

Warranty Coverages

Your new Honda is covered by these warranties:

New Vehicle Limited Warranty — Covers your new vehicle, except for the battery, emissions control systems and accessories, against defects in materials and workmanship.

Emission Control Systems Defects Warranty and Emissions Performance Warranty — These two warranties cover your vehicle's emission control systems. Time, mileage, and coverage are conditional. Please read the warranty manual for exact information.

Original Equipment Battery Limited Warranty — This warranty gives up to 100% credit toward a replacement battery.

Seat Belt Limited Warranty — A seat belt that fails to function properly is covered for the useful life of the vehicle.

Rust Perforation Limited Warranty - All exterior body panels are covered for rust-through from the inside for the specified time period with no mileage limit.

Accessory Limited Warranty — Genuine Honda Accessories are covered under this warranty. Time and mileage limits depend on the type of accessory and other factors. Please read your warranty manual for details.

Replacement Parts Limited Warranty — Covers all Genuine Honda replacement parts against defects in materials and workmanship.

Replacement Battery Limited Warranty — Provides prorated coverage for a replacement battery purchased from a Honda dealer.

Replacement Muffler Lifetime Limited Warranty — Provides coverage for as long as the purchaser of the muffler owns the vehicle.

Restrictions and exclusions apply to all these warranties. Please read the 2001 Honda Warranty booklet that came with your vehicle for precise information on warranty coverages. Your Honda's original tires are covered by their manufacturer. Tire warranty information is in a separate booklet.

Reporting Safety Defects

If you believe that your vehicle has a defect which could cause a crash or could cause injury or death, you should immediately inform the National Highway Traffic Safety Administration (NHTSA) in addition to notifying American Honda Motor Co., Inc.

If NHTSA receives similar complaints, it may open an investigation, and if it finds that a safety defect exists in a group of vehicles, it may order a recall and remedy campaign. However, NHTSA cannot become involved in individual problems between you, your dealer, or American Honda Motor Co., Inc.

To contact NHTSA, you may either call the Auto Safety Hotline toll free at 1-800-424-9393 (or 202-366-0123 in the Washington, D.C. area) or write to:

NHTSA
U.S. Department of Transportation
Washington, D.C. 20590

You can also obtain other information about motor vehicle safety from the Hotline.

Emissions Controls

The burning of gasoline in your vehicle's engine produces several by-products. Some of these are carbon monoxide (CO), oxides of nitrogen (NOx), and hydrocarbons (HC). Gasoline evaporating from the tank also produces hydrocarbons. Controlling the production of NOx, CO, and HC is important to the environment. Under certain conditions of sunlight and climate, NOx and HC react to form photochemical "smog." Carbon monoxide does not contribute to smog creation, but it is a poisonous gas.

The Clean Air Act

The United States Clean Air Act sets standards for automobile emissions. It also requires that automobile manufacturers explain to owners how their emissions controls work and what to do to

maintain them. This section summarizes how the emissions controls work. Scheduled maintenance is on page [204](#).

Crankcase Emissions Control System

Your vehicle has a Positive Crankcase Ventilation System. This keeps gasses that build up in the engine's Crankcase from going into the atmosphere. The Positive Crankcase Ventilation valve routes them from the crankcase back to the intake manifold. They are then drawn into the engine and burned.

Evaporative Emissions Control System

As gasoline evaporates in the fuel tank, an evaporative emission control canister filled with charcoal adsorbs the vapor. It is stored in this canister while the

engine is off. After the engine is started and warmed up, the vapor is drawn into the engine and burned during driving.

Onboard Refueling Vapor Recovery

The Onboard Refueling Vapor Recovery (ORVR) system captures the fuel vapors during refueling. The vapors are adsorbed in a canister filled with activated carbon. While driving, the fuel vapors are drawn into the engine and burned off.

Exhaust Emissions Controls

The exhaust emission controls include four systems: Fuel Injection, Ignition Timing Control, Exhaust Gas Recirculation, and Three-Way Catalytic Converter. These four systems work together to control the engine's combustion

and minimize the amount of HC, CO, and NO_x that comes out the tailpipe. The exhaust emission control systems are separate from the crankcase and evaporative emission control systems.

Fuel Injection System

The Fuel Injection System uses sequential multiport fuel injection. It has three subsystems: Air Intake, Engine Control, and Fuel Control. The Engine Control Module (ECM) uses various sensors to determine how much air is going into the engine. It then controls how much fuel to inject under all operating conditions.

Ignition Timing Control System

This system constantly adjusts the ignition timing, reducing the amount of HC, CO and NO_x produced.

Exhaust Gas Recirculation (EGR) System

The Exhaust Gas Recirculation (EGR) system takes some of the exhaust gas and routes it back into the intake manifold. Adding exhaust gas to the air/fuel mixture reduces the amount of NOx produced when the fuel is burned.

Three-Way Catalytic Converter

The Three-Way Catalytic Converter is in the exhaust system. Through chemical reactions, it converts HC, CO, and NOx in the engine's exhaust to carbon dioxide (CO₂), dinitrogen (N₂), and water vapor.

Replacement Parts

The emissions control systems are designed and certified to work together in reducing emissions to levels that comply with the Clean Air Act. To make sure the emissions remain low, you should use only new Genuine Honda replacement parts or their equivalent for repairs. Using lower quality parts may increase the emissions from your vehicle.

The emissions control systems are covered by warranties separate from the rest of your vehicle. Read your warranty manual for more information.

DOT Tire Quality Grading

The tires on your vehicle meet all U.S. Federal Safety Requirements. All tires are also graded for treadwear, traction, and temperature performance according to Department of Transportation (DOT) standards. The following explains these gradings.

Uniform Tire Quality Grading

Quality grades can be found where applicable on the tire sidewall between the tread shoulder and the maximum section width. For example:

Treadwear 200

Traction AA

Temperature A

All passenger car tires must conform to Federal Safety Requirements in addition to these grades.

Treadwear

The treadwear grade is a comparative rating based on the wear rate of the tire when tested under controlled conditions on a specified government test course. For example, a tire graded 150 would wear one-and-a-half (1-1/2) times as well on the government course as a tire graded 100. The relative performance of tires depends upon the actual conditions of their use, however, and may depart significantly from the norm due to variation in driving habits, service practices and differences in road characteristics and climate.

Traction - AA, A, B, C

The traction grades from highest to lowest are AA, A, B, and C. Those grades represent the tire's

ability to stop on wet pavement as measured under controlled conditions on specified government test surfaces of asphalt and concrete. A tire marked C may have poor traction performance.

Warning: The traction grade assigned to this tire is based on straight-ahead braking traction tests, and does not include acceleration, cornering, hydroplaning, or peak traction characteristics.

Temperature - A, B, C

The temperature grades are A (the highest), B and C, representing the tire's resistance to the generation of heat and its ability to dissipate heat when tested under controlled conditions on a

specified indoor laboratory test wheel. Sustained high temperature can cause the material of the tire to degenerate and reduce tire life and excessive temperature can lead to sudden tire failure. The grade C corresponds to a level of performance which all vehicle tires must meet under the Federal Motor Vehicle Safety Standard No. 109. Grades B and A represent higher levels of performance on the laboratory test wheel than the minimum required by law.

Warning: The temperature grade for this tire is established for a tire that is properly inflated and not overloaded. Excessive speed, underinflation, or excessive loading either separately or in combination, can cause heat build-up and possible tire failure.