

INFORMATION Redacted PURSUANT TO THE FREEDOM OF

INFORMATION ACT (FOIA), 5 U.S.C. 552(B)(6)

DOT Auto Safety Hotline

U.S. Department
of TransportationNational Highway
Traffic Safety
Administration

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 100148

Date Received

30-JUL-2010

Repository ☐

Reference No.

10346343

OWNER INFORMATION (Type or Print)

Name [REDACTED]

Address [REDACTED]

City SEATTLE

State WA

Zip Code [REDACTED]

Daytime Telephone Number

[REDACTED]

E-mail Address

[REDACTED]

Evening Telephone Number

The information you provide will be used to identify potential safety-related defects. We may share your information with the applicable vehicle manufacturer during an investigation or recall in accordance with the routine uses described in the agency's Privacy Act notice. See 49 FR 53971 (Sep. 3, 2004).

VEHICLE INFORMATION

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

2HNYD28828 [REDACTED]

Make

ACURA

Model

MDX

Model Year

2008

Date Purchased

Dealer's Name and Telephone Number

Engine:

No: Cylinders

Fuel Type:

Original Owner

☐

Dealer's City

State

Zip Code

Transmission Type

☐ Antilock Brakes

Powertrain

☐ Cruise Control

Multiple Failure:

Incident Date(s)

29-JUL-2010

FAILED COMPONENT(S)/PART(S) INFORMATION

Vehicle Component Code: 160000 STRUCTURE

Failure Mileage

22000

Failure Speed

15

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: DOTM9ABC036)

☐ 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).

TL*THE CONTACT OWNS A 2008 ACURA MDX. WHILE THE CONTACT WAS DRIVING APPROXIMATELY 15 TO 65 MPH, A LOUD BANGING NOISE WAS IN THE REAR OF THE VEHICLE. WHEN THE CONTACT INSPECTED THE VEHICLE THE SPARE TIRE CABLE WELD WAS HANGING UNDERNEATH THE REAR END OF THE VEHICLE. THE CONTACT TIGHTENED THE WELD CABLE TO TEMPORARILY SECURE THE TIRE. THE CONTACT WAS IN THE PROCESS OF TAKING THE VEHICLE TO AN AUTHORIZED DEALER TO BE REPAIRED. THE FAILURE MILEAGE WAS 22,000.

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.

ODI Complaint: 10346343:

Date: Tuesday, October 12, 2010 8:07:19 AM
Attachments: [10346343.pdf](#)

Subject: FW: Additional Information regarding ODI Complaint: 10346343:

From: [REDACTED]
Sent: Thursday, October 07, 2010 1:11 PM
To: DataQuality, DataQuality (NHTSA)
Subject: Additional Information regarding ODI Complaint: 10346343:

Dear Madam/Sir,

Additional Information regarding ODI Complaint: 10346343:

When I brought the car in to the dealer they inspected it and thought the following had happened:

The spare tire is suspended on a cable attached to a crank or hand winch that winds the cable upward pulling the tire into the chassis for storage. I suspect the cable did not wind evenly when the tire was cranked into place. This led to the cable being wound on top of itself instead of snaking around in a spiral with each wind sitting next to the last.

When the vehicle encountered a bump the badly wound cable must have settled putting some slack into the system and lowering the spare tire away from the chassis. Whether this warrants a recall depends on if there is a danger of the spare tire being released onto the road should a cable slacken due to a bad wind or if it will simply rattle around.

When I retightened the cable after inspecting the vehicle I was surprised at the amount of slack present, but fortunately could not remove the spare without unwinding the cable further. What may need to be looked at though, is the strength of the cross bracket attached to the bottom of the cable that holds the spare in place. It is essentially an inverted T attached to the bottom of the cable that locks the spare into place by snugging up against the center cap opening of the wheel when the suspension cable is wound into place. If it cannot withstand a hard bump with a loose cable the spare may be released onto the road.

Like many accidents a series of things needs to go wrong, but I can envision hitting a hard

bump on a badly wound cable, the cable loosening, and then hitting another hard bump with a loose cable and have the spare snap the brace and releasing. The thing that probably needs to be looked at is the strength of the brace. I don't remember the material it was made out of.

Sincerely,

A solid black rectangular box used to redact the signature.