



U.S. Department
of Transportation
**National Highway
Traffic Safety
Administration**

OFFICE OF DEFECTS INVESTIGATION

ODI RESUME

Investigation: PE25017
Prompted By: VOQ Review and EWR Field Report Review
Date Opened: 10/28/2025 **Date:** 10/23/2026
Closed:
Investigator: Sean A Hays **Reviewer:** Sharon Yukevich
Approver: Tanya Topka
Subject: Inaccurate Rear Passenger Seat Belt Warning Status

MANUFACTURER & PRODUCT INFORMATION

Manufacturer: Honda (American Honda Motor Co.)
Products: 2023-2024 Honda Pilot
Population: 142,572

Problem Description: The rear passenger seat belt warning system provides both false positive and false negative input to the driver regarding seat belt usage by rear seat passengers.

FAILURE REPORT SUMMARY

	ODI	Manufacturer	EWR D&I	Other	Total	EWR Field Reports
All Incidents:	52	8,315	0	0	8,356	CONF
Crashes/Fires:	0	0	0	0	0	0
Injury Incidents:	0	0	0	0	0	0
Number of Injuries:	0	0	0	0	0	0
Fatality Incidents:	0	0	0	0	0	0
Number of Fatalities:	0	0	0	0	0	0

ACTION/SUMMARY INFORMATION

Action: This Preliminary Evaluation (PE) is closed without a manufacturer action.

Summary:

On October 28, 2025, the Office of Defects Investigations (ODI) opened PE25-017 to investigate allegations of inaccurate rear seat belt warning status indicators. These allegations concern both false positive and false negative status indications in model year (MY) 2023-2024 Honda Pilot vehicles manufactured by American Honda Motor Co. (Honda). A false negative occurs when the occupant's seat belt is latched and the warning light illuminates, indicating the occupant is not belted. A false positive occurs when the occupant's seat belt is not latched yet no warning is provided to the driver of this unlatched condition.

ODI's data analysis revealed that nearly all complaints involved false negative alerts. Regardless of the type of failure, there is no effect on the performance of the rear seat belts or on occupant protection during collisions.

ODI is closing this Preliminary Evaluation. The closing of this investigation does not constitute a finding by NHTSA that a safety-related defect does not exist. The Agency reserves the right to take additional action if warranted by future circumstances. To review the ODI reports cited in the Closing Resume ODI Report Identification Number document, go to [NHTSA.gov](https://www.nhtsa.gov).