



U.S. Department
of Transportation
National Highway
Traffic Safety
Administration

***DOT Auto Safety Hotline**
Vehicle Owner's Questionnaire
To Report Vehicle Safety Defects
1-888-DASH-2-DOT
(1-888-327-4236)
INTERNET: www.nhtsa.dot.gov/hotline

FOR AGENCY USE ONLY 100079

Date Received

Repository ☐

20 APR 20 AM 9:13
24-MAR-2004

Reference No.
10064815

OWNER INFORMATION (Type or Print)

Name

Address

City

ANDERSON

State

SC

Zip Code

Decline Telephone Number

E-mail Address

Do you authorize NHTSA to provide a copy of this report to the manufacturer of your vehicle? ☒ YES ☐ NO
In the absence of an authorization, NHTSA MUST NOT provide your name or address to the vehicle manufacturer.
Signature of Owner _____ Date 3/10/2004

VEHICLE INFORMATION

17 digit Vehicle Identification Number Located at bottom of windshield on driver's side

Make

HONDA

Model

ACCORD

Model Year

2002

1 HGC656422

Date Purchased

1-01-02

Dealer's Name and Telephone Number

Piedmont Honda

Engine

No. Cylinders

4

Fuel Type

Gas

Original Owner

☒

Dealer's City

Anderson

State

SC

Zip Code

29621

Transmission Type

AUTOMATIC

☐ Anti-lock Brakes

☒ Cruise Control

Powertrain

FRONT WHEEL DRIVE

Vehicle Component Code

061000 ENGINE AND ENGINE COOLING:ENGINE

Multiple Failures: 1

FAILED COMPONENT(S)/PART(S) INFORMATION

Incident Date(s)

24-MAR-2004

Failure Mileage

57 1/2 K

Failure Speed

Variable

Adjustable Motor Mount
Drivers Side

ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A TIRE FAILURE

Tire Make

Tire Model (Name or Number)

Tire Size (Example P215/65R15)

DOT No. (Example: DOTM15ABC036)

☐ Original Equipment

☐ Prior Repair

Failure Location:

Tire Component Code

Tire Failure Type

ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A CHILD SEAT FAILURE

Make:

Date Manufactured:

Model No./Name:

Seat Type:

Installation System:

Child Seat Component Code:

Failed Part:

APPLICABLE INCIDENT INFORMATION

(Please describe in detail the incident(s), failure(s), crash(es), and injury(ies).)

Crash

☐ Yes ☒ No

Fire

☐ Yes ☒ No

Number of Persons Injured

Number of Deaths

Reported to Police

N

Narrative Description of Incident(s), Crash(es), and Injury(ies).

Please describe (1) events leading up to the failure, (2) failure and its consequences, and (3) what was done to correct the failure; i.e., parts repaired or replaced (and if old part is available).

CONSUMER WILL PROVIDE INFORMATION ON THE COVER MOTOR MOUNT PROBLEM. *JB

There was about a month that I did not look
at the Engine Compartment.
#2 - See Reverse

#3 - Shamed Dealer - Looked - Did not make an
Attempt to correct the problem

Model Year: ☒ 2002 ☐ 2001 ☐ 2000 ☐ 1999 ☐ 1998 ☐ 1997 ☐ 1996 ☐ 1995 ☐ 1994 ☐ 1993 ☐ 1992 ☐ 1991 ☐ 1990 ☐ 1989 ☐ 1988 ☐ 1987 ☐ 1986 ☐ 1985 ☐ 1984 ☐ 1983 ☐ 1982 ☐ 1981 ☐ 1980 ☐ 1979 ☐ 1978 ☐ 1977 ☐ 1976 ☐ 1975 ☐ 1974 ☐ 1973 ☐ 1972 ☐ 1971 ☐ 1970 ☐ 1969 ☐ 1968 ☐ 1967 ☐ 1966 ☐ 1965 ☐ 1964 ☐ 1963 ☐ 1962 ☐ 1961 ☐ 1960 ☐ 1959 ☐ 1958 ☐ 1957 ☐ 1956 ☐ 1955 ☐ 1954 ☐ 1953 ☐ 1952 ☐ 1951 ☐ 1950 ☐ 1949 ☐ 1948 ☐ 1947 ☐ 1946 ☐ 1945 ☐ 1944 ☐ 1943 ☐ 1942 ☐ 1941 ☐ 1940 ☐ 1939 ☐ 1938 ☐ 1937 ☐ 1936 ☐ 1935 ☐ 1934 ☐ 1933 ☐ 1932 ☐ 1931 ☐ 1930 ☐ 1929 ☐ 1928 ☐ 1927 ☐ 1926 ☐ 1925 ☐ 1924 ☐ 1923 ☐ 1922 ☐ 1921 ☐ 1920 ☐ 1919 ☐ 1918 ☐ 1917 ☐ 1916 ☐ 1915 ☐ 1914 ☐ 1913 ☐ 1912 ☐ 1911 ☐ 1910 ☐ 1909 ☐ 1908 ☐ 1907 ☐ 1906 ☐ 1905 ☐ 1904 ☐ 1903 ☐ 1902 ☐ 1901 ☐ 1900

Include, if available: Police/Fire Department Report, Photos, and Repair Invoice.

ATTACH ADDITIONAL SHEETS IF NECESSARY

The Privacy Act of 1974 (Public Law 93-579) This information is requested pursuant to authority vested in the National Highway Traffic Safety Act and subsequent amendments. You are under no obligation to respond to this questionnaire. Your responses may be used to assist the NHTSA in determining whether a Manufacturer should take appropriate action to correct a safety defect. If the NHTSA proceeds with administrative enforcement or litigation against a manufacturer, your responses, or a statistical summary thereof, may be used in support of the agency's action.

Narrative Description of Incident(s), Failure(s), Crash(es), and Injury(ies)

#2 An Accident has not yet happened. I discovered that the Adjustable Engine Mount on the Drivers Side has moved out of its Manufacturing Specification. This is a Safety Hazard - Reason. This defect can cause the Cruise Control to Lock and Bump up the Speed. An Average Driver probably could not overcome this Defect Reason - You would need to understand the Mechanics of the Specific Vehicle that you are Driving to know what to do to try to disengage the Cruise Control. A professional Driver could have trouble getting out of this situation without an accident. ATTACH ADDITIONAL SHEETS IF NECESSARY

U.S. Department
of Transportation

National Highway
Traffic Safety
Administration

400 Seventh St., S.W.
Washington, D.C. 20590

Official Business
Penalty for Private Use \$300

BUSINESS REPLY MAIL

FIRST CLASS PERMIT NO 73173 WASHINGTON, D.C.

POSTAGE WILL BE PAID BY NATL. HWY. TRAFFIC SAFETY ADMIN.

U.S. Department of Transportation
National Highway Traffic Safety Administration
Office of Defects Investigation, NVS-216
400 7th Street, SW
Washington, DC 20590

NO POSTAGE
NECESSARY
IF MAILED
IN THE
UNITED STATES

**VEHICLE
OWNER'S
QUESTIONNAIRE**

DOT AUTO SAFETY HOTLINE

TO REPORT VEHICLE SAFETY DEFECTS
COMPLETE THIS FORM
OR

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and dial toll free at

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DOT Auto Safety Hotline

(DASH) 2 DOT



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<http://www.safercar.gov>



This is a Diagram of the Engine mount + its Connections

During the one plus month that I did not open the Engine Hood The Cover for the motor mount Assembly disappeared. This is the Reason I checked this piece.

(A)

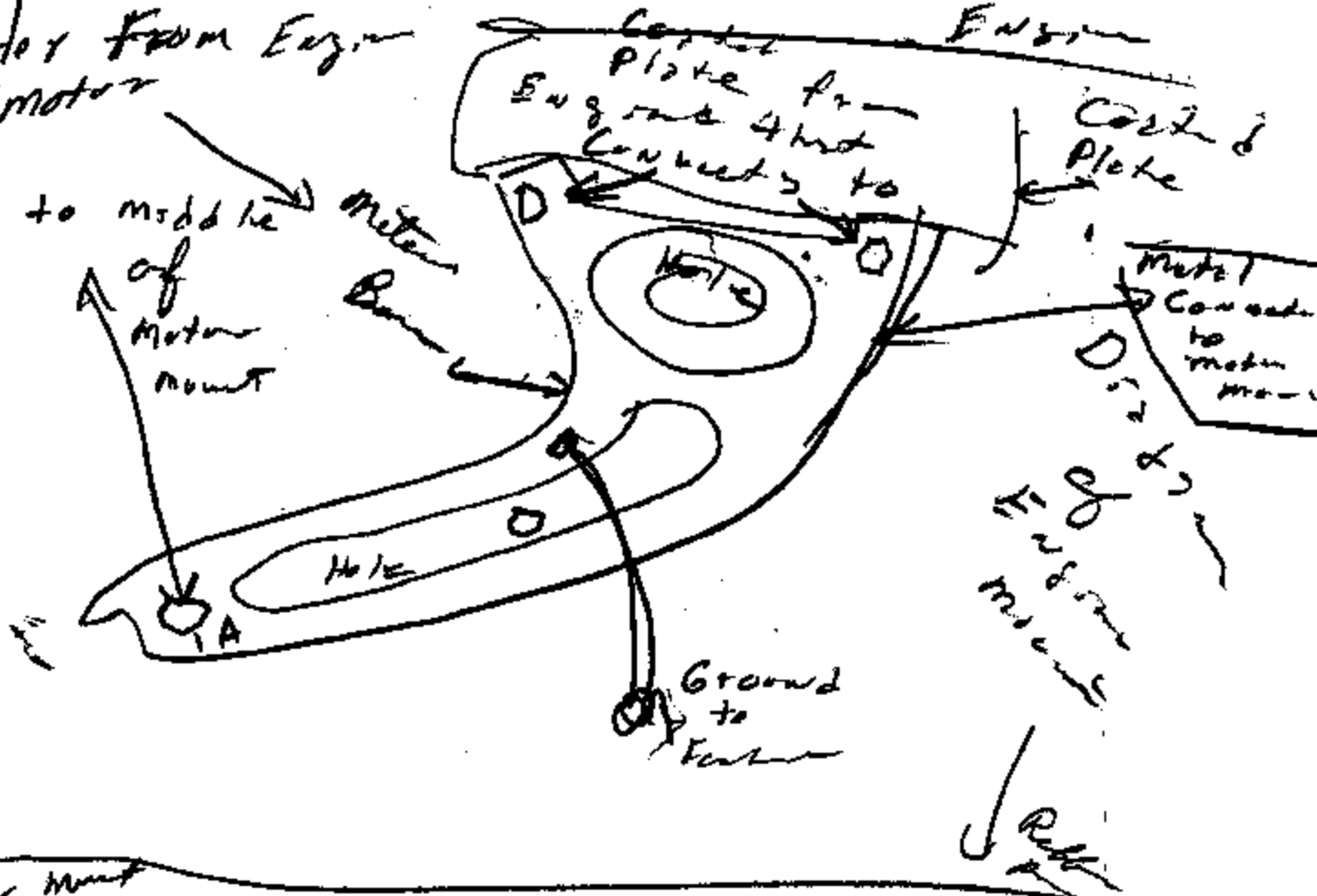
#2 This part is factory Adjusted And Normally Never Needs an Adjustment.

#3 So Any Back Yard Mechanic Never Needs to Even try to make an Adjustment. I would Not Even Know the Correct Torque Specs to Adjust these Bolts. on which Bolts

#4 Most people would Never Even guess that ~~an~~ A Motor mount that gets out of Adjustment could at some point Cause A Cruise Control to Lock And Bump up the Speed.

#5 ie. the Reason I know this is I had an 1986 Toyota Camry that The Cruise Control Locked up. I was Able to down shift, & Finally got the Cruise off. ie this defect can Cause A High Speed Accident.

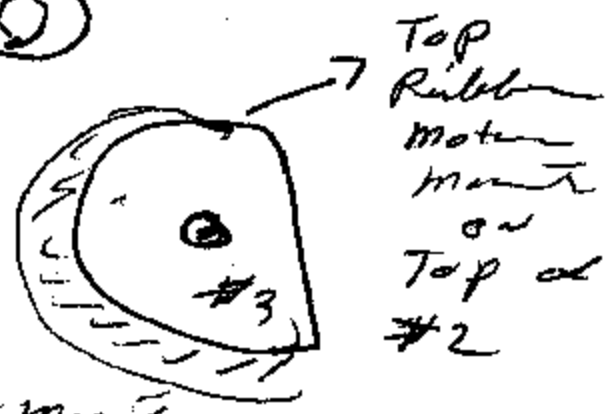
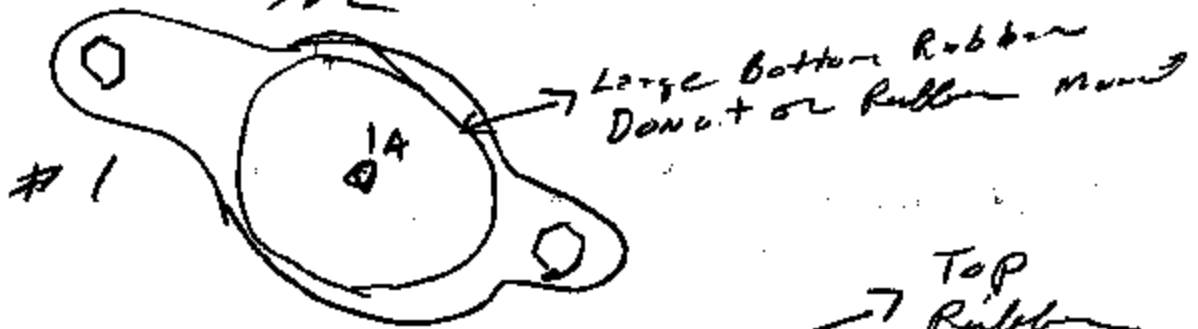
Holder from Engine
To motor



Motor mount

#2 Rubber Appears to have About an 1" Inch Bounce with the Metal Separator to Feeder as A Sensor Type

Motor mount



Goldtine Cylinder connects metal separator to Feeder

Top of Bottom Rubber mount

The real Average Education
in South Carolina is Around $3\frac{1}{2}$ Years
Below Standard. This is Probably
Why in the Business World in this
Region does not have Any
Quality Standards or Not
Able to grasp what it means.

or would never know that
A defective motor mount Adjuster
that led to A Cruise Control Lockup.
how many Deaths / Accident that
this has caused.

∴ is if this type of problem
occurs to the Average Person
Just once it could be the only Time
he gets to Experience it. And it
Probably never be known what caused
it. I Am fortunate. I have seen
this problem in two other ^{vehicles} &
have not had an Accident.
Olds, Toyota - (Honda)

#6: ie All Cars do not have
the same charachists. ie a
down shifting can not be done
ON ALL Cars with Cruise Controls.

Thus you need to know a Cars
Specific Charachists to know how
to disengage a Speed Control.

Also - if you are cruising at
65 to 70 mph. And your Cruise controls
Locks + Starts to Accelerate. you do NOT
have much Thinking Time Before you
Reach high Speed.

The Thinking Time Factor +
if you can disengage the Cruise
are where the danger lies.

Some people could panic.

ie From 3,000 RPM + 75 mph to

4,200 RPM + 105 mph

15 Sec. -> I have not tested this

over
dr.

ie the 2002 Honda Red Lines at 6,300 R.