

# Part 573 Safety Recall Report

## 20V-769

**Manufacturer Name :** Honda (American Honda Motor Co.)**Submission Date :** DEC 10, 2020**NHTSA Recall No. :** 20V-769**Manufacturer Recall No. :** U9C**Manufacturer Information :****Population :**

Manufacturer Name : Honda (American Honda Motor Co.)

Number of potentially involved : NR

Address : 1919 Torrance Blvd.

Estimated percentage with defect : 100 %

Torrance CA 90501

Company phone : 1-888-234-2138

**Vehicle Information :**

Vehicle 1 : 2015-2015 Honda Accord

Vehicle Type :

Body Style :

Power Train : NR

**Descriptive Information :** The recall population was determined based on manufacturing, sales, and vehicle registration records. The manufacturing range reflects all possible vehicles that could potentially experience the problem. The recall is specific to vehicles sold or ever registered in the salt-belt region (Connecticut, Delaware, Illinois, Indiana, Iowa, Kentucky, Maine, Maryland, Massachusetts, Michigan, Minnesota, Missouri, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Vermont, Virginia, West Virginia, and Wisconsin). There have been no reports of occurrences outside the salt-belt region. Only vehicles configured with a 4-cylinder engine and continuously variable transmission had drive shafts installed that were assembled with a lubricant during a specific production period. Some similar vehicles with the same drivetrain configuration are not included in the recall because: 1) the drive shafts in those vehicles were assembled outside the specific production period when the lubricant was used; or 2) the drive shafts installed in those vehicles were from a different supplier. The number of affected units is TBD.

Production Dates : JAN 01, 1999 - JAN 01, 1999

VIN Range 1 : Begin :

NR

End : NR

 Not sequential

Vehicle 2 : 2013-2013 Honda Accord

Vehicle Type :

Body Style :

Power Train : NR

**Descriptive Information :** The recall population was determined based on manufacturing, sales, and vehicle registration records. The manufacturing range reflects all possible vehicles that could potentially experience the problem. The recall is specific to vehicles sold or ever registered in the salt-belt region (Connecticut, Delaware, Illinois, Indiana, Iowa, Kentucky, Maine, Maryland, Massachusetts, Michigan, Minnesota, Missouri, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Vermont, Virginia, West Virginia, and Wisconsin). There have been no reports of occurrences outside the salt-belt region.

Only vehicles configured with a 4-cylinder engine and continuously variable transmission had drive shafts installed that were assembled with a lubricant during a specific production period. Some similar vehicles with the same drivetrain configuration are not included in the recall because: 1) the drive shafts in those vehicles were assembled outside the specific production period when the lubricant was used; or 2) the drive shafts installed in those vehicles were from a different supplier. The number of affected units is TBD.

**Production Dates :** JAN 01, 1999 - JAN 01, 1999

**VIN Range 1 : Begin :**

NR

**End :** NR

Not sequential

Vehicle 3 : 2014-2014 Honda Accord

Vehicle Type :

Body Style :

Power Train : NR

**Descriptive Information :** The recall population was determined based on manufacturing, sales, and vehicle registration records. The manufacturing range reflects all possible vehicles that could potentially experience the problem. The recall is specific to vehicles sold or ever registered in the salt-belt region (Connecticut, Delaware, Illinois, Indiana, Iowa, Kentucky, Maine, Maryland, Massachusetts, Michigan, Minnesota, Missouri, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Vermont, Virginia, West Virginia, and Wisconsin). There have been no reports of occurrences outside the salt-belt region. Only vehicles configured with a 4-cylinder engine and continuously variable transmission had drive shafts installed that were assembled with a lubricant during a specific production period. Some similar vehicles with the same drivetrain configuration are not included in the recall because: 1) the drive shafts in those vehicles were assembled outside the specific production period when the lubricant was used; or 2) the drive shafts installed in those vehicles were from a different supplier. The number of affected units is TBD.

**Production Dates :** JAN 01, 1999 - JAN 01, 1999

**VIN Range 1 : Begin :**

NR

**End :** NR

Not sequential

**Description of Defect :**

Description of the Defect : The drive shafts installed in affected vehicles were assembled with a lubricant that accelerated the degradation of the drive shafts' protective coating. A drive shaft with a degraded protective coating is more susceptible to damage from road debris. In salt-belt states where de-icing agents are used to maintain the roadway, the de-icing agents could accumulate on the damaged areas of the drive shaft and corrode it. A corroded drive shaft could break under high torque application, and the engine will no longer propel the vehicle in any gear. The vehicle may also roll away if the parking brake has not been set (even if the gear selector had been placed in the Park position).

FMVSS 1 : NR

FMVSS 2 : NR

Description of the Safety Risk : Both conditions increase the risk of a crash or injury without prior warning.

Description of the Cause : NR

Identification of Any Warning that can Occur : NR

**Involved Components :**

Component Name 1 : Drive Shaft Assy., L.

Component Description : Accord

Component Part Number : 44306-T2A-A50

Component Name 2 : Drive Shaft Assy., R.

Component Description : Accord

Component Part Number : 44305-T2A-A50

**Supplier Identification :****Component Manufacturer**

Name : Honda of America Mfg., Inc.

Address : NR

NR

Country : United States

## Chronology :

October to November 2017

Honda received the first report of a broken drive shaft. The failed part was returned from the field for analysis and no manufacturing defects were found.

August to December 2018

After receiving additional market claims, Honda launched an investigation in tandem with reports of broken drive shafts in other Honda vehicles. Material analysis of failed return parts found damage to the drive shaft's protective coating from chemical agents and Honda began corrosion growth speed testing.

February to May 2019

Investigations identified that a specific lubricant was used as an assembly aid from February 2013 to September 2014, which coincided with the same period when the broken driven shafts were produced. The lubricant was found to interfere with the protective coating adhesion process.

November 2019

A different drive shaft supplier was used in mass production and to supply replacement service parts to the market from October 2014. Analysis of these parts found no problems with the protective coating or other factors related to corrosion.

June to October 2020

Based on the corrosion growth speed testing started in late 2018, the data was analyzed to understand the factors resulting in a broken drive shaft and the expected longevity of in-market parts.

December 3, 2020

Honda determined that a defect related to motor vehicle safety existed and decided to conduct a safety recall.

As of November 24, 2020, Honda has received 189 warranty claims, and no field reports nor reports of crashes or injuries related to this issue.

## Description of Remedy :

Description of Remedy Program : Registered owners of all affected vehicles will be contacted by mail and asked to take their vehicle to an authorized Honda dealer. The dealer will inspect for corrosion-related protective coating deformities near the drive shaft's dynamic damper. If there are deformities within 40mm of the dynamic damper, both left and right drive shafts will be replaced for free. No repairs will be completed on vehicles not meeting the 40mm requirement, as it is estimated the drive shaft will not break for the remaining expected life of the vehicle. Owners who have paid to have these repairs completed at their own expense will be eligible for reimbursement, in accord with the recall reimbursement plan on file with NHTSA.

How Remedy Component Differs from Recalled Component : NR

Identify How/When Recall Condition was Corrected in Production : NR

**Recall Schedule :**

Description of Recall Schedule : Dealer notification is expected to begin on or about December 11, 2020.  
Owner notification is expected to begin on or about February 1, 2021.

Planned Dealer Notification Date : DEC 11, 2020 - NR

Planned Owner Notification Date : FEB 01, 2021 - NR

\* NR - Not Reported