

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. 19V-501
Part 573, Amended Defect Information Report
DIR-5 – Takata Non-Desiccated Passenger Inflator (PSPI/PSPI-L)

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 19V-501 originally submitted on June 27, 2019. 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", written in a cursive style.

Jeff Chang
Senior Manager
Product Regulatory Office

JC:wvt

Amended Defect Information Report

573.6(c)(5)

Defect description:

According to the May 4, 2016 Amendment to the November 3, 2015 Consent Order, Takata agreed to conduct recalls on a rolling basis for a defect in all driver and passenger inflators that contain a PSAN-based propellant, and do not contain a moisture-absorbing desiccant. Specifically, a defect related to motor vehicle safety may arise in some of the subject non-desiccated PSAN inflators due to propellant degradation occurring after prolonged exposure to high absolute humidity, high temperatures, and high temperature cycling. Activation of a non-desiccated PSAN inflator with degraded propellant may result in an inflator rupture. An inflator rupture may cause metal fragments to pass through the air bag and into the vehicle interior at high speed, which may result in injury or death to vehicle occupants.

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.