

AMENDED DEFECT INFORMATION REPORT 16V-344
Participation in ACRO Paragraph #47
December 10, 2019

REVIEWED BY:
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DEC 10 2019
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This submission is to inform NHTSA of Honda's intention to implement the "other" reporting category.

573.6(c)(5)

Defect description:

According to the equipment defect notifications (16E-042, 16E-043, and 16E-044) filed by Takata, the propellant wafers in some of the subject inflators may degrade over time, which could lead to over-aggressive combustion in the event the airbag is activated. Overly aggressive combustion creates excessive internal pressure when the inflator is activated, which may cause the inflator body to rupture. 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 10, 2019 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.