



U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

May 25, 2016

[REDACTED]
Daytona Beach, FL [REDACTED]

NEF-160 nam
Ref. No. 10860799

Dear [REDACTED]

Thank you for your correspondence that was received by the National Highway Traffic Safety Administration's (NHTSA), Office of Defects Investigation regarding your model year 2013 Honda Fit. Due to the unprecedented amount of correspondence received by this office, we are now just getting to your letter. Please accept our apologies for this delay.

NHTSA is the Federal agency responsible for improving safety on our Nation's highways. We are authorized to order manufacturers to recall and repair motor vehicles or motor vehicle equipment when our investigations indicate that they contain safety defects in their design, construction, or performance. We also monitor the adequacy of manufacturers' recall campaigns. In order for the agency to initiate an investigation, we look carefully at the body of consumer complaints and other available data to determine whether a defect trend may exist. We do not have authority to act on isolated problems or resolve disputes between individual owners, dealers, or manufacturers.

You are concerned about the amount of time auto manufacturers are taking to complete the Takata air bag recalls. You want NHTSA assistance to have the recall remedy completed immediately.

NHTSA recognizes and appreciates the risk to safety involved in the Takata air bag recalls. That is why NHTSA has engaged in a first of its kind coordinated effort to accelerate recall repairs and prioritize vehicles impacted based on their respective risks based on testing and field experience. For the most up-to-date information on the Takata recalls, the vehicles involved and their prioritization, please visit our web site at www.safercar.gov/rs/takata/index.html.

Please note that it is not unusual for manufacturers to not have adequate inventory of recall parts or final remedy shortly after a recall is announced. Recall parts availability and recall remedies can be affected by numerous factors including, but not limited to, redesign, testing, manufacturing and logistics. Due to the volume of vehicles involved in a recall, manufacturers may conduct the recall in phases. Some manufacturers limit the volume of recall parts they automatically deliver to dealers. Also, manufacturers may limit recall parts distribution and

ordering to avoid waste by dealerships for parts they did not order or do not need. We recommend that you continue to contact Honda or your dealer for the latest status of the recall part availability.

The expansion of the Takata recalls has increased the number of recalls to 50, affecting approximately 25 million vehicles to date. To protect the American public from certain defective air bag inflators supplied by Takata, NHTSA ordered all 14 vehicle manufacturers to accelerate recall repairs and prioritize vehicles to reduce the risk of rupture under a Coordinated Remedy Order. Completion deadlines for fixing the 25 million vehicles under recall will begin in 2017 and end in 2019. Under a NHTSA Consent Order, Takata has agreed to Federal oversight for the next 5 years, to phase out the use of the propellant believed to be related to the air bag inflator ruptures, and to pay record civil penalties up to \$200 million.

On August 20, 2014, we added a new feature to our Web site that will allow consumers to search for open recalls by using their vehicle identification number (VIN). The free VIN look-up tool (<https://vinrcl.safercar.gov/vin/>), searches for open recalls via a direct connection to the manufacturer's database. The VIN can be found on the door label, insurance card, or lower left corner of your windshield. Then enter VIN into the VIN search box on our web site above. After entering the VIN you will know immediately whether your vehicle has any open recalls. We searched the VIN number you provided and no open recalls were found. The information you provided has been entered into our database. It will be considered with future reports to identify any safety defect trends that may require our attention.

Sincerely yours,



Randy Reid, Chief
Correspondence Research Division
Office of Defects Investigation
Enforcement