

HONDA

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

December 10, 2021

Ms. Anne Collins
Associate Administrator for Enforcement
National Highway Traffic Safety Administration
Attn: Recall Management Division (NVS-215)
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Re: NHTSA Recall No. 16V-061
Part 573, Amended Defect Information Report
DIR-1 – Takata Non-Desiccated Driver Inflator (PSDI-5)

Dear Ms. Collins:

In accordance with the National Traffic and Motor Vehicle Safety Act and 49 CFR Part 573 Defect and Noncompliance and Responsibility Reports, Honda is submitting the enclosed amended Defect Information Report regarding NHTSA recall number 16V-061 originally submitted on January 29, 2016. The amendment is to inform NHTSA of Honda's intention to implement the "other" reporting category and participate in Paragraph 47 of the Third Amendment to the Coordinated Remedy Order.

If you have any questions about this report, please feel free to contact me.

Sincerely,

AMERICAN HONDA MOTOR CO., INC.

A handwritten signature in black ink, appearing to read "Jeff Chang", with a stylized, flowing script.

Jeff Chang
Senior Manager
Product Regulatory Office

JC:wvt

Amended Defect Information Report

573.6(c)(5)

Defect description:

According to the equipment defect notification (16E-005) filed by Takata, the propellant tablets in some of the subject inflators may experience an alteration over time, which could potentially lead to over-aggressive combustion in the event of an air bag deployment. Depending on the circumstances, this potential condition could create excessive internal pressure when the airbag is deployed, which could result in the body of the inflator rupturing upon deployment. Based upon Takata's investigation to date, the potential for such ruptures may occur in some of the subject inflators after several years of exposure to persistent conditions of high absolute humidity. In addition, Takata is aware of four test ruptures in ballistic tests of non-desiccated PSDI-5 inflators, but not aware of any field incidents in which a PSDI-5 inflator has ruptured (desiccated or non-desiccated). The potential for rupture may also be influenced by other factors, including manufacturing variability.

December 10, 2021 Update

This submission is to inform NHTSA of Honda's intention to implement the "other" reporting category for removing certain eligible vehicles that are "no longer in service" from recall outreach efforts and reporting those vehicles in the "other" reporting category as permitted in the Third Amendment to the Coordinated Remedy Order (ACRO3), paragraphs 45 through 49. Vehicles eligible for the "other" reporting category will be included in forthcoming completion reports which are submitted every four weeks. As required by ACRO3, the VINs of all vehicles counted as "other" 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.