

HONDA

American Honda Motor Co., Inc

November 19, 2004

NVS-212pc0
PE04-053

Mr. Thomas Z. Cooper, Chief
 Vehicle Integrity Division
 Office of Defects Investigation
 U.S. DEPARTMENT OF TRANSPORTATION
 National Highway Traffic Safety Administration
 400 Seventh Street, S.W.
 Washington, DC 20590

Dear Mr. Cooper:

Following is supplemental information regarding alleged driver front airbag tearing in model year 2004 Honda Accord vehicles.

9. Describe all modifications or changes made by, or on behalf of, Honda in the design, material composition, manufacturing, quality control, supply, or installation of the subject component, from the start of production to date, which relate to, or may relate to, the alleged defect in the subject vehicles. For each such modification or change, provide the following information:
- A. The date or approximate date on which the modification or change was incorporated into vehicle production;
 - B. A detailed description of the modification or change;
 - C. The reason(s) for the modification or change;
 - D. The part numbers (service and engineering) of the original component;
 - E. The part number (service and engineering) of the modified component;
 - F. Whether the original unmodified component was withdrawn from production and/or sale, and if so, when;
 - G. When the modified component was made available as a service component; and
 - H. Whether the modified component can be interchanged with earlier production components.

Also, provide the above information for any modification or change that Honda is aware of which may be incorporated into vehicle production within the next 120 days.

Response:

One process change involving application of Honda emblems to airbag covers has been identified. During production, the ultrasonic welding tool became damaged. Between August 3 and September 7, 2004, a different ultrasonic welding tool was used. The interim tool melted the center ribs on the inside of the airbag cover. These covers meet all performance requirements.

Shape 1 With Center Ribs



Shape 2 Without Center Ribs



After September 7, 2004, the interim tool was replaced with a new ultrasonic welding tool. The new tool's shape was different than the original tool, which results in slightly rounded center ribs on the inside of the airbag cover. These covers also meet all performance requirements.



The interim tool produced a melting effect rather than the gap created with the new tool after September 7.

13. Furnish Honda's assessment of the alleged defect in the subject vehicle, including:

- A. The causal or contributory factor(s);
- B. The failure mechanism(s);
- C. The failure mode(s);
- D. The risk to motor vehicle safety that it poses;
- E. What warnings, if any, the operator and the other persons both inside and outside the vehicle would have that the alleged defect was occurring or subject component was malfunctioning; and
- F. The reports included with this inquiry.

Response:

Refer to Honda's Part 573 notification dated November 17, 2004, NHTSA campaign 04V-551.

Sincerely,

AMERICAN HONDA MOTOR CO., INC.

William R. Willen by [signature] ESK

William R. Willen
Managing Counsel
Product Regulatory Office

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Honda

American Honda Motor Co., Inc.

November 19, 2004

NV8-0144-0
PE04 053

Mr. Thomas Z. Cooper, Chief
Vehicle Integrity Division
Office of Defects Investigation
U.S. DEPARTMENT OF TRANSPORTATION
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- G. When the modified component was made available as a service component; and
- H. Whether the modified component can be interchanged with earlier production components

Also, provide the above information for any modification or change that Honda is aware of which may be incorporated into vehicle production within the next 120 days

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(Shape 1: With Center Ribs:



(Shape 2: Without Center Ribs:



After September 7, 2004, the interim tool was replaced with a new ultrasonic webbing tool. The new tool's shape was different than the original tool, which results in slightly rounded center ribs on the inside of the airbag cover. These covers also meet all performance requirements.



The interim tool produced a nesting effect rather than the gap created over the new tool after September 7.

13. Furnish Honda's assessment of the alleged defect in the subject vehicle including:

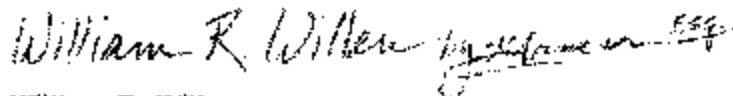
- A. The causal or contributory factor(s);
- B. The failure mechanism(s);
- C. The failure mode(s);
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