

## PETITION FOR A DEFECT INVESTIGATION

Pursuant to 49 CFR Part 552

DATE: 01/09/2026

**TO:**

Administrator  
National Highway Traffic Safety Administration  
1200 New Jersey Avenue SE, West Building  
Washington, DC 20590

**PETITIONER:**

Christopher Mammarella  
[REDACTED], Downingtown, PA [REDACTED]  
[REDACTED]

**SUBJECT:** Petition to commence a defect investigation into catastrophic Power Take-Off Unit (PTU) and Transmission spline failure in 2021–2023 Acura TLX and 2022–2023 Acura MDX vehicles.

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### 1. STATEMENT OF THE PETITION

Pursuant to 49 U.S.C. § 30162 and 49 CFR Part 552, I, Christopher Mammarella, hereby petition the National Highway Traffic Safety Administration (NHTSA) to initiate a formal investigation into a safety-related defect involving the mechanical shearing of the drivetrain splines in 2021–2023 Acura TLX and 2022–2023 Acura MDX vehicles (specifically SH-AWD and Type S variants).

This defect causes a total loss of All-Wheel Drive (AWD) capability, effectively converting the vehicle into a Front-Wheel Drive (FWD) platform without any electronic warning or notification to the driver.

### 2. DESCRIPTION OF THE DEFECT

The subject vehicles utilize a Power Take-Off Unit (PTU) / transfer case to transfer torque to the rear wheels. A critical mechanical failure occurs at the interface where the transmission output shaft meets the PTU input shaft.

**Technical Failure Mode:**

- **Mechanical Shearing:** The metal splines on the transmission and PTU shafts strip or shear completely flat.
- **Contamination:** Fluid inspections by technicians frequently reveal "orange/discolored liquid" and heavy metal shavings within the PTU housing.

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- **Scope of Repair:** Due to the damage to both mating surfaces, authorized dealerships often mandate a total replacement of **both the transmission and the transfer case**, with out-of-warranty repair costs reported as high as \$13,000 - \$19,000.

### 3. LACK OF MANUFACTURER ACKNOWLEDGMENT

Despite a mounting volume of warranty claims and documented failures in enthusiast communities and the NHTSA's own database, American Honda Motor Co., Inc. (Acura) has:

- **No Technical Service Bulletins (TSBs):** There is currently no guidance provided to technicians for diagnosing or preventing this failure.
- **No Extended Warranty or Recall:** Owners are being forced to pay for catastrophic drivetrain replacements immediately following the expiration of the 70,000-mile powertrain warranty.
- **No Communication:** Acura has failed to issue any "Product Update" or "Service News" to alert owners of the symptoms of impending spline failure.

### 4. SAFETY HAZARD

This mechanical failure presents an "unreasonable risk to motor vehicle safety":

1. **Unexpected Loss of Traction:** Drivers of these vehicles rely on SH-AWD for stability in rain, snow, and ice. A sudden reversion to FWD—often occurring under load during acceleration—causes unexpected wheel spin and a dangerous reduction in directional stability.
2. **Deceptive Dashboard Information:** The vehicle's "AWD Torque Distribution" monitor continues to display power being sent to the rear wheels even *after* mechanical separation has occurred. This provides the driver with false confidence in the vehicle's capabilities, potentially leading to a loss of control in inclement weather.
3. **No Fault Codes:** The failure is purely mechanical and does not trigger a Check Engine Light (CEL) or an "AWD Malfunction" warning, leaving drivers unaware that their vehicle's safety systems are compromised.

### 5. SUPPORTING EVIDENCE: NHTSA COMPLAINT DATA

The following NHTSA Vehicle Owner Questionnaire (VOQ) reports (and many others) confirm a pattern of **stripped splines** in the subject vehicles:

- **NHTSA ID 11702530 (2021 Acura TLX):** Consumer reports front wheels spinning upon acceleration at 44k miles. Dealer confirmed **stripped splines** on both the transmission and PTU.

- **NHTSA ID 11696739 (2021 Acura TLX):** Consumer reports transfer case failure and no power to the rear wheels. Consumer reports **no warning lamps** or messages on the dash pertaining to the issue.
- **NHTSA ID 11696489 (2021 Acura TLX):** Consumer reports failure of the transfer case / AWD system.
- **NHTSA ID 11693788 (2021 Acura TLX):** Consumer reports loss of traction during normal driving, particularly while cornering. After an initial misdiagnosis related to the car's tires by the dealership, a transfer case failure is discovered by the consumer after performing their own online research.
- **NHTSA ID 11689393 (2021 Acura TLX):** Consumer reports failure of the transfer case / AWD system. Consumer reports **no warning lamps** or messages on the dash pertaining to the issue. Consumer reports the dealership discovers the issue by putting the vehicle on a lift and noting no power to the rear wheels.
- **NHTSA ID 11681206 (2021 Acura TLX):** Consumer reports a loud "pop/clunk" sound followed by a failure of the transfer case / AWD system. Consumer notes the issue is common on Type S models.
- **NHTSA ID 11667060 (2021 Acura TLX):** Consumer reports failure of the transfer case / AWD system with **stripped splines** at 40k miles.
- **NHTSA ID 11665477 (2021 Acura TLX):** Consumer reports a loud "pop" sound followed by a failure of the AWD system. Consumer notes loss of traction while driving. Dealer confirmed **stripped splines** on both the transmission and PTU.
- **NHTSA ID 11665162 (2021 Acura TLX):** Consumer reports spline failure of the transfer case and transmission, resulting in failure of the AWD system. Consumer notes loss of traction. Consumer reports **no warning lamps** or messages on the dash pertaining to the issue and notes the vehicle's AWD gauge continues to falsely display power to the rear wheels.
- **NHTSA ID 11665179 (2021 Acura TLX):** Consumer reports failure of the transfer case / AWD system. Consumer reports **no warning lamps** or messages on the dash pertaining to the issue and notes the vehicle's AWD gauge continues to falsely display power to the rear wheels.
- **NHTSA ID 11664344 (2021 Acura TLX):** Consumer reports a loud "bang" sound followed by a failure of the transfer case / AWD system at ~37000 miles. Consumer notes loss of traction. Consumer reports difficulty diagnosing the issue with the dealership.
- **NHTSA ID 11662895 (2021 Acura TLX):** Consumer reports failure of the transfer case / AWD system.

- **NHTSA ID 11662805 (2021 Acura TLX):** Consumer reports a loud “pop” sound followed by a failure of the AWD system at 53k miles. Consumer reports **no warning lamps** or messages on the dash pertaining to the issue and notes the vehicle’s AWD gauge continues to falsely display power to the rear wheels. Consumer confirms **stripped transfer case splines** and damaged transmission shaft.
- **NHTSA ID 11654456 (2021 Acura TLX):** Consumer reports failure of the transfer case / AWD system. Consumer notes losing traction when accelerating from a stop.
- **NHTSA ID 11652239 (2021 Acura TLX):** Consumer reports failure of the AWD system. Consumer notes losing traction and **lack of warning lamps** in the dashboard.
- **NHTSA ID 11652130 (2021 Acura TLX):** Consumer reports a loud “bang” sound followed by power loss to the rear wheels and failure of transfer case. Consumer notes **no warning lamps** or messages on the dash pertaining to the issue and notes the vehicle’s AWD gauge continues to falsely display power to the rear wheels.
- **NHTSA ID 11644661 (2021 Acura TLX):** Consumer reports **stripped transfer case splines** resulting in failure of the AWD system. Consumer notes dangerous loss of traction and unexpected handling characteristics. Consumer reports difficulty in diagnosing the issue due to **lack of error codes or warning lamps** in the dashboard.
- **NHTSA ID 11642028 (2021 Acura TLX):** Consumer reports **stripped splines** where the drive shaft and PTU meet resulting in failure of the AWD system. Consumer notes **no warning lamps** or error codes giving the driver false confidence. Consumer notes the vehicle is a Type S model.
- **NHTSA ID 11638902 (2021 Acura TLX):** Consumer reports failure of the AWD system and notes **lack of warning lamps** in the dashboard. Consumer confirms **stripped splines** on the output shaft of the transmission and input shaft of the transfer case.
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- **NHTSA ID 11637484 (2021 Acura TLX):** Consumer reports failure of the transfer case / AWD system.
- **NHTSA ID 11636677 (2021 Acura TLX):** Consumer reports **stripped transfer case splines** resulting in AWD system failure. Consumer notes loss of traction while driving uphill.
- **NHTSA ID 11634979 (2021 Acura TLX):** Consumer reports AWD system failure due to the transfer case/transmission.
- **NHTSA ID 11634618 (2021 Acura TLX):** Consumer reports AWD system failure and notes **lack of warning lamps** in the dashboard.

- **NHTSA ID 11633510 (2021 Acura TLX):** Consumer reports AWD system failure due to the transfer case and notes dangerous driving dynamics.
- **NHTSA ID 11619288 (2021 Acura TLX):** Consumer reports sheared transfer case splines resulting in AWD system failure. Consumer notes the issue is common on the Type S trim.
- **NHTSA ID 11615217 (2021 Acura TLX):** Consumer reports sheared transfer case splines resulting in AWD system failure. Consumer notes “severe jerking” while driving and fear for their own safety.
- **NHTSA ID 11693166 (2022 Acura TLX):** Consumer reports transfer case failure.
- **NHTSA ID 11667007 (2022 Acura TLX):** Consumer reports transmission and transfer case malfunction at 45k miles. Consumer notes violent shaking/stuttering eventually resulting in a tow. Consumer specifies their vehicle is a Type S trim.
- **NHTSA ID 11666444 (2022 Acura TLX):** Consumer reports transfer case failure.
- **NHTSA ID 11642839 (2022 Acura TLX):** Consumer reports a loud “bang” sound followed by failure of the AWD system requiring replacement of the transfer case and transmission.
- **NHTSA ID 11640757 (2022 Acura TLX):** Consumer reports AWD system failure resulting in loss of traction unexpected handling characteristics. Consumer notes their vehicle is a Type S trim.
- **NHTSA ID 11664848 (2023 Acura TLX):** Consumer reports transfer case failure.
- **NHTSA ID 11664265 (2023 Acura TLX):** Consumer reports transfer case leaking. Dealer confirmed transfer case failure. Consumer notes **lack of warning lamps** in the dashboard.
- **NHTSA ID 11557993 (2022 Acura MDX):** Consumer reports failure of the AWD with power only being delivered to the front wheels.
- **NHTSA ID 11551829 (2022 Acura MDX):** Consumer reports transfer case leaking.
- **NHTSA ID 11702881 (2022 Acura MDX):** Consumer reports transfer case failure under normal driving and all recommended maintenance followed at 60k miles. Consumer notes **lack of warning lamps** in the dashboard and only discovered the issue during an unrelated maintenance visit.
- **NHTSA ID 11700591 (2022 Acura MDX):** Consumer reports failure of the AWD system with **no warning lamps** in the dashboard. Consumer notes front tire spinning / lack of traction in the rain.

- **NHTSA ID 11693280 (2022 Acura MDX):** Consumer reports **stripped transfer case splines** resulting in AWD system failure.
- **NHTSA ID 11691842 (2022 Acura MDX):** Consumer reports **stripped transfer case splines** resulting in AWD system failure. Consumer notes lack of traction driving on hills.
- **NHTSA ID 11671314 (2022 Acura MDX):** Consumer reports **stripped transfer case splines** resulting in AWD system failure. Consumer notes difficulty in diagnosing the issue visiting 3 separate Acura dealerships before resolution.
- **NHTSA ID 11661340 (2022 Acura MDX):** Consumer reports AWD system issue.
- **NHTSA ID 11647996 (2022 Acura MDX):** Consumer reports a loud “pop” sound followed by failure and replacement of the transfer case and transmission at 80k miles.
- **NHTSA ID 11647519 (2022 Acura MDX):** Consumer reports **stripped transfer case splines** resulting in AWD system failure. Consumer notes lack of traction nearly resulting in an accident, and **lack of warning lamps** in the dash indicating an issue.
- **NHTSA ID 11644548 (2022 Acura MDX):** Consumer reports **stripped transfer case splines** resulting in AWD system failure.
- **NHTSA ID 11635395 (2022 Acura MDX):** Consumer reports transfer case seal failure requiring transmission replacement.
- **NHTSA ID 11700964 (2023 Acura MDX):** Consumer reports a loud “bang” sound followed by jerkiness while accelerating. Dealership confirms a catastrophic failure of the transfer case and transmission at 87k miles. The consumer reports a quote for \$19000 for the repair and notes **lack of warning lamps** in the dash indicating an issue.
- **NHTSA ID 11682637 (2023 Acura MDX):** Consumer reports transfer case failure requiring transmission replacement.
- **Aggregate Data:** Dozens of reports on social media enthusiast communities (e.g., *Facebook 2021+ Acura Type S Owners and Enthusiasts*, *2021+ Acura TLX Type S*, *AcuraZine*, *MDXers.org*) describe identical failure modes where the "gears were worn completely flat" at the transmission/PTU junction.

## 6. DIRECT PHYSICAL AND DOCUMENTARY EVIDENCE

In addition to the consumer reporting cited above, the petitioner provides the following documentary evidence confirming the mechanical nature of this safety defect:

**Exhibit A – Dealer Service Record:** A work order from an authorized Acura dealership confirming a catastrophic drivetrain failure of a 2021 Acura TLX Type S. The technician’s notes explicitly state “After removing the PTU found the splines on the PTU and transmission to [be] worn off”, necessitating a total replacement of the transmission and transfer case.

**Exhibit B – Photographic Evidence:** Attached are photographs of the failed components from multiple subject vehicles. These images clearly demonstrate "sheared" or "flattened" metal splines on the Transmission and PTU shaft, proving a total loss of mechanical connection that cannot be detected by the vehicle's electronic sensors.

## **7. REQUESTED ACTION**

The petitioner requests that the NHTSA:

1. Open a **Preliminary Evaluation (PE)** to investigate the metallurgy and design of the transmission-to-PTU splined connection.
2. Review warranty claim data from American Honda Motor Co. specifically for part numbers related to the PTU (Transfer Assembly) and Transmission Output Shaft for the 2021–2023 model years.
3. Direct Acura to issue a safety recall to remedy the defect, providing owners with a revised, high-strength component that can withstand the torque requirements of the 2.0L, 3.0L and 3.5L engines.

Respectfully submitted,

Christopher Mammarella



**ATLANTIC ADVANTAGE MILLENNIUM**

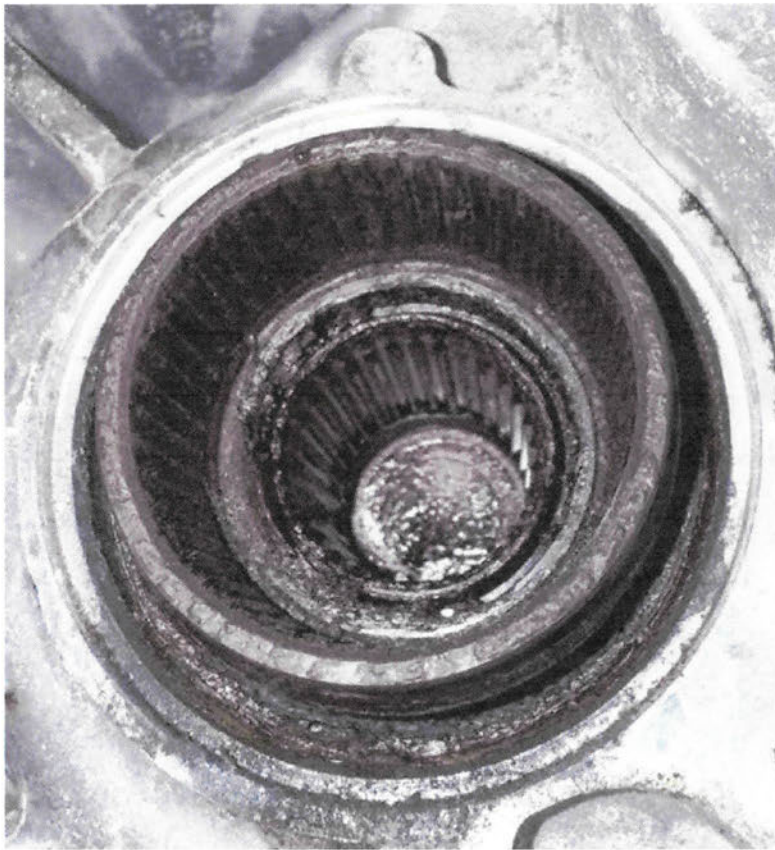
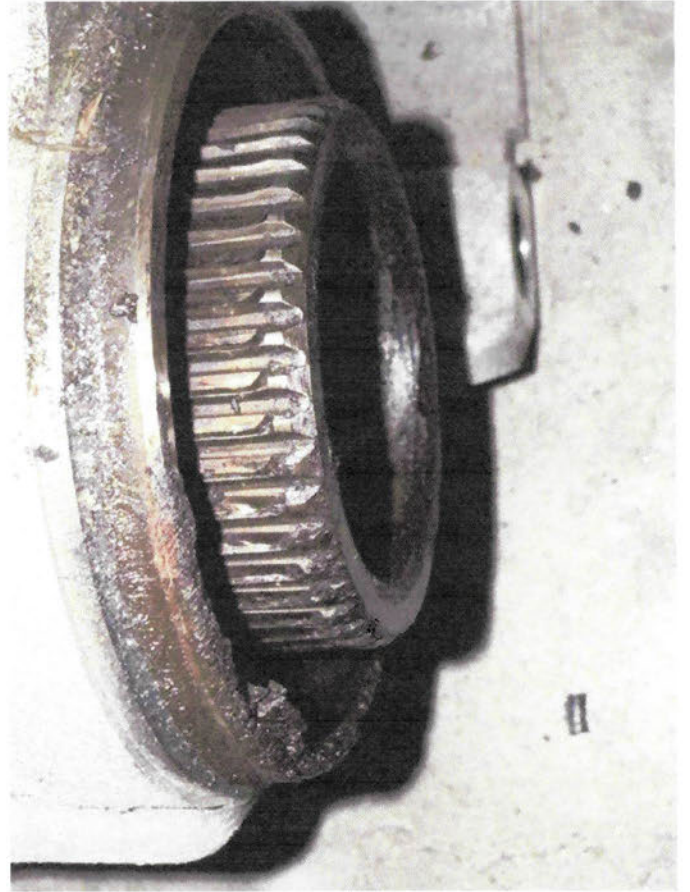
780 MIDDLE COUNTRY RD • ST. JAMES, NY 11780  
Phone 631-366-6000  
NYS Facility #7133378

|                                |            |                   |                 |
|--------------------------------|------------|-------------------|-----------------|
| [REDACTED]                     |            | CELL              |                 |
| ADVISOR                        | SAG NO     | INVOICE DATE      |                 |
| PATRICK BORKOWSKI 1001141      | 399        | 06/06/25          |                 |
| LABOR RATE                     | LICENSE NO | MILEAGE           | COLOR           |
| 215.00                         |            | 49,591            | BLU ABYSS M     |
| YEAR / MAKE / MODEL            |            | DELIVERY DATE     | DELIVERY MILES  |
| 21/ACURA/TLX/4DR SH-AWD TYPE S |            | 08/24/21          |                 |
| VEHICLE I.D. NO.               |            | SELLING DEALER NO | PRODUCTION DATE |
| [REDACTED]                     |            |                   |                 |
| P.T.E. NO.                     | P.O. NO.   | R.O. DATE         |                 |
|                                |            | 06/02/25          |                 |
| COMMENTS                       |            |                   |                 |
| [REDACTED]                     |            |                   |                 |
| [REDACTED]                     |            | MO: [REDACTED]    |                 |

| [ DEDUCTIBLE ] 2390                                         |                     | [ PAINT, PLAN ] INV 43860 |                                 |
|-------------------------------------------------------------|---------------------|---------------------------|---------------------------------|
| LABOR & PARTS                                               |                     | WARRANTY                  |                                 |
| J# 1 99ACZMISc1                                             | CUSTOMER STATES     | TECH(S):1001152           |                                 |
| C/S THERE IS NO POWER GOING TO THE BACK WHEELS.             |                     |                           |                                 |
| CONFIRMED CUSTOMER COMPLAINT FOUND THE REAR WHEELS TO NOT   |                     |                           |                                 |
| SPIN. AFTER REMOVING THE PTU FOUND THE SPLINES ON THE PTU   |                     |                           |                                 |
| AND TRANSMISSION TO WORK OFF. AFTER CONTACTING TECHLINE WAS |                     |                           |                                 |
| ADVISED TO REPLACE PTU AND TRANSMISSION. REPLACED BOTH AND  |                     |                           |                                 |
| PERFORMED ALIGNMENT AND IT IS NOW OPERATING AS DESIGNED     |                     |                           |                                 |
| PARTS-----                                                  | QTY-----            | FP-NUMBER-----            | DESCRIPTION-----UNIT PRICE----- |
| JOB # 1                                                     | 1                   | 06200-6T2-A02RM           | ATR KIT                         |
| JOB # 1                                                     | 1                   | FREIGHT                   | PUT ORDER REF N                 |
| JOB # 1                                                     | 1                   | 29000-SYK-060             | TAKEOFF UNIT, P                 |
| JOB # 1                                                     | 1                   | 91314-PH7-003             | O-RING (31.2X4.                 |
| JOB # 1                                                     | 1                   | 0L999-9011A               | COOLANT (TYPE-2                 |
|                                                             |                     |                           | JOB # 1 TOTAL PARTS             |
|                                                             |                     |                           | 0.00                            |
|                                                             |                     |                           | JOB # 1 TOTAL LABOR & PARTS     |
|                                                             |                     |                           | 0.00                            |
| J# 2 00ACZNOVASH                                            | NO WASH             | TECH(S):1001152           |                                 |
| NO WASH PERFORMED                                           |                     |                           |                                 |
| DID NOT WASH AS PER CUSTOMER REQUEST                        |                     |                           |                                 |
|                                                             |                     | 0.00                      |                                 |
| PARTS-----                                                  | QTY-----            | FP-NUMBER-----            | DESCRIPTION-----UNIT PRICE----- |
|                                                             |                     |                           | JOB # 2 TOTAL PARTS             |
|                                                             |                     |                           | 0.00                            |
|                                                             |                     |                           | JOB # 2 TOTAL LABOR & PARTS     |
|                                                             |                     |                           | 0.00                            |
| J# 3 00ACZMP1                                               | MULTI POINT INSPECT | TECH(S):1001152           |                                 |
| PERFORM COMPLIMENTARY MULTI POINT VEHICLE INSPECTION        |                     |                           |                                 |
| INSPECT VEHICLE FOR NECESSARY MAINTENANCE                   |                     |                           |                                 |
| PERFORMED MULTI POINT INSPECTION                            |                     |                           |                                 |
| REVIEWED RESULTS WITH CUSTOMER                              |                     |                           |                                 |
| PARTS-----                                                  | QTY-----            | FP-NUMBER-----            | DESCRIPTION-----UNIT PRICE----- |
|                                                             |                     |                           | JOB # 3 TOTAL PARTS             |
|                                                             |                     |                           | 0.00                            |
|                                                             |                     |                           | JOB # 3 TOTAL LABOR & PARTS     |
|                                                             |                     |                           | 0.00                            |
| COMMENTS-----                                               |                     |                           |                                 |
| ++FLOWER++                                                  |                     |                           |                                 |

D P SALES LI N Y 800-874-LESS

Exhibit B



# **PETITION FOR A DEFECT INVESTIGATION**

**Pursuant to 49 CFR Part 552**

**DATE:** 01/09/2026

**TO:**

Administrator

National Highway Traffic Safety Administration

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**PETITIONER:**

Christopher Mammarella

[REDACTED] Downingtown, PA [REDACTED]

[REDACTED]

**SUBJECT:** Petition to commence a defect investigation into catastrophic Power Take-Off Unit (PTU) and Transmission spline failure in 2021–2023 Acura TLX and 2022–2023 Acura MDX vehicles.

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## **1. STATEMENT OF THE PETITION**

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This defect causes a total loss of All-Wheel Drive (AWD) capability, effectively converting the vehicle into a Front-Wheel Drive (FWD) platform without any electronic warning or notification to the driver.

## **2. DESCRIPTION OF THE DEFECT**

The subject vehicles utilize a Power Take-Off Unit (PTU) / transfer case to transfer torque to the rear wheels. A critical mechanical failure occurs at the interface where the transmission output shaft meets the PTU input shaft.

**Technical Failure Mode:**

- **Mechanical Shearing:** The metal splines on the transmission and PTU shafts strip or shear completely flat.
- **Contamination:** Fluid inspections by technicians frequently reveal "orange/discolored liquid" and heavy metal shavings within the PTU housing.

- **Scope of Repair:** Due to the damage to both mating surfaces, authorized dealerships often mandate a total replacement of **both the transmission and the transfer case**, with out-of-warranty repair costs reported as high as \$13,000 - \$19,000.

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- **No Communication:** Acura has failed to issue any "Product Update" or "Service News" to alert owners of the symptoms of impending spline failure.

### 4. SAFETY HAZARD

This mechanical failure presents an "unreasonable risk to motor vehicle safety":

1. **Unexpected Loss of Traction:** Drivers of these vehicles rely on SH-AWD for stability in rain, snow, and ice. A sudden reversion to FWD—often occurring under load during acceleration—causes unexpected wheel spin and a dangerous reduction in directional stability.
2. **Deceptive Dashboard Information:** The vehicle's "AWD Torque Distribution" monitor continues to display power being sent to the rear wheels even *after* mechanical separation has occurred. This provides the driver with false confidence in the vehicle's capabilities, potentially leading to a loss of control in inclement weather.
3. **No Fault Codes:** The failure is purely mechanical and does not trigger a Check Engine Light (CEL) or an "AWD Malfunction" warning, leaving drivers unaware that their vehicle's safety systems are compromised.

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- **NHTSA ID 11664265 (2023 Acura TLX):** Consumer reports transfer case leaking. Dealer confirmed transfer case failure. Consumer notes **lack of warning lamps** in the dashboard.
- **NHTSA ID 11557993 (2022 Acura MDX):** Consumer reports failure of the AWD with power only being delivered to the front wheels.
- **NHTSA ID 11551829 (2022 Acura MDX):** Consumer reports transfer case leaking.
- **NHTSA ID 11702881 (2022 Acura MDX):** Consumer reports transfer case failure under normal driving and all recommended maintenance followed at 60k miles. Consumer notes **lack of warning lamps** in the dashboard and only discovered the issue during an unrelated maintenance visit.
- **NHTSA ID 11700591 (2022 Acura MDX):** Consumer reports failure of the AWD system with **no warning lamps** in the dashboard. Consumer notes front tire spinning / lack of traction in the rain.

- **NHTSA ID 11693280 (2022 Acura MDX):** Consumer reports **stripped transfer case splines** resulting in AWD system failure.
- **NHTSA ID 11691842 (2022 Acura MDX):** Consumer reports **stripped transfer case splines** resulting in AWD system failure. Consumer notes lack of traction driving on hills.
- **NHTSA ID 11671314 (2022 Acura MDX):** Consumer reports **stripped transfer case splines** resulting in AWD system failure. Consumer notes difficulty in diagnosing the issue visiting 3 separate Acura dealerships before resolution.
- **NHTSA ID 11661340 (2022 Acura MDX):** Consumer reports AWD system issue.
- **NHTSA ID 11647996 (2022 Acura MDX):** Consumer reports a loud “pop” sound followed by failure and replacement of the transfer case and transmission at 80k miles.
- **NHTSA ID 11647519 (2022 Acura MDX):** Consumer reports **stripped transfer case splines** resulting in AWD system failure. Consumer notes lack of traction nearly resulting in an accident, and **lack of warning lamps** in the dash indicating an issue.
- **NHTSA ID 11644548 (2022 Acura MDX):** Consumer reports **stripped transfer case splines** resulting in AWD system failure.
- **NHTSA ID 11635395 (2022 Acura MDX):** Consumer reports transfer case seal failure requiring transmission replacement.
- **NHTSA ID 11700964 (2023 Acura MDX):** Consumer reports a loud “bang” sound followed by jerkiness while accelerating. Dealership confirms a catastrophic failure of the transfer case and transmission at 87k miles. The consumer reports a quote for \$19000 for the repair and notes **lack of warning lamps** in the dash indicating an issue.
- **NHTSA ID 11682637 (2023 Acura MDX):** Consumer reports transfer case failure requiring transmission replacement.
- **Aggregate Data:** Dozens of reports on social media enthusiast communities (e.g., *Facebook 2021+ Acura Type S Owners and Enthusiasts*, *2021+ Acura TLX Type S*, *AcuraZine*, *MDXers.org*) describe identical failure modes where the "gears were worn completely flat" at the transmission/PTU junction.

## 6. REQUESTED ACTION

The petitioner requests that the NHTSA:

1. Open a **Preliminary Evaluation (PE)** to investigate the metallurgy and design of the transmission-to-PTU splined connection.

2. Review warranty claim data from American Honda Motor Co. specifically for part numbers related to the PTU (Transfer Assembly) and Transmission Output Shaft for the 2021–2023 model years.
3. Direct Acura to issue a safety recall to remedy the defect, providing owners with a revised, high-strength component that can withstand the torque requirements of the 2.0L, 3.0L and 3.5L engines.

Respectfully submitted,

Christopher Mammarella

