



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 252

Date Received

Repository ☐

2005 FEB 24 11:07:45
25-FEB-2005

Reference No.
10113064

OWNER INFORMATION (Type or Print)

Name

Address

City

TORRINGTON

State

CT

Zip Code

Daytime Telephone Number

E-mail Address

Evening Telephone Number

Same

Do you authorize NHTSA to provide a copy of this report to the manufacturer of your vehicle?
In the absence of an authorization, NHTSA WILL NOT provide your name or address to the vehicle manufacturer.
Signature of Owner _____ Date 03/14/05 ☒ YES ☐ NO

VEHICLE INFORMATION

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

1HFC47443A

Make

HONDA

Model

GOLDWING

Model Year

2003

Date Purchased

6-13-03

Dealer's Name and Telephone Number

Popolis Honda 413-562 5661

Engine:

No: Cylinders 6

Fuel Type:

Gas

Original Owner

☒

Dealer's City

Westfield

State

MA

Zip Code

01085

Transmission Type

☒ Automatic

5 speed Shift

☒ Antilock Brakes

Powertrain

REAR WHEEL DRIVE

Vehicle Component Code

162000 STRUCTURE: BODY

Multiple Failure: 1

FAILED COMPONENT(S)/PART(S) INFORMATION

Incident Date(s)

25-FEB-2005

Failure Mileage

15000

Failure Speed

From wheel cracked both sides of cross member

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: DOTM1SABC036)

☐ 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:

0

Number of Deaths

0

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).

Cross member

WHILE INSPECTING THE MOTORCYCLE NOTICED THAT FRAME HAD SEPARATED FROM THE FRONT WHEEL. THE DRIVER WAS UNABLE TO MOVE OR DRIVE THE MOTOR CYCLE TO THE DEALER. THE DRIVER HAS CONTACTED THE DEALER FOR APPOINTMENT. PLEASE FILL IN ADDITIONAL INFORMATION. *NM

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 response 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 response, or a statistical summary thereof, may be used in support of the agency's action.

N.H. T. S. A.

Subject: Frame brakes on Honda GL1800 motorcycle.

I can't get any answers on why this is happening. Poor welds, poor quality fillers (are the new fillers better quality)? Is it poor engineering, seems obvious that there's a problem. To big a swing arm, or to small a cross member. There is a mono shock, a transfer case, plus a large heavy swing arm hanging from the cross member.

Whatever the problem is it has become obvious Honda does not have the ability to solve the problem. The 01, 02, 03, 04 and soon to be the 05's. It seems to be beyond any reasonable doubt that Honda has proven themselves inept and inadequate to solve the problem, making my bike unsafe, invaluable and for too long out of service.

Honda continues to sell motorcycles, for \$20,000 they know are unsafe and will become not more than salvage and junk after repaired, worthless for market value. I would seriously hope that the N.H.T.S.A. would stop Honda from this unsafe practice with serious safety risks that you have posted on your web site. This states it can cause a crash which would result in serious injury or death if the cross members let go. The suspension drops the motorcycle on to the rear wheel making the motorcycle uncontrollable, a tiger by the tail if you will. Luckily after traveling at highway speeds I decided to clean my bike and in the process of doing so found splits on both sides of the cross members (Thank God I found them before I left the next day for my ride on Route 95 South)

Allowing Honda to continue selling these motorcycles amounts to cope ability on the N.H.T.S.A. part, please delay no longer in stopping Honda from selling defective motorcycles to the people of Connecticut until they solve this problem so they aren't putting their lives in danger.

It seems to me if there are 34,000 bikes in this the second recall for the same problem as before, for which I have a letter from Honda assuring me that my bike was safe and welded under a different process, they are still putting 34,000 drivers and their passengers in danger. Why are they being allowed to continue to see GL1800 motorcycles in Connecticut? If they haven't solved the problem in 4 years it's obvious they can't.

PLEASE STOP THE SALES OF GL1800 HONDAS.

Thank You,

[REDACTED]