

HONDA

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January 8, 2015

Hon. Michael C. Burgess, Chairman
Subcommittee on Commerce, Manufacturing and Trade
Committee on Energy and Commerce
2125 Rayburn House Office Building
Washington, D.C. 20515-6115

Dear Mr. Chairman:

Attached please find my responses to the written questions that the Subcommittee submitted with respect to my testimony on December 3, 2014, at the hearing entitled "Takata Airbag Ruptures and Recalls."

I appreciate the opportunity to have testified before the Subcommittee.

Sincerely,



Rick Schostek
Executive Vice President

cc: Hon. Jan Schakowsky, Ranking Member

Additional Questions for the Record

The Honorable Lee Terry

1. *If given a serial number for a defective inflator, can Honda currently identify the specific car in which the defective inflator was installed? How long does the identification process take? What are the methods Honda is using to complete the identification?*

Response:

Yes, in most instances American Honda can identify the specific vehicle into which a defective inflator was installed after contacting the supplier of the airbag assembly (airbag, airbag inflator, and related parts) to identify which original equipment airbag assembly or airbag assembly service part contained the defective inflator.

During vehicle manufacture, when the airbag assembly is installed into the vehicle, the airbag assembly serial number and vehicle identification numbers (VIN) are scanned and the linked information is stored in Honda's data base (the airbag assembly serial number is different from the component inflator serial number)..

Similarly, when an American Honda authorized dealer orders a replacement airbag assembly to repair a vehicle, American Honda asks the dealer for the vehicle identification number of the vehicle in which the airbag assembly service part is to be installed. When American Honda ships the airbag assembly service part to the dealer, American Honda scans the serial number of the service part packaging, links it to the VIN provided by the dealer, and stores this information in a data base. (Because the airbag assembly is packaged by the supplier, American Honda does not have access to the serial number of an airbag assembly service part, and instead must capture the service part packaging serial number. Like the airbag assembly serial number, the service part packaging serial number is different from the component inflator serial number.)

Thus, if given a serial number for a defective inflator, American Honda must provide the inflator serial number to the supplier. In return, it will receive back from the supplier the serial number of the airbag assembly that included the inflator and, if applicable, the service part packing serial number if the airbag assembly was supplied as a service part. (American Honda may also receive the identity of the factory to which an original equipment airbag assembly was supplied.) The applicable serial number can then be looked up in an American Honda data base and the matched VIN determined. This process can take up to one week.

Note, however, that if a dealer provides American Honda with a vehicle identification number that differs from the vehicle identification number for the vehicle into which an airbag assembly service part eventually is installed, American Honda will not be able to link a defective inflator to a specific vehicle.

2. *Takata reported that it first received photographs involving a 2004 rupture incident in mid-2005. In a September 16, 2009 filing with NHTSA, Honda reported that it had discovered an unusual deployment that occurred in May 2004. In that filing, Honda noted that the event*

was reported to Honda in 2004 and information related to the incident was shared with Takata "at that time."¹ Is this the same 2004 incident that was reviewed by Takata in 2005? Please confirm when Honda sent photographs, or any other information, to Takata regarding unusual airbag ruptures that occurred in 2004. If they were sent in 2005, please explain why the photographs were not sent to Takata directly after Honda learned about the incident. Did Honda also report the 2004 incident to NHTSA? If so, when? What was NHTSA's response?

Response:

At the end of May 2004, American Honda learned of an allegation that a driver's airbag inflator had ruptured in early May 2004. This incident was first reported to NHTSA through TREAD Early Warning Reporting in the Quarter 2, 2004 report, submitted in August 2004. The incident was the first allegation Honda had received involving the rupture of this generation of the driver's airbag inflator.

After Honda obtained the vehicle owner's consent, Honda inspected the vehicle and photographs were taken. Those photographs were shared with Takata sometime in the first half of 2005, apparently around the time that Honda settled the claim with the owner. We have been unable to further reconstruct the circumstances surrounding Honda's investigation of this incident to determine why the information was not shared with Takata any sooner; however, this timing does not reflect our current business practices of obtaining the affected components and contacting the supplier to determine the cause of a failure.

Beyond the TREAD Early Warning Report provided in August 2004, more detailed information about this incident was shared with NHTSA's Office of Defects Investigation on September 16, 2009 in a document submitted in response to an August 19, 2009, information request, and again in subsequent updates to that response. NHTSA responded to the September 16, 2009 submission by closing the subsequently opened recall query (RQ 09-004) on May 6, 2010, stating that, "The timeliness and scope of the involved recalls has been determined to be appropriate."

3. *Takata reported that it conducted a visual inspection of the photographs and determined that the rupture was an anomaly and that moisture had gotten into the unit. Did Takata report that finding to Honda? If so, when? Was Honda satisfied with that determination? Did Honda request that Takata do any physical testing on the inflator part? Was any testing conducted on the inflator to determine the cause of the rupture?*

Response:

As noted, Honda provided Takata with photographs of the inflator components of the 2004 rupture incident in mid-2005. Honda did not recover any pieces of the actual inflator from

¹ See http://www.autosafety.org/sites/default/files/imce_staff_uploads/09V-259%20Why%20Not%20in%2008V593%20Response%209-16-09.pdf

that vehicle, and it is not aware that Takata recovered any parts from the vehicle. Therefore, it was impossible for Honda or Takata to conduct any physical testing of the inflator. Honda was informed by Takata, as a part of the investigation beginning in 2007, that the 2004 rupture was an anomaly. Honda was satisfied with Takata's finding and the evidence presented at that time. Takata ultimately conducted extensive analysis of the 2004 event and presented those results to Honda.

4. *Takata reported that it received three accident reports from Honda involving ruptured airbag inflators between May to August of 2007. Did Honda report those incidents to NHTSA? If so, what was NHTSA's response? Did NHTSA request any follow up action from Honda? If so, please describe what action NHTSA requested of Honda and how Honda followed through with that request.*

Response:

Honda first reported one of those incidents to NHTSA in a TREAD Early Warning Reporting for Quarter 3, 2007, which was submitted in November 2007. All three incidents were reported to NHTSA in September 2009, along with several other known Takata rupture incidents, in connection with the August 19, 2009 NHTSA information. NHTSA responded to the September 2009 submission by opening the RQ09-004 timeliness investigation on November 2, 2009. NHTSA ultimately closed RQ09-004 on May 6, 2010, noting that "The timeliness and scope of the involved recalls has been determined to be appropriate."

5. *During the 2008-2011 recalls, did Honda ask Takata if the passenger side airbags were suspected of containing any defects? If so, what specific questions did Honda ask Takata about the passenger airbags and what was Takata's response?*

Response:

During the time period of the 2008-2011 recalls, and the decisions preceding those recalls, Takata informed Honda that, after studying the possible sources of the inflator ruptures and identifying the recall populations, the defect was attributable to the handling of the propellant during inflator assembly that could increase moisture levels. The increased moisture levels, when coupled with thermal cycling over time, could lead to reduced propellant density and overly-aggressive combustion during air bag deployment. Honda was informed that this issue was applicable to driver's side airbag inflators only and issued safety recall 08V-593 accordingly. Subsequently, Takata discovered with further review of inflators returned from this recall campaign – some of which fell outside the manufacturing range when Takata suspected the propellant was exposed to elevated moisture – that the source of the defect was more likely due to problems with a specific propellant compression press (a Stokes press) used to form the inflator's propellant. As a result, Honda conducted a second recall for potentially affected driver's airbag inflators, 09V-259, which was essentially an expansion of the first recall. This information is contained in the ODI Closing Resume for RQ 09-004, opened on November 02, 2009 and closed on May 6, 2010.

At the time of the 2008-2011 driver airbag inflator recalls, Honda's understanding of the root cause analysis for issue was that it only related to the driver's airbag inflators. Honda was not (and is not) aware of any analysis in that time frame that indicated passenger airbag inflators may also be subject to the same problem. Honda understood that the driver and passenger side inflators were manufactured on separate presses, and that the affected press (Stokes) was only used for the driver's side inflators. Honda has not found any records that indicate that during the 2008-2011 recall period Honda asked Takata whether passenger side airbag inflators were susceptible to the same problems that resulted in the driver side recalls.

6. *On December 3, 2014, Autoliv, Inc. stated that it would supply replacement airbag inflators to Honda in support of the ongoing field action initiatives in the United States. When will the first Autoliv replacement part be available? What will be Autoliv's capacity for production of replacement inflators per month? Will Autoliv produce both driver and passenger airbags? For which Honda model and model year vehicles will Autoliv produce airbag inflator replacements?*

Response:

Autoliv will begin shipping driver airbag inflator assembly parts in March 2015. They will not produce passenger airbag inflator parts. The Autoliv airbag inflators will be applied to all models under the driver's airbag inflator recall and Safety Improvement Campaigns (SICs). The Autoliv-supplied parts will require a wire harness and fasteners to be attached, which will be undertaken by Takata Mexico. As a result, the final packaging will be completed by Takata Mexico, after which the complete driver airbag inflators will be shipped to American Honda. It is estimated it will take two weeks from Autoliv's date of production to arrival at American Honda.

Autoliv's manufacturing capacity is not yet finalized, but Autoliv inflators will start to be applied to the market from March. Its production will be increased after May 2015, when a new production line will be in operation.

7. *How many Honda employees have safety in their title?*

Response:

This is difficult to answer in the form in which the question is asked. Entire departments within Honda's research entities are responsible for safety-related work. Further, while some of the staff in Honda's Product Regulatory Office in the United States have the word "safety" in their titles, others do not, even though they work on safety issues. On the other hand, there are associates with the word "safety" in their titles who are involved in occupational, facility, transportation or logistical safety – but who do not specifically deal with vehicle or product safety.

8. *Who is the most senior person within Honda solely responsible for safety? How many people would such a person have above them in an organization chart before reaching the CEO?*

Response:

Honda does not have any personnel who are “solely” responsible for safety. As noted above, there are many people within Honda with safety responsibilities.

9. *Please provide an organization chart for all people who are responsible for any Honda reporting to NHTSA or for anyone within Honda who interacts with NHTSA personnel.*

Response:

In responding to this question, we presume the question relates to reporting to NHTSA on safety defect or safety non-compliance issues, or TREAD reports. The responsibility for communicating this information and these reports to NHTSA is in the Product Regulatory Office, and the current designated agent for NHTSA communications is Jay Joseph, an Assistant Vice President in the Product Regulatory Office. Numerous other Honda associates “interact” with NHTSA on an array of technical issues, industry committees, research and development, consumer information, fuel economy issues, certification issues, etc. The requested organization chart is enclosed.

The Honorable Adam Kinzinger

1. *There has been significant discussion about regional recalls and the movement of recalled vehicles from high humidity states to other states outside of those regions. I believe an area that needs focus by automakers is the commerce of recycled original equipment manufacturer (OEM) parts. Each day, over a half million recycled OEM parts - the very same parts designed by your companies to meet your fit, finish and durability standards - are sold by professional automotive recyclers. These parts play an important part in the automotive supply chain and are readily sold from one state or region of the country to another.*

Recently, General Motors reached out to professional automotive recyclers offering to buyback or purchase recalled GM ignition switches. To accomplish this, General Motors provided specific Original Equipment Manufacturer (OEM) part numbers for the ignition switches that were critical to ensure that automotive recyclers could identify the specific recalled parts in their company’s inventories.

- a. *Do you agree that sharing OEM part numbers and other identifiable information with the professional automotive recycling industry would increase safety?*

Response:

Honda recommends that only new Honda or Acura airbag system components designed and designated for use in the specific Honda or Acura vehicle being repaired be installed in that vehicle. Accordingly, Honda does agree that sharing part numbers and other pertinent information with recyclers is beneficial. As a general matter, the necessary part numbers are available to the recycling industry today. Specifically, American Honda

publishes part numbers, model applicability and background information for all recalls and campaigns in a publication named 'Service Bulletin.' In addition to dealer distribution, American Honda makes our Service Bulletins and all other service information available via subscription. Information may be found online at <https://techinfo.honda.com>. To ensure awareness of this information within the automotive recycling industry, American Honda will share full details of how to access and retrieve recall and campaign information with the Automotive Recycling Association (A.R.A.).

b. Do you agree this would assist in tracking recalled parts, such as the Takata Airbags?

Response:

Because Honda recommends the use of only new genuine Honda and Acura airbags, we do not believe that provision of the part numbers and other information will assist in tracking parts from recalled vehicles. More particularly, in order to track salvaged parts, the serial numbers of the salvaged parts, the vehicle identification numbers (VINs) of the vehicles from which they were collected, and the VINs of the vehicles into which the parts were installed all would be needed in order to track parts salvaged from vehicles that are subject to recall.

c. Does Honda currently have a similar buy-back program in place with the professional automotive recyclers? If not, why not?

Response:

We do not currently have a buy-back program similar to General Motor's plan, in part because Honda generally recalls vehicles and not parts. (The exception to this would involve the sale and recall of accessories by Honda.) That said, Honda is intrigued by the concept of removing parts that were taken from recalled vehicles from the replacement supply chain. Once it is understood that the part were salvaged from recalled vehicles, the parts have limited commercial value and we know that reputable recyclers have no desire to sell them for re-use. Unlike the GM ignition switches, retrieval of airbags from recyclers involves an additional regulatory complexity due to the hazardous material classification assigned to the inflators by the U.S. Department of Transportation and the U.S. Environmental Protection Agency.

Honda has initiated a prompt feasibility study of the mechanisms required to purchase, transport, record and store inflators salvaged from recalled vehicles. Assuming we receive the expected cooperation from both the recycling industry and from NHTSA, we commit to making this happen.

The Honorable Jan Schakowsky

1. *Last week, Honda released the results of the third-party audit of its Early Warning reporting under the TREAD Act, which showed that Honda failed to report to NHTSA a total of 1,729 written claims or notices concerning injuries or deaths over a period of about decade.*

a. *Honda reported that the third party audit was prompted by inconsistencies identified in reporting. Why did it take more than 10 years to identify those inconsistencies?*

Response:

Between 2003 and 2012, Honda was not aware of any reason to suspect any anomalies in Honda's TREAD system. Nonetheless, Honda acknowledges a lack of urgency in identifying and responding to these inconsistencies thereafter.

b. *Did NHTSA inform Honda of possible discrepancies in January 2012?*

Response:

Yes. NHTSA identified possible discrepancies to Honda in January 2012.

c. *What action did Honda take in response to this NHTSA report? Why did Honda not take action as soon as NHTSA informed Honda of the discrepancies?*

Response:

Honda promptly initiated an internal review of the potential discrepancies, and initiated a remedy for the one problem it had identified (i.e. Honda remedied the failure to update the information about the date the written claim or notice was received) immediately after NHTSA informed Honda of the discrepancies. However, Honda did not follow up with NHTSA to report on this remedy, nor was Honda able to identify at that time other Early Warning Reporting (EWR) compliance discrepancies that it later discovered through the audit process.

d. *Honda provided the results of the independent audit to NHTSA in response to NHTSA's Special Order. Has Honda been in contact with NHTSA about what happens next? Do you have any indication of whether Honda will be sanctioned for its failure to comply with the TREAD Act?*

Response:

Honda and NHTSA have entered into a Consent Order related to the discrepancies in its EWR reporting. Honda and NHTSA have also agreed that Honda will pay civil penalties in the amount of \$70,000,000 for two violations of its EWR reporting obligations.

e. *Eight of the unreported claims related to Takata airbag ruptures, representing a pattern of problems with the Takata airbags. Please provide a written list of other problems, and how many of each, that appeared in the 1,721 other unreported claims.*

Response:

A summary of the components involved in the other unreported incidents is below. Please note that this list includes incidents whether or not the allegation was confirmed. Therefore, Honda does not agree that every incident on this list is a “problem” or indicative of a “defect.”

Moreover, a number of the 1,721 incidents involve allegations concerning multiple components of the given vehicle; where that is the case, so as to avoid double-counting, any particular incident reported here is listed according to the first allegation category associated with the incident in Honda’s file.

Component Category	Number of claims
Accessories	3
Airbag (general/unspecific)	6
Airbag (front, abnormal Deployment)	71
Airbag (front, airbag-induced injury) [The eight Takata airbag ruptures would be in this category but are excluded from this tally]	82
Airbag (front, failed to deploy)	957
Airbag (front, failed to protect)	3
Airbag (front, inadvertent deployment)	25
Airbag (side torso, abnormal deployment)	1
Airbag (side torso, airbag-induced injury)	3
Airbag (side torso, failed to deploy)	44
Airbag (side torso, failed to protect)	1
Airbag (side torso, inadvertent deployment)	5
Airbag (side curtain, airbag-induced injury)	2
Airbag (side curtain, failed to deploy)	17
Airbag (side curtain, inadvertent deployment)	9
Axle (broken)	4
Belts	44
Body	14
Brakes	78
Chain	1
Crashworthiness	4
Door	51
Drive Train	4
Electrical	15
Engine	22
Exhaust	3
Fire	5

Foot Peg	5
Frame & Suspension	4
Front Fork	2
Gas Tank & Cap	5
Gear Slip Out	4
Glass	1
Handling & Satiability	4
Headlamp	1
Key Removed While Travelling	1
Muffler	2
Odor	4
Seat	33
Sharp Objects & Edges	1
Shift Interlock Recall	1
Speedometer	2
Starting System	4
Steering	24
Stuck Throttle/Sudden Accelerator	40
Suspension System	7
Throttle	11
Tire/Wheel	23
Transmission	26
Trim & Hardware	1
Trunk	8
Undercarriage	1
Unknown/Unspecified	30
Wire Harness	2

2. *At the Subcommittee hearing on December 3, 2014, I asked you about confidential settlement agreements made in lawsuits in which plaintiffs have alleged injuries or death as a result of malfunctions of the airbags supplied by Takata.*

a. How many settlement agreements related to Takata airbags has Honda reached with plaintiffs? Please provide (1) the dates of these agreements and (2) the dates of the alleged injuries that were the subject of the settlement agreements.

Response:

Please see the chart appended as Exhibit B to this response.

b. Please list (1) the year, make, and model of the vehicles that were the subject of those settlement agreements and (2) the nature of the alleged injuries that were the subject of the settlement agreements.

Response:

Please see the chart appended as Exhibit B to this response.

c. *How many of these agreements were confidential or otherwise restricted the plaintiff or plaintiff's representatives from publicly discussing the case?*

Response:

All of the settlement agreements contained some form of a confidentiality clause mutually agreed to by Honda and the plaintiffs and their representatives. These clauses do not restrict the plaintiffs or their counsel from publicly discussing the underlying facts of these claims.

3. *According to a Reuters article on December 4, 2014, titled "Toyota Expands Takata Air Bag Recall in Japan, China," Toyota announced that it would recall 185,000 vehicles across 19 models in Japan and 5,000 vehicles in China. Japan's transport ministry said that it instructed other automakers to check whether their vehicles could be affected by the same inflator problem. On December 11, 2014, Honda, Nissan, and Mitsubishi also announced recalls to replace airbag inflators made by Takata.*

a. *What prompted Honda to take this action?*

Response:

Based on a single passenger airbag inflator canister rupture in a competitor's 2003 model year vehicle during vehicle dismantling, Honda Motor Co. Ltd. (Japan) (HMC) decided to conduct a recall in Japan and certain other countries outside of the United States. (The dual-stage passenger airbag inflators used in vehicles sold in the United States differ from the single-stage inflators used in the vehicles subject to this recall.)

b. *Are the recalls in Japan being conducted pursuant to laws or regulations in those countries? If so, what laws or regulations?*

Response:

Most recalls in Japan, including the one discussed in the response to (a), above, are conducted pursuant to the requirements of the Road Transport Vehicle Act. Recently, however, Japan's Ministry of Land, Infrastructure, Transport and Tourism (MLIT) has allowed Safety Improvement Campaigns (SICs) to be conducted even though they are not recognized under the Road Transport Vehicle Act.

c. *Have other recalls related to Takata airbag inflator ruptures been conducted in Japan or China? If so, please list the make, model, and model years of each vehicle that was recalled in China and Japan related to Takata airbag inflator ruptures.*

Response:

Recalls and SICs related to the potential rupture of airbag inflator canisters containing propellant made by Takata have occurred in both Japan and China (including Hong

Kong). Most of the recalls or SICs involved single-stage passenger frontal airbag inflators (for vehicles sold in the United States, dual-stage passenger frontal airbag inflators are used). A few of the recalls related to driver frontal airbag inflators, either because the vehicles were made in North America (predominantly for the North American market) and exported to Japan or China, or because of issues that only affected the single stage driver frontal airbag inflators used in vehicles sold in (among other locations other than the United States) Japan and China.

A list of Takata airbag inflator recalls or campaigns in China or Japan is attached as Exhibit C.

4. *On November 18, NHTSA announced its intention to expand the regional recall of driver's side airbags to a nationwide recall. On December 3, Honda announced that it would expand to a national recall only of driver's side airbags.*

However, Takata's testing results submitted by Takata dated November 17, 2014, showed 63 ruptures of passenger side airbag inflators, but no ruptures of driver's side airbag inflators. These results appear to be inconsistent with the national recall of driver's side airbags only.

- a. *Is Honda planning to expand its recall of passenger side airbags to a national recall?*

Response:

On December 3, Rick Schostek informed the House Energy & Commerce Committee's Subcommittee on Commerce, Manufacturing and Trade that Honda had decided to expand a regional safety improvement campaign involving certain Takata driver airbag inflators to a national safety improvement campaign. As noted by Mr. Schostek, all vehicle owners, as well as all Honda and Acura dealers, will be informed of this safety improvement campaign as if it were a safety recall, with the same language urging that they have their vehicle repaired as soon as possible.

It is important to understand that the regional safety improvement campaigns, regional recall and national safety improvement campaign are all being conducted in support of an ongoing investigation into the cause of the driver and passenger airbag inflator ruptures. It is only through the completion of this investigation that we can have confidence that we understand why these inflators contain a defect or defects, what that defect or defects are, and which airbag inflators are affected. With that information, we can make the correct decisions about which inflators must be replaced, and how to replace them in a manner that prevents future airbag inflator ruptures from occurring.

- b. *Does Honda support the expansion of the passenger side airbag recalls to a national recall?*

Response:

At this time, the investigation into the cause of the inflator ruptures is continuing. Through the process of that investigation, we have observed that certain inflators subjected to continued exposure to high absolute humidity have a higher probability of rupturing when deployed, compared to others which have shown no abnormality when deployed. Due to this observation, and in the absence of an understanding of the root cause of this phenomenon, Honda is conducting a regional recall on certain passenger airbag inflators at this time. When we conclude the investigation, if the result of that investigation indicates that it is prudent to conduct a nationwide recall on certain populations of passenger airbag inflators, Honda will conduct such a recall.

c. Has Honda identified the root cause of these passenger-side airbag ruptures?

Response:

Honda has identified the root cause of ruptures in certain populations of passenger airbag inflators, and those passenger airbag inflators are subject to recalls, across the entire US. Honda has not yet identified the root cause of the ruptures of certain inflators currently subject to the regional safety improvement campaign and regional recall of those inflators, and is continuing that investigation today.

d. Has Honda determined that the root cause for the driver's side airbag failures is different from the cause for the passenger's side airbag failures? What are the bases for this determination? Please provide documentation of this determination.

Response:

Starting in 2008, Honda identified a population of defective driver airbag inflators, and conducted NHTSA safety recall 08V-593 to repair affected vehicles. While working to confirm the basis of the decision to recall those vehicles, Honda identified a root cause that more accurately explained the failures that led to safety recall 08V-593 and at the same time, based on failures outside of the recall population of 08V-593, expanded the recall in 2009 through safety recall 09V-259. The root cause identified for 09V-259 for defective driver airbag inflators also applied to 08V-593, and through continuous review of Takata propellant and inflator manufacturing records, Takata and Honda determined that additional vehicles were or could be affected, initiating recalls 10V-041 and 11V-260 in 2010 and 2011, respectively.

The root cause for the passenger airbag recalls, 13V-132 and the expansion of that recall in 2014, 14V-349, identified two root causes, both different from the cause identified for the driver airbag inflator recalls between 2008 and 2011.

For each of the 2014 safety improvement campaigns (14V-351, 14V-353) for driver and passenger airbag inflators, and the 2014 regional recall of passenger airbag inflators (14V-700) in areas of high absolute humidity, Honda has clearly stated that no root cause has yet been identified. Our diligent work to identify the root cause or causes of these incidents continues today, to enable us to accurately identify the affected vehicle populations and remedy the vehicles effectively.

Please see Exhibit D for the requested documentation.

5. *Many members of the armed forces serve at bases in located in the high absolute humidity regions, and may be stationed there or deployed from there for years, but are allowed to register their cars in their home states. In these or other cases, the vehicle may be operated in Florida for many years, but never registered in Florida.*
- a. *Is Honda working to identify vehicles that have been operated in high-humidity regions but have never been registered in those regions? If so, how is Honda identifying such vehicles?*

Response:

In the regional recalls and safety improvement campaigns for this issue, Honda has identified the current owner of vehicles that were originally sold or ever registered in a state that commonly experiences high absolute humidity. This is beyond the normal practice for regional recalls as prescribed by NHTSA of addressing vehicles originally sold or currently registered in affected states. Beyond that, we are listening to our customers, and if a customer expresses concern about the safety of their vehicle because it was operated in an area of high absolute humidity and subject to a Safety Improvement Campaign, we work with the customer to address their concerns.

- b. *Has Honda notified owners of vehicles that have been operated in high-humidity regions but have never been registered in those regions?*

Response:

Honda is taking a systematic approach to owner notification. While we are not aware of any practical means of identifying vehicles that have been operated for long periods of time in areas of high absolute humidity without being registered in such an area, we recognize that one means of achieving that goal would be to notify owners of all vehicles with airbag inflators that we believe are susceptible to those environmental conditions. At this stage of the ongoing investigation, we are prioritizing vehicles that we have sound reason to believe have been exposed to high absolute humidity, based on vehicle sales and registration records.

6. *In your written testimony submitted to the Subcommittee, you stated that Honda has “a well-respected service division dedicated to supporting our dealers in meeting the needs of each customer throughout the lifetime of vehicle ownership.”*
- a. *Do you include a provision in agreements with Honda dealerships that requires them to perform safety recall repairs prior to offering used Honda vehicles or used vehicles originally produced by other vehicle manufacturers for sale to consumers?*

Response:

Yes. In section 12.12 of the Honda and Acura Dealer Sales and Service Agreements, authorized Honda and Acura dealers specifically agree to “perform any and all warranty, campaign, recall, product-improvement or product-update service in compliance with instructions and directives issued by American Honda...” With regard to safety recalls, the primary instructions and directives are contained in the Honda Service Operations Manual, and the Acura Dealer Operations Manual, which contain specific policies and procedures relating to parts and service support for Honda and Acura owners. Section 7.2.1 of those Manuals both read, in pertinent part, as follows: “It is illegal for a dealership to sell or lease a new vehicle that is subject to a safety or emissions recall without first completing the recall procedure outlined in the applicable service bulletin. If a dealership sells or leases a vehicle subject to a safety or emissions recall to a customer without first completing the recall procedure, the dealership may be entirely responsible for all consequences, including any claims or lawsuits that may arise from the failure to complete a recall procedure prior to sale/lease, and the defense and indemnity of American Honda in such a claim or lawsuit.”

b. Does compensation to Honda dealers for repairs made under a safety recall or a safety improvement campaign match their earnings for normal retail repairs, i.e., based on the same hourly rate and the same time allowed for repairs?

Response:

American Honda compensates dealers for recall repairs in a manner identical to the compensation paid to dealers for warranty repairs. Each Honda and Acura dealer’s hourly labor rate for recall and warranty repairs is typically the same as for retail repairs. The primary, and unusual, exception is when the dealer’s requested hourly labor rate for recall and warranty repairs is materially higher than the labor rates of other repair facilities in the local market.

The time allowance is addressed differently. Neither Honda/Acura nor, to our knowledge, any other auto distributor, imposes time allowances on retail repairs. While all auto distributors set time allowances for each type of recall and warranty repair, there are no analogous time allowances for retail repairs. Dealers spend as much time as they spend on a given retail repair, and auto distributors have no control or even visibility into how long a dealer might spend on that repair.

c. What criteria do Honda and Honda dealerships use in deciding whether to provide a loaner or rental car to a customer?

Response:

Honda’s Dealer Operation Manual provides our written policy for use of rental or loaner cars. The program’s primary purpose is to make available to service customers alternate transportation while their vehicle is being serviced or repaired. On November 26, this policy was updated for airbag inflator affected customers. The dealer has been

empowered to authorize up to a 3-day rental without contacting the District Parts & Service Manager. After the 3-day period, we ask that the District Parts & Service Manager be notified.

- d. What steps are you taking to ensure that the loaner cars are not also subject to a safety recall and, if they are subject to a safety recall, that those loaner cars were repaired before being loaned to a customer?*

Response:

The latest model affected by the Takata airbag inflator recall or Safety Improvement Campaign is the 2011 Element. Since rental car fleets and Honda loaners consist of new model vehicles, they are not affected by the inflator campaigns. For all recalls, American Honda mails recall notices to the registered owner. This includes vehicles that are owned by rental car companies.

7. *Takata, NHTSA, and the automakers testified at the Subcommittee hearing on December 3, 2014, that the root cause of the airbag ruptures is still unknown. Takata claims that high humidity, high temperature, and the age of the vehicle are factors contributing to the ruptures. What is Honda doing to ensure that the new airbags currently being installed into cars in Florida will not have the same problems in five or ten years?*

Response:

A definitive answer to this question will require completion of the above-mentioned investigation. That said, for every recall of Takata driver airbag inflators to address the potential for rupture between 2008 and 2011, the cause of the ruptures has been identified and has been addressed through improved production practices by Takata. For the 2013 and June 2014 passenger airbag national recalls conducted by Honda involving Takata passenger airbag inflators that may rupture, the causes have been identified and Takata has addressed those causes through improved production practices. If or when additional causes are identified and understood, the affected vehicle populations will be identified and repaired.

Exhibit A
Response to Question 9 of Chairman Terry

American Honda Motor Co., Inc.
 January 5, 2015

Product Regulatory Office (PRO)

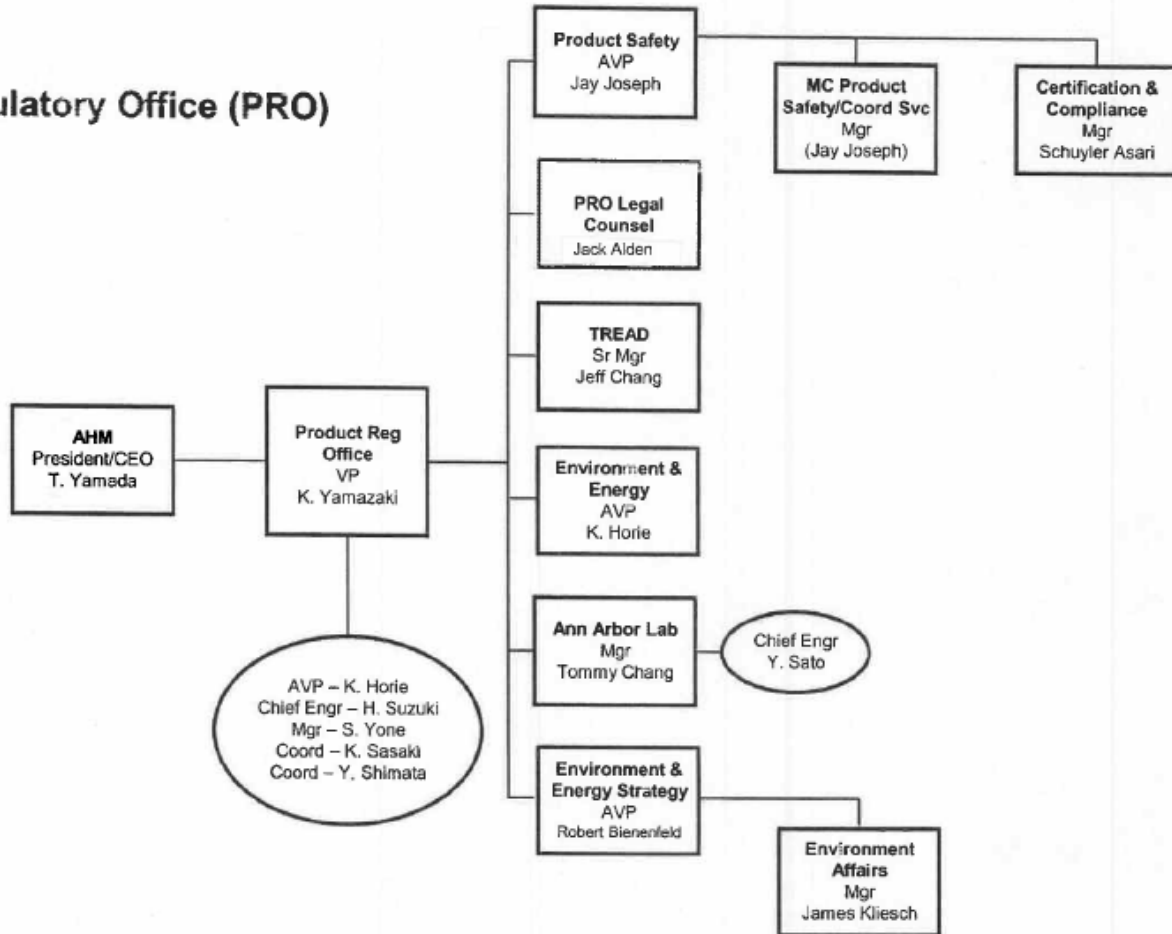


Exhibit B
Response to Questions 2b of Congresswoman Schakowsky

Settlement Agreements Related to Takata Airbags

	Model	Model Year	Incident	Nature of Claim	Date of Resolution	Nature of Resolution	Confidentiality re: settlement amount
1	ACCORD	2002	5/2/2004	Laceration on face.	6/22/2005	Settled (Honda)	Yes
2	CIVIC	2001	2/9/2007	Laceration on the jaw.	9/21/2007	Settled (Honda)	Yes
3	CIVIC	2001	5/29/2007	Laceration on left cheek.	8/13/2007	Settled (Honda)	Yes
4	ACCORD	2001	5/12/2007	Laceration on face and neck.	3/4/2008	Settled (Honda)	Yes
5	ACCORD	2001	5/27/2009	Fatality. Laceration on neck.	8/13/2009	Settled (Honda)	Yes
6	CIVIC	2001	4/13/2009	Broken jaw.	11/3/2009	Settled (Honda)	Yes
7	CIVIC	2001	4/27/2009	Laceration on neck and chest.	11/23/2009	Settled (Honda)	Yes
8	ACCORD	2001	7/12/2009	Laceration on face.	9/10/2010	Settled (Honda)	Yes
9	CIVIC	2001	1/27/2008	Laceration on chin and lip.	9/22/2009	Settled (Honda)	Yes
10	CIVIC	2001	7/8/2009	Laceration on leg.	10/20/2009	Settled (Honda)	Yes
11	CIVIC	2001	1/21/2009	Jaw and neck injuries.	11/20/2009	Settled (Honda)	Yes
12	ACCORD	2001	12/24/2009	Fatality. Laceration on neck.	11/14/2012	Settled (Takata)	Yes
13	CIVIC	2001	4/21/2010	Laceration on upper arm.	6/29/2010	Settled (Takata)	Yes
14	CIVIC	2001	4/2/2010	Laceration on neck.	11/30/2010	Settled (Takata)	Yes
15	CIVIC	2002	11/8/2010	Laceration on left breast and cheek.	10/6/2011	Settled (Takata)	Yes
16	ACCORD	2001	2/1/2010	Broken facial bones and lacerations.	1/30/2012	Settled (Takata)	Yes
17	ACCORD	2001	11/16/2009	Lacerations to left thigh.	8/24/2011	Settled (Takata)	Yes
18	CIVIC	2001	8/1/2011	Laceration to neck.	2/2/2012	Settled (Takata)	Yes
19	CIVIC	2001	8/12/2011	Laceration to eye and face.		Settled (Takata)	Yes
20	CIVIC	2001	11/xx/2011 Phot date is 3/23/2012	Laceration to face.	1/18/2013	Settled (Takata)	Yes
21	CIVIC	2001	1/3/2012	Laceration to face.	4/8/2013	Settled (Takata)	Yes
22	CIVIC	2001	11/10/2011	Bruising to face.	10/30/2012	Settled (takata)	Yes
23	ACCORD	2001	3/8/2012	Fractured skull.	12/20/2012	Settled (Takata)	Yes
24	ACCORD	2001	3/22/2012 Contact record	Laceration to leg and chest.	2/26/2014	Settled (Takata)	Yes
25	CIVIC	2001	3/20/2011	Laceration to arm and neck with abrasions to the head.	6/10/2013	Settled (Takata)	Yes
26	CIVIC	2002	8/26/2012	Laceration to chest.	11/18/2014	Settled (Takata)	Yes
27	CIVIC	2001	9/2/2012	Lacerations to cheek and broken bones in hand and arm.	8/27/2013	Settled (Takata)	Yes
28	ACCORD	2002	4/22/2013	Laceration to nose.	1/15/2014	Settled (Takata)	Yes

29	CIVIC	2005	8/6/2013	Laceration to right eye and nose.	6/3/2014	Settled (Takata)	Yes
30	CIVIC	2002	9/1/2013	Laceration to right eye and nose.	1/5/2015	Settled (Takata and Honda and Dealer)	Yes
31	ACCORD	2001	5/13/2013	Laceration to neck.		Settled (Takata)	Yes
32	ACCORD	2001	12/9/2013	Laceration to knee and arm.	1/21/2014	Settled (Takata)	Yes
33	ACCORD	2001	4/6/2014	Laceration to jaw and arm.	7/23/2014	Settled (Takata)	Yes
34	ACCORD	2005	5/31/2014	Burns, bruises and lacerations to arms and legs.	10/6/2014	Settled (Takata)	Yes
35	ACCORD	2001	4/14/2014	Laceration to face and bottom lip.	10/14/2014	Settled (Takata)	Yes
36	CIVIC	2002	7/7/2014	Laceration to left arm.	9/2/2014	Settled (Takata)	Yes
37	CIVIC	2001	the Spring of 2013	Laceration to chin.	11/18/2014	Settled (Takata)	Yes
38	ACCORD L4	2001	11/17/2014	Laceration to both arms.	12/1/2014	Settled (Takata)	Yes

Exhibit C
Response to Questions 3(c) of Congresswoman Schakowsky

Honda Recalls Related to Takata Airbag Inflator Ruptures in Japan and China

Country	Campaign Date (appx) (mm/dd/yy)	Make	Model(s)	Involved Model Year(s)	Passenger or Driver Inflator
Japan	12/11/2014	Honda	Accord (TSX)	2003	Passenger
			Accord Wagon	2003	Passenger
			Civic Ferio	2003	Passenger
			Civic Hybrid	2003	Passenger
			CR-V	2003	Passenger
			Fit (Jazz)	2003	Passenger
			Mobilio	2003	Passenger
			Mobilio Spike	2003	Passenger
			Stream	2003	Passenger
			That's	2003	Passenger
Japan	12/11/2014	Honda	Element	2003-2004	Passenger
China	12/11/2014	Honda	Civic	2003	Passenger
			CR-V	2003-2004	Passenger
			Fit Saloon	2003	Passenger
			Stream	2003-2004	Passenger
Japan	11/13/2014	Honda	That's	2002-2004	Driver
Japan	11/13/2014	Honda	Fit Aria	2002-2008	Driver
China Hong Kong	11/13/2014	Honda	Fit	2005	Driver
			Fit Saloon	2003, 2005	Driver
			Jazz	2004	Driver
Japan	8/28/2014	Honda	CR-V	2011-2014	Driver
China Hong Kong	8/28/2014	Honda	Civic	2012-2014	Driver
			CR-V	2012-2014	Driver

Japan	6/23/2014	Honda	Accord (TSX)	2002-2004	Passenger
			Accord Wagon	2002-2004	Passenger
			Civic Ferio	2000-2003	Passenger
			Civic Hybrid	2001-2003	Passenger
			CR-V	2001-2003	Passenger
			Fit	2001-2003	Passenger
			Mobilio	2001-2003	Passenger
			Mobilio Spike	2002-2004	Passenger
			Stream	2000-2003	Passenger
			That's	2002-2005	Passenger
Japan	6/23/2014	Honda	Fit Aria	2002-2004	Passenger
Japan	6/23/2014	Honda	MDX	2003	Passenger
Japan	6/23/2014	Honda	Element	2003	Passenger
China	6/23/2014	Honda	Civic	2002-2003	Passenger
			CR-V	2002-2003	Passenger
			Stream	2001-2003	Passenger
Japan	4/11/2013	Honda	Civic Ferio	2000-2003	Passenger
			Civic Hybrid	2001-2003	Passenger
			CR-V	2001-2003	Passenger
			Fit	2001-2003	Passenger
			Mobilio	2001-2003	Passenger
			Stream	2000-2003	Passenger
			That's	2002-2003	Passenger
Japan	4/11/2013	Honda	Civic GX	2001-2003	Passenger
China	4/11/2013	Honda	Civic	2001-2002	Passenger
			CR-V	2002-2003	Passenger
			Stream	2001-2003	Passenger
Japan	12/2/2011	Honda	Inspire	2001-2002	Driver
			Saber	2001-2002	Driver
Japan	12/2/2011	Honda	Lagreat	2001-2002	Driver

Hong Kong	12/2/2011	Honda	Accord	2001-2002	Driver
Japan	6/30/2010	Honda	Civic Ferio	2000	Passenger
			Fit	2001	Passenger
			Stream	2000-2002	Passenger
China Hong Kong	6/30/2010	Honda	Civic	2001	Passenger
			Stream	2002	Passenger
Japan	2/10/2010	Honda	Inspire/Saber	2001-2002	Driver
Japan	2/10/2010	Honda	Lagreat	2001	Driver
Hong Kong	2/9/2010	Honda	Accord	2001-2002	Driver
			Inspire	2002	Driver

Exhibit D
Response to Questions 4(d) of Congresswoman Schakowsky

See Attached Letters to NHTSA



American Honda Motor Co., Inc.
1919 Torrance Boulevard
Torrance, CA 90501-2746
Phone (310) 783-2000

November 11, 2008

Mr. Daniel C. Smith
Associate Administrator for Enforcement
NATIONAL HIGHWAY TRAFFIC SAFETY
ADMINISTRATION
Attn: Recall Management Division (NVS-215)
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Mr. Smith:

On November 4, 2008, Honda Motor Co., Ltd. (HMC) determined that a potential defect relating to motor vehicle safety exists in the driver airbag of certain 2001 model year Honda Accord and Civic automobiles, and is furnishing notification to the National Highway Traffic Safety Administration in accordance with 49 CFR Part 573 Defect and Noncompliance Reports.

573.6(c)(1)

Name of manufacturer: Honda of America Manufacturing, Inc. (HAM)
Honda Canada Manufacturing, Inc. (HCM)
Honda de Mexico (HDM)

Manufacturer's agent: William R. Willen
American Honda Motor Co., Inc. (AHM)
1919 Torrance Blvd.
Torrance, CA 90501-2746

573.6(c)(2)

Identification of potentially affected vehicles:

<u>Make/Model</u>	<u>Description</u>	<u>VIN Range/Dates of Manufacture</u>
Honda Civic	Certain 2001 model year	1HGEM21921L006340 ~ 1HGEM21931L047205 11/1/2000 ~ 2/2/2001
		1HGEN26451L000073 11/29/2000
		1HGES15551L035127 ~ 1HGES16591L040457 11/3/2000 ~ 1/6/2001
		1HGES26761L035935 ~ 1HGES26701L043979 11/6/2000 ~ 2/1/2001
		2HGES16591H519507 ~ 2HGES16531H553684 11/8/2000 ~ 2/8/2001
		2HGES26771H519559 ~ 2HGES267X1H553415 11/9/2000 ~ 2/8/2001

Honda Accord	Certain 2001 model year	1HGCF86601A030716 ~ 1HGCF86621A071333 11/7/00 ~ 2/8/01
		1HGCG16571A017330 ~ 1HGCG165X1A057529 10/25/00 ~ 3/30/01
		1HGCG22541A006409 ~ 1HGCG22501A017164 10/25/2000 ~ 2/13/2001
		1HGCG32581A007276 ~ 1HGCG32701A013574 11/7/2000 ~ 1/31/2001
		1HGCG56601A024295 ~ 1HGCG56681A072241 10/27/2000 ~ 2/12/2001
		1HGCG66811A026919 ~ 1HGCG66521A100516 10/31/2000 ~ 4/12/2001
		3HGCG66541G701363 11/29/2000

Description of the basis for the determination of the recall population:

The recall population was based on manufacturing records. The VIN ranges reflect possible vehicles that could potentially experience the problem.

573.6(c)(3)

Total number of potentially affected vehicles: 3,940

573.6(c)(4)

Percentage of affected vehicles that contain the defect: Unknown

573.6(c)(5)

Defect description:

In certain vehicles, the driver's airbag inflator could produce excessive internal pressure. If an affected airbag deploys, the increased internal pressure may cause the inflator to rupture. Metal fragments could pass through the airbag cushion material possibly causing injury to vehicle occupants.

573.6(c)(6)

Chronology:

- June 2007 AHM received first claim information along with photographs and forwarded them to HAM. HAM initiated an investigation.
- Sept. 2007 The first claim was closed. AHM received parts and provided them to HAM.
- Jan. 2008 A program was started to collect parts from suspect propellant lots and analyze them.
- Sep. 11, 2008 A vehicle was inspected which had another unusual driver airbag deployment.

Nov. 4, 2008 HAM completed the investigation and HMC determined that a safety-related defect exists.

573.6(c)(8)(i)

Program for remedying the defect:

The owners of all affected vehicles will be contacted by mail and asked to take their vehicle to a Honda automobile dealer. The dealer will replace the airbag inflator free of charge.

573.6(c)(8)(ii)

The estimated date to e-mail preliminary notification to dealers: Nov. 7, 2008

The estimated date to provide service bulletin to dealers: Dec. 17, 2008

The estimated date to begin sending notifications to owners: Dec. 22, 2008

The estimated date of completion of the notification: Dec. 22, 2008

573.6(c)(9)

Representative copies of all notices, bulletins and other communications:

A copy of the dealer service bulletin and text of the final customer notification letter will be submitted to your office as soon as possible.

573.6(c)(10)

Proposed owner notification letter submission:

A draft of the owner notification letter will be submitted to your office as soon as possible.

573.6(c)(11)

Manufacturer's campaign number:

Q96

Sincerely,

AMERICAN HONDA MOTOR CO., INC.



William R. Willen
Managing Counsel
Product Regulatory Office

WRW:nis

HONDA

American Honda Motor Co., Inc.
1919 Torrance Boulevard
Torrance, CA 90501-2746
Phone (310) 783-2000

June 30, 2009

Mr. Daniel C. Smith
Associate Administrator for Enforcement
NATIONAL HIGHWAY TRAFFIC SAFETY
ADMINISTRATION
Attn: Recall Management Division (NVS-215)
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Mr. Smith:

On November 4, 2008, Honda Motor Co., Ltd. (HMC) determined that a potential defect relating to motor vehicle safety exists in the driver airbag of certain 2001 model year Honda Accord and Civic automobiles, and is furnishing notification to the National Highway Traffic Safety Administration in accordance with 49 CFR Part 573 Defect and Noncompliance Reports.

On June 23, 2009, HMC determined that that VIN range for recall 08V-593 should be expanded for 2001 model year Accord and Civic automobiles and is furnishing notification to the National Highway Traffic Safety Administration in accordance with 49 CFR Part 573 Defect and Noncompliance Reports.

573.6(c)(1)

Name of manufacturer: Honda Motor Co., Ltd. (HMC)
Honda of American Manufacturing, Inc. (HAM)
Honda Canada Manufacturing, Inc. (HCM)
Honda de Mexico (HDM)

Manufacturer's agent: William R. Willen
American Honda Motor Co., Inc. (AHM)
1919 Torrance Blvd.
Torrance, CA 90501-2746

573.6(c)(2)

Identification of potentially affected vehicles:

<u>Make/Model</u>	<u>Description</u>	<u>VIN Range/Dates of Manufacture</u>
Honda Civic	Certain 2001 model year	TBD
Honda Accord	Certain 2001 model year	TBD

Description of the basis for the determination of the recall population:

The recall population was based on manufacturing records. The VIN range reflects all possible vehicles that could potentially experience the problem.

573.6(c)(3)

Total number of potentially affected vehicles: TBD

573.6(c)(4)

Percentage of affected vehicles that contain the defect: Unknown

573.6(c)(5)

Defect description:

In certain vehicles, the driver's airbag inflator could produce excessive internal pressure. If an affected airbag deploys, the increased internal pressure may cause the inflator to rupture. Metal fragments could pass through the airbag cushion material possibly causing injury to vehicle occupants

573.6(c)(6)

Chronology:

Nov. 11, 2008	AHM submitted 573 report to NHTSA (08V-593). HAM continued the investigation for returned inflators of the recall.
May 28, 2009	AHM notified of unusual driver airbag deployment.
June 9, 2009	AHM notified of second unusual driver airbag deployment.
June 23, 2009	HAM completed the investigation and HMC determined that recall 08V-593 should be expanded.

573.6(c)(8)(i)

Program for remedying the defect:

The owners of all affected vehicles will be contacted by mail and asked to take their vehicle to a Honda automobile dealer. The dealer will replace the airbag inflator free of charge.

573.6(c)(8)(ii)

The estimated date to e-mail preliminary notification to dealers: TBD

The estimated date to provide service bulletin to dealers: TBD

The estimated date to begin sending notifications to owners: TBD

The estimated date of completion of the notification: TBD

Mr. Daniel Smith
June 30, 2009
Page 3

573.6(c)(9)

Representative copies of all notices, bulletins and other communications:

A copy of the dealer service bulletin and text of the final customer notification letter will be submitted to your office as soon as possible.

573.6(c)(10)

Proposed owner notification letter submission:

A draft of the owner notification letter will be submitted to your office as soon as possible.

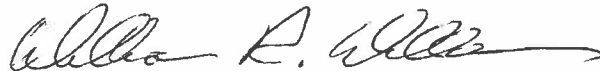
573.6(c)(11)

Manufacturer's campaign number:

TBD

Sincerely,

AMERICAN HONDA MOTOR CO., INC.



William R. Willen
Managing Counsel
Product Regulatory Office

WRW:nis

HONDA

American Honda Motor Co., Inc.
1919 Torrance Boulevard
Torrance, CA 90501-2746
Phone (310) 783-2000

April 10, 2013

Ms. Nancy Lewis
Associate Administrator for Enforcement
NATIONAL HIGHWAY TRAFFIC SAFETY
ADMINISTRATION
Attn: Recall Management Division (NVS-215)
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Recall Notification
Honda: 2001-2003 Civic, 2002-2003 CR-V and 2002 Odyssey
Passenger Airbag Inflator

Dear Ms. Lewis:

On April 4, 2013 Honda Motor Co., Ltd. (HMC) determined that a potential defect relating to motor vehicle safety exists in the passenger airbag inflator of certain 2001-2003 model year Honda Civic, 2002-2003 model year Honda CR-V, and 2002 model year Honda Odyssey automobiles, and is providing notification to the National Highway Traffic Safety Administration in accordance with 49 CFR Part 573 Defect and Noncompliance Reports.

573.6(c)(1)

Name of manufacturer: Honda Motor Co., Ltd. (HMC)
Honda of America Mfg., Inc. (HAM)
Honda of Canada Mfg. (HCM)
Honda of the UK Mfg. Ltd (HUM)
Honda Mfg. of Alabama, LLC (HMA)

Manufacturer's agent: Jay Joseph
American Honda Motor Co., Inc. (AHM)
1919 Torrance Blvd.
Torrance, CA 90501-2746

573.6(c)(2)

Identification of potentially affected vehicles:

See ATTACHMENT 1

Description of the basis for the determination of the recall population:

The recall population was determined based on manufacturing records. The VIN range reflects all possible vehicles that could potentially experience the problem.

573.6(c)(2)(iv)

Identification of affected component:

Component: Front Passenger Airbag Inflator
Country of Origin: U.S.A.
Manufacturer: T.K. Holdings, Inc.
Contact Name: Kazuo Higuchi
Address: 888 16th Street, NW, Suite 800
Washington, DC 20006
Telephone: (202) 729-6332

573.6(c)(3)

Total number of potentially affected vehicles: 561,422

573.6(c)(4)

Percentage of affected vehicles that contain the defect: Unknown

573.6(c)(5)

Defect description:

In certain vehicles, the passenger's (frontal) airbag inflator could produce excessive internal pressure. If an affected airbag deploys, the increased internal pressure may cause the inflator to rupture. In the event of an inflator rupture, metal fragments could be propelled upward toward the windshield, or downward toward the front passenger's foot well, potentially causing injury to a vehicle occupant.

573.6(c)(6)

Chronology:

October 20, 2011 Alleged rupture of a passenger airbag inflator occurred in Puerto Rico.

February 3, 2012 The vehicle from Puerto Rico was received by Honda for analysis. Investigation of the vehicle confirmed a ruptured passenger airbag inflator.

March 14, 2012 Using the ongoing driver's airbag recall, Honda proposed to NHTSA the collection of healthy passenger airbag modules to study the condition. NHTSA did not object.

November 21, 2012 Investigation of healthy parts indicated abnormal combustion was possible, though the cause could not be determined at that time.

February 8, 2013 A meeting was held between NHTSA and Honda to discuss the ongoing investigation.

March 6, 2013 A recreation of propellant production using the same methods as were used during 2001-2002 production periods indicated that it was possible for propellant produced during 2001-2002 to be manufactured out of specification without the manufacturing processes correctly identifying and removing the out of specification propellant.

Separately, Honda was informed by the supplier of another potential concern related to airbag inflator production that could affect the performance of these airbag modules.

April 4, 2013 Honda completed the investigation and determined that a safety related defect exists and decided to conduct a recall.

As of April 4, 2013 Honda has not received any warranty claims, but has received one field report regarding a crash where the passenger airbag inflator ruptured upon deployment, without report of injury from the inflator.

573.6(c)(8)(i)

Program for remedying the defect:

The owners of all affected vehicles will be contacted by mail and asked to take their vehicle to a Honda automobile dealer. The dealer will replace the passenger airbag inflator, free of charge.

573.6(c)(8)(ii)

The estimated date to e-mail preliminary notification to dealers: April 11, 2013

The estimated date to provide service bulletin to dealers: April 11, 2013

The estimated date to begin sending notifications to owners: May 11, 2013

The estimated date of completion of the notification: July 2013

573.6(c)(9)

Representative copies of all notices, bulletins and other communications:

A copy of the dealer service bulletin, the final customer notification letter and other dealer communication will be submitted to your office as soon as possible.

573.6(c)(10)

Proposed owner notification letter submission:

A draft of the owner notification letter will be submitted to your office as soon as possible.

Ms. Nancy Lewis
April 10, 2013
Page 4

573.6(c)(11)

Manufacturer's campaign number:

S95

Sincerely,

AMERICAN HONDA MOTOR CO., INC.

A handwritten signature in black ink that reads "Jay Joseph". The signature is written in a cursive style with a long horizontal stroke extending to the right.

Jay Joseph
Senior Manager
Product Regulatory Office

JWJ:cm

Attachment 1

Honda Civic 2 Door	Certain 2001 model year	1HGEM22971L000001 4/13/2000	-	1HGEM21211L125029 9/10/2001
	Certain 2002 model year	1HGEM21392L000001 6/5/2001	-	1HGEM22042L110829 9/10/2002
	Certain 2003 model year	1HGEM22093L000280 9/12/2002	-	1HGEM21933L052262 4/10/2003

Honda Civic 4 Door	Certain 2001 model year	1HGEN26481L000001 6/14/2000	-	1HGEN26451L000803 7/26/2001
		1HGES16231L000011 3/30/2000	-	1HGES16561L078373 8/27/2001
		2HGES165X1H500108 8/29/2000	-	2HGES16531H620493 8/30/2001
		JHMES152X1S000012 8/1/2000	-	JHMES16561S012585 7/18/2001
		1HGES26791L000001 3/21/2000	-	1HGES26761L078073 8/27/2001
		2HGES267X1H500049 8/28/2000	-	2HGES26701H619891 8/29/2001
		JHMES267X1S000009 7/26/2000	-	JHMES26791S006318 7/16/2001
	Certain 2002 model year	1HGEN265X2L000001 6/21/2001	-	1HGEN26582L000241 12/19/2001
		1HGES15672L000003 6/21/2001	-	1HGES16592L082435 8/29/2002
		2HGES16592H500005 8/23/2001	-	2HGES16592H614005 9/4/2002
		JHMES16582S000004 8/8/2001	-	JHMES16582S006515 3/13/2002
		1HGES25812L000005 6/21/2001	-	1HGES25842L082859 9/3/2002
		2HGES25732H500395 8/30/2001	-	2HGES26772H613412 9/3/2002
		JHMES26752S000002 8/28/2001	-	JHMES26762S004141 2/28/2002
	Certain 2003 model year	1HGES15513L000040 8/22/2002	-	1HGES16533L018635 1/17/2003
		2HGES16553H500164 9/4/2002	-	2HGES16573H567526 4/3/2003
		JHMES16503S000645 8/27/2002	-	JHMES16503S002086 11/29/2002
		1HGES267X3L001807 9/11/2002	-	1HGES26703L018342 1/16/2003
		2HGES268X3H500886 9/6/2002	-	2HGES26783H607152 7/17/2003
		JHMES26763S000656 11/28/2002	-	JHMES26793S000750 11/29/2002

Honda Civic 4 Door	Certain 2003 model year (continued)	JHMES95633S000017 3/5/2002	- JHMES96613S024203 4/18/2003
Honda CR-V	Certain 2002 model year	JHLRD68502C000003 6/13/2001	- JHLRD68472C026606 9/7/2002
		JHLRD78412C000007 5/11/2001	- JHLRD78822C095311 9/16/2002
		SHSRD68402U000115 4/8/2002	- SHSRD68432U001680 7/23/2002
		SHSRD78822U000111 2/19/2002	- SHSRD78482U011000 8/30/2002
	Certain 2003 model year	JHLRD68493C000722 9/25/2002	- JHLRD68463C012231 5/12/2003
		JHLRD77853C000002 9/10/2002	- JHLRD78423C032255 5/12/2003
		SHSRD68413U100113 10/1/2002	- SHSRD68413U106848 5/21/2003
		SHSRD78883U100134 9/30/2002	- SHSRD78833U160077 9/1/2003
Honda Odyssey	Certain 2002 model year	2HKRL18612H500039 6/19/2001	- 2HKRL18672H590930 8/20/2002
		5FNRL18672B000062 10/9/2001	- 5FNRL18002B057926 8/22/2002

HONDA

American Honda Motor Co., Inc.
1919 Torrance Boulevard
Torrance, CA 90501-2746
Phone (310) 783-2000

June 19, 2014

Ms. Nancy Lewis
Associate Administrator for Enforcement
NATIONAL HIGHWAY TRAFFIC SAFETY
ADMINISTRATION
Attn: Recall Management Division (NVS-215)
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Recall Notification
2002-2003MY Honda Civic, CR-V, Odyssey
2003MY Honda Accord, Element, Pilot and Acura MDX
Passenger Airbag Inflator Recall Expansion

Dear Ms. Lewis:

On June 19, 2014 Honda Motor Co., Ltd. (HMC) determined that a potential defect relating to motor vehicle safety exists in the passenger airbag of 2002-2003 model year Honda Civic, CR-V and Odyssey automobiles, 2003 model year Honda Accord, Element, Pilot and 2003 Acura MDX vehicles and is providing notification to the National Highway Traffic Safety Administration in accordance with 49 CFR Part 573 Defect and Noncompliance Reports.

573.6(c)(1)

Name of manufacturer: Honda Motor Co., Ltd. (HMC)
Honda of America Mfg., Inc. (HAM)
Honda of Canada Mfg. (HCM)
Honda of the U.K. Mfg. (HUM)
Honda Mfg. of Alabama (HMA)
Honda de Mexico, S.A. de C.V. (HDM)

Manufacturer's agent: Jay Joseph
American Honda Motor Co., Inc. (AHM)
1919 Torrance Blvd.
Torrance, CA 90501-2746

573.6(c)(2)

Identification of potentially affected vehicles:

See ATTACHMENT-1 for VIN information.

Description of the basis for the determination of the recall population:

The recall population was determined based on manufacturing records. The VIN range reflects all possible vehicles that could potentially experience the problem.

573.6(c)(2)(iv)

Identification of affected component:

Component: Front Passenger Airbag Inflator
Country of Origin: USA
Manufacturer: T.K. Holdings, Inc.
Contact Name: Kazuo Higuchi
Address: 888 16th Street NW, Suite 800
Washington, DC 20006
Telephone No.: (202) 729-6332

573.6(c)(3)

Total number of potentially affected vehicles: TBD

573.6(c)(4)

Percentage of affected vehicles that contain the defect: Unknown

573.6(c)(5)

Defect description:

In certain vehicles, the passenger's (frontal) airbag inflator could produce excessive internal pressure. If an affected airbag deploys, the increased internal pressure may cause the inflator to rupture. In the event of an inflator rupture, metal fragments could be propelled upward toward the windshield, or downward toward the front passenger's foot well, potentially causing injury to a vehicle occupant.

573.6(c)(6)

Chronology:

- May 14, 2013 Honda was notified of a single-stage passenger airbag inflator rupture outside of the U.S. The type of inflator involved has not been installed in Honda or Acura vehicles in the U.S.
- June 4, 2014 Supplier notified Honda of three occurrences of inflator rupture involving vehicles manufactured by other OEMs.
- June 11, 2014 Supplier notified Honda that there was a possibility that production records of the auto-reject function used in determining the previous recall range may have been incorrect or incomplete. Supplier also informed Honda that the methodology used to identify the range of affected airbag inflators was inadequate.

On June 19, 2014 Honda Motor Company (HMC) determined that a safety defect, identified originally on April 4, 2013 and subsequently identified as safety recall 13V132, required an expansion to address the concerns and to include all potentially affected vehicles.

As of June 11, 2014 Honda has not received any warranty claims, field reports or injuries related to this issue.

573.6(c)(8)(i)

Program for remedying the defect:

The owners of all affected vehicles will be contacted by mail and asked to take their vehicle to a Honda or Acura automobile dealer. The dealer will replace the passenger airbag inflator, free of charge.

573.6(c)(8)(ii)

The estimated date to e-mail preliminary notification to dealers: June 23, 2014

The estimated date to provide service bulletin to dealers: June 24, 2014

The estimated date to begin sending notifications to owners: July 21, 2014

The estimated date of completion of the notification: August 22, 2014

573.6(c)(9)

Representative copies of all notices, bulletins and other communications:

A copy of the dealer service bulletin, the final customer notification letter and other dealer communication will be submitted to your office as soon as possible.

573.6(c)(10)

Proposed owner notification letter submission:

June 19, 2014, submitted in conjunction with this letter.

573.6(c)(11)

Manufacturer's campaign number:

TBD



Sincerely,

AMERICAN HONDA MOTOR CO., INC.

Jay Joseph
Assistant Vice President
Product Regulatory Office

JWJ:cmb

ATTACHMENT-1

Make/Model	Description	VIN Range/Dates of Manufacture
Honda Civic	Certain 2002 model year	VIN range TBD Production range TBD
	Certain 2003 model year	VIN TBD Production Date TBD
Honda CR-V	Certain 2002 model year	VIN TBD Production Date TBD
	Certain 2003 model year	VIN TBD Production Date TBD
Honda Odyssey	Certain 2002 model year	VIN TBD Production Date TBD
	Certain 2003 model year	VIN TBD Production Date TBD
Honda Accord	Certain 2003 model year	VIN TBD Production Date TBD
Honda Element	Certain 2003 model year	VIN TBD Production Date TBD
Honda Pilot	Certain 2003 model year	VIN TBD Production Date TBD
Acura MDX	Certain 2003 model year	VIN TBD Production Date TBD

HONDA

American Honda Motor Co., Inc.
1919 Torrance Boulevard
Torrance, CA 90501-2746
Phone (310) 783-2000

June 19, 2014

Ms. Nancy Lewis
Associate Administrator for Enforcement
NATIONAL HIGHWAY TRAFFIC SAFETY
ADMINISTRATION
Attn: Recall Management Division (NVS-215)
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Honda and Acura Driver Airbag Inflator Safety Improvement Campaign

Dear Ms. Lewis:

On June 19, 2014 Honda Motor Co., Ltd. (HMC) decided to conduct a safety improvement campaign for the driver's airbag inflator in certain model year Honda and Acura vehicles listed below. Honda has not made a determination that a safety defect exists, however we are choosing to participate in the collection of parts in order to support ongoing investigation.

As discussed with NHTSA ODI staff, this safety improvement campaign is not being conducted under the Safety Act. We are submitting this letter in a format consistent with the requirements of 49 CFR, Part 573 for the sake of clear communication; however Honda does not have sufficient information to reach a defect determination at this time.

Name of manufacturer: Honda Motor Co., Ltd. (HMC)
Honda Mfg. of Alabama, LLC (HMA)
Honda of America Mfg., Inc. (HAM)
Honda of Canada Mfg., Ltd. (HCM)
Honda of the U.K. Mfg., Ltd. (HUM)
Honda de Mexico, S.A. de C.V. (HDM)

Manufacturer's agent: Jay Joseph
American Honda Motor Co., Inc. (AHM)
1919 Torrance Blvd.
Torrance, CA 90501-2746

Identification of potentially affected vehicles:

Certain model year Honda and Acura vehicles that were originally sold in, or ever registered in, geographic locations known for high absolute humidity: Alabama, Florida, Georgia, Hawaii, Louisiana, Mississippi, South Carolina, Texas, Puerto Rico and the U.S. Virgin Islands.

<u>Make/Model</u>	<u>Description</u>
Honda Accord (4-cylinder)	All 2001-2007 model year
Honda Accord (V6)	All 2001-2002 model year
Honda Civic	All 2001-2005 model year

Honda CR-V	All 2002-2006 model year
Honda Element	All 2003-2011 model year
Honda Odyssey	All 2002-2004 model year
Honda Pilot	All 2003-2007 model year
Honda Ridgeline	All 2006 model year
Acura MDX	All 2003-2006 model year
Acura TL/CL	All 2002-2003 model year

Description of the basis for the determination of the vehicle population:

The vehicle population was based on manufacturing records and market occurrences of the involved symptom.

Identification of component:

Component: Driver's Airbag Inflator
Country of Origin: USA
Manufacturer: T.K. Holdings, Inc.
Contact Name: Kazuo Higuchi
Address: 888 16th Street NW - Suite 800
Washington, DC 20006
Telephone No.: (202) 729-6332

Total number of vehicles: TBD

Condition:

Certain Honda and Acura vehicles operated in areas that are known for high absolute humidity may contain a driver's (frontal) airbag inflator that could produce excessive internal pressure. If an airbag deploys with excessive internal pressure, it may cause the inflator to rupture. In the event of an inflator rupture, metal fragments could pass through the airbag cushion material possibly causing injury or fatality to vehicle occupants.

Timeline:

- Aug 6, 2013 Honda received a claim via a NHTSA Hotline complaint of an energetic deployment of a driver's airbag inflator in Florida, outside of the previous recall range. This is the only occurrence outside of the recall range in a Honda or Acura vehicle.
- Oct 10, 2013 Honda inspected the vehicle involved in the allegation of the energetic airbag deployment and confirmed the affected airbag module serial number.
- Oct 22, 2013 Honda and Takata began a joint investigation with the manufacturer of the airbag inflator.
- Jan 22, 2014 Honda and Takata provided an interim investigation report to NHTSA ODI, and continued investigating potential causes of the inflator rupture.

- Jan-Jun, 2014 Honda and Takata conducted part collection and analysis, focusing on the same production lot as the ruptured inflator.
- May, 2014 Takata received approval from the owner of the vehicle that experienced the inflator rupture to conduct material testing and other analysis on the parts retrieved from the vehicle.
- Jun 13, 2014 NHTSA contacted Honda to discuss the possibility of conducting a safety improvement campaign to support the ongoing investigation of the cause of energetic driver's airbag inflators, focusing on locations in the U.S. that experience high absolute humidity levels and high temperatures.

Campaign Plan:

The owners of all vehicles will be contacted by mail and asked to take their vehicle to a Honda or Acura automobile dealer. The dealer will replace the driver's airbag inflator, free of charge. Owner notification letters will reference this being conducted as a safety recall.

The estimated date to e-mail preliminary notification to dealers:	TBD
The estimated date to provide service bulletin to dealers:	TBD
The estimated date to begin sending notifications to owners:	TBD
The estimated date of completion of the notification:	TBD
Proposed owner notification letter submission:	June 19, 2014

Manufacturer's campaign number: TBD

Sincerely,

AMERICAN HONDA MOTOR CO., INC.



Jay Joseph
Assistant Vice President
Product Regulatory Office

JWJ:cmb

HONDA

American Honda Motor Co., Inc.
1919 Torrance Boulevard
Torrance, CA 90501-2746
Phone (310) 783-2000

June 19, 2014

Ms. Nancy Lewis
Associate Administrator for Enforcement
NATIONAL HIGHWAY TRAFFIC SAFETY
ADMINISTRATION
Attn: Recall Management Division (NVS-215)
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Honda and Acura Passenger Airbag Inflator Safety Improvement Campaign

Honda Vehicles

**2003-2005 Model Year Accord, Civic, CR-V, Element, Pilot
2003-2004 Model Year Odyssey**

Acura Vehicles

**2003-2005 Model Year MDX
2005 Model Year RL**

Dear Ms. Lewis:

On June 19, 2014 Honda Motor Co., Ltd. (HMC) decided to conduct a safety improvement campaign for the passenger's airbag inflator in certain model year Honda and Acura vehicles listed above. Honda has not made a determination that a safety defect exists, however we are choosing to participate in the collection of parts in order to support ongoing investigation.

As discussed with NHTSA ODI staff, this safety improvement campaign is not being conducted under the Safety Act. We are submitting this letter in a format consistent with the requirements of 49 CFR, Part 573 for the sake of clear communication; however Honda does not have sufficient information to reach a defect determination at this time.

Name of manufacturer: Honda Motor Co., Ltd. (HMC)
Honda of America Mfg., Inc. (HAM)
Honda of Canada Mfg. (HCM)
Honda of the U.K. Mfg. (HUM)
Honda Mfg. of Alabama (HMA)
Honda de Mexico, S.A. de C.V. (HDM)

Manufacturer's agent: Jay Joseph
American Honda Motor Co., Inc. (AHM)
1919 Torrance Blvd.
Torrance, CA 90501-2746

Identification of vehicles:

Certain model year Honda and Acura vehicles that were originally sold in, or ever registered in, geographic locations known for high absolute humidity: Alabama, Florida, Georgia, Hawaii, Louisiana, Mississippi, South Carolina, Texas, Puerto Rico and the U.S. Virgin Islands.

See *ATTACHMENT* for VIN information.

Description of the basis for the determination of the vehicle population:

The vehicle population was based on manufacturing records and market occurrence of the involved symptom. The VIN range reflects all possible vehicles that could potentially experience the problem.

Identification of component:

Component:	Front Passenger Airbag Inflator
Country of Origin:	USA
Manufacturer:	T.K. Holdings, Inc.
Contact Name	Kazuo Higuchi
Address:	888 16 th Street NW - Suite 800 Washington, DC 20006
Telephone No.:	(202) 729-6332

Total number of vehicles: TBD

Condition:

Certain Honda and Acura vehicles operated in areas that are known for high absolute humidity may contain a passenger (frontal) airbag inflator that could produce excessive internal pressure. If an airbag deploys with excessive internal pressure, it may cause the inflator to rupture, possibly propelling metal fragments upward toward the windshield, or downward toward the front passenger's foot well and potentially causing injury to a vehicle occupant.

Timeline:

Jun 13, 2014 NHTSA contacted Honda to discuss the possibility of conducting a safety improvement campaign to support the ongoing investigation of the cause of energetic passenger airbag inflators, focusing on locations in the U.S. that experience high absolute humidity levels and high temperatures.

Campaign Plan:

The owners of all vehicles will be contacted by mail and asked to take their vehicle to a Honda or Acura automobile dealer. The dealer will replace the passenger's airbag inflator, free of charge. Owner notification letters will reference this being conducted as a safety recall.
The estimated date to e-mail preliminary notification to dealers: TBD

The estimated date to e-mail preliminary notification to dealers:	TBD
The estimated date to provide service bulletin to dealers:	TBD
The estimated date to begin sending notifications to owners:	TBD
The estimated date of completion of the notification:	TBD
Proposed owner notification letter submission:	June 19, 2014
Manufacturer's campaign number:	TBD

Sincerely,

AMERICAN HONDA MOTOR CO., INC.

A handwritten signature in black ink that reads "Jay Joseph". The signature is stylized with a long horizontal line extending to the right.

Jay Joseph
Assistant Vice President
Product Regulatory Office

JWJ:cmb

ATTACHMENT

Make/Model	Description	VIN Range/Dates of Manufacture
Honda Accord	Certain 2003 model year	VIN range TBD Production range TBD
	Certain 2004 model year	VIN range TBD Production range TBD
	Certain 2005 model year	VIN range TBD Production range TBD
Honda Civic	Certain 2003 model year	VIN range TBD Production range TBD
	Certain 2004 model year	VIN range TBD Production range TBD
	Certain 2005 model year	VIN range TBD Production range TBD
Honda CR-V	Certain 2003 model year	VIN range TBD Production range TBD
	Certain 2004 model year	VIN range TBD Production range TBD
	Certain 2005 model year	VIN range TBD Production range TBD
Honda Element	Certain 2003 model year	VIN range TBD Production range TBD
	Certain 2004 model year	VIN range TBD Production range TBD
	Certain 2005 model year	VIN range TBD Production range TBD
Honda Odyssey	Certain 2003 model year	VIN range TBD Production range TBD
	Certain 2004 model year	VIN range TBD Production range TBD
Honda Pilot	Certain 2003 model year	VIN range TBD Production range TBD
	Certain 2004 model year	VIN range TBD Production range TBD
	Certain 2005 model year	VIN range TBD Production range TBD
Acura MDX	Certain 2003 model year	VIN range TBD Production range TBD
	Certain 2004 model year	VIN range TBD Production range TBD
	Certain 2005 model year	VIN range TBD Production range TBD
Acura RL	Certain 2005 model year	VIN range TBD Production range TBD

Honda Recall Notification

Submit to NHTSA – November 3, 2014

Passenger Airbag Inflator Recall

2001-2005MY Honda Civic
2002-2005MY Honda CR-V,
2002-2004MY Honda Odyssey
2003-2005MY Honda Accord, Pilot and Acura MDX
2003-2004MY Honda Element
2005MY Acura RL
2006MY Honda Ridgeline

573.6(c)(2)

Identification of potentially affected vehicles:

Certain model year Honda and Acura vehicles that were originally sold in, or ever registered in, geographic locations known for high absolute humidity: Alabama, Florida, Georgia, Hawaii, Louisiana, Mississippi, South Carolina, Texas, Puerto Rico, U.S. Virgin Islands, Saipan, Guam, and American Samoa.

A list of vehicles included in this recall is attached to this document.

573.6(c)(3)

Total number of potentially affected vehicles: TBD

573.6(c)(4)

Percentage of affected vehicles that contain the defect: Unknown

Description of the basis for the determination of the recall population:

The recall population was determined based on manufacturing records. The VIN range reflects all possible vehicles that could potentially experience the problem.

573.6(c)(5)

Defect description:

In certain vehicles that were originally sold in, or ever registered in geographic locations with a high absolute humidity, including the following: Alabama, Florida, Georgia, Hawaii, Louisiana, Mississippi, South Carolina, Texas, Puerto Rico, U.S. Virgin Islands, Saipan, Guam, and American Samoa; the passenger's (frontal) airbag inflator could exhibit a symptom of producing excessive internal pressure. If an affected airbag deploys, the increased internal pressure may cause the inflator to rupture. In the event of an inflator rupture, metal fragments could be propelled upward toward the windshield, or downward toward the front passenger's foot well, potentially causing injury to a vehicle occupant. The cause of the potential for inflator rupture and the apparent link to a high absolute humidity continues to be under investigation.

573.6(c)(2)(iv)

Identification of affected component:

Component:	Front Passenger Airbag Inflator
Country of Origin:	USA
Manufacturer:	T.K. Holdings, Inc.
Contact Name	Kazuo Higuchi
Address:	888 16 th Street NW, Suite 800, Washington, DC 20006
Telephone No.:	(202) 729-6332

573.6(c)(6)

Chronology:

- June 19, 2014 Honda submitted notification to NHTSA for Safety Improvement Campaign (14V-353) in support of an ongoing investigation.
- October 27, 2014 Takata conducted testing of parts recovered from Florida through recall 13V132 and regional safety improvement campaign 14V353 at the request of Honda and NHTSA. Takata informed Honda of the result those tests, indicating abnormal deployment in a small number of inflators.
- October 29, 2014 Honda reported the results of the test to NHTSA.
- November 3, 2014 Honda Motor Company (HMC) decided to conduct a safety recall campaign, based on the supplier information. The vehicles being recalled are those that were originally sold in, or ever registered in, geographic locations known for high absolute humidity: Alabama, Florida, Georgia, Hawaii, Louisiana, Mississippi, South Carolina, Texas, Puerto Rico, U.S. Virgin Islands, Saipan, Guam, and American Samoa.

573.6(c)(8)(i)

Program for remedying the defect:

The owners of all affected vehicles will be contacted by mail and asked to take their vehicle to an authorized Honda or Acura automobile dealer. The dealer will replace the passenger airbag inflator, free of charge. If a replacement part is not available dealers will work with owners to accommodate owner needs.

573.6(c)(8)(ii)

The estimated date to e-mail preliminary notification to dealers:	TBD
The estimated date to provide service bulletin to dealers:	TBD
The estimated date to begin sending notifications to owners:	Nov. 24, 2014
The estimated date of completion of the notification:	Jan. 2, 2015

573.6(c)(11)

Manufacturer's campaign number: TBD

Make/Model	Description	VIN Range Dates of Manufacture
Honda Civic 2 Door	Certain 2001 model year	VIN: TBD April 13, 2000 to August 25, 2004
	Certain 2002 model year	
	Certain 2003 model year	
	Certain 2004 model year	
Honda Civic 4 Door	Certain 2001 model year	VIN: TBD March 21, 2000 to January 20, 2005
	Certain 2002 model year	
	Certain 2003 model year	
	Certain 2004 model year	
	Certain 2005 model year	
Honda Civic CNG	Certain 2003 model year	VIN: TBD February 21, 2003 to August 19, 2004
	Certain 2004 model year	
Honda Civic Hybrid	Certain 2003 model year	VIN: TBD April 25, 2003 to January 18, 2005
	Certain 2004 model year	
	Certain 2005 model year	
Honda CR-V	Certain 2002 model year	VIN: TBD May 11, 2001 to November 17, 2004
	Certain 2003 model year	
	Certain 2004 model year	
	Certain 2005 model year	
Honda Odyssey	Certain 2002 model year	VIN: TBD June 19, 2001 to August 13, 2004
	Certain 2003 model year	

Honda Odyssey <i>continued</i>	Certain 2004 model year	
Honda Accord	Certain 2003 model year	VIN: TBD February 21, 2002 to March 30, 2005
	Certain 2004 model year	
	Certain 2005 model year	
Honda Element	Certain 2003 model year	VIN: TBD June 25, 2002 to December 13, 2004
	Certain 2004 model year	
Honda Pilot	Certain 2003 model year	VIN: TBD November 26, 2001 to May 20, 2005
	Certain 2004 model year	
	Certain 2005 model year	
Acura MDX	Certain 2003 model year	VIN: TBD September 19, 2002 to May 20, 2005
	Certain 2004 model year	
	Certain 2005 model year	
Honda Ridgeline	Certain 2006 model year	VIN: TBD May 20, 2005 to May 24, 2005
Acura RL	Certain 2005 model year	VIN: TBD July 15, 2004 to October 8, 2004