**General Motors has an Air Bag Problem. At least 20 million GM cars identified with faulty Air Bags.**

This is a very serious problem for GM. Lawyers are scanning the media for any reports on GM cars that had accidents that are related to the failure of air bags. Air bags inflate when the vehicle has had a serious collision. When a collision is serious, and air bags do not deploy, the occupants of the vehicle will likely be seriously injured. The ambulance chasing lawyers will seek victims to seek hefty profits from recovery of costly medical bills and pain and suffering claims.

The vendor for these faulty air bags is Tennessee based ARC Automotive which has installed their air bags in 52 million cars including in Ford Motor, Volkswagen, Toyota Motor and Hyundai Motor. Suddenly, the potential for more people to be seriously injured has greatly expanded. Likely, the air bag vender will also be sued.

A decade ago, the Japanese firm, Takata provided many Japanese cars with faulty air bags, and the subsequent lawsuits put company out of business. The Japanese government had to step in and demanded much higher safety standards, which they did.

**SOURCE:**

**Air-Bag Part on Millions of GM Autos Probed**

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**General Motors** has at least 20 million vehicles built with a potentially dangerous air-bag part that the government says should be recalled before more people are hurt or killed.

The number of affected GM vehicles—a figure that hasn’t been disclosed publicly— makes the Detroit-based automaker among the most exposed in a push by U.S. auto-safety regulators to recall 52 million air-bag inflators designed by Tennessee-based auto supplier **ARC Automotive,** according to people familiar with the matter.

These inflators have been known to explode with too much force during a vehicle crash, sending metal shrapnel flying and hitting occupants in the face and neck with shards. At least two people have been killed, and several others injured in such incidents.

The National Highway Traffic Safety Administration has yet to release how many vehicles overall would be covered by a recall or which specific models would be affected. The number of GM cars and trucks with these inflators could be higher depending on how regulators proceed.

On Thursday, NHTSA held a public meeting on its determination that the air-bag parts are defective and should be recalled. In April, the regulatory agency sent a letter to ARC, demanding it recall the inflators, which are essentially miniexploding devices designed to rapidly inflate the air-bag cushion in a collision.

A recall of this size would be among the U.S.’s largest in history.

ARC has refused the regulatory request, resulting in NHTSA having to take the unusual step of scheduling a

hearing, which is necessary if it wants to formally order a recall.

The auto supplier has said extensive field tests show no defect and the air-bag ruptures that have occurred are few and isolated.

“Similarly, no vehicle manufacturer utilizing these inflators has determined a systemic safety-related defect exists,” said Steve Gold, ARC’s vice president of product integrity, at Thursday’s hearing.

Aside from GM, there are 11 other automakers that have the ARC air-bag inflators covered by NHTSA’s action, including **Ford Motor, Volkswagen, Toyota Motor** and **Hyundai Motor.**

Some of the known air-bag explosions have occurred in GM vehicles with one resulting in a fatality and others in injuries.

GM so far has done five recalls over a span of six years on vehicles that have the ARC-made air bags.

The latest one was earlier this year, when it recalled nearly one million Chevrolet and Buick SUVs, after a Michigan woman was injured in a crash in March.

GM, said in a statement, it believes the evidence and data presented by NHTSA at this time doesn’t provide a basis for any further recalls, and the ones it has conducted already were done out of an abundance of caution.

The automaker is trying to develop a fix for those that have been recalled already. Meanwhile, owners can keep driving the affected vehicles, and it will ship necessary replacement parts when a remedy is ready, the company said.

GM’s stock closed down 2.4% Thursday.

The problem with the inflators, made over an 18-year period starting in 2000, lies in a blockage that can develop in a vent that is designed to release stored gas, regulators say.

The clog can cause too much pressure to build up, leading it to explode when it activates during a crash, regulators say. NHTSA estimates that one out of every 370,000 air-bag inflators deployed in the future will rupture. While the odds of it happening are rare, the consequences are severe, regulators say.

“This will happen again,” said Sharon Yukevich, a NHTSA investigator who has led the agency’s probe into the inflators, at the Thursday public hearing. “The timing is unpredictable, and any one of the approximately 52 million subject inflators is at risk.”

“A recall of the entire subject population will address this risk,” she said.

Representatives for the automakers didn’t speak at the meeting. NHTSA said Thursday it will also accept comments on its initial defect determination until Dec. 4, before making a decision on whether to order a recall.

The auto-safety agency began investigating these inflators more than eight years ago, after one person was injured and another one killed by metal pieces flung into the cabin by air-bag explosions.

The incidents are similar to those involving air bags made by Takata, the Japanese supplier that was at the center of a roughly 42 million-vehicle recall campaign that began last decade.

The Takata recall has cost automakers billions of dollars in repairs and has been difficult to fully address, involving many older models that have changed hands several times.

Honda Motor was among the most exposed in that recall effort, having to fix about 13 million vehicles in the U.S. It set aside nearly $5 billion to cover the recall costs over a two-year period.

