

KENNA Allison

From: [REDACTED] s22
Sent: Tuesday, 6 October 2015 11:20 AM
To: [REDACTED] s22
Subject: Catch up [SEC=UNCLASSIFIED]

[REDACTED] s22

Today we discussed

Section 22 - Irrelevant

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

s22 - Irrelevant

s22

Associate Administrator of Vehicle Standards
Director, Operational Policy Section
Vehicle Safety Standards
Department of Infrastructure and Regional Development
GPO Box 594
CANBERRA ACT 2601
Telephone: (02) 6274 7074

s22

names removed pursuant to section 22

From: [REDACTED]
Sent: Friday, 10 July 2015 4:32 PM
To: [REDACTED]
Subject: RE: Minutes [SEC=UNCLASSIFIED]
Attachments: QB15-000149.docx; Copy of TAKATA Airbag tracking living document update as needed .xlsx

Follow Up Flag: Follow up
Flag Status: Flagged

Regarding Takata recall information. The information is not consolidated.

At the information consists of Question Time Briefing (of which I'm updating s 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

From: [REDACTED]
Sent: Friday, 10 July 2015 2:04 PM
To: F [REDACTED]
Subject: Minutes [SEC=UNCLASSIFIED] all s22

Hi [REDACTED]

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) 6274 7006

s22



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

s22

As discussed, you will have to push him on these

Thanks



s22

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



s22

www.infrastructure.gov.au

From: [Redacted]
Sent: Wednesday, 8 July 2015 6:43 PM



s22

Subject: Minutes [SEC=UNCLASSIFIED]



s22

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.

Pls work with [Redacted] on these.

See you on 20 July

Thanks

[REDACTED] s22

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

[REDACTED] s22

Vehicle Safety – Takata Airbag Recall

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 manufactures 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 ~~760,000~~ 872000 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.

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Recalls in the Australian market

As of ~~12 June~~ 2 July 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 872000 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 manufactures 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.

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Attachments

Attachment A – List of Affected Makes / Models

	Contact Officer	SES Contact Officer
Name:	[REDACTED] s22	Robert Hogan
Title:	Director, Operational Policy Section, Vehicle Safety Standards	General Manager, Vehicle Safety Standards
Landline:	[REDACTED]	s22
Mobile:	[REDACTED]	

DEPARTMENT INFORMATION CORRECT AS AT: 25 June 2015

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Attachment A

List of Affected Makes / Models

MAKE	MODEL	YEAR RANGE
BMW	E46 – 3 Series	2001 - 2003
Chrysler	300C	2005 – 2007 <u>2010</u>
Honda	City	2009
Honda	Civic	2001 - 2005
Honda	Accord	2001 - 2009
Honda	CRV	2001 - 2009
Honda	Jazz	2001 - 2009
Honda	MDX	2003 - 2006
Lexus	SC430	2000 – 2004 <u>2007</u>
Mazda	6	2002 - 2009
Mazda	RX8	2002 - 2007
Mazda	E-Series van	2002 - 2007
Mazda	T-Series cab chassis	2002 - 2007
Mazda	B2500 ute/cab chassis	2002 - 2007
Mazda	B2600 ute/cab chassis	2002 - 2007
Nissan	Pulsar	2000 - 2007
Nissan	Patrol	2000 - 2007
Nissan	Navara	2000 – 2007 <u>2008</u>
Nissan	X-Trail	2000 – 2007 <u>2008</u>
Nissan	Maxima	2001 – 2007 <u>2008</u>
Subaru	Impreza	2004 - 2007
Toyota	Corolla	2005 - 2007
Toyota	Avensis	2000 – 2007 <u>2008</u>
Toyota	Echo	2002 - 2005
Toyota	RAV4	2002 - 2005
Toyota	Yaris	2005 – 2007 <u>2008</u>

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Tracking of Takata airbag recalls

Last update: 20150518

Make	Model	Year Range	Campaign No.	PRA No.	Notification		Target No.		Airbag affected	Notes
Chrysler	300C	2005-2007	P81	2015/14543	R15/049	6/02/2015	0		front driver	Campaign P81 closed and replaced by R25
Chrysler	300C	2005-2010	R25	2015/14742	R15/097	3/06/2015	5508		front driver	
BMW	3 Series (E46)	12/2001-03/2003	72330100	2013/13576	R13/053	9/05/2013	3481		front passenger	Discrepany with ACCC site affected units and units affected reported to the Department (VIN supplied equals 3481)
BMW	3 Series E46	9/ 1999-8/2006	72410100		R14/105	26/08/2014	40253		front passenger	
Honda	Accord/CRV	2001-2002	5SZ	2009/10969	R09/099	3/08/2009	2023			ACCC target 2026 vs quantity affected 2813
Honda	Civic	2001	5SD	2010/11785	R10/076	1/07/2010	788		front passenger	checked this and SUS and the identical target numbers are correct
Honda	Accord	2001-2002	5US	2011/12633	R11/122	28/09/2011	788		front driver	extension of PRA 2009/10969
Honda	Civic/CRV/Jazz	2001-2003	5SK	2013/13549	R13/043	22/04/2013	43,389		front passenger	Figures revised down from 43414 to 37597. ACCC site shows 43414
Honda	Jazz	2004	5UD	2014/14438	R14/071	27/06/2014	1516		front driver	
Honda	Accord/CRV/Jazz	2003-2004	5NN	2014/14498	R14/184	22/12/2014	8533		front passenger	Figure revised by Honda 19/1/2015 from 21752 to 8533
Honda	Accord Euro, CRV, Civic, Jazz	2002-2008	5UN		R15/087	18/05/2015	137651		front passenger	Revised figure as of 29 May 2015 (email from) with an additional 28,100 vehicles added to initial recall
Honda	Jazz, CRV	2005-2007	5JV	2015/14702	R15/086	18/05/2015	22224		front driver	
Honda	MDX, Accord	2001-2006	5VZ	2015/14703	R15/094	29/05/2015	21240		front driver	
Mazda	6	2002-2003	R201302	2013/13570	R13/057	17/06/2015	468		front passenger	
Mazda	6, RX8	2002-2004	R201403	2014/14172	R14/070	25/06/2014	4650		front passenger	Second recall captures RX8 & 2004 Mazda 6
Mazda	6	2005-2007		2015/14761	R15/108	10/06/2015	12542		front driver and passenger	
Mazda	6	2006-2009		2015/14762	R15/107	10/06/2015	19190		front passenger	
Mazda	6, RX-8, E-Series van, T-Series	2002-2007		2015/14760	R15/109	10/06/2015	47719		Front driver	
Nissan	N16 Pulsar, Y61 Patrol	2001	R1020	2010/11761	R10/074	28/06/2010	2			
Nissan	N16 Pulsar, Y61 Patrol, D22 Navara, T30 X-Trail	2000-2004	R1302, R2302, R3302 & R4302	2013/13542	R13/060	19/06/2013	4205		Front passenger	Initial target given as 11360. N16 Pulsar hatch removed and added to additional campaign. ACCC site records 11360
Nissan	N16 Pulsar, D22 Navara, Y61 Patrol, T30 X-Trail, A33 maxima	2001-2003	R1407	2014/14182	R14/072	27/06/2014	25941		Front passenger	Includes R1407, R2407, R3407, R4407, R5407
Nissan	N16 Pulsar, D22 Navara, Y61 Patrol, T30 X-Trail, J31 maxima	2003	R1420	2015/14751	R15/103	5/06/2015	16092		Front passenger	
Nissan	N16 Pulsar, D22 Navara, Y61 Patrol, T30 X-Trail, J31 maxima	2004-2007	R1508	2015/14752	R15/102	5/06/2015	98915		Front passenger	
Nissan	D22 Navara, T30 X-Trail, J31 Maxima	2007-2008	R1512		R15/126	7/07/2015	25707		Front passenger	
Subaru	Impreza	2004-2007	DM0385	2015/14715	15/091	22/05/2015	33548		Front passenger	front passenger airbag, not yet up on recalls.gov.au
Toyota	Corolla ZZE122, Avensis, Lexus SC430	2000-2004	AGG48	2013/13544 & 13545	R13/041	15/04/2013	18787		front passenger airbag	
Toyota	Echo and Rav 4	2002-2003	AGGE4	2014/14456	R14/163	28/11/2014	8223		Front Drivers airbag	
Toyota	Corolla, Yaris, Avensis Verso	2003-2007	BGG23	2015/14701	R15/088	13/05/2015	124546		front passenger airbag	
Toyota	Echo and Rav 4	2003-2005	BGG22	2015/03157	R15/089	20/05/2015	56389		Front Drivers airbag	
Toyota	Avensis and Yaris	2007-2008	TBA	2015/14794		30/06/2015	83264		front passenger airbag	
Toyota	Lexus SC430	2003-2007	TBA	2015/14795		30/06/2015	234		front passenger airbag	
TOTAL							867816			

s47G

Text in red is unconfirmed by manufacturer (generally based on media reports before recall notification)

this includes 2 Chrysler recalls that may be overlapped

[REDACTED] s22

From: [REDACTED]
Sent: Tuesday, 1 December 2015 10:00 AM
To: [REDACTED]
Subject: Draft AMVCB minutes [SEC=UNCLASSIFIED]

s22

Hi [REDACTED], s22

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,

[REDACTED] Section 22 - Irrelevant to request



approvals. VSO will pursue this matter online with NCHV.

~~~~~

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

s22



All redactions section 22

**From:** [REDACTED]  
**Sent:** Monday, 30 November 2015 5:32 PM  
**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,

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



Redactions all section 22

**From:** [REDACTED]  
**Sent:** Wednesday, 5 August 2015 4:05 PM  
**To:** Hogan Robert  
**Cc:** [REDACTED]  
**Subject:** RE: MEDIA ENQUIRY: Choice Magazine, Takata airbags recall [SEC=UNCLASSIFIED]

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 s22  
**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

[REDACTED] s22

## 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 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. [REDACTED]

[REDACTED] Manufacturers are told by parent company what cars are affected and need to be recalled.

s47G

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 reregistration tomay 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 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.

**From:** [REDACTED]  
**Sent:** Friday, 28 August 2015 11:47 AM s22  
**To:** [REDACTED] Hogan Robert  
**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 [REDACTED] additions/corrections and added attendees list, so it's all in the one document.

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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.

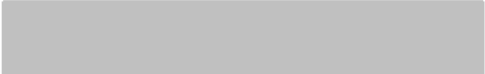
Manufacturers felt that DIRD writing to their respective head office may be helpful in ensuring parts availability in Australia improves. Mazda was particular supportive of this action.

All parties agreed that the meeting was productive and agreed to meet again in 3 months time.

## TAKATA AIRBAG MEETING – ATTENDEES

Monday 24<sup>th</sup> August 2015

Location – Bonney Room, Mezzanine Level

VSS – Robert Hogan, 

S22

FCAI



BMW



FIAT CHRYSLER



HONDA



S47F

MAZDA



NISSAN



TOYOTA



SUBARU



**From:** [REDACTED]  
**Sent:** Monday, 24 August 2015 4:30 PM  
**To:** [REDACTED]  
**Subject:** Notes from meeting [SEC=UNCLASSIFIED]  
**Attachments:** Meeting with manufacturers.docx

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

s22

Notes from today's meeting for comment/edit.

Thanks

## **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, 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 [REDACTED]

s47G

[REDACTED] 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. Mazada commented that the US market was getting priority .



s47G

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:** s22 Tuesday, 15 September 2015 11:06 AM  
**To:** [REDACTED]  
**Subject:** FW: Ministerial correspondence - Takata airbags [DLM=For-Official-Use-Only]  
**Importance:** High

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



**From:** Recalls  
**Sent:** Wednesday, 3 June 2015 10:02 AM s22  
**To:** [REDACTED]  
**Subject:** FW: R25 Recall Information [SEC=UNCLASSIFIED]  
**Attachments:** R25 GRS VIN List 29052015.xlsx; P81 VIN List.txt

Looks like the new R 25 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 ?

---

**From:** [REDACTED]@fcagroup.com] s47F  
**Sent:** Wednesday, 3 June 2015 9:44 AM  
**To:** Recalls; recalls@recalls.gov.au  
**Subject:** R25 Recall Information

Good morning

We have notified the ACCC of an upcoming recall R25.

*PRA number:* 2015/14742  
*Date published:* 2<sup>nd</sup> June 2015

This affects:  
 2005-2010 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, [REDACTED]




---

Warranty Administrator

s47F

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

Australia



s47F

**From:** [REDACTED]  
**Sent:** Tuesday, 6 October 2015 10:39 AM  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: [SEC=UNCLASSIFIED]

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.

All redactions s22

**From:** [REDACTED]  
**Sent:** Tuesday, 6 October 2015 10:23 AM  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: [SEC=UNCLASSIFIED]

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.

Continued

Regards,



[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Thursday, 14 May 2015 11:22 AM  
**To:** [REDACTED]  
**Subject:** FW: Takata Airbags.docx [SEC=UNCLASSIFIED]  
**Attachments:** Takata Airbags.docx

This is [REDACTED] draft on what we know about Takata recall issues. I haven't reviewed it yet.

---

**From:** [REDACTED]  
**Sent:** Tuesday, 21 April 2015 3:21 PM  
**To:** [REDACTED]  
**Subject:** Takata Airbags.docx [SEC=UNCLASSIFIED]

section 22

[REDACTED]

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

[REDACTED]





## **Australian Government**

### **Department of Infrastructure and Regional Development**

#### **BRIEFING**

*File Reference: No File*

*Contact:* [REDACTED]

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.

s47G

- **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

**From:** [REDACTED] S22  
**Sent:** Tuesday, 15 December 2015 3:02 PM  
**To:** [REDACTED]; Hogan Robert; [REDACTED]  
**Subject:** Takata Meeting MInutes 11 December 2015 [SEC=UNCLASSIFIED]  
**Attachments:** Minutes of Meeting with manufacturers - August 2015.docx

Hi all,

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

Regards,

[REDACTED]  
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](mailto: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

s47G

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 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.

S47G

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.

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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 24<sup>th</sup> August 2015

Location – Bonney Room, Mezzanine Level

VSS – Robert Hogan, [REDACTED]

S22

FCAI

[REDACTED]

BMW

[REDACTED]

FIAT CHRYSLER

[REDACTED]

Section 47F

HONDA

[REDACTED]

MAZDA

[REDACTED]

NISSAN

[REDACTED]

TOYOTA

[REDACTED]

SUBARU

[REDACTED]



**From:** [REDACTED]  
**Sent:** Wednesday, 28 October 2015 8:39 AM  
**To:** [REDACTED]  
**Cc:**  
**Subject:** FW: Takata Recall Campaigns [SEC=UNCLASSIFIED]  
**Attachments:** Appendix 3 - Timing Plan.xlsx

s22

FYI

[REDACTED]  
Associate Administrator of Vehicle Standards  
Director, Operational Policy Section  
Vehicle Safety Standards  
Department of Infrastructure and Regional Development  
GPO Box 594  
CANBERRA ACT 2601

s22

[REDACTED]  
[www.infrastructure.gov.au](http://www.infrastructure.gov.au)

---

**From:** [REDACTED]@mazda.com.au]  
**Sent:** Monday, 26 October 2015 4:52 PM  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: Takata Recall Campaigns [SEC=UNCLASSIFIED]

s47F

Good Afternoon [REDACTED]

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  
[REDACTED]



[REDACTED] - Warranty & Technical,  
Customer Support Dept.  
Mazda Australia, 385 Ferntree Gully Road,  
Mount Waverley, VIC 3149  
[REDACTED]

S47F

**From:** [REDACTED]  
**Sent:** Monday, 26 October 2015 12:12 PM

s22 and 47F

**Subject:** Takata Recall Campaigns [SEC=UNCLASSIFIED]

Good Afternoon [REDACTED]

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.

Road Vehicle Certification System - [Licensee]

File Edit Tools Task Window Help

**Licenses** Other Details

Participant Name: Mazda Motor Corporation

ID: L0066 MVCS ID: 042 Status: ACTIVE

Trading Name:

ABN/ACN: 000 000 000 Business Registration No.:

Address Format: Local Overseas

**Physical Address:**

Address: 3-1 Shinchu  
Fuchu-cho  
City/Suburb: Aki-gun  
State: Hiroshima  
Postcode: 730-8670  
Country: JAPAN

**Postal Address:**

Address/ PO Box: C/o Mazda Australia  
Locked Bag 40  
City/Suburb: MOUNT WAVERLEY  
State: VIC  
Postcode: 3149  
Country: AUSTRALIA

Email Address: Facsimile: ( ) ( )

Switchboard No. (81) (82) 2821111 Overseas Fax?

Authorisation Approvals Report OK Cancel Help

Regards

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

s22

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| Campaign                                                 |  | Model                         | Affected | Nov-15 | Dec-15 | Jan-16 | Feb-16 | Comment                                                                                                                                   | Launch Month |
|----------------------------------------------------------|--|-------------------------------|----------|--------|--------|--------|--------|-------------------------------------------------------------------------------------------------------------------------------------------|--------------|
| PRA2015/14760 (Driver-Side Air Bag Inflator Only)        |  | Mazda6                        | 38,390   |        | Launch |        |        |                                                                                                                                           |              |
|                                                          |  | RX-8                          | 5,401    | Launch |        |        |        |                                                                                                                                           |              |
|                                                          |  | E Series/T Series/D2500/D2600 | 3,952    | Launch |        |        |        |                                                                                                                                           |              |
| PRA2015/14761 (Driver & Passenger-Side Air Bag Inflator) |  | Mazda6                        | 12,544   |        |        |        |        | Due to restricted part supply mailing is planned to be released on a monthly basis based on age of vehicle. Oldest vehicles mailed first. |              |
| PRA2015/14762 (Passenger-Side Air Bag Inflator Only)     |  | Mazda6                        | 19,190   |        |        |        |        | Due to restricted part supply mailing is planned to be released on a monthly basis based on age of vehicle. Oldest vehicles mailed first. |              |

| Campaign                                                 | Model                         | Parts Supply Pipeline |        |        |        |        |        |        |        |        |        |        |        |        |        |        | Comment |
|----------------------------------------------------------|-------------------------------|-----------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|---------|
|                                                          |                               | Affected              | Nov-15 | Dec-15 | Jan-16 | Feb-16 | Mar-16 | Apr-16 | May-16 | Jun-16 | Jul-16 | Aug-16 | Sep-16 | Oct-16 | Nov-16 | Dec-16 |         |
| PRA2015/14760 (Driver-Side Air Bag Inflator Only)        | Mazda6                        | 38,390                |        | 14594  | 18571  | 22548  | 26525  | 30502  | 34679  | 38390  |        |        |        |        |        |        |         |
|                                                          | RX-8                          | 5,401                 | 704    | 1267   | 1619   | 1971   | 2605   | 3239   | 3873   | 4507   | 5141   | 5401   |        |        |        |        |         |
|                                                          | E-Series/T-Series/B2500/B2600 | 3,932                 | 1217   | 3290   | 3932   |        |        |        |        |        |        |        |        |        |        |        |         |
|                                                          | Mazda6                        | 12,544                |        |        |        | 1228   | 1478   | 1728   | 1978   | 2228   | 2478   | 2728   | 2978   | 3228   | 3478   | 3728   |         |
| PRA2015/14761 (Driver & Passenger-Side Air Bag Inflator) | Mazda6                        | 19,190                |        |        |        | 1228   | 1478   | 1728   | 1978   | 2228   | 2478   | 2728   | 2978   | 3228   | 3478   | 3728   |         |
| PRA2015/14762 (Passenger-Side Air Bag Inflator Only)     | Mazda6                        | 19,190                |        |        |        | 1228   | 1478   | 1728   | 1978   | 2228   | 2478   | 2728   | 2978   | 3228   | 3478   | 3728   |         |

|                                                          |                               |          | Completion Rate Projection |        |        |        |        |        |        |        |        |        |        |        |        |        |        |                 |                 |
|----------------------------------------------------------|-------------------------------|----------|----------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|-----------------|-----------------|
| Campaign                                                 | Model                         | Affected | Nov-15                     | Dec-15 | Jan-16 | Feb-16 | Mar-16 | Apr-16 | May-16 | Jun-16 | Jul-16 | Aug-16 | Sep-16 | Oct-16 | Nov-16 | Dec-16 | Jan-17 | Feb-17          | Mar-17          |
| PRA2015/14760 (Driver-Side Air Bag Inflator Only)        | Mazda6                        | 38,390   |                            | 1920   | 5759   | 3639   | 1920   | 1920   | 1920   | 960    | 960    | 960    | 576    | 576    | 576    | 576    | 576    | Review Campaign |                 |
|                                                          | RX-8                          | 5,401    | 270                        | 810    | 540    | 270    | 270    | 270    | 135    | 135    | 135    | 81     | 81     | 81     | 81     | 81     | 81     | Review Campaign |                 |
|                                                          | E Series/T Series/B2500/B2600 | 3,932    | 197                        | 590    | 393    | 197    | 197    | 197    | 98     | 98     | 98     | 81     | 81     | 81     | 81     | 81     | 81     | Review Campaign |                 |
| PRA2015/14761 (Driver & Passenger-Side Air Bag Inflator) | Mazda6                        | 12,544   |                            |        |        | 61     | 184    | 111    | 111    | 111    | 111    | 111    | 111    | 111    | 111    | 111    | 111    | 111             | Review Campaign |
| PRA2015/14762 (Passenger-Side Air Bag Inflator Only)     | Mazda6                        | 19,190   |                            |        |        |        | 61     | 184    | 111    | 111    | 111    | 111    | 111    | 111    | 111    | 111    | 111    | 111             | Review Campaign |

Notes: Completion rates projections are based on historical completion rates for already launched Takata Airbag Campaigns.

**From:** Hogan Robert  
**Sent:** Friday, 15 May 2015 5:56 PM  
**To:** [REDACTED]  
**Cc:** [REDACTED]; Recalls  
**Subject:** RE: Toyota Takata recall [DLM=For-Official-Use-Only]

s22

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Thanks [REDACTED]

As you say, the highlighted would definitely require discussion.

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:** [REDACTED]  
**Sent:** Friday, 15 May 2015 4:02 PM  
**To:** Hogan Robert  
**Cc:** [REDACTED]  
**Subject:** Toyota Takata recall [DLM=For-Official-Use-Only]

s47F

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 as an interim step;
  - I suggested that it would be something that would probably need to be discussed with Robert and the ACCC.
  - In principle, it 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.

Acting Director  
 Operational Policy Section  
 Vehicle Safety Standards

s22



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]  
**Attachments:** ACCC - Second-hand Vehicle Action Plan Form.docx; ACCC- Second-hand Vehicle Action Plan Form.pdf

Good afternoon

The *Consumer Goods (Motor Vehicles With Affected Takata Airbag Inflators and Specified Spare Parts) Recall Notice 2018*, requires suppliers to submit a Second-hand Vehicle Action Plan (SVAP) to the ACCC by **1 May 2018**.

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 the 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](mailto: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  
[www.accc.gov.au](http://www.accc.gov.au) [www.productsafety.gov.au](http://www.productsafety.gov.au)

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.

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |  |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| Supplier                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  |
| Date of submission of form                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |
| Name, position and contact details (phone, postal and email address) of submitter                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  |
| <p>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:</p> <ul style="list-style-type: none"><li>a. planned communications with industry bodies/organisations, including a list of any such bodies and the mode and content of your proposed communications</li><li>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</li><li>c. planned communications with auction houses, vehicle warehouses or similar entities that supply second-hand vehicles</li><li>d. planned communications targeting web-based, second-hand vehicle suppliers, including through entities such as Carsales</li><li>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</li><li>f. any other planned outreach or communications.</li></ul> |  |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |  |

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.

**From:** takatarecall <takatarecall@accc.gov.au>  
**Sent:** Tuesday, 24 April 2018 12:20 PM  
**To:** takatarecall  
**Subject:** ACCC - Takata Misdeployment Incident Report Form and website guidance [SEC=UNCLASSIFIED]  
**Attachments:** Takata Misdeployment Incident Report Form.docx

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@accc.gov.au](mailto: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  
[www.accc.gov.au](http://www.accc.gov.au) [www.productsafety.gov.au](http://www.productsafety.gov.au)

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## 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*                                                           |
|                                                                                                                                                                                |
| <b>2. Vehicle with misdeployment or possible misdeployment</b>                                                                                                                 |
| 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)    |
|                                                                                                                                                                                |
| <b>3. Inflator information</b>                                                                                                                                                 |
| 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <b>4. Incident details</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 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.

**From:** [REDACTED] s22  
**Sent:** Monday, 16 April 2018 5:20 PM  
**To:** NYAKUENGAMA Sharon; [REDACTED] Neville; Probyn, Glenn; elisabeth.vagg@accc.gov.au  
**Subject:** Agenda for tomorrow's Takata telecon [SEC=UNCLASSIFIED]

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,

[REDACTED]  
[REDACTED]  
Recall Reform Manager | Regulatory Policy, Risk and Compliance  
Vehicle Safety Standards | Surface Transport Division  
Department of Infrastructure, Regional Development and Cities  
GPO Box 594, Canberra ACT 2601

[REDACTED] e.gov.au | w www.infrastructure.gov.au

**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:

- About the recall: <https://www.productsafety.gov.au/recalls/compulsory-takata-airbag-recall/about-the-compulsory-takata-airbag-recall>
- Information for suppliers of Affected Takata Airbag Inflators  
<https://www.productsafety.gov.au/recalls/compulsory-takata-airbag-recall/what-suppliers-should-do>
- Information for consumers <https://www.productsafety.gov.au/recalls/compulsory-takata-airbag-recall/what-drivers-should-do>

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](mailto: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  
[www.accc.gov.au](http://www.accc.gov.au) [www.productsafety.gov.au](http://www.productsafety.gov.au)

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.

**From:** Takata <Takata@accc.gov.au>  
**Sent:** Friday, 23 February 2018 1:46 PM  
**To:** Takata  
**Subject:** Confidential and under embargo - ACCC briefing for suppliers on its recommendation - Monday 26 Feb 2018 [DLM=Sensitive:Legal]  
**Attachments:** CONFIDENTIAL - ACCC Notice of Recommendation.pdf  
**Importance:** High

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](mailto: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:

Glenn Probyn  
Director  
Takata Task Force  
Consumer Product Safety Branch  
Australian Competition and Consumer Commission  
Email: [takata@accc.gov.au](mailto:takata@accc.gov.au)

## Glenn Probyn

Director | Takata Task Force | Consumer Product Safety Branch

**Australian Competition & Consumer Commission**

Level 17 Casselden | 2 Lonsdale Street | Melbourne Vic 3000

[www.accc.gov.au](http://www.accc.gov.au) [www.productsafety.gov.au](http://www.productsafety.gov.au)

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.