CENTER FOR AUTO SAFETY

1825 CONNECTICUT AVENUE NW 202-328-7700 ASHINGTON DC 20009-5708 www.autosafety.org

October 30, 2014

David Friedman, Deputy Administrator National Highway Traffic Safety Administration (NHTSA) 1200 New Jersey Avenue, SE Washington, DC 20590

Dear Deputy Administrator Friedman:

The Center for Auto Safety is deeply troubled by NHTSA's secrecy and conflicting messages on deadly Takata airbags. There's no answer from the agency as to the difference between driver and passenger airbag inflators. The agency says all the 2014 Takata campaigns are safety recalls for safety defects but most auto makers say they are not safety defects or safety recalls. If the agency believes these are safety defects, it should make an initial determination of a safety defect and proceed to a mandatory safety recall as provided under 49 USC § 30118. The agency is all over the map on what states are affected. How can Honda have more high humidity states than other manufacturers?

Most importantly, how does the agency know Takata airbags being used in recalls and service campaigns are safe? The most recent confirmed death is that of Hien Thi Tran in Orlando FL on September 29, 2014 in a 2001 Honda Accord. According to NHTSA, the only outstanding campaign on Ms. Tran's vehicle was the geographic service campaign 14V-351. (Attachment A.) None of the earlier campaigns on 2001 Accords, all of which were safety recalls, were listed as outstanding by NHTSA. (08V-593, 09V-259, 10V-041, 11V-260 in April 2011 and 11V-260 expansion in December 2011.) Honda's website was more specific as to the Tran vehicle showing service campaign 14V-351 as outstanding but safety recall 11V-260 as done. (Attachment B.)

Honda's website shows completed recall 11V-260 was in response to the expansion in December 2011. (Attachment C.) This is deeply troubling because the replacement module had to be a much later version likely made in 2010 or 2011 which is not even under investigation by NHTSA. This raises the question of whether defective Takata modules are being replaced with defective Takata modules. The Center calls on NHTSA to expand the PE14-016 investigation to all Takata modules through 2011 and to invoke its authority under 49 USC § 30167(b) to make all records related to Takata investigations and recalls public.

Sincerely,

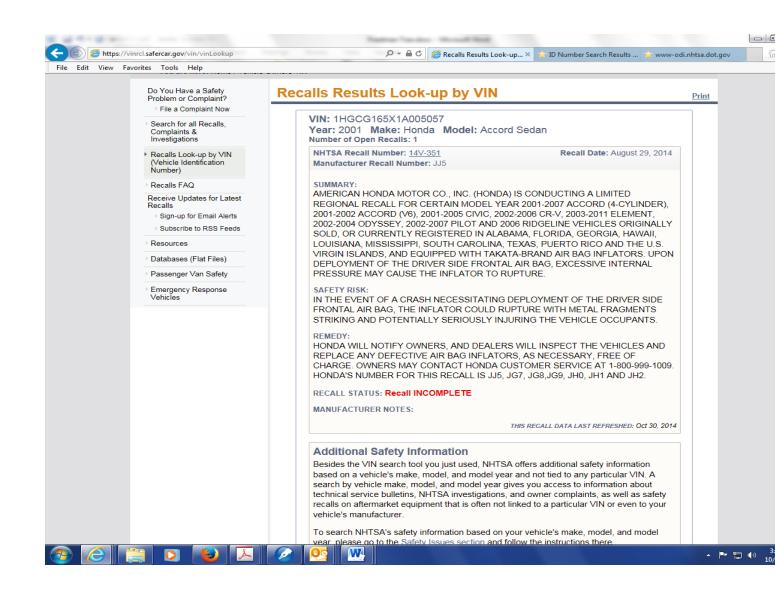
Clarence M. Ditlow Executive Director

cc: Secretary Anthony Foxx
U.S. Attorney Preet Bharara
Senator John Thune
Senator Richard Blumenthal
Rep. Fred Upton
Rep. Tim Murphy

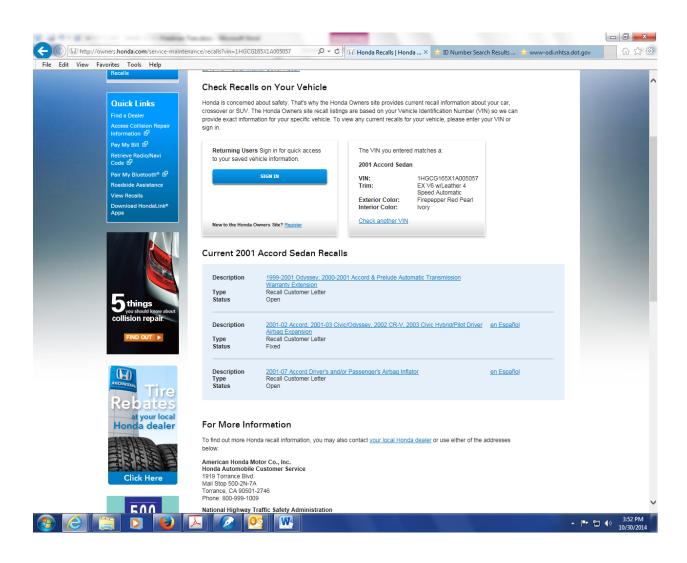
Claren Oither

Inspector General Calvin Scovell Senator Jay Rockefeller Senator Claire McCaskill Senator Edward Markey Rep. Henry Waxman Rep. Diana DeGette

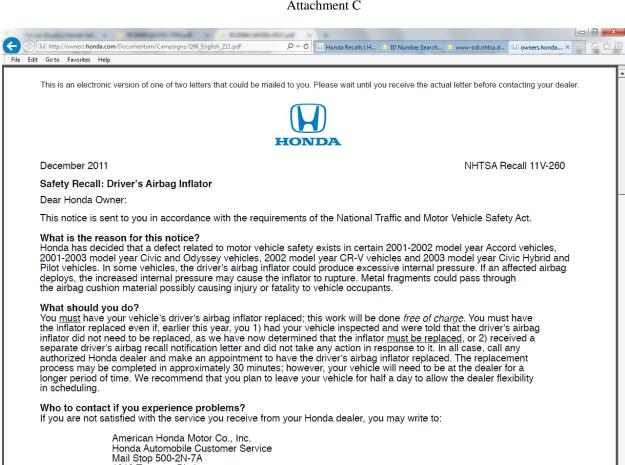
Attachment A



Attachment B



Attachment C



If you believe that American Honda or the dealer has failed or is unable to remedy the defect in your vehicle, without charge,

🔺 📴 🏲 🖫 🐠

1919 Torrance Blvd. Torrance, CA 90501-2746