Recall #	Vehicles	Defect Description 49 CFR § 573.6(c)(5)	Recall Chronology 49 CFR § 573.6(c)(6)
HONDA			
08V-593 Driver	2001 Accord, Civic	Driver's airbag inflator could produce excessive internal pressure. If an affected airbag deploys, the increased internal pressure may cause the inflator to rupture. Metal fragments could pass through the airbag cushion material possible causing injury to vehicle occupants.	*June 2007* AHM received first claim information along with photographs & forwarded them to HAM. HAM initiated an investigation. *Sept 2007* The first claim was closed. AHM received parts & provided them to HAM. *Jan 2008* A program was started to collect parts from suspect propellant lots & analyze them. *Sep 11, 2008* A vehicle was inspected which had another unusual driver airbag deployment. *Nov 4, 2008* HAM completed the investigation & HMC determined that a safety-related defect exists.
09V-259 Driver	2001 Civic, 2001-02 Accord, 2002 Acura 3.2TL	Driver's airbag inflator could produce excessive internal pressure. If an affected airbag deploys, the increased internal pressure may cause the inflator to rupture. Metal fragments could pass through the airbag cushion material possibly causing injury to vehicle occupants.	*Nov 11, 2008* AHM submitted 573 report to NHTSA (08V-593). HAM continued the investigation for returned inflators of the recall. *May 28, 2009* AHM notified of unusual driver airbag deployment. *June 9, 2009* AHM notified of second unusual driver airbag deployment. [This is OK death.] *June 23, 2009* HAM completed the investigation & HMC determined that recall 08V-593 should be expanded.

10V-041 Driver	2001-02 Accord, Civic, 2002 CR-V, Odyssey, 2002-03 Acura 3.2TL	Driver's airbag inflator could produce excessive internal pressure. If an affected airbag deploys, the increased internal pressure may cause the inflator to rupture. Metal fragments could pass through the airbag cushion material possibly causing injury or fatality to vehicle occupants.	*Nov 11, 2008* AHM submitted 573 report to NHTSA (08V-593). HAM continued investigation of returned inflators from the recall. *June 30, 2009* AHM submitted 573 report to NHTSA (09V-259). HAM continued investigation of returned inflators from the recall. *Feb 2, 2010* HAM completed the investigation &HMC decided to expand this recall to include vehicles identified on the attached list because of the inability to rely on the method of sampling production in use at that time to absolutely assure that the inflators in the recall population meet all production criteria.

Recall #	Vehicles	Defect Description 49 CFR § 573.6(c)(5)	Recall Chronology 49 CFR § 573.6(c)(6)
11V-260 4-27-11 Driver	2001-02 Accord, Civic, 2002-03 CR-V, 2002 Odyssey, 2002-03 Acura TL, 2003 Acura CL	Driver's airbag inflator could produce excessive internal pressure. If an affected airbag deploys, the increased internal pressure may cause the inflator to rupture. Metal fragments could pass through the airbag cushion material possibly causing injury or fatality to vehicle occupants.	*Nov 11, 2008* AHM submitted 573 report to NHTSA (08V-593). HAM continued investigation of returned inflators from the recall. *June 30, 2009* AHM submitted 573 report to NHTSA (09V-259). HAM continued investigation of returned inflators from the recall. *Feb 2, 2010* HAM completed the investigation &HMC decided to expand this recall to include vehicles identified on the attached list because of the inability to rely on the method of sampling production in use at that time to absolutely assure that the inflators in the recall population meet all production criteria. *Feb 9, 2010* AHM submitted 573 report to NHTSA (10V-041) *March 2010 - March, 2011* AHM continued to analyze the sales transaction history of potentially affected driver's airbag module service parts to determine how many parts could not be accounted for & thus captured through the prior recall expansions & associated notices. After an exhaustive analysis & records search, AHM determined that some number of potentially affected replacement service part driver's airbag modules had been sold through dealers, but could not be accounted for using the controlled parts system. *April 21, 2011* HMC determined that it was necessary to notify owners of all vehicles in which the 2,430 affected driver's airbag modules could have been installed.

Recall #	Vehicles	Defect Description 49 CFR § 573.6(c)(5)	Recall Chronology 49 CFR § 573.6(c)(6)
11V-260 Expand 12-1-11 Driver	2001-02 Accord, 2001-03 Civic, 2003 Civic Hybrid, 2002 CR-V, 2002-03 Odyssey, 2003 Pilot, 2002-03 Acura TL, 2003 CL	Driver's airbag inflator could produce excessive internal pressure. If an affected airbag deploys, the increased internal pressure may cause the inflator to rupture. Metal fragments could pass through the airbag cushion material possibly causing injury or fatality to vehicle occupants.	*Nov 11, 2008* AHM submitted 573 report to NHTSA (08V-593). HAM continued investigation of returned inflators from the recall. *June 30, 2009* AHM submitted 573 report to NHTSA (09V-259). HAM continued investigation of returned inflators from the recall. *Feb 2, 2010* HAM completed the investigation &HMC decided to expand this recall to include vehicles identified on the attached list because of the inability to rely on the method of sampling production in use at that time to absolutely assure that the inflators in the recall population meet all production criteria. *Feb 9, 2010* AHM submitted 573 report to NHTSA (10V-041) *March 2010 - March, 2011* AHM continued to analyze the sales transaction history of potentially affected driver's airbag module service parts to determine how many parts could not be accounted for & thus captured through the prior recall expansions & associated notices. After an exhaustive analysis & records search, AHM determined that some number of potentially affected replacement service part driver's airbag modules had been sold through dealers, but could not be accounted for using the controlled parts system. *April 21, 2011* HMC determined that it was necessary to notify owners of all vehicles in which the 2,430 affected driver's airbag modules could have been installed. *August 15, 2011* Honda became aware of an August 1, 2011 energetic deployment of a driver's airbag inflator that was outside of the prior range of suspect inflators. *Sept. 2, 2011* Honda & Takata initiate analysis of "outside of range" occurrence. *Sept. 14, 2011* Honda & Takata investigate the possibility that airbag inflator propellant lots were mixed during airbag inflator assembly, resulting in further analysis of airbag inflator production records for the period when propellant was processed by the suspect method. *Nov. 25, 2011* HMC decided to expand the VIN range of suspect driver's airbag inflator modules to include those that could have been assembled with mixed propellant lot production.

Recall #	Vehicles	Defect Description 49 CFR § 573.6(c)(5)	Recall Chronology 49 CFR § 573.6(c)(6)
13V-132 Passenger	2001-03 Civic, 2002-03 CR-V, 2002 Odyssey	Passenger's (frontal) airbag inflator could produce excessive internal pressure. If an affected airbag deploys, the increased internal pressure may cause the inflator to rupture. In the event of an inflator rupture, metal fragments could be propelled upward toward the windshield, or downward toward the front passenger's foot well, potentially causing injury to a vehicle occupant.	*Oct 20, 2011* Alleged rupture of a passenger airbag inflator occurred in Puerto Rico. *Feb 3, 2012* The vehicle from Puerto Rico was received by Honda for analysis. Investigation of the vehicle confirmed a ruptured passenger airbag inflator. *Mar 14, 2012* Using the ongoing driver's airbag recall, Honda proposed to NHTSA the collection of healthy passenger airbag modules to study the condition. NHTSA did not object. *November 21, 2012* Investigation of healthy parts indicated abnormal combustion was possible, though the cause could not be determined at that time. *February 8, 2013* A meeting was held between NHTSA & Honda to discuss the ongoing investigation. *March 6, 2013* A recreation of propellant production using the same methods as were used during 2001-2002 production periods indicated that it was possible for propellant produced during 2001-2002 to be manufactured out of specification without the manufacturing processes correctly identifying & removing the out of specification propellant. Separately, Honda was informed by the supplier of another potential concern related to airbag inflator production that could affect the performance of these airbag modules. *April 4, 2013* Honda completed the investigation & determined that a safety related defect exists & decided to conduct a recall. As of April 4, 2013 Honda has not received any warranty claims, but has received one field report regarding a crash where the passenger airbag inflator ruptured upon deployment, without report of injury from the inflator.
14V-349 Passenger	2002-03 Civic, CR-V, Odyssey, 2003 Accord, Element, Pilot, 2003 Acura MDX	Passenger's (frontal) airbag inflator could produce excessive internal pressure. If an affected airbag deploys, the increased internal pressure may cause the inflator to rupture. In the event of an inflator rupture, metal fragments could be propelled upward toward the windshield, or downward toward the front passenger's foot well, potentially causing injury to a vehicle occupant.	*May 14, 2013* Honda was notified of a single-stage passenger airbag inflator rupture outside of the U.S. The type of inflator involved has not been installed in Honda or Acura vehicles in the U.S. *June 4, 2014* Supplier notified Honda of three occurrences of inflator rupture involving vehicles manufactured by other OEMs. *June 11, 2014* Supplier notified Honda that there was a possibility that production records of the auto-reject function used in determining the previous recall range may have been incorrect or incomplete. Supplier also informed Honda that the methodology used to identify the range of affected airbag inflators was inadequate. *On June 19, 2014* Honda Motor Company (HMC) determined that a safety defect, identified originally on April 4, 2013 & subsequently identified as safety recall 13V132, required an expansion to address the concerns & to include all potentially affected vehicles. As of June 11, 2014 Honda has not received any warranty claims, field reports or injuries related to this issue.

Recall #	Vehicles	Defect Description 49 CFR § 573.6(c)(5)	Recall Chronology 49 CFR § 573.6(c)(6)
14V-351 Service Campaign Driver	2001-07 Accord, 2001-05 Civic, 2002-06 CR-V, 2003-11 Element, 2002-04 Odyssey, 2003-07 Pilot, 2006 Ridgeline, 2003-06 Acura MDX, 2002-03 TL, CL "Honda has not made a determination that a safety defect exists, however we are choosing to participate in the collection of parts in order to support ongoing investigation. As discussed with NHTSA ODI staff, this safety improvement campaign is not being conducted under the Safety Act. We are submitting this letter in a format consistent with the requirements of 49 CFR, Part 573 for the sake of clear communication; however Honda does not have sufficient information to reach a defect determination at this time. "	Certain Honda & Acura vehicles operated in areas that are known for high absolute humidity may contain a driver's (frontal) airbag inflator that could produce excessive internal pressure. If an airbag deploys with excessive internal pressure, it may cause the inflator to rupture. In the event of an inflator rupture, metal fragments could pass through the airbag cushion material possibly causing injury or fatality to vehicle occupants. Service Campaign is limited to "vehicles that were originally sold in, or ever registered in, geographic locations known for high absolute humidity: Alabama, California, Florida, Georgia, Hawaii, Louisiana, Mississippi, South Carolina, Texas, Puerto Rico and the U.S. Virgin Islands."	*Aug 6, 2013* Honda received a claim via a NHTSA Hotline complaint of an energetic deployment of a driver's airbag inflator in Florida, outside of the previous recall range. This is the only occurrence outside of the recall range in a Honda or Acura vehicle. *Oct 10,2013* Honda inspected the vehicle involved in the allegation of the energetic airbag deployment & confirmed the affected airbag module serial number. *Oct 22, 2013* Honda & Takata began a joint investigation with the manufacturer of the airbag inflator. *Jan 22, 2014* Honda & Takata provided an interim investigation report to NHTSA ODI, & continued investigating potential causes of the inflator rupture. *Jan-Jun, 2014* Honda & Takata conducted part collection & analysis, focusing on the same production lot as the ruptured inflator. *May, 2014* Takata received approval from the owner of the vehicle that experienced the inflator rupture to conduct material testing & other analysis on the parts retrieved from the vehicle. *Jun 13, 2014* NHTSA contacted Honda to discuss the possibility of conducting a safety improvement campaign to support the ongoing investigation of the cause of energetic driver's airbag inflators, focusing on locations in the U.S. that experience high absolute humidity levels & high temperatures. *Jun 26, 2014* Honda learned of an allegation of an energetic deployment of a driver's airbag inflator in California.

Recall #	Vehicles	Defect Description 49 CFR § 573.6(c)(5)	Recall Chronology 49 CFR § 573.6(c)(6)
14V-353 Service Campaign Passenger	2003-05 Accord, Civic, CR-V, Element, 2003-04 Odyssey, 2003-05 Acura MDX, 2005 RL "Honda has not made a determination that a safety defect exists, however we are choosing to participate in the collection of parts in order to support ongoing investigation. As discussed with NHTSA ODI staff, this safety improvement campaign is not being conducted under the Safety Act. We are submitting this letter in a format consistent with the requirements of 49 CFR, Part 573 for the sake of clear communication; however Honda does not have sufficient information to reach a defect determination at this time. "	Certain Honda & Acura vehicles operated in areas that are known for high absolute humidity may contain a passenger (frontal) airbag inflator that could produce excessive internal pressure. If an airbag deploys with excessive internal pressure, it may cause the inflator to rupture possibly propelling metal fragments upward toward the windshield, or downward toward the front passenger's foot well & potentially causing injury to a vehicle occupant. Service Campaign is limited to "vehicles that were originally sold in, or ever registered in, geographic locations known for high absolute humidity: Alabama, California, Florida, Georgia, Hawaii, Louisiana, Mississippi, South Carolina, Texas, Puerto Rico and the U.S. Virgin Islands."	*Jun 13, 2014* NHTSA contacted Honda to discuss the possibility of conducting a safety improvement campaign to support the ongoing investigation of the cause of energetic passenger airbag inflators, focusing on locations in the U.S. that experience high absolute humidity levels and high temperatures.

Recall #	Vehicles	Defect Description 49 CFR § 573.6(c)(5)	Recall Chronology 49 CFR § 573.6(c)(6)
14V-700 Passenger	2001-05 Civic, 2003-04 Civic CNG, Element, 2002-05 CR-V, 2002-04 Odyssey, 2003-05 Accord, Civic Hybrid, Pilot, 2006 Ridgeline, 2003-05 Acura MDX, 2005 RL	In certain vehicles [operated in] geographic locations with a high absolute humidity. . . . the passenger's (frontal) airbag inflator could exhibit a symptom of producing excessive internal pressure. If an affected airbag deploys, the increased internal pressure may cause the inflator to rupture. In the event of an inflator rupture, metal fragments could be propelled upward toward the windshield, or downward toward the front passenger's foot well, potentially causing injury to a vehicle occupant. The cause of the potential for inflator rupture and the apparent link to a high absolute humidity continues to be under investigation Safety Recall is limited to "vehicles that were originally sold in, or ever registered in geographic locations with a high absolute humidity, including the following: Alabama, Florida, Georgia, Hawaii, Louisiana, Mississippi, South Carolina, Texas, Puerto Rico, U.S. Virgin Islands, Saipan, Guam and American Samoa."	*June 19, 2014* Honda submitted notification to NHTSA for Safety Improvement Campaign (14V-353) in support of an ongoing investigation. *October 27, 2014* Takata conducted testing of parts recovered from Florida through recall 13V132 and regional safety improvement campaign 14V353 at the request of Honda and NHTSA. Takata informed Honda of the result those tests, indicating abnormal deployment in a small number of inflators. *October 29, 2014* Honda reported the results of the test to NHTSA. *November 3, 2014* Honda Motor Company (HMC) decided to conduct a safety recall campaign, based on the supplier information.