

Excerpt from NHTSA acknowledgement letter for our driveshaft recall:

Please submit what will be Honda's procedure for [#1] addressing corrosion-related driveshaft failure in vehicles outside of the included states and [#2] the procedure for addressing corrosion-related driveshaft failure in vehicles that previously were inspected and deemed to not need a driveshaft replacement.

#1

Honda is implementing the following process to address out-of-scope vehicles. If a customer contacts a dealership and believes their vehicle should be included in the driveshaft recall campaign due to information not available to Honda (either at the time of recall announcement or thereafter), the dealer will contact their Honda District Parts and Service Manager (DPSM). The customer will also be advised to contact Honda's Automobile Customer Service (ACS) to discuss their concerns and an internal review will be conducted to determine if the vehicle should be qualified for the recall repair. If the vehicle is determined to qualify, an owner recall notice letter will be mailed to the customer. The VIN will also be loaded into the system and a revised DIR updating total affected vehicles and manufacturer production range (if applicable) will be submitted to the NHTSA portal.

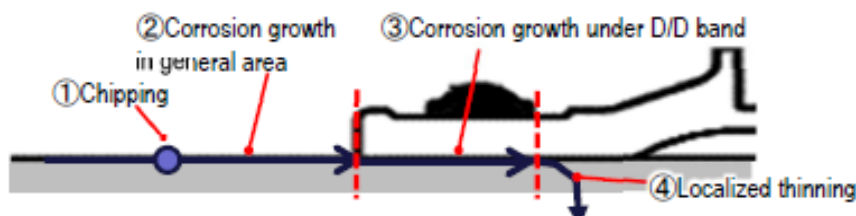
Honda's recall service bulletins will be updated with the note: "The affected VIN population for this recall was determined based on information available to Honda at the time the recall was announced. If a customer believes their vehicle should be included in the campaign due to information not available to Honda (either at the time of recall announcement or thereafter), contact your DPSM and have the customer contact American Honda with their concern. For any questions or concerns that customers may have, you may direct them to contact American Honda's Customer Support & Campaign Center at 888-234-2138." The service bulletins also include a video to assist technicians with the recall repair inspection and DPSMs have met with dealers to review the repair inspection procedure.

#2.

For customer vehicles that had the remedy process completed, Honda believes these vehicle's parts will extend the vehicle's life even with usage in salt belt states.

When the drive shaft is replaced, the new parts have been estimated to extend the vehicle life by more than 9.0 years (which means more than 15 years from vehicle first sales) as shown in the following table.

❑ Verified yrs for corrosion inside D/D to grow to predict life time of D/S ASSY to breakage.



[year]	Out side of D/D		Inside D/D		Total Remaining life time
	② Corrosion growth in general area	③ Corrosion growth under DD band	④ Localized thinning		
FIT 07-13M	3.4	3.3	2.3	9.0	
ILX 13-14M	4.4	3.3	2.3	10.0	
ACCORD 13-15M	3.3	3.4	2.3	9.0	

Table 1. Remaining vehicle life prediction after replacement

Even in cases when Honda judges as “No need for replacement” or out-of-scope due to registration outside of salt belt states, Honda will continue to take care the customer concerns indicated in #1.

Also, Honda estimates the recurrence risk of this issue to be low as shown in the following calculation.

- 1) D/Shaft NG ratio (estimated from market investigation) 76.19% = Non-replacement ratio: 23.81%
- 2) Likelihood of change in registration to SB states from Dec 2020 until Dec 2026: 5.36% (Calculated based on registration data of 2013-2020 Accord)
- 3) Occurrence ratio of D/shaft breakage caused by manufacturing failure: 0.08%

Total occurrence ratio : $23.81\% \times 5.36\% \times 0.08\% = 0.001\%$