

Takata/General Motors/Fiat Chrysler: Automakers and the Public Trust

By Barbara Brooks Kimmel, CEO & Cofounder Trust Across America

Overview:

The largest consumer product recall in U.S. history was announced in May 2015 when Takata, after numerous deaths, doubled its faulty airbag recall to 34 million vehicles, impacting 11 automakers. This came in the wake of the General Motors airbag crisis that claimed over 100 lives, and a Fiat Chrysler airbag recall. All three cases are attributed to "cost cutting" measures.

For the first time in history, the NHTSA (National Highway Traffic Safety Administration) is exercising legal authority that it gained about 15 years ago from the Transportation Recall Enhancement, Accountability, and Documentation Act, or TREAD Act.

Articles to be read before discussion:

Read Newsday: <u>Automakers Risk Losing the Public Trust Forever</u>

Read Reuters: Takata Faces Questions Over Airbag Fix

Read Detroit Free Press: NHSTA Tightening Oversight

Does low accountability lead to greater regulatory action?

Questions for discussion:

- What could Takata leadership have done differently to be more accountable?
- Is tightening oversight the only solution to restore consumer trust?
- When accountability is low does restoring consumer trust take longer. Why?
- What steps should every automotive CEO be taking to walk the trust talk?
- Who is a good example and why?

Barbara Brooks Kimmel is the CEO and Cofounder of <u>Trust Across America-Trust Around the World</u> whose mission is to help organizations build trust. She also runs the world's largest global <u>Trust Alliance</u> and is the editor of the award- winning <u>TRUST INC.</u> book series. In 2017 she was named a Fellow of the Governance & Accountability Institute, and in 2012 she was recognized as one of "25 Women who are Changing the World" by Good Business International. She holds a BA in International Affairs from Lafayette College and an MBA from Baruch at the City University of NY.

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