



Press-Release

On November 6, 2014, The New York Times published an article entitled, "Takata Saw and Hid Risk in Airbags in 2004, Former Workers Say," which made several allegations against the company. THESE ALLEGATIONS ARE NOT TRUE. The article attacks Takata's reputation and culture in a way that is indefensible. For over 80 years our people have manufactured safety products responsible for saving thousands of lives. That will remain our mission.

Below, please find a substantive rebuttal that has been communicated to the New York Times. Thank you.

Takata's Response to the NY Times Article

- The allegations made in the Times article are fundamentally inaccurate. Takata did not conduct tests on scrapyards inflators as described in the article in 2004, and it did not suppress or hide the results of inflator tests in 2004 or any time thereafter. The Times article confuses multiple events occurring at different times and for different purposes and thereby tells a story that is simply untrue.
- Takata's engineers in the U.S. did not learn of the 2004 accident involving the rupture of an airbag inflator in a Honda Accord until the middle of 2005, and so they did not and could not perform inflator tests in 2004 in response to that accident. In 2005, the engineers concluded that the 2004 event was likely an anomaly based on a review of photographs of the damaged inflator. They did not believe it was necessary to perform any inflator tests at that time.
- Takata did conduct urgent airbag experiments at its Auburn Hills facility in the summer of 2004, and those experiments took place around the clock and on weekends. But those experiments were not "secret tests." They were done at the request of NHTSA to address a cushion-tearing issue unrelated to inflator rupturing, and they involved new airbag modules, not scrapyards inflators. Takata worked with Honda on this unrelated issue, and in late 2004 Honda notified NHTSA that it would conduct a recall to address this issue.
- Years later, following reports of three inflator ruptures in Honda vehicles in 2007, Takata's engineers did perform tests of inflators retrieved from the field, including scrapyards inflators. Takata's engineers reported all of those test results to Honda, and information about these test results was also provided to NHTSA. Takata did not suppress any test results showing cracking or rupturing in the inflators.
- Takata's engineers did experiment with specially fabricated prototypes to try alternative inflator designs, as described in the Times article, but those prototype experiments occurred in 2007, not in 2004 as the article alleges. The experiments proved unsuccessful. None of the new design ideas worked and several resulted in broken inflators. Eventually, the engineers shut down these prototype experiments and the materials were discarded, as is common practice. None of those experiments involved inflators retrieved from the field or production inflators.
- In sum, the Times published an inaccurate article that has unfairly impugned the integrity of Takata and its employees.

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