OMB Control No.: 2127-0004

Part 573 Safety Recall Report

20V-769

Manufacturer Name: Honda (American Honda Motor Co.)

Submission Date: JAN 28, 2021 NHTSA Recall No.: 20V-769 Manufacturer Recall No.: W9F



Manufacturer Information:

Manufacturer Name: Honda (American Honda Motor Co.)

Address: 1919 Torrance Blvd.

Torrance CA 90501

Company phone: 1-888-234-2138

Population:

Number of potentially involved : 235,034 Estimated percentage with defect : 100%

Vehicle Information:

Vehicle 1: 2013-2013 Honda Accord Coupe

Vehicle Type :
Body Style :
Power Train : NR

Descriptive Information : The recall population was determined based on manufacturing, sales, and vehicle

registration records. The manufacturing range reflects all possible vehicles that could potentially experience the problem. The recall is specific to vehicles sold or ever registered in the salt-belt region (Connecticut, Delaware, Illinois, Indiana, Iowa, Kentucky, Maine, Maryland, Massachusetts, Michigan, Minnesota, Missouri, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Vermont,

Virginia, Washington, D.C., West Virginia, and Wisconsin). There have been no reports

of occurrences outside the salt-belt region.

Only vehicles configured with a 4-cylinder engine and continuously variable transmission had drive shafts installed that were assembled with a lubricant during a specific production period. Some similar vehicles with the same drivetrain configuration are not included in the recall because: 1) the drive shafts in those vehicles were assembled outside the specific production period when the lubricant was used; or 2) the drive shafts installed in those vehicles were from a different

supplier. The number of affected units is 5,245.

Production Dates: FEB 27, 2013 - AUG 07, 2013

VIN Range 1 : Begin : NR End : NR ☐ Not sequential

Vehicle 2 : Vehicle Type : Body Style : Power Train :	2015-2015 Hon	da Accord S	edan				
		lation was d	otorminad based a	n manufacturing o	alog and vohicle		
Descriptive information.	The recall population was determined based on manufacturing, sales, and vehicle registration records. The manufacturing range reflects all possible vehicles that could potentially experience the problem. The recall is specific to vehicles sold or ever registered in the salt-belt region (Connecticut, Delaware, Illinois, Indiana, Iowa, Kentucky, Maine, Maryland, Massachusetts, Michigan, Minnesota, Missouri, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Vermont, Virginia, Washington, D.C., West Virginia, and Wisconsin). There have been no reports of occurrences outside the salt-belt region. Only vehicles configured with a 4-cylinder engine and continuously variable transmission had drive shafts installed that were assembled with a lubricant during a specific production period. Some similar vehicles with the same drivetrain configuration are not included in the recall because: 1) the drive shafts in those vehicles were assembled outside the specific production period when the lubricant was used; or 2) the drive shafts installed in those vehicles were from a different supplier. The number of affected units is 13,980.						
Production Dates :							
VIN Range 1:		NR	End: NR		☐ Not sequential		
Vehicle 3 : Vehicle Type : Body Style : Power Train :	2014-2014 Hon	da Accord C	Coupe				
Descriptive Information : Production Dates :	registration recopotentially experience in the Kentucky, Main Hampshire, New Virginia, Washir of occurrences of Only vehicles contransmission has specific product configuration at vehicles were as was used; or 2) supplier. The new contraction of the contractio	ords. The merience the perience the perience the perience the perience with the soutside the drive shouts and the drive shouts are not included the drive shouts after the souts are southern of affective the southern of affective southern or	anufacturing range problem. The recallegion (Connecticut, Massachusetts, Massachusetts, Massachusetts, Massachusetts, Massachusetts, Pennewest Virginia, and salt-belt region. It a 4-cylinder engets installed that was some similar vehicled in the recall beatside the specific pafts installed in the ected units is 6,778	e reflects all possible is specific to vehice, Delaware, Illinois, ichigan, Minnesota, isylvania, Rhode Islewisconsin). There is gine and continuous ere assembled with cles with the same occuse: 1) the drive production period vose vehicles were fi	le vehicles that could les sold or ever Indiana, Iowa, Missouri, New and, Vermont, have been no reports sly variable a a lubricant during a drivetrain shafts in those when the lubricant		
		NR	End: NR		☐ Not sequential		
VIN Range 1:	negiii.	INIC	EIIU. IVK		☐ Not sequential		

Vehicle 4 : Vehicle Type : Body Style : Power Train :	2015-2015 Ho	nda Accord	Coupe				
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Descriptive Information :	The recall population was determined based on manufacturing, sales, and vehicle registration records. The manufacturing range reflects all possible vehicles that could potentially experience the problem. The recall is specific to vehicles sold or ever registered in the salt-belt region (Connecticut, Delaware, Illinois, Indiana, Iowa, Kentucky, Maine, Maryland, Massachusetts, Michigan, Minnesota, Missouri, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Vermont, Virginia, Washington, D.C., West Virginia, and Wisconsin). There have been no reports of occurrences outside the salt-belt region. Only vehicles configured with a 4-cylinder engine and continuously variable transmission had drive shafts installed that were assembled with a lubricant during a specific production period. Some similar vehicles with the same drivetrain configuration are not included in the recall because: 1) the drive shafts in those vehicles were assembled outside the specific production period when the lubricant was used; or 2) the drive shafts installed in those vehicles were from a different supplier. The number of affected units is 1,234.						
Production Dates :				,			
VIN Range 1:		NR	End: NF	?	☐ Not sequential		
Vehicle 5 : Vehicle Type : Body Style : Power Train : Descriptive Information :	The recall pop	ulation was	determined bas				
Production Dates :	potentially expregistered in the Kentucky, Main Hampshire, New Virginia, Wash of occurrences Only vehicles of transmission has pecific production for the configuration and the vehicles were a was used; or 2 supplier. The results of the configuration of the conf	perience the he salt-belt he, Marylan ew Jersey, N ington, D.C. toutside the configured vad drive shection period are not incluses mumber of a number of a	e problem. The region (Connect d., Massachusett: dew York, Ohio, P., West Virginia, a e salt-belt region with a 4-cylinder afts installed that d. Some similar vuded in the recal outside the specishafts installed in ffected units is 7	ecall is specific to vericut, Delaware, Illings, Michigan, Minneson and Wisconsin). The engine and continut were assembled wehicles with the sand because: 1) the draffic production perion those vehicles were	ois, Indiana, Iowa, ota, Missouri, New Island, Vermont, ere have been no reports tously variable with a lubricant during a ne drivetrain rive shafts in those od when the lubricant		
VIN Range 1:		NR	End: NF	}	☐ Not sequential		
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Vehicle 6: 2014-2014 Honda Accord Sedan

Vehicle Type : Body Style : Power Train : NR

Descriptive Information: The recall population was determined based on manufacturing, sales, and vehicle

registration records. The manufacturing range reflects all possible vehicles that could potentially experience the problem. The recall is specific to vehicles sold or ever registered in the salt-belt region (Connecticut, Delaware, Illinois, Indiana, Iowa, Kentucky, Maine, Maryland, Massachusetts, Michigan, Minnesota, Missouri, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Vermont,

Virginia, Washington, D.C., West Virginia, and Wisconsin). There have been no reports

of occurrences outside the salt-belt region.

Only vehicles configured with a 4-cylinder engine and continuously variable transmission had drive shafts installed that were assembled with a lubricant during a specific production period. Some similar vehicles with the same drivetrain configuration are not included in the recall because: 1) the drive shafts in those vehicles were assembled outside the specific production period when the lubricant was used; or 2) the drive shafts installed in those vehicles were from a different supplier. The number of affected units is 136,079.

Production Dates: JUN 27, 2013 - AUG 22, 2014

VIN Range 1 : Begin : NR End : NR

■ Not sequential

Description of Defect:

Description of the Defect: The drive shafts installed in affected vehicles were assembled with a lubricant

that accelerated the degradation of the drive shafts' protective coating. A drive shaft with a degraded protective coating is more susceptible to damage from road debris. In salt-belt states where de-icing agents are used to maintain the roadway, the de-icing agents could accumulate on the damaged areas of the drive shaft and corrode it. A corroded drive shaft could break under high torque application, and the engine will no longer propel the vehicle in any gear. The vehicle may also roll away if the parking brake has not been set (even if the gear selector had been placed in the Park position).

FMVSS 1: NR FMVSS 2: NR

Description of the Safety Risk: Both conditions increase the risk of a crash or injury without prior warning.

Description of the Cause : NR
Identification of Any Warning NR

that can Occur:

Involved	Components	:
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Component Name 1: Drive Shaft Assy., L.

Component Description: Accord

Component Part Number: 44306-T2A-A50

Component Name 2: Drive Shaft Assy., R.

Component Description: Accord

Component Part Number: 44305-T2A-A50

Supplier Identification:

Component Manufacturer

Name: Honda of America Mfg., Inc.

Address: NR

NR

Country: United States

Chronology:

October to November 2017

Honda received the first report of a broken drive shaft. The failed part was returned from the field for analysis and no manufacturing defects were found.

August to December 2018

After receiving additional market claims, Honda launched an investigation in tandem with reports of broken drive shafts in other Honda vehicles. Material analysis of failed return parts found damage to the drive shaft's protective coating from chemical agents and Honda began corrosion growth speed testing.

February to May 2019

Investigations identified that a specific lubricant was used as an assembly aid from February 2013 to September 2014, which coincided with the same period when the broken driven shafts were produced. The lubricant was found to interfere with the protective coating adhesion process.

November 2019

A different drive shaft supplier was used in mass production and to supply replacement service parts to the market from October 2014. Analysis of these parts found no problems with the protective coating or other factors related to corrosion.

June to October 2020

Based on the corrosion growth speed testing started in late 2018, the data was analyzed to understand the

factors resulting in a broken drive shaft and the expected longevity of in-market parts.

December 3, 2020

Honda determined that a defect related to motor vehicle safety existed and decided to conduct a safety recall.

As of November 24, 2020, Honda has received 189 warranty claims, and no field reports nor reports of crashes or injuries related to this issue.

Description of Remedy:

Description of Remedy Program: Registered owners of all affected vehicles will be contacted by mail and

asked to take their vehicle to an authorized Honda dealer. The dealer will inspect for corrosion-related protective coating deformities near the drive shaft's dynamic damper. If there are deformities within 40mm of the dynamic damper, both left and right drive shafts will be replaced for free. No repairs will be completed on vehicles not meeting the 40mm

requirement, as it is estimated the drive shaft will not break for the remaining expected life of the vehicle. Owners who have paid to have these repairs completed at their own expense will be eligible for reimbursement,

in accord with the recall reimbursement plan on file with NHTSA.

How Remedy Component Differs NR

from Recalled Component:

Identify How/When Recall Condition NR

was Corrected in Production:

Recall Schedule:

Description of Recall Schedule: Dealer notification is expected to begin on or about December 11, 2020.

Owner notification is expected to begin on or about February 1, 2021.

Planned Dealer Notification Date: DEC 11, 2020 - NR Planned Owner Notification Date: FEB 01, 2021 - NR

* NR - Not Reported