

AMENDED DEFECT INFORMATION REPORT 15V-320
Participation in ACRO Paragraph #47
December 21, 2017

REVIEWED BY:
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DEC-21-2017
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This submission is to inform NHTSA of Honda's intention to implement the "other/unreachable" reporting category.

573.6(c)(5)

Defect description:

According to the equipment defect notification (15E-040) filed by Takata, in some vehicles, the affected Takata PSDI, PSDI-4 and PSDI-4K driver frontal airbag inflators could produce excessive internal pressure upon deployment. The affected inflators either were originally installed at the time of vehicle manufacture, installed after an airbag deployment, or installed as part of remedy for a prior recall (08V-593, 09V-259, 10V-041, or 11V-260). (Vehicles that, on or after September 12, 2014, received a remedy for a prior driver frontal airbag inflator recall or safety improvement campaign [14V-351 and 15V-153] received an inflator of a different design, and therefore are not included in this recall.) If an affected airbag deploys, the increased internal pressure may cause the inflator to rupture (break apart) and deploy abnormally. In the event of an inflator rupture, metal fragments could pass through the airbag cushion material possibly causing serious injury or fatality to vehicle occupants.

December 21, 2017 Update

This submission is to inform NHTSA of Honda's intention to implement the "other/unreachable" reporting category for removing certain eligible vehicles from recall outreach efforts and reporting those vehicles in the "other/unreachable" reporting category in forthcoming quarterly completion reports and biweekly completion reports, as permitted in the Third Amendment to the Coordinated Remedy Order (ACRO3), paragraphs 45 through 49. As required by ACRO3, the VINs of all vehicles counted as "other/unreachable" will remain active in Honda's data systems such that any search for the VIN will reflect an open recall status on the NHTSA web site, the Honda web site and any other data networks through which Honda communicates safety recall status information, including communications to Honda dealerships. For this reason, the number of potentially involved vehicles in this report will remain the same; however, Honda will consider them "remedied" for purposes of calculating the remedy completion under ACRO3, paragraph 35. IHS Markit data is still being reviewed in consultation with NHTSA; there is a possibility Honda will receive an update and therefore provide a supplement to the "other" category in 2018.