Deadly Risk of Unchecked Recalls
Jason Levine – Executive Director
Center for Auto Safety
The Center for Auto Safety was founded in 1970 by Consumers Union and Ralph Nader as a consumer safety group to protect drivers. Ralph Nader, the author of *Unsafe at Any Speed*, believed that automakers and the government were not adequately regulating safety, and an independent outside watchdog was needed. In order to be close to those entities most in need of oversight—Congress and federal regulators—the Center has always called Washington, DC home.
WHY is a Vehicle Subject to a Recall?

There are only two reasons why vehicles are subject to a manufacturers’ recall: a safety defect or a violation of a Federal Motor Vehicle Safety Standard.
History of the Center and Recalls

1971: A recall of nearly 7 million Chevrolet vehicles with defective engine mounts
1978: A recall of the infamous Ford Pinto for its exploding fuel tank
2000: A recall of 23 million Firestone 500 tires
2013: A recall of 5 million Jeep Grand Cherokees prone to engine fires upon rear collisions
2014: A recall of over 0.75 million GM vehicles with defective ignition switches
2018: A recall of all Model Year 2017 Chrysler Pacifica Minivans at risk of engine stalling
2019: A recall of 500,000 Hyundai/Kia vehicles for engine failures with risk of fire
So Many Recalls

• Over the last year few years there have been over 100 million recalls announced in the United States.

• 2016 and 2017 were record years for recalls. Many of these were Takata airbag inflators, however, millions of these were other dangerous defects on cars and light trucks.

• Perhaps most concerning is that as many as 30% of all recalls are not completed, leaving millions of drivers and pedestrians exposed to the dangers from these unrepaired vehicles on our highways.
Recalls are broken.

There are more than 70 million recalled vehicles driving on US roads. Here’s how the Center for Auto Safety is working to fix this problem.
Repairing Recalls
What we’re working on.

Notification
We’re living in the 21st century. So why hasn’t NHTSA updated its recall notification policies to reflect that?

How Can I Avoid Buying A Recalled Car?
Did you know that many used car dealers, like CarMax, sell recalled cars on their lots?

Is the Uber I Just Ordered Under Recall?
Ride-sharing companies don’t require their employees to repair open recalls before they open their doors to passengers.

Recalled Parts?
When a part in a vehicle is recalled, it can be difficult to ensure that it isn’t unlawfully replaced into another vehicle.

Takata Recall Updates
Learn more about the ongoing Takata Airbag Recall, the largest recall in history.
How Can I Avoid Buying A Recalled Car?

It is against federal law to sell a new car with an un repaired recall. Likewise, it is against federal law to rent a car with a un repaired recall—or sell a rental car with un repaired recall. But there is no federal statute prohibiting a used car from being sold with an un repaired recall—and currently, despite a variety of state laws which are aimed at stopping such deceptive practices, used car dealers (and sometimes even cities and states) are selling cars with un repaired recalls on them every single day. The Center opposes this practice and believes used cars should have play by the same rules as new cars when it comes to recalls.

Key Stories

CarMax Loses Round in Dispute Over Recalled Cars. The Drive
Used Car Roulette. September 2017. The Frontier Group

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Archives
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Currently, none of the large ride-sharing companies in the U.S. (including Uber and Lyft) take any steps to require their drivers to fix recalls before putting themselves—and you, the passenger—at risk. With available technology, there's no reason that these "tech" companies couldn't require such a step before their drivers get behind the wheel and on the road. How many of the 70 million vehicles with open recalls are being used commercially to turn a profit for Uber, Lyft, and their competitors?
Recalled Parts?

When parts are recalled, that doesn’t mean the whole car is defective—sometimes it just means a single new part is needed. But how can you (and your mechanic) be sure that the defective part is getting out of your vehicle and not being put back on someone else’s? Manufacturers are now required by federal law to include the name, description, and part number of recalled components to enable all parts of the supply chain to make sure that part is not reused putting people in danger.

However, the National Highway Traffic Safety Administration has not made it easy to find this information and manufacturers do not always put enough information on individual parts to identify the good from the bad. This is why the Center for Auto Safety has called upon NHTSA and the Department of Transportation (DOT) to add another field to the recall reporting form to allow this information to be more easily collected and distributed. So far, the agencies have refused, saying it would take too much work.

**LETTER:** The Center for Auto Safety Calls On NHTSA to Improve Recall Reporting.
**LETTER:** The DOT Responds to the Center for Auto Safety’s Request.
“Recall Fatigue”
“Recall Fatigue”
“Recall Fatigue”
NEW SURVEY SAYS "RECALL FATIGUE" COULD BE A MILLENNIAL ISSUE: IS THAT TRUE?
Of course people are TIRED of Recalls!

• Over **70 Million** Vehicles On The Road With Open Recalls

• *In the last 10 years, over 280 million vehicles have been recalled – more than the 270 million vehicles currently on the road.*

• To make a dent in the Recall Gap – we all need to work together.
Post-Takata

• So...what can we learn from Takata?
U.S. DOT and Maryland MVA Collaborate to Improve Recall Remedy Rates

October 27, 2017 | Washington, DC

MARYLAND AWARDED FEDERAL FAST ACT GRANT OF $222,300 TO HELP LIFE-SAVING RECALL MESSAGES REACH MORE VEHICLE OWNERS
Questions?

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