



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

OFFICE OF DEFECTS INVESTIGATION

ODI RESUME

Investigation: DP26005
Prompted By: Defect Petition
Date Opened: 07/13/2026
Date: 09/24/2026
Closed:
Investigator: Sean A Hays
Reviewer: Sharon Yukevich
Approver: Tanya Topka
Subject: Inadvertent Deployment of Air Bags

MANUFACTURER & PRODUCT INFORMATION

Manufacturer: Honda (American Honda Motor Co.)
Products: 2011-2017 Honda Odyssey
Population: 806,963
Problem Description: Inadvertent deployment of air bags while the vehicle is in motion. Inadvertent deployment of air bags can cause injury or driver distraction, which can lead to a collision.

FAILURE REPORT SUMMARY

	ODI	Manufacturer	EWR D&I	Other	Total	EWR Field Reports
All Incidents:	9	0	1	0	10	CONF
Crashes/Fires:	0	0	0	0	0	0
Injury Incidents:	3	0	1	0	4	0
Number of Injuries:	5	0	1	0	6	0
Fatality Incidents:	0	0	0	0	0	0
Number of Fatalities:	0	0	0	0	0	0

ACTION/SUMMARY INFORMATION

Action: Petition is denied; close this Defect Petition.

Summary:

The Office of Defects Investigation (ODI) has completed its review of a Petition dated May 30, 2026. The Petition requested an investigation into inadvertent air bag deployment in model year (MY) 2011-2017 Honda Odyssey vehicles. The Petition contended that air bags can deploy absent a sufficiently severe event to trigger a deployment, such as an impact, rollover event, or G-force threshold breach. The Petition further alleged that the Diagnostic Trouble Codes (DTCs) and Supplemental Restraint System (SRS) conflict and inaccurate data is being recorded for the air bag system.

An air bag is a supplemental vehicle occupant restraint system that deploys a cushion designed to inflate in milliseconds during a collision. The cushion prevents vehicle occupants from striking hard interior surfaces and, in some cases, exterior surfaces. Air bags are designed to work in conjunction with seat belts, the primary occupant restraint system. Seat belts restrain occupants keeping them in place for the air bag to provide proper protection and to mitigate injury from air bag deployment.

An air bag system consists of an air bag cushion, an inflator module, an air bag Electronic Control Unit (ECU), and impact sensors. When a crash begins, impact sensors located on the vehicle exterior begin to measure impact severity. If a crash is severe enough, the sensors send a signal to the system's ECU, which then signals the inflator to fill the air bag.

ODI reviewed 9 Vehicle Owner Questionnaires (VOQs), one Early Warning Reporting (EWR) Death & Injury (D&I) report, and several TREAD (Transportation Recall Enhancement, Accountability, and Documentation) Field Reports alleging inadvertent air bag deployment in the Subject Vehicles. Several complaints allege that the inadvertent deployment of air bags occurred while traveling over potholes, road debris, or during minor curb strikes. All the complaints allege that there was no warning prior to the inadvertent deployment.

In general, different types of air bags are designed for different types of impacts. For instance, frontal air bags are generally designed to deploy during frontal impacts; side curtain air bags are generally designed to deploy both during rollovers and impacts to the sides of the vehicle; and side thorax air bags are generally designed to deploy during impacts to the sides of the vehicle. While these are broad categories of crash scenarios, the specific conditions under which deployment is intended are multifaceted and dependent on complex algorithms. Differences in particular variables can make a deployment an intended part of the design in one scenario and not in another similar scenario.

Although the reports described above all contain allegations of inadvertent deployment, the conditions under which those reported deployments occurred differ widely. The reports ranged different types of air bags, different combinations of air bags, and different driving scenarios preceding the deployment. Based on the data available to ODI, there is no clear pattern or factor to prompt the alleged inadvertent deployments. Thus, ODI's review did not identify a trend of a vehicle defect regarding any type of air bag in the Subject Vehicles. Moreover, ODI did not identify any reports of inadvertent air bag deployment that resulted in a loss of vehicle control. ODI is likewise not aware of any crashes or severe injuries involving the Subject Vehicles that resulted from inadvertent deployment of the air bags.

ODI recognizes that inadvertent air bag deployments can create dangerous safety hazards. For instance, an inadvertent deployment can surprise a driver, leading to a loss of vehicle control; or if an inadvertent deployment occurs when an occupant is out of position, the force of the deployment may injure the occupant. Inadvertent deployments have been the basis for past NHTSA recalls and investigations. Here, the Petition cites one such recall: Recall 26V-227, which concerns inadvertent deployment of the side curtain and thoracic air bags in MY 2018 to 2022 Honda Odyssey vehicles (the "Recalled Vehicles") due to the air bag ECU containing incorrect deployment parameters. Although this recall involved Honda Odyssey vehicles in adjacent model years to the Odyssey vehicles that are the subject of this Petition, ODI understands certain key differences to exist between the two groups of Odyssey models. Honda introduced a new generation of the Odyssey line in 2018. This new generation involved a large-scale redesign and a new vehicle platform compared to the previous model years. As a result, the vehicles covered by the Petition differ from the recalled vehicles in many characteristics, including physical dimensions, engines, transmissions, and air bag ECU

algorithms. Given these differences, ODI's review has not identified evidence that the reports of inadvertent deployment in the Odyssey models covered by the Petition correlate to Recall 26V-227.

After thoroughly assessing the material submitted by the Petitioner, consumer complaint information in NHTSA's databases, and other relevant information already in possession of the Agency, NHTSA has not found sufficient evidence to indicate that a trend of inadvertent air bag deployments as alleged by the Petitioner is likely to present a safety related defect that would warrant a formal investigation. After full consideration of the available information the Petition is denied. A denial report will be posted in the Federal Register. The closing of the Petition does not constitute a finding by NHTSA that a safety related defect does not exist, and the agency reserves the right to take additional action if warranted by future circumstances. The Petition can be viewed at [NHTSA.gov](https://www.nhtsa.gov) under ODI Number 11744118.