



U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**

ODI RESUME

Investigation: PE05-002

Date Opened: 01/13/2005

Date Closed: 02/02/2005

Principal Investigator: Scott Yon

Subject: Ignition-Park Interlock

Manufacturer: American Honda Motor Co.

Products: Certain MY 1997-2002 Honda & Acura Models w/Auto Trans.

Population: 486,659 (recalled vehicles)

Problem Description: The ignition-park interlock system fails to prevent ignition key removal when the shift lever is in non-park positions, increasing the risk for a rollaway crash.

FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
Complaints:	13	70	75
Crashes/Fires:	3	11	12
Injury Incidents:	0	0	0
# Injuries:	0	0	0
Fatality Incidents:	0	0	0
# Fatalities:	0	0	0
Other*:	0	204	204

*Description of Other: 133 warranty and 71 goodwill claims that may be related to the subject defect.

Action: Close the Preliminary Evaluation, Honda is conducting a recall (05V-025).

Engineer: D. Scott Yon

Date: 02/02/2005

Div. Chief: Jeffrey L. Quandt

Date: 02/02/2005

Office Dir.: Kathleen C. DeMeter

Date: 02/02/2005

Summary: The above failure report counts are for model year (MY) 1999 - 2001 Honda Accord models that were not within the scope of a related Honda recall action (NHTSA 03V-423); these vehicles were investigated by ODI under defect petition (DP) 04-006. Complaint information for other models and model years was not obtained by ODI. The noted population indicates the number of vehicles (including the MY 2002 Accord plus the Prelude and TL models) that are within the scope of Honda's new recall (NHTSA 05V-025, Honda P68, P69); 402,525 of these were investigated in DP04-006. See Part 573 documents related to 05V-025 for further detail on other models and MYs. ODI notes that, according to Honda's analysis, interlock system warranty rates for the TL and Prelude models involved in 05V-025 are similar to those of the Accord models.

Information provided by Honda during DP04-006 indicates that certain vehicles containing interlock systems made by its Japanese lock manufacturing facility may contain defective internal components. In combination with certain wear and usage factors, this may lead to a condition that prevents the system from blocking removal of the ignition key when the vehicle is not in park. If the driver leaves the transmission in a non-park position and fails to set the hand brake when parking, the vehicle may roll away and crash. Interlock systems manufactured by Honda's U.S. lock manufacturer do not appear to contain this defect and are therefore not included in the recall action.

In a letter dated January 27, 2005, Honda advised that it will conduct a safety recall to either upgrade (for operative systems) or repair (for inoperative systems) subject interlock systems with new design level components that do not contain the defect.

VLT
2/4/05