag: Follow up  
Flag Status: Flagged

Gents,

Edited document with additions/corrections and added attendees list, so it's all in the one document.

---

From: [Redacted]  
Sent: Thursday, 27 August 2015 1:43 PM  
To: [Redacted]  
Subject: Meeting with manufacturers notes (2) [SEC=UNCLASSIFIED]  

Robert

Draft notes from Monday's mtg

Let us know if you have any changes
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File Note : 15/3232

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**Other Issues**

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Manufacturers may wish to explore alerting the owner at time of reregistration to improve rectification rates.

Other questions such as are repairable write-off or stolen vehicles updated in NEVDIS.
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All parties agreed that the meeting was productive and agreed to meet again in 3 months time.
TAKATA AIRBAG MEETING – ATTENDEES

Monday 24th August 2015

Location – Bonney Room, Mezzanine Level

VSS – Robert Hogan, S22

FCAI

BMW

FIAT CHRYSLER

HONDA

MAZDA

NISSAN

TOYOTA

SUBARU

S47F
Notes from today's meeting for comment/edit.

Thanks
FILE: 15/3232

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The fault/defect of Takata airbags has changed over time. Early reports indicated that the fault was due to a production assembly fault in a plant in Mexico. More recent investigations have pointed to the moisture affecting the propellant as the cause of mis-deployment.

NHTSA and Takata are still trying to establish the exact cause. Research and remedies are still ongoing.

FCAI noted that the manufacturers do not have any more in-depth knowledge of the cause, however research is continuing. Not aware of any timeline in place to establish exact cause.

Manufacturers stated that they are returning the airbags removed from vehicles back to Japan and Takata for research purposes. As yet no findings or feedback has been received.

Incidents in Australia

All parties agreed that there were no reported misdeployments or injury in Australia. Manufacturers feel that if an incident did occur in Australia they would be aware of it, interested parties such as insurance companies would investigate the issue. The question as to whether Australia is immune from the problem cannot be answered at this stage because the root cause of the problem has not been established.

Manufacturers are told by parent company what cars are affected and need to be recalled.
Most manufacturers are of the opinion that the vast majority of affected vehicles have been identified and the likelihood of further recalls is low. However both Nissan and BMW did indicate that further recalls are in the pipeline.

Not all Takata produced airbags are being recalled. Recall is specific to certain design. Nissan identified that their recalls are only for the “two piece” airbag not the one piece. Airbags are typically identified by Takata by serial numbers and this information is then traced to a VIN.

Notification to Owners

As per FCAI Code of Practice, company notifies ACCC and DIRD.

Most manufacturers are notifying owners as soon as possible to make them aware even if there is a parts availability issue. In most cases customers have been extremely understanding. Manufacturers are advising customers that the recall is precautionary and they should not disable the airbag.

Nissan has not advised customers as parts are not available.

Mazda wait until 30% of parts are available before advising customers.

The Department indicated that a better approach is for notifications to be sent out as soon as possible.

All parties acknowledged that the landscape for vehicle recalls has changed in recent years, with manufacturers being more upfront and open to announcing recalls.

The distinction between a Service Campaign and a Recall is not always clear, this is an area where manufacturers are being encourage to call a recall if in doubt.

There were some discussions regarding Australian announced recalls compared to international recalls. Further work is required in trying to obtain consistency, however sometimes regional factors determine the necessity of a recall.

Other Issues

Manufacturers voiced concern regarding the accuracy of data from the NEVDIS database. They find about 10% of notification are returned.

Additional functions by registration authorities such as alerting the owner at time of registration may improve rectification rates.

Other questions such as are repairable write-off or stolen vehicles updated in NEVDIS
FCAI indicated they will talk to the manufacturers to compile information on the projected rectification rate of Takata recalls.

All manufactures indicated that Australia is getting high priority or at least their fair share of allocation of airbags.

Mazda was the only manufacturers with concerns of allocation. Mazda commented that the US market was getting priority.

Toyota indicated that the latest campaigns will begin rectification in November.

Subaru stated they expect an 11% completion rate by Christmas and the duration of the campaign is expected to be 22 months.

Nissan indicated 20% completion after 6 months of announcement and 40% of parts available by November.

BMW indicated that 75% would be a reasonable completion rate due to age of vehicles in their recalls.

FCA indicated 16% parts are already allocated to dealerships and 37% by end of September.

Mazda indicated 50% of parts available by end of year, however latest campaigns won’t start until October. They expressed concern about parts availability for the Mazda 6.

All manufacturers indicated that they have not been instructed to recall vehicles by prioritising them by age or region (high humidity), however some such as Toyota indicated that age is a factor they do consider in allocation of parts, and Mazda is considering humidity as a factor in prioritisation. However all parties agreed that there is no basis in Australia to enforce priority.

Manufacturers felt that DIRD writing to their respective head office may be helpful in ensuring parts availability in Australia improves. Mazda was particular supportive of this action.

All parties agreed that the meeting was productive and agreed to meet again in 3 months time.
Some propose changes to ACC response to NRMA.

Proposed reply -

Dear XXX

Thank you for your correspondence of DATE concerning the voluntary recalls of vehicles containing faulty Takata airbags.

The Australian Consumer Law (ACL) includes national product safety laws that are enforced at the Commonwealth level by the Australian Competition and Consumer Commission (ACCC). The ACL requires that the Commonwealth Minister is notified of all voluntary recalls and under the ACL, the Minister for Small Business has power to require compulsory recall of products where suppliers have not taken satisfactory action to prevent those goods causing injury to any person.

The ACCC works together with the Department of Infrastructure and Regional Development (DIRD) to ensure that motor vehicle recalls are effective. In practice, suppliers notify the recall of a motor vehicle to the Minister for Small Business, provide a recall plan and then submit progress reports for the life of the recall. DIRD advises the ACCC of its assessment of the safety defect, hazard and proposed rectification, reviews the progress reports and actively monitors overall progress of the recall. Any issues with the effectiveness of any recall campaign are consequently able to be rapidly identified and resolved by the two agencies.

In the case of the airbag related recalls both the ACCC and DIRD were satisfied with the actions proposed including the plans for communication with affected vehicle owners. Vehicle manufacturers have acted appropriately in announcing these recalls as soon as possible. The Australian Government has met with all affected vehicle manufacturers to establish an effective strategy to ensure vehicles are rectified as soon as practically possible. If your members have any concerns about timing, they should contact their vehicle manufacturer or dealer. Manufacturers undertaking these recalls are also members of the Federal Chamber of Automotive Industries (FCAI) which has a stringent code of practice for the conduct of automotive safety recalls.

The Takata recall is an international recall on a scale that is unprecedented and unusually complex, however I am assured by the ACCC that each of these recalls is receiving close attention to ensure its effective completion.

I trust this information will be of assistance to you.

Yours sincerely
thanks

Section 22 - Irrelevant
Looks like the new R25 Takata recall for the Chrysler 300C includes previous VIN numbers for the P81 recall launched in Feb this year.

 Might be worth asking the question is R25 replacing P81?

Good morning

We have notified the ACCC of an upcoming recall R25.

PRA number: 2015/14742
Date published: 2nd June 2015

This affects:
2008-2010 LE Chrysler 300

There are 5,508 VINS affected in Australia.

I have attached a copy of the VIN List. I have requested for a resend of the Submission from the Webteam at ACCC as I have not received it as yet.

We do not currently have the Dealer International Notification or Customer Letter but will forward them once FCA Australia has received them.

If you require any further information please do not hesitate to contact me.

Kind regards,

Warranty Administrator

FCA Australia
437 Plummer Street
Port Melbourne, Victoria, 3207
Australia

s47F
Now that my memory has been jogged, [redacted] is correct. We did review this recall, and while it involves a Takata airbag, and a similar description, the recall was for a different reason.

This recall was to fix a manufacturing fault with some clips that hold part of the airbag assembly in place.

At the time this recall was announced we did assess it and decided not to include it as the root cause of the problem was not the ammonium nitrate propellant.
Regards,
This is a draft on what we know about Takata recall issues. I haven't reviewed it yet.

ad a go at the Takata airbag brief for Robert. Have a look and see what you think
BRIEFING

File Reference: No File
Contact: 

Robert Hogan
General Manager
Vehicle Safety Standards

Subject: Recalls of Takata Airbags

Back Ground
In April/May 2013 several vehicle manufactures begun recalling vehicles fitted with defective airbag inflators produced by Japanese airbag manufacture Takata Corporation (Takata). These defective air bag inflators have the potential to spray metal shrapnel into the occupant/s occupying the affected seating position. To date at least six deaths and multiple injuries have been linked to these defective airbag inflators worldwide, the estimated number of vehicles worldwide appears to be some 17 million vehicles. The recalls in 2013 amounted to roughly sixty five thousand vehicles in Australia for vehicles produced between 2001-2004. The scope of these recalls was increased over 2014 worldwide; the Australian market saw a further eighty eight thousand vehicles recalled bringing the total of affected vehicles in the Australian market to roughly 168,000 making it one of the largest recalls within Australia.

Technical assessment
The general consensus from Takata and other automotive regulators is that the defect in these inflators comes from the propellant used in the inflators which is unique to Takata. Since 2001 Takata airbags have used a compound called ammonium nitrate to inflate airbags. This compound, according to quoted experts is highly sensitive to temperature changes and moisture and if affected by these two factors the compound can break down and has the potential to combust violently. In vehicle applications when inflated, the defective airbag inflators may project fragments rather than properly inflating the attached airbag. In the United States (US) these airbags were initially only being recalled in areas with high absolute humidity, though late last year the majority of vehicle manufactures agreed to conduct a nationwide recall in the US. Currently Takata is producing 450,000 airbag inflators per month, at this rate it will take some three years before all the affected vehicles are rectified worldwide. Takata is committed to increasing production capacity to 900,000 inflators per month by September 2015.
Australian Market

The Australian market has some 17 active Takata airbag inflator recalls from 5 different vehicle manufactures in the Australian market. As of April 2015 the rectification rate for these vehicles is at 27 percent across all the affected manufactures. This is regarded as a typically low rectification rate for recalls which are now coming on two years old. The reasons for the typically low rectification rate could be attributed to the global shortage of Takata airbag inflators, potentially low capture rate of older vehicles and/or the vehicles not being in use any more. During February and March 2015 the Department contacted to the all the manufacturers involved to gain a better understanding of the situation. Most importantly there have been reported injuries or death attributed to Takata airbags in Australia, below is a brief outline of the status of each manufacture:

- Chrysler

Of all the manufactures affected by Takata airbag recalls, Fiat Chrysler Australia (Chrysler) is the least affected with only one identified model using the affected air bag inflators. Chrysler was the last to announce a recall for the Takata airbags and is yet to rectify any vehicles and have stated that no parts are currently available. There are additional Chrysler/Dodge recalls that are affected by these recalls that have been brought into Australia under concessional schemes (RAWS/new low volume). Chrysler USA is currently exploring the option whether the Chrysler Australia can provide support for the imported Dodge vehicles.

- BMW

Like other manufacturers BMW have been hampered by parts supply for affected models, BMW are now only starting to see a steady increase in parts and expect the completion rate for the two active Takata recalls to increase in coming months. BMW is not expecting the scope of these recalls to increase.

- Mazda

Mazda has not been experiencing any parts delays like other manufacturers but have seen a slower than expected response to consumers rectifying there vehicles. Like manufactures Mazda too has models being recalled in overseas markets which are not being recalled in Australia.
• Nissan

Like Mazda, Nissan is not experiencing any parts delays but are experiencing a slower rate than usually be expected. Nissan is currently in the process of investigating whether a further expansion of Takata passenger airbags is necessary globally.

• Toyota

Initially Toyota was taking the inspect and replace path for the affected vehicles. This was then changed to a one hundred percent replacement only for effected vehicles. Toyota has confirmed they are not experiencing any delay in parts but the rectification rate is typically quite low compared with other recalls. Toyota does not expect the scope of these recalls to increase in the future.

Moving Forward

Surprisingly there has been little to no media coverage of this issue within Australia compared with other markets. When contacting above mentioned companies have emphasised maintaining an open dialogue to minimise any future complications. The operational policy section is satisfied with the responses provided and the affected manufacturer’s action plan, the section will continue to monitor the situation will continue to monitor the situation for further developments.

21 April 2015
Hi all,

Here are the minutes from the meeting with all of the vehicle manufacturers with Takata affected vehicles.

Regards,

[Name]  
Investigations Officer and Vehicle Safety Standards Inspector  
Vehicle Safety Standards  
Department of Infrastructure and Regional Development  
Ph: 02 6274 [redacted]  
Email: vinvestigations@infrastructure.gov.au
TAKATA RECALL MEETING – VSS / FCAI & MANUFACTURERS  24/8/2015

File Note : 15/3232

Introduction

The purpose of the meeting is to exchange information and assist each other where possible to construct an effective Takata strategy.

Causes of Takata Recall

The fault/defect of Takata airbags has changed over time. Early reports indicated that the fault was due to a production assembly fault in a plant in Mexico. More recent investigations have pointed to the moisture affecting the propellant as the cause of mis-deployment.

NHTSA and Takata are still trying to establish the exact cause. Research and remedies are still ongoing.

FCAI noted that the manufacturers do not have any more in-depth knowledge of the cause, however research is continuing. Not aware of any timeline in place to establish exact cause.

Manufacturers stated that they are returning the airbags removed from vehicles back to Japan and Takata for research purposes. As yet no findings or feedback has been received.

Incidents in Australia

All parties agreed that there were no reported misdeployments or injury in Australia. Manufacturers feel that if an incident did occur in Australia (whether or the incident had led to an injury) they would be aware of it. Sources of information on such events would include customers, dealerships and, insurance. The question as to whether Australia is immune from the problem cannot be answered at this stage because the root cause of the problem has not been established. Manufacturers are told by parent company what cars are affected and need to be recalled.
Most manufacturers are of the opinion that the vast majority of affected vehicles have been identified and the likelihood of further recalls is low. However both Nissan and BMW did indicate that further recalls are in the pipeline.

Not all Takata produced airbags are being recalled. Recall is specific to certain design. Nissan identified that their recalls are only for the “two piece” airbag not the one piece. Airbags are typically identified by Takata by serial numbers and this information is then traced to a VIN.

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As per FCAI Code of Practice, company notifies ACCC and DIRD.

Most manufacturers are notifying owners as soon as possible to make them aware even if there is a parts availability issue. In most cases customers have been extremely understanding. Manufacturers are advising customers that the recall is precautionary and they should not disable the airbag.

Nissan has not advised customers as parts are not available.

Mazda wait until 30% of parts are available before advising customers.

The Department indicated that a better approach is for notifications to be sent out as soon as possible.

All parties acknowledged that the landscape for vehicle recalls has changed in recent years, with manufacturers being more upfront and open to announcing recalls.

The distinction between a Service Campaign and a Recall is not always clear, this is an area where manufacturers are being encourage to call a recall if in doubt.

There were some discussions regarding Australian announced recalls compared to international recalls. Further work is required in trying to obtain consistency, however sometimes regional factors determine the necessity of a recall.

Other Issues

Manufacturers voiced concern regarding the accuracy of data from the NEVDIS database. They find about 10% of notification are returned.

Manufacturers may wish to explore alerting the owner at time of reregistration to improve rectification rates.

Other questions such as are repairable write-off or stolen vehicles updated in NEVDIS.
FCAI indicated they will talk to the manufacturers to compile information on the projected rectification rate of Takata recalls.

All manufactures indicated that Australia is getting high priority or at least their fair share of allocation of airbags, especially within the Asia Pacific region.

Mazda was the only manufacturer with concerns of allocation. Mazda commented that the US market was getting priority.

Toyota indicated that the latest campaigns will begin rectification in November.

Subaru stated they expect an 11% completion rate by Christmas and the duration of the campaign is expected to be 22 months.

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All manufacturers indicated that they have not been instructed to recall vehicles by prioritising them by age or region (high humidity), however some such as Toyota indicated that age is a factor they do consider in allocation of parts, and Mazda is considering humidity as a factor in prioritisation. However all parties agreed that there is no basis in Australia to enforce priority.

Manufacturers felt that DIRD writing to their respective head office may be helpful in ensuring parts availability in Australia improves. Mazda was particular supportive of this action.

All parties agreed that the meeting was productive and agreed to meet again in 3 months time.
TAKATA AIRBAG MEETING – ATTENDEES

Monday 24th August 2015

Location – Bonney Room, Mezzanine Level

VSS – Robert Hogan, S22

FCAI

BMW

FIAT CHRYSLER

HONDA

MAZDA

NISSAN

TOYOTA

SUBARU

Section 47F
FYI

Assoc Admin of Vehicle Standards
Director, Operational Policy Section
Vehicle Safety Standards
Department of Infrastructure and Regional Development
GPO Box 594
CANBERRA ACT 2601
www.infrastructure.gov.au

Good afternoon [Name]

Thanks for the follow up on this matter.

I have tried to call to discuss this afternoon but haven’t been able to catch you.

For the Takata Airbag Recall our progress is still on track as per the attached timeline with the kick-off to commence from Nov 2015 to Feb 2016.

Within the Mazda Campaign Management system the campaign number is allocated at commencement as this is the indicator to our Dealer Network that all resources are available and in place to support the repair. The campaign numbers will be allocated once the initial part supply is available.

For communication from the Department to Mazda Corporation we are happy to receive and forward, if that is agreeable to your team.

Please let me know if you have any further enquiries.

I will call back tomorrow morning as I am keen to discuss another matter with you.

Kind Regards
From: [Redacted]  
Sent: Monday, 26 October 2015 12:12 PM  

Subject: Takata Recall Campaigns [SEC=UNCLASSIFIED]

Good Afternoon,

I am monitoring the progress of all Takata related recalls and have noted that the three recalls campaigns announced by Mazda in June 2015 have not had any vehicles rectified.

As it has been a couple of weeks since the last update, have these campaigns progressed at all?

My records also show that these campaigns have not been identified with campaigns numbers. Has Mazda allocated campaign numbers to these recalls?

Also during our meeting in late August, you indicated that Mazda may have issues in receiving its fair share of parts allocation, and that a letter from the Department may improve this issue.

Can you provide the name address details as to whom and where this letter would be best sent to.

The information we have in our system is as per the screen shot below.
Regards

Finance Manager
Senior Engineer
Operational Policy Section
Vehicle Safety Standards
Department of Infrastructure and Regional Development

Disclaimer

This message has been issued by the Department of Infrastructure and Regional Development. The information transmitted is for the use of the intended recipient only and may contain confidential and/or legally privileged material. Any review, re-transmission, disclosure, dissemination or other use of, or taking of any action in reliance upon, this information by persons or entities other than the intended recipient is prohibited and may result in severe penalties. If you have received this e-mail in error, please notify the Department on (02) 6274-7111 and delete all copies of this transmission together with any attachments.

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whether or not caused by the negligence of the sender.
If this is a commercial electronic message within the meaning of the Spam Act, you may indicate that you do not wish to receive any further commercial electronic messages from Mazda Australia by sending an e-mail to mazda.privacy@mazda.com.au
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Notes: Completion rates projections are based on historical completion rates for already launched Takata Airbag Campaigns.
As you say, the highlighted would definitely require discussion.

I have spoken with [redacted] at Toyota Australia. He called to provide an update on the latest Takata recall.

- this is being announced as a new recall;
- 181000 vehicles, no overlap with existing recalls;
- Inflators being sought from multiple sources;
- probably won't have stock for rectification until January 2016 (need to manufacture and then sea freight);
- recall notice going to ACCC today;
- will address customer satisfaction issues on a case by case basis;
- are considering options to increase rectification rate;
  - asked if we had put any thought into their question about disabling passenger airbags an interim step;
  - I suggested that it would be something that would probably need to be discussed with Robert and the ACCC.
  - In principle, is sounds like an idea worth further discussion, especially if there is going to be a significant delay in part supply
- They will keep us informed on progress.

As a side note, [redacted] mentioned that the Takata issue was initially identified by Japanese auto recyclers. Apparently there is a lot of legislation around recycling cars in Japan, and it was during deploying airbags before disposal that the issue was first identified.
This material contains information that, if disclosed inappropriately, may cause limited damage to national security, Australian Government agencies, commercial entities or members of the public. Recipients should ensure they handle and store this material appropriately.
From: takatarecall <takatarecall@accc.gov.au>
Sent: Monday, 16 April 2018 5:38 PM
To: takatarecall
Subject: ACCC - Second-hand vehicle action plan and website guidance
[SEC=UNCLASSIFIED]

Good afternoon


To assist you in providing this plan, the ACCC has developed the attached form which is also available on the Product Safety Australia website: https://www.productsafety.gov.au/recalls/compulsory-takata-airbag-recall/what-suppliers-should-do/reporting-guidance-templates.

As a general guide, the SVAP should detail how a supplier intends to maximise the replacement of defective Takata airbags in vehicles sold to second-hand vehicle operators. This includes how suppliers intend to communicate to dealers the recall status of their vehicle brands and encourage and support replacements of defective Takata airbag inflators.

Guidance for suppliers

- Although the format of your SVAP is optional, the attached form provides you with a framework to inform the ACCC of the components of your plan and allows you to provide narrative explanations along with relevant documents, links and evidence.
- Completion of the form will assist you to ensure that your SVAP meets the minimum requirements of the Recall Notice and will help to avoid gaps in your SVAP. It is also likely to assist the ACCC to more rapidly assess your SVAP.
- For this reason, the ACCC strongly encourages you to complete and submit the SVAP using the attached form. Alternatively, you may choose not to complete the form and to submit your SVAP for the ACCC to assess instead.

Please submit all reports and questions in relation to the above to takatarecall@accc.gov.au

Regards

Takata Task Force
Takata Task Force | Consumer Product Safety Branch
Australian Competition & Consumer Commission
23 Marcus Clarke Street Canberra 2601

The ACCC acknowledges the traditional owners and custodians of Country throughout Australia and recognises their continuing connection to the land, sea and community. We pay our respects to them and their cultures; and to their Elders past, present and future.
Second-hand Vehicle Action Plan—Form for Suppliers’ submission (due on or before 1 May 2018)

The Consumer Goods (Motor Vehicles With Affected Takata Airbag Inflators and Specified Spare Parts) Recall Notice 2018 (Recall Notice) requires a Supplier to submit a Second-hand Vehicle Action Plan to the ACCC on or before 1 May 2018.

Guidance notes:

- The Recall Notice requires Suppliers to submit a Second-hand Vehicle Action Plan (SVAP) to the ACCC for approval by 1 May 2018.
- The format of your SVAP is optional. This form provides you with a framework to assist in your development of the SVAP and to inform the ACCC of the components of your plan. It allows you to provide narrative explanations as well as to submit relevant documents and links to evidence your plan.
- Where the form seeks information about planned communications and you have already conducted relevant communications, please also identify those past communications and your intentions regarding continuing or varying those communications.
- The ACCC encourages you to complete and submit the form (and attach your SVAP document(s) and evidence of the components of your SVAP, whatever form they take). Alternatively, you may choose not to complete this form and just submit your SVAP (in whatever form it takes) for the ACCC to assess.
- Terms used in this form have the same definitions/meanings as in the Recall Notice.

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1. Identify how you plan to ensure distribution of information regarding the recall status of vehicles in the second-hand vehicle market (including the auto-recycling/salvage market or auction houses). You should provide specific examples and attach documents where possible. Please include information about all relevant aspects of your communication and engagement with the second-hand vehicle market, including, but not limited to:

   a. planned communications with industry bodies/organisations, including a list of any such bodies and the mode and content of your proposed communications

   b. planned communications through use of your webpage, including dedicated information for second-hand suppliers and how they can engage with you to most efficiently ensure replacement of Affected Takata Airbag Inflators

   c. planned communications with auction houses, vehicle warehouses or similar entities that supply second-hand vehicles

   d. planned communications targeting web-based, second-hand vehicle suppliers, including through entities such as Carsales

   e. planned communications to the part of the second-hand vehicle market that overlaps with the spare parts market, for example, salvage yards and auto-recyclers

   f. any other planned outreach or communications.
2. Indicate how you plan to encourage and support replacement and/or recovery of Affected Takata Airbag Inflators in the second-hand vehicle market (including the auto-recycling/salvage market or auction houses). You should provide specific examples and attach documents where possible. Please include information about all relevant aspects of your plan, including but not limited to:

a. facilitating and conducting replacement of Affected Takata Airbag Inflators through your dealer network or other authorised representatives

b. incentivising prompt and proactive identification and replacement of Affected Takata Airbag Inflators in second-hand vehicles

c. incentivising identification of Affected Takata Airbag Inflators in the auto-recycling, salvage and spare parts market, and retrieval/removal of those inflators from that market (in compliance with the relevant provisions of the Recall Notice)

d. any other planned encouragement and/or support.
Good afternoon

The Consumer Goods (Motor Vehicles with Affected Takata Airbag Inflators and Specified Spare Parts) Recall Notice 2018, requires suppliers to notify the ACCC of any misdeployment incidents involving an Affected Takata Airbag Inflator in one of their vehicles.

To assist you, the ACCC has developed the attached Takata Misdeployment Incident Report Form (TMIR) which is also available on the Product Safety Australia website: https://www.productsafety.gov.au/recalls/compulsory-takata-airbag-recall/what-suppliers-should-do/reporting-guidance-templates.

Takata Misdeployment Incident Report Form

Suppliers must submit an initial TMIR to the ACCC within two business days from the time you first learn of a report of a misdeployment. It may be that not all relevant information is known within this time period, but an Initial TMIR must be submitted, providing what information is available. The first TMIR regarding a given incident will be designated as the Initial report (see 1.4 in the form). A subsequent report regarding the same incident can be designated as an Amended, Supplemental or Final report, as the case may be.

Timely completion and submission of the TMIR to the ACCC will satisfy a supplier's reporting obligations under the Recall Notice as well as under s 131 of the Australian Consumer Law (ACL) where applicable (s 131 of the ACL requires reporting of incidents involving death, serious illness or injury associated with consumer goods).

More detailed instructions are provided in the form. Please submit all reports and questions in relation to the above to takatarecall@acc.gov.au

Regards

Takata Task Force
Takata Task Force | Consumer Product Safety Branch
Australian Competition & Consumer Commission
23 Marcus Clarke Street Canberra 2601

The ACCC acknowledges the traditional owners and custodians of Country throughout Australia and recognises their continuing connection to the land, sea and community. We pay our respects to them and their cultures; and to their Elders past, present and future.
Takata Misdeployment Incident Report Form

The Consumer Goods (Motor Vehicles With Affected Takata Airbag Inflators and Specified Spare Parts) Recall Notice 2018 (Recall Notice) requires a Supplier to submit a Misdeployment Incident Report to the ACCC within two business days from the time it becomes aware of a report of a misdeployment of an Affected Takata Airbag Inflator in one of its Vehicles worldwide.

ACCC’s record number (for the ACCC to enter on receipt):

Guidance for Suppliers

1. This is a form for the submission of a Takata Misdeployment Incident Report (TMIR) in accordance with section 11 of the Recall Notice.

2. All terms in this form have the same definition/meaning as they do in the Recall Notice. In addition, for the purposes of this form, a ‘misdeployment’ is an incident involving deployment of an Affected Takata Airbag Inflator where there is a possible or suspected rupture of the inflator and/or projection of pieces of metal in the vehicle.

3. You must submit your initial TMIR to the ACCC within two business days from the time you first learn of a report of a misdeployment. It may be that not all relevant information is known within this time period, but an initial TMIR must be submitted, providing what information is available. The first TMIR regarding a given incident will be designated as the Initial report (see 1.4 below). A subsequent report regarding the same incident can be designated as an Amended, Supplemental or Final report, as the case may be.

4. Timely completion and submission of the TMIR to the ACCC will satisfy a Supplier’s reporting obligations under the Recall Notice, as well as under section 131 of the Australian Consumer Law (ACL) where applicable (section 131 of the ACL requires reporting of incidents involving death or serious illness or injury associated with consumer goods).

5. Where a Supplier learns of a report of an incident involving a possible or suspected misdeployment of an Affected Takata Airbag Inflator in a vehicle supplied by that Supplier, that incident must be reported within the required time unless the Supplier is certain that it is clearly not a misdeployment, and, to the Supplier’s knowledge, no one else considers that the incident was a misdeployment.

6. The TMIR must include information regarding any injury or death that, to the Supplier’s knowledge, anyone considers to be associated with a misdeployment, unless the Supplier is certain that the injury or death is not associated with a misdeployment.

7. All fields with an asterisk must be completed. It is requested, however, that all fields be completed. If information is unknown, state ‘unknown’. If a field is not applicable, state ‘N/A’.

1. General

1.1. Supplier reference (if applicable)

1.2. Supplier*
1.3. Date of this report

1.4. Type of report (Initial, Amended, Supplemental, Final)

1.5. Name, position, employer and contact details (phone, postal and email address) of person preparing this report

2. Vehicle with misdeployment or possible misdeployment

2.1. Make

2.2. Model (including model year)

2.3. VIN

2.4. Registration (e.g. state or territory, and number, if known)

2.5. Vehicle owner details, including name, address and contact details (if the owner consents to provision of their details to the ACCC)

2.6. Vehicle sale (purchase) date, place of sale (e.g. private sale or through a dealership), last place of vehicle service (if known) and other vehicle history (if known)

3. Inflator information

3.1. Inflator serial number

3.2. Was the inflator the original inflator in the vehicle or was it a replacement inflator?

3.3. Inflator location (e.g. driver, passenger)

3.4. Inflator family type (e.g. PSDI, SDI)

3.5. Recall status of the inflator, including recall initiation date and PRA number, if under active recall, and planned recall initiation date if scheduled for future recall
3.6. Summary of notification to, and communications and/or attempted communications with, vehicle owner regarding recall, if any, including copy of any such notification/communications

3.7. If you were unable to identify the vehicle owner in order to attempt to notify the vehicle owner, identify the measures you took to seek to identify the vehicle owner.

4. Incident details

4.1. Date of the misdeployment or possible misdeployment (the 'incident')*

4.2. Date you became aware of the incident*

4.3. Describe how you became aware of the incident.

4.4. Location of the Incident (city, state, territory or province, and country)*

4.5. Did the incident occur during testing of an inflator ('testing') or during a person's normal use or misuse of a vehicle ('field incident')?*

4.6. Description of the incident (details)*

4.7. Details of any police, emergency services, ambulance, or other officials or services attending the incident, including copies of any reports by those officials/services

4.8. Description of any injury(ies) and/or death(s) (please include identification of the position in the vehicle of each person reported to suffer injury or death)*

4.9. Details of any medical treatment and prognosis*

4.10. Name(s) and contact details of person(s) reporting the incident (If they consent to provision of their details to the ACCC). If you answer N/A or unknown, you must explain whether this is because the name(s) and/or contact details of the person(s) are not known, or because the person(s) did not consent to provision of their details to the ACCC. If it is because the person(s) did not consent to provision of their details to the ACCC, then you must confirm that you sought their consent to provide their contact details to the ACCC, and specify by what means this occurred (e.g. orally, in an email, in a letter).*
4.11. Name(s) and contact details of person(s) involved in the incident (if they consent to provision of their contact details to the ACCC). If you answer N/A or unknown, you must explain whether this is because the name(s) and/or contact details of the person(s) are not known, or because the person(s) did not consent to provision of their details to the ACCC. If it is because the person(s) did not consent to provision of their details to the ACCC, then you must confirm that you sought their consent to provide their contact details to the ACCC, and specify by what means this occurred (e.g. orally, in an email, in a letter).*

5. Incident investigation

5.1. Have you inspected the vehicle and/or inflator? If so, what was observed (e.g. visual signs of degradation and/or moisture ingress, pitted metal, rust, excess lubricant and anything else out of the ordinary)? Please attach any associated records of any inspection and observations.

5.2. Have you confirmed whether or not a rupture occurred?

5.3. Have you identified the root cause of the rupture?

5.4. Describe the status of your investigation to date, and attach any additional information regarding the inflator and/or your investigation (including documents) that you consider the ACCC should know.

6. Action taken or proposed to be taken

6.1. Other than matters covered elsewhere in this form (e.g. recall and investigation details), please describe what measures you have taken or propose to take regarding the incident. For example, what communications have you had with any person(s) involved in the incident? Have you provided or offered any remedy or compensation to any person(s) involved in the incident?

7. Other

7.1. Please provide any other information or documentation that you would like to provide regarding the incident.
Good afternoon All

Please let me know if you have any agenda items for inclusion on tomorrow’s agenda. I will then settle it and send it out by 1pm.

Many thanks,
From: takatarecall <takatarecall@accc.gov.au>
Sent: Thursday, 1 March 2018 12:15 PM
To: takatarecall
Subject: Compulsory Recall - faulty Takata airbag inflators [SEC=UNCLASSIFIED]

Good afternoon

The purpose of this email is to inform you that the Assistant Minister to the Treasurer, the Honourable Michael Sukkar MP, has issued a compulsory recall notice for vehicles containing frontal Takata airbag inflators that use phase-stabilised ammonium nitrate propellant without a desiccant and those that use a calcium sulphate desiccant (Affected Takata Airbag Inflators) as well as spare parts that are, or contain, Affected Takata Airbag Inflators.

The Consumer Goods (Motor Vehicles with Affected Takata Airbag Inflators and Specified Spare Parts) Recall Notice 2018 commencing 1 March 2018 and the Explanatory Statement have been registered on the Federal Register of Legislation and are able to be viewed via the links provided.

The ACCC has also published the following information on the Product Safety Australia website:


The ACCC will publish/provide further guidance material to assist suppliers of Affected Takata Airbag Inflators in meeting their obligations under the Recall Notice, including their reporting requirements in due course.

Should you have any questions about the recall, or would like to discuss this information further, please contact takatarecall@accc.gov.au.

Regards

**Takata Task Force**
Takata Task Force | Consumer Product Safety Branch
Australian Competition & Consumer Commission
23 Marcus Clarke Street Canberra 2601

The ACCC acknowledges the traditional owners and custodians of Country throughout Australia and recognises their continuing connection to the land, sea and community.
We pay our respects to them and their cultures; and to their Elders past, present and future.
Good afternoon

The Australian Competition and Consumer Commission (ACCC) has recommended to the Assistant Minister to the Treasurer, the Honourable Michael Sukkar, that he issue a compulsory recall notice for vehicles containing frontal Takata airbag inflators that use phase-stabilised ammonium nitrate propellant without a desiccant and those that use a calcium sulphate desiccant (Affected Takata Airbag Inflators) as well as spare parts that are, or contain, Affected Takata Airbag Inflators.

The ACCC has recommended that the Minister issue a compulsory recall notice in modified terms to the draft recall notice issued on 21 September 2017. The name of the recommended recall notice is the Consumer Goods (Motor Vehicles with Affected Takata Airbag Inflators and Specified Spare Parts) Recall Notice 2018 (Recall Notice).

The ACCC is providing attendees of the supplier conference held on 9 October 2017 and certain other interested parties with a copy of its confidential and under embargo notice of recommendation to the Minister and the recommended Recall Notice (Attached) in accordance with s 132D(2)(b) of the Competition and Consumer Act 2010 (Cth).

If you wish to hear from ACCC on how the recall will work we will be conducting a briefing for those available to attend a video / phone conference in Melbourne from 2.30-4pm AEST on Monday 26 February 2018 where the Executive General Manager of the ACCC’s Consumer, Small Business and Product Safety Division, Tim Grimwade, will explain the ACCC’s recommendation and provide relevant information. Apologies for the short notice, however we would like to make ourselves available to discuss at the earliest opportunity.

Please confirm if you wish to attend this briefing session by responding to takata@accc.gov.au as soon as possible, so that necessary arrangements can be made.

When responding it would be helpful if you could provide the following information:

1. Location of your representatives – Videoconference rooms are available in the Melbourne, Sydney, Canberra and Adelaide ACCC offices.

2. Names of your representatives – Due to room shortages, we ask that you limit physical attendance to max. two persons. Names are required for security purposes.

3. Whether or not teleconference details are required – Please indicate what country any phone attendees will be dialling in from, the number of lines required and the names of phone attendees. As external phone lines are limited, dial-in details will be provided once numbers are confirmed.

The above information and documents are confidential and the ACCC requests that you do not make them public until the Minister makes a decision about whether or not to accept the ACCC recommendation.

If you have any questions, please contact:
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