

Statement by American Honda Motor Co., Inc.
September 9, 2008

Honda has been a consistent supporter of Federal Motor Vehicle Safety Standards with its strong support of both current and proposed NHTSA regulations, including the pending revisions to the NHTSA roof crush rule. The Ridgeline has among the highest government and industry crash test ratings, including among the best rollover resistance ratings for any pickup, and far exceeds the roof crush standards currently prescribed by NHTSA.

The test procedure used by the Center for Auto Safety has not been accepted by the regulatory expert, NHTSA, despite several requests by CAS and others. Furthermore, Honda does not have any information that suggests there are any real-world issues related to Ridgeline roof crush performance.

The inherent stability of the Ridgeline, in conjunction with the standard application of electronic stability control (known as Vehicle Stability Assist on the Ridgeline), helps the driver maintain control in slippery conditions and can help to reduce the possibility for rollovers to occur. Also included as standard equipment on the Ridgeline are side curtain airbags with rollover sensing to help protect occupants should a rollover crash occur.

The CAS test was inaccurate and misleading. The battery on the Ridgeline was disconnected thereby rendering the side curtain airbags useless. The Ridgeline is equipped with a rollover sensor to deploy the side curtain airbags in the event of a rollover. Disconnecting the airbags is completely misleading and renders a critical component of our rollover protection system inoperative.