



U.S. Department  
of Transportation

**National Highway  
Traffic Safety  
Administration**

# ODI RESUME

**Investigation:** EA 09-001  
**Prompted by:** RQ08-006  
**Date Opened:** 01/05/2009  
**Investigator:** Steve Mchenry  
**Approver:** Richard Boyd  
**Subject:** Ignition Shift Interlock

**Date Closed:** 10/14/2010  
**Reviewer:** Jeff Quandt

## MANUFACTURER & PRODUCT INFORMATION

**Manufacturer:** HONDA (AMERICAN HONDA MOTOR CO.)  
**Products:** 2003 HONDA ACCORD MODELS WITH AUTOMATIC TRANSMISSION  
**Population:** 399,943 (Estimated)

**Problem Description:** The ignition interlock may fail, making it possible to turn the ignition key to the "off" position and remove the key without shifting the transmission to park, increasing the possibility of a roll-away crash.

## FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
<b>Complaints:</b>	11	34	42**
<b>Crashes/Fires:</b>	7	11	18
<b>Injury Incidents:</b>	1	0	1
<b>Number of Injuries:</b>	1	0	1
<b>Fatality Incidents:</b>	0	0	0
<b>Other*:</b>	0	114	114

\*Description of Other: Warranty claims indicating key could be removed from ignition when not in PARK.

\*\* Count indicates duplicate reports received by ODI and manufacturer.

## ACTION / SUMMARY INFORMATION

**Action:** This Engineering Analysis is closed. Recall 10V-364.

### Summary:

On August 4, 2010, American Honda Motor Co. (Honda) submitted a Defect Information Report (DIR) to NHTSA regarding a ignition interlock defect in approximately 384,220 model year (MY) 2003 Honda Accord and Civic and MY 2003 and 2004 Honda Element vehicles with automatic transmissions (Recall 10V-364). In a September 22, 2010 supplemental DIR, Honda expanded the scope of the recall population based on manufacturing and complaint data. The total population for the complete recall is approximately 551,498 vehicles. The information listed in this closing report refers only to the subject vehicles, MY 2003 Accords with automatic transmissions.

According to Honda's DIR, "Under certain conditions the interlock lever of the ignition switch may unexpectedly deform, which can allow the interlock function of a vehicle with an automatic transmission to be defeated if the driver does not follow the typical shut-down procedure of shifting the gear selector to the Park position before rotating the ignition key to the off position. Removal of the ignition key when the gear selector of a vehicle with an automatic transmission has not been shifted to the Park position can allow the vehicle to roll away, increasing the risk of a crash."

Honda's dealers will be instructed to inspect the ignition interlock switch and, if necessary, replace the original interlock pin and lever within the ignition switch and replace them with new, redesigned parts.

This investigation is closed.