



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

Deputy Administrator

1200 New Jersey Avenue SE.
Washington, DC 20590

April 19, 2011

The Honorable Sherrod Brown
United States Senator
1301 East 9th Street, Suite 1710
Cleveland, OH 44114

NVS-216 et
Ref. No. 10393605

Dear Senator Brown:

Thank you for your correspondence on behalf of your constituent, [REDACTED]. [REDACTED] wrote your office concerning his model year (MY) 2001 Honda Passport vehicle.

The National Highway Traffic Safety Administration (NHTSA) is the Federal agency responsible for improving safety on our Nation's highways. We are authorized to order manufacturers to recall and repair vehicles or motor vehicle equipment when our investigations indicate that they contain safety defects in their design, construction, or performance. However, we cannot act on isolated problems or resolve disputes between individual owners, dealers, or manufacturers.

We appreciate the report you provided on behalf of [REDACTED]. Reports from motorists are a very important source of information for us. In [REDACTED] correspondence, he indicated he took his MY 2001 Honda Passport to a dealer to have the recall remedy for NHTSA Recall Campaign No. 10V-436 performed on his vehicle. The recall instructs dealers to visually inspect the vehicle's frame for excessive corrosion. If the corrosion is excessive, dealers are to see if they can punch a hole in the frame using a hammer and a 9-inch flat punch at specific locations on the frame. According to [REDACTED] he was told that his vehicle is not safe to drive. His vehicle requires Stage 4 of the recall remedy which involves installing a reinforcement bracket to strengthen the area around any holes created by rust corrosion or frame integrity test. The recall has not been completed due to a part that is on backorder. When the recall work is completed, [REDACTED] stated he will still question whether his vehicle is road worthy. He reviewed similar complaints and questions whether the recall remedy adequately addresses the problem. [REDACTED] wants Honda to address this issue in its entirety and buy back his vehicle.

We reviewed our database in an effort to identify whether an issue exists with regard to the remedy for NHTSA Recall Campaign No. 10V-436 and how it was performed on [REDACTED] vehicle. At this time there is insufficient evidence to warrant opening a safety defect investigation



ES11002101

Page 2

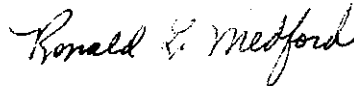
The Honorable Sherrod Brown

into the adequacy of NHTSA Recall Campaign No. 10V-436. [REDACTED] information has been entered into our database and will be considered with future reports to identify any safety defect trends that may require our attention. A brochure explaining the investigation process is enclosed for [REDACTED] information or he may visit our web site at www-odi.nhtsa.dot.gov/recalls/recallprocess.cfm.

In the rare event that a reinforcement bracket cannot be installed or would not satisfactorily remedy the excessive corrosion in the area of the rear suspension lower link bracket, Honda may offer to repurchase [REDACTED] vehicle at the Kelley Blue Book value. The actual price will vary, depending on the model year of the vehicle, its mileage, its trim level, and its overall condition (unrelated to any corrosion that may exist in the area of the rear suspension lower link brackets) less a reasonable allowance for depreciation. We suggest that [REDACTED] continue to contact Honda to resolve his problem.

I hope this information is helpful. If you have any questions, please have your staff contact Mr. Chan D. Lieu, Director, Governmental Affairs, Policy and Strategic Planning or Mr. Claude H. Harris, Acting Associate Administrator for Enforcement at (202) 366-3217.

Sincerely yours,



Ronald L. Medford.

Enclosure

cc: Washington Office