2003 honda accord dashboard lights

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I have a accord and its only happend twice, the same day and hasn't happend again, won't start when turning the key all lights on dash go on but no sound of cranking. What can be the cause? Im assuming if the starter is dead it wouldn't start. If it happens again make sure the gear selector is fully in park and if that does not work put vehicle in neutral and try to starts that is if vehicle is an automatic. I have a honda accord coupe standard. I just boosted someone now my,car won't start at all. Raido on, lights on, dash on but won't crank. I don't know what's wrong. I have that problem. My car is manual. It wont crank at all. I used the hammer to pound the start lightly. I had someone's SUV to push my car while I do the clutch thing to start. None of them worked. Daddybunn answered 3 years ago. My Honda doing same thing not starting now and then. After reading all kinds of Honda's with same problem I'm going with Eric the auto guy who shows how he figured out what was wrong, it's the starter switch, not the starter! Then he takes apart the starter switch and shows where it's burned out. Dealership had my car for 4 hours and couldn't figure out what was wrong! I have a honda accord my car wont start the dash lights everything are coming what should i do. Melanie answered 2 years ago. I have been having the same issues and i have a honda accord. I just replaced the battery but that wasnt the issue. You may want to replace the starter because that is most likely where the problem is coming from. All of the lights are working but not cranking or the moter is not turning over. Hondab20vtec answered 2 years ago. Lorrain answered 2 years ago. David answered 2 years ago. Sharita answered 2 years ago. I have a 07 Honda accord and it want start but the green key light on what is wrong. My o6honda wouldnt start also, i bought a new battery and it was ok for about a month then again wouldnot start, bottom line it ended being the starter, now its fine. So new battery and new starter problem fixed. Humberto answered 2 years ago. You might wanna check your cables that go from the battery to the starter and the ones that go from starter to alternator. JennSpin10 answered about a year ago. GuruL9ZPX answered about a year ago. I have a 07 Honda guys and it's something to do with the secu rity feature that it shuts everything off and nothing will work even the locks. Disconnect both the battery cables leave them off for 5 minutes put them back on and boom starts right up. NotTheMechanic answered about a year ago. Its the starter mine had the same problem this morning the problem is the starters are from china so they are cheap gotta go the extra mile and spend at autozone. GuruSZJ94 answered about a year ago. I have a Honda Accord.. Foulbot13 answered about a year ago. I'm having similar issues with my 02 Honda Accord coupe. No crank no start but I recently replaced the starter, the battery, and the ignition switch. The battery terminals aren't loose and all the dash lights come on as usual. CWL answered about a year ago. On to troubleshoot the no start. As firebird said, put it in nuetral and start it. I suspect the sensor that indicates its safe to start loses its memory when you lose power by disconnecting the battery or it goes dead. Thats what i did to fix my daughters accord. Guru15K1R answered about a year ago. My Honda Accord automatic would not start but when the start button was pushed the lights and dash lit up and made a noise and then shut off. The lights would work. The trouble shooting portion of the owners manual said there was a transmission lock that might be the prob. Located on the plastic console surface to the right of the shift lever is a small rectangular plastic cap the same color as the console. Take a TINY screwdriver flat edge and pry up the cap on the short end and remove the cap. Be careful to not break off the prongs that hold it in. They are on the short end of the rectangle. Take the key out of the smart remote. Notice the shaft of the key fits in the hole under where the cap was. At the bottom of the hole there is a round white button. Push down on the button with the key and shift the trans to Neutral- start the car. Car should start. Freestar answered about a year ago. My accord had the same issue, dash lights were on, headlights were good so battery was goodâ€¦ I would hear a single faint click when trying to start the car, but other than that, nothing. Easy to do yourself. Malik answered about a year ago. The problem turned out to be the neutral start switch I also had broken pieces of rubber fall from underneath my dashboard and I think that was the stopper that broke. As you manual drivers out there know, you need to push the clutch all the way down to turn on the car. This is to make sure that you start the car in A neutral position where nothing is in gear as you know, you can start your car with Gear 1 selected, but you have to keep your foot on the clutch, but there is no "power" going to the driveshaft. The purpose of this switch is to make sure you start the car without a gear engaged. And think about it, if you could, whats the point? You'd immediately stall the car once it started. So this is where the switch comes in, when you press on the clutch, the clutch pedal arm presses on a switch to "turn off" the switch and the car will start. There for the car's computer still thought the clutch was not pushed all the way therefore it would not start. I found the switch, and pushed it in and attempted to start the car and everything runs just fine and I didn't even push on the clutch pedal It was started in neutral. I just need to find a new rubber stopper and put it in there. I am so happy i figured this all out. And you guys helped as well. GuruQZ9GW answered about a year ago. Fixed: I have a Honda Accord with , km and it would

not crank. I could hear the click when I turned the ignition and tested the batter which was good. It turned out that the starter was bad and had to replace it. From reading all the posts above, my next car is definitely not going to be a Honda. Kaj answered about a year ago. I just got a honda accord with some electrical issues. I bought a new battery and tested the alternator as well. At first the car would run for a week then just die. The starter wouldnt even make the clicking noise from a dying battery. I was perplexed at this point. The car would always start after removing and hooking the battery up to a smart charger which also indicated the battery was not drained from something like a parasitic draw. The car was simply not getting power. Then one weekend I was out tinkering on it to try and figure this out and the car once again was completely dead. I had it hooked up to a smart charger with a 75 amp jump start capability which wouldnt even engage cause the battery was so good. I then proceeded to remove the positive terminal and the lights all suddenly came on. I then followed the ground wire from the battery terminal to the frame and found that it was a bad connection. One thing to note is the car has rebuilt status and may have had a bad repair job. So the connection where the ground wire met the frame not only had paint fully underneath it but bondo as well! After removing the paint and bondo the connection being solid now I havent had any issues in a week or so. Some other symptoms to note would be that while troubleshooting it the car would sometimes start from getting a jump. I imagine this was due to getting a good enough ground from the other vehicle to start it and then it remained running. Also the computer reset every time as well. This car also currently has an srs airbag light on I imagine from a seatbelt switch though I have to get a code reader to definitively find out. Will follow up with an update on that as well. I have read that the motherboards on the ecu on these models can also get moisture on them and cause simmilar symptoms so I'll also update if anything further goes wrong with the car with regards to the above stated power issues. Guru2Q1VC answered 11 months ago. GuruM8W2Y answered 9 months ago. Honda sucks. All kinds of transmission problems, starter relays, ect. Buy a Chevy and get over it. How Honda got a reputation for dependability is beyond rational thinking. Lumbee answered 7 months ago. I have a 95 honda accord automatic with the same problem. For a new battery, new starter and new relay switch and still wont start.. Checked the battery cables and they are good. But I can jump the solenoid and it will crank. Can someone please help me. Guru95V8C1 answered about a month ago. Wen I turn my key in my Honda Accord I get not I turn back then turn again it start wat could that be. Hi driving and all of a sudden my inside dash huts went dead. Drove Honda Accord home from work. Parked in drive, ran inside, and when I came out, it wouldn't start. Foot on brake, in park, and push button and all the dash lights flashed as long as I he I have a different car. Content submitted by Users is not endorsed by CarGurus, does not express the opinions of CarGurus, and should not be considered reviewed, screened, or approved by CarGurus. Please refer to CarGurus Terms of Use. Content will be removed if CarGurus becomes aware that it violates our policies. Report Follow. Mark helpful. Your Answer:. Upload Photo Photo optional. Related Questions. Start a new Honda Accord question. Sell Your Car Yourself With a simple, secure transaction. Get Started. Search Honda Accord Questions. CarGurus Experts. Know more, shop wisely Search. Related Models For Sale. Used Cars For Sale. The Honda Accord offers an appealing combination of spaciousness, a relatively upscale feel and a reputation for reliability. However, its ride quality and overall performance are merely adequate for this segment. For more than 20 years, the top choices for a family sedan have been the Honda Accord and Toyota Camry. These two favorites have been at the top of the heap, providing owners with safe, well-made and ever-reliable transport. Though virtually equal in popularity, they've traditionally catered to two different types of drivers. Those seeking a luxury carlike isolation from the road chose the Camry, while those wanting a more involving drive went with the sportier, though somewhat less refined, Accord. The two segment stars have grown in size over the years, resulting in the modern Accord becoming more accommodating but less fun to drive. The latest Accord is well built and will likely furnish many years of trouble-free service for its owner, while providing a spacious and comfortable cabin for its occupants. However, in addition to losing its sporty personality, it still carries on a few less-endearing Accord characteristics, those being elevated road noise at highway speeds and worse-than-average braking performance. Meanwhile, the base engine in the LX trims is merely adequate, and the top-of-the-line 3. Make no mistake -- the Honda Accord remains a very appealing car for several good reasons. It's got a big advantage over most rivals in the form of its sterling reputation for reliability, which not only makes for more enjoyable ownership but also gives the Accord one of the best resale values around. And when this upsized Accord debuted a few years ago, it moved up to the EPA's "large car" status, which is plainly evident when one experiences the commodious rear seat. The Accord's cabin also boasts excellent build quality and a premium look and feel that's noticeably a cut above the rival Camry's. The Accord is also one of the few cars in this segment available in a coupe body style,

which is substantially sportier than the workaday sedan -- particularly with the optional V6 and coupe-exclusive six-speed manual. You can't really go wrong choosing any Accord, but we suggest taking a close look at the aforementioned competitors -- particularly the Ford Fusion and Mazda 6 -- along with the value-oriented Hyundai Sonata and the stylish Chevrolet Malibu, before making your decision. The Honda Accord is available in sedan and coupe body styles. The LX-P sedan adds inch alloy wheels, auto up-down front windows and a power driver seat. The coupe's base LX-S trim includes the LX-P's equipment with the exception of the passenger-side auto-up window and power driver seat, and it adds an in-dash six-CD changer. Upgrading to EX trim nets inch wheels and a sunroof for both body styles, while the EX sedan gains the in-dash six-CD changer and the EX coupe gets a premium stereo system with a subwoofer. The EX-L trim level adds leather upholstery, automatic headlights, dual-zone automatic climate control, Bluetooth, a leather-wrapped steering wheel, heated front seats and satellite radio. The lone option is a navigation system. It's only available on EX-L models, and it includes voice-activated controls. The Honda Accord offers three engine choices. An upgraded hp version of that 2. A five-speed manual is standard with the four-cylinder engines, and a five-speed automatic is optional. Available on the EX trim levels is a 3. Sedans with the V6 can only be had with a five-speed automatic, but a six-speed manual is a no-cost option on V6 coupes. Acceleration is class-competitive with either of the four-cylinder engines, but the last V6 sedan we tested recorded a middling 7. In terms of fuel economy, four-cylinder Accords are about average, while V6-powered models receive slightly above-average ratings. All Accords come standard with antilock disc brakes, stability and traction control, front side airbags and full-length side curtain airbags. Braking performance is underwhelming -- our last test of a four-cylinder Accord resulted in a longish stopping distance of feet, with excessive vibration transferred through the brake pedal. A V6-powered model was no better at feet. In government crash tests, the Accord sedan received a perfect five stars for front passenger protection in frontal and side impacts; however, it received just three stars for rear passenger side-impact protection. The Accord coupe was perfect except for its four-star side-impact protection for front passengers. The Insurance Institute for Highway Safety gave the Accord its top rating of "Good" for both frontal-offset and side-impact crash protection. The current Honda Accord sedan has lost some of the sporty edge once attributed to it. In particular, the body rolls too much in corners, though we admire the Accord's nicely weighted and communicative steering. Notably, the Accord coupe's handling is significantly better. Around town, the ride quality isn't as comfortable as in the Camry or even the more firmly sprung Mazda 6, but most buyers won't find it objectionable. Another concern is the greater amount of road noise than expected in this segment. The base four-cylinder motor is unremarkable, providing leisurely and rather raucous acceleration, but the upgraded hp version is more refined and offers the same fuel economy. Past Honda V6s have been something to brag about, but the Accord V6 lacks bottom-end torque and feels noticeably less swift than the V6-powered versions of many competitors. The Honda Accord features a tightly constructed interior with generally high-quality materials, though it's no longer head and shoulders above the competition in this regard. The center stack looks sophisticated, but it's overly cluttered with identical-looking buttons, a contrast to the user-friendly layouts in past Accords. The optional navigation system boosts the button tally further, but its voice commands, high-mounted screen and multipurpose knob are at least user-friendly. The top-of-the-line leather seats are polarizing -- some of us love their bold contours and firm support, while others have complained of numbness after long trips and overly aggressive and nonadjustable lumbar support. This is by far the largest Accord ever, so expect plentiful passenger room, particularly in the sedan's rear compartment. However, the cubic-foot capacity of the trunk in the sedan is middling given the car's imposing overall size. The coupe's trunk offers Available styles include LX 4dr Sedan 2. Doing so could save you hundreds or thousands of dollars. Edmunds also provides consumer-driven dealership sales and service reviews to help you make informed decisions about what cars to buy and where to buy them. Simply research the type of car you're interested in and then select a used car from our massive database to find cheap prew-owned vehicles for sale near you. Once you have identified a used vehicle you're interested in, check the AutoCheck vehicle history reports, read dealer reviews, and find out what other owners paid for the Used Honda Accord. Is it better to lease or buy a car? Ask most people and they'll probably tell you that car buying is the way to go. And from a financial perspective, it's true, provided you're willing to make higher monthly payments, pay off the loan in full and keep the car for a few years. Leasing, on the other hand, can be a less expensive option on a month-to-month basis. It's also good if you're someone who likes to drive a new car every three years or so. Check out Honda lease specials Check out Honda Accord lease specials. Popular searches. My notifications My Account. Review Features Save. View Photos. Appraise this car. Intrusive road noise, below-average brakes, button-heavy

center stack, some find the seats uncomfortable. Other years. List Price Estimate. ZIP Code. See all for sale. Edmunds' Expert Review. Vehicle overview. Read more. Write a review See all reviews. I am a three time Honda buyer because of the reliability of the vehicles. This car has major issues with oil consumption due to poor engine design. At three years old and 50K the engine has to be replaced. I had the oil changed 4 weeks prior and the car started running rough and check engine light came on. There was not any oil on the dipstick! Honda knows there is a problem but has not issued any warnings or recalls. The fact that they are not forthcoming has really angered me. This is not Honda quality or reliability. Buyer beware and do your research before buying this vehicle. Read less. Great car - avoid it anyway. Bought this car used with 35, miles on it; the car burned a quart of oil in 1, miles consistently. The piston rings fail and oil enters the engine. This fouls the spark plugs, and the engine fails. Remedy was to rebuild the engine with new rings, gaskets, etc. No guarantee that the issue won't recur, so I would avoid this car. Ridiculously Dissapointing. I am a first time Honda buyer. Purchased this vehicle with the knowledge that I commute miles a day. Wanted something large enough to contain passengers comfortably and was reliable and going to give me a decent amount of years before needing to purchase a new vehicle. I have had nothing but problems from about 20k miles. It has had several "safety bulletins", basically Honda recognizes there is an issue and doesn't fix the problem until you are in the dealer complaining or broke down and have been towed in. I have broken down 7 times in the last 5 years, 4 times in the last 2 years since getting a new engine. I was breaking down on the freeway about 2x a year, everything was blamed on oil consumption after several fixes and "safety bulletin" fixes Honda agreed to replace my small block since I had purchased the extended warranty. Since receiving by new small block I have been stranded or limped my vehicle to the dealer 4x from a busy metropolitan freeway in the bay area and still received an oil consumption explanation. At one point I was told that I needed to be checking the oil in my 2 year old vehicle every time I pumped gas, umm NO I am not making a payment on a new vehicle to treat it like a Nova. Im now at k miles and am still breaking down. I know have unexplained engine issues that the codes will not translate. I feel like I am the one in a million people that hate Honda and have had a horrible experience. I am convinced it has to do with the fact that I got the V6 instead just the basic 4cylinder! Great car with minor faults. Outside of the rear brake issue that Honda had with this model, I have nothing but praise for this car. It's has smooth and quick acceleration. It's well put together and nothing has gone wrong mechanically. It's classified as a large car so there's plenty of room everywhere. Gas mileage is acceptable and on a mile trip I got My only real gripes are that the compass is useless. Whenever the car goes under an underpass that has electrical conduits under it, the compass goes haywire. Over the years, it seems to me that driver seats got so hard that a I had to get a cushion. See all reviews of the Used Honda Accord. Write a review. Frontal Barrier Crash Rating. Dynamic Test Result No Tip. Risk Of Rollover Not Rated. IIHS Rating. Side Impact Test. See full safety scores. People who viewed this also viewed 4. Sponsored cars related to the Accord. Sign Up. Honda took a big gamble with its wholesale overhaul of the popular Accord midsized sedan. The redesign includes the addition of new turbocharged engines, an available hybrid powertrain, comprehensive changes to the control layout, and standard crash-avoidance features, all wrapped in an attractive, coupe-like body. Some of the Accord's goodness stems from its hp, 1. The continuously variable transmission CVT works well but, as with many CVTs, it exacerbates engine noise during high power demands, when the driver steps on it. The combination delivered ample power in our EX sedan. The Accord is one of the quickest cars in its class, yet it averages an excellent 31 mpg overall, a 1-mpg improvement over the previous Accord four-cylinder. In most cases, automotive warranties are based on the vehicle identification number VIN , and the warranty will be valid regardless of ownership. The dealership can tell you exactly how much warranty is left. The Reliability score is based on our latest subscriber survey of Honda Accord owners. The owner comments describe problems respondents experienced with this vehicle. Bluetooth , voice control commands, steering wheel controls, portable music device interface e. Most of the issues I believe are due to the Samsung phone. It is a Honda software problem that Honda promises to fix. So far I am still waiting for a fix. They were able to provide a temporary fix that is still working for me. We have returned the car to the dealership 4 times hoping for a fix, but as yet, none exists. The battery must be disconnected and left that way for a few minutes, then reconnected. Then the car has to be run long enough to reinitialize minutes , or else the system goes utterly nuts, displaying false errors and warnings. It is not clear if this was a Honda problem or an Apple problem and I suspect the latter because owners of other car brands were also reporting issues. I was eventually able to fix the problem myself by attempting different setting configurations on my iPhone and it was nothing, in the end, recommended by Apple. It was a frustrating experience and the impression I was left with was that Apple cared very little

about supporting CarPlay. I have to disconnect and reconnect the cable a few times to get it to work. Eventually I do get connected, just frustrating. Repaired by dealer and was told the Bluetooth needed an update. It completely ruined the Carplay system". Not currently able to repair". The iPhone had recognized my face and was unlocked. Fortunately Honda did a recall on it. Replaced computer device easy. Honda could not fix". I don't remember the details but it seemed to be something with the electronics. The dealer was not able to help because they did not witness the problem which was intermittent. It did not inspire confidence in the car but I have not seen this problem in about 9 months. I took it to Honda and called the local Honda rep and they said this is normal because its a computer and I'm not letting it boot up. I shouldn't have to wait to backup with out crashing the computer. This is the main reason I'm not sure the next car will be a Honda. The is no aux input to accept an aftermarket external cd player. I have to stop the car and turn off the engine, wait a minute, then restart the car and it usually the screen returns to a normal mode. Three times in less than 3 months the display took about 5 minutes before booting up. Which caused the navigation and phone system to be inaccessible while rebooting. I contacted Honda and took the vehicle to the dealer three separate times and it was never resolved because the dealer could not replicate the same issue. Backup camera will still display but with no guide lines. Will restart in seconds. Took it to the dealer and they were not aware of existing issues and were not able to fix it. Periodically the screen goes blank and I lose radio, navigation, back-up and all functions attached to the infotainment system. It resets itself most of the time and occasionally I have to stop, shut the motor off, restart and the system reboots. The dealership improved it by a software update. It seems to be related to Apple CarPlay. It now rarely does it but the system will occasionally reboot. Until May 10th , the screen has gone blank approximately 15 times. It goes blank then comes back on by itself. Most of the time, when it comes back on everything is back to normal. A few times, Apple Car Play does not function. The car is completely driveable. I just am not able to access things like the radio. After turning the car off and then restarting, the display screen will be fine. Once the car is turned off, the display functions normally again. Dealer updates have not resolved problem. There is just to much electronics on this car and the people that put this vehicle together should know why they are not selling Honda Accord sports as I have read that a lot of people do not like this vehicle. I have leased my accords from the same dealership for over 25 years but will not lease an accord in the future when this lease is up. I will look at the crv and. I estimate it has occurred about 6 times. It's annoying but seems harmless. The one downside is you're cut off from any info that may have come from that device. Everything else seems to work fine. It doesn't happen every time I drive but it does happen at least monthly. Wish it would be addressed. This seems to be a known issue. Eventually comes back on but progressively this became more frequent and the system did not automatically reboot until the car was stopped and restarted. Does not play. Works in all other vehicles. Service department can not fix. No CD player backup, so no tunes! Bring back the CD players! I had to purchase a new IPOD which operated properly most of the time. After a few software updates, I have not experienced any further problems with connectivity. I have to unconnect the device then plug it back in to make it work. Bluetooth shows it's on but the system will not answer an incoming call or make an out going call. Very frustrating. This can happen any time, at start up, during a trip, and sometimes if I adjust the radio volume. This is both annoying and somewhat dangerous since the control to adjust or shut off the voice requires going through four screens so it is hard to do while driving. I reported this to the dealer several times but since it is hard to rerproduce they were skeptical. Finally after getting an error code that they were able to access, I was told that the problem was known but required an software update from the GPS supplier but it has never been made available. The in dash GPS is not made by Honda, but a third party. While is says that it is a Garmin, the dealer said that there is a different supplier that would need to do the update. I have pretty much given up on getting it fixed. Since the rest of the car has been absolutely reliable I have chosen to live with it until I can purchase another car. When I use it, I also use my phone. The maps show the car driving on a lake, on streets that I'm not driving on, and has sent me in circles. The service people say there's nothing wrong with it. The problem is always with the satellite. Big waste of money. The only way to resolve it is to perform a total factory system reset which also wipes out all personalization, history and settings, etc. Dealer claims Honda says it's a known issue. This problem does not happen with apple device and apple car. Took it to dealer and they installed an update. It has not fully resolved the problem. I plan to take it to the dealer again to check out the problem. It was corrected eventually. I also have to ask them and pay a diagnostic fee to get them to check for the updates. I believe this is a bad practice. The car was drivable, the the annoying problems with the software makes me wonder about the overall quality of the car. After a month or 2 the dealer was able to install a fix and all is good now". The speakers seem to be fine. I seem to have fixed the problem by inserting pieces of

foam between these two pieces of metal. I will address this problem when I take it in for servicing. In the past the Honda's I've had were pretty much silent inside. This was a real disappointment to me. I didn't think Honda did this poor engineering. You should see the hood pulse and vibrate at highway speed. Have not had time to get vehicle to Honda for repair. Right side-view mirror clicks loudly when car is put into reverse. Occasional rattle under dash. Inconsistent so difficult to identify cause. Not yet resolved. Squeaks during rough roads and hot summer days. Not sure why but it depends on the temperature of the plastic. The seems to be made of thinner metal or lack of gussets as everything rattles. This is very irritating to the point of making me look at a Toyota". The noises are intermittent and appear to disappear on their own in warmer weather. In cold weather, the noises are annoying and always present. Multiple squeaks and rattles. Subwoofer must be turned down or the whole rear package tray will sound like its trying to detach itself. If you run a audio sweep generator you find Honda clips certain frequencies". They will go away after the vehicle warms up. For brakesproblem was with faulty booster from the date of purchase. One came from the head up display and it was fixed. The fix is as simple as wedging in a piece of felt or something to tighten up the HUD trim. And of course, the dealer again, found nothing wrong. It took 3 separate trips to the dealership before it was fixed. The insulation used at the factory to seal the mirror assembly is too thin, and allowed for a buzzing wind noise to occur. Since that was addressed and replaced, the wind noise has not returned. Also the many fans in the car are excessive at high air volume". Muffler, pipes, catalytic converter, exhaust manifold, leaks. There are also times it flash brake and there is nothing around", I drove to a gas station about 5 miles away. At that point, after restarting the car, everything seemed normal. I took it to the dealer the next day, but there was nothing that they could find. There was no apparent reason for all of the warning lights to suddenly come on. Car indicated that it needed to be serviced by the dealer. Once the car was turned off and restarted. Cruise control was fine. Incline to steep to activate Cruise. It will follow the road nicely for a while I never take my hands off of the wheel , than it will stop. Yes I understand the road will change, but a beep is needed. There is a Lane symbol on the display but while driving it's impossible to look at this. It will indicate a lane departure warning after it has exceeded the lane boundaries, potentially causing and accident. I should be able to use one without the other. At first this happened in a rain storm, so I thought it was due to camera visibility. But it has happened repeatedly during sunny days for no known reason. Frustrating, because the only way to re-engage the cruise is to pull off the highway, turn off the car and turn it back on. Need to see Honda dealer twice. Cleared after shutting off car and restarting. In most cases this happens in bright sunlight and driving rain. Dealer unable to determine cause. And it's not because I'm too close to the car in front of me. The display lights up like a Christmas tree with both the left and right sensors going off. I've taken video of it and showed it to the dealer. Like every dealer in America he said the same thing: No problem found. When I stop and restart the car, he problem goes away. Some times it has to be turned on and off several times to get it to clear. Once it clears it is good until the next use. The manufacturer claimed that the condensers were defective The manufacturer claimed that the condensers were defective. Dealer replaced under warranty. Dealer found refrigerant low. Recharged system. System seems to run properly. Dealer put dye in refrigerant In case there is a leak in future". Evaporator core was replaced by the dealer under warranty. No problems since. Therefore the cooling did not work properly. Antilock system ABS , parking brake, master cylinder, calipers, rotors, pulsation or vibration, squeaking, brake failure or wear. The line has to be replaced. When stopping the brake pedal would suddenly drop about an inch and then grab. The master cylinder was replaced and the problem was corrected. And why only the rear brakes? If anything, I would think the fronts would wear out faster than rear brakes. Honda said it was normal until the warranty ran out, then they decided to do work that cost money. Machined rotors and improved the problem. I am very disappointed that my Honda Accord needed to have rear rotors and pads replaced with less than 27, miles on them. Pads were not worn but were replaced when the rotors were. Took two visits. Covered by warranty. Rotors were went bad within few thousand miles. It is significantly worse when backing up. Dealership has been unable to fix it. Alternator, starter, hybrid battery and related systems, regular battery, battery cables, engine harness, coil, ignition switch, electronic ignition, distributor or rotor failure, spark plugs and wires failure. It would usually go away upon restarting. The entire episode happened a few times at random, but could never be replicated at a dealership, and they wouldn't engage in any diagnostic without being able to replicate. There were several sensor problems which dealer claimed were due to bad batch of batteries. Had tire repaired. Then something happened and tire pressure indicator went off again; only tires were okay. Dealer had to reset the alarm. All is well. I was able to lock and open the door with no alarm. Other then being able to enter and exit the car there was no way I could get into my trunk which I had items I needed to get out. Fortunately when I rendered the

car several hours later it functioned normally as nothing had happened contacted dealer asked if I could take a picture of dashboard which I had no way of doing as unless they. But the. Thing I cannot believe is that this car has no manual control in a situation like this to get in to the trunk I guess the Honda engineers never figured this out by not putting a manual control on the sport to get in the trunk if this happened. I contacted Honda and told them what happened and they informed me that I do have a manual way to get in to the trunk when this happens all the bells and whistles on this car and they did not figure this out when they built it not to bright in my opinion. The system did not work. Engine rebuild or replacement, cylinder head, head gasket, turbo or supercharger, timing chain or timing belt. Honda refuses to acknowledge the problem in the Accord. This is the worse vehicle I have ever purchased. Lost 18 hours and overnight". First one end came off, and then a few months later the other end came off. I'm guessing that they were not secured adequately in production OR it's a design problem. Gear selector or linkage, leaks, transmission computer, transmission sensor or solenoid, clutch adjustment, rough shifting, slipping transmission. For some time it was very noticeable. The first time I brought it in for service my Honda service provider said they did not have a fix for it. The second time 8 months later they updated some software on the vehicle and this improved the problem about 50 percent. I am still having some rough shifting but it isn't as bad. Has happened many more times and will bring it up again. Always happens at just starting out at low speeds". It will skip 2nd gear and very roughly shift into 3rd gear, causing the whole car to jerk. This is extremely uncomfortable for all passengers in the vehicle. Accessory belts and pulleys, engine computer, engine mounts, engine knock or ping, oil leaks. Both fixed under warranty, but this was major service so I had to leave the car for the whole day, both times. Seems like that shouldn't happen twice! The dealer plugged it with some unsightly white goop, and left the spilled oil to burn on the manifold and stink up the cabin while driving. Fixed under warranty no charge, fine now. Power or manual windows, locks and latches, tailgate, hatch or trunk, doors or sliding doors, mirrors, seat controls, safety belts, sunroof, convertible top. The passenger seat is only a 4 way adjustment and cannot be raised, making it uncomfortable. The drivers 12 say power seat is only for the seat and does not adjust mirrors. The blind spot feature only works at 20 mph and over". Happened 2 times. Replaced windshield twice. Paint fading, chalking, cracking, or peeling , loose interior and exterior trim or moldings, rust. Right side internal latch is visible. The problem returns after dealer pushed in the latches. On the first visit to Honda service, they reset warnings. When it happened again, Honda replaced fuel injectors". Cruise control, clock, warning lights, body control module, keyless entry, wiper motor or washer, tire pressure monitor, interior or exterior lights, horn, gauges, 12V power plug, remote engine start, alarm or security system. Transmission rebuild or replacement, torque converter, clutch replacement. The dealer refused to give me a new car, but rather had a new transmission installed. So far, the car is working well with the new transmission. The tire place could not understand what happened when they turned off the light that was on about the tire pressure being low. The entire dash board was lit up with every one of the lights used for safety telling us this system and that safety feature had failed. We ended up taking the car to the dealer where they had to reset something or another and appeared just to be all the safety lights "switch" and not actual failure of the systems". Like engine failed, electrical system failed, transmission failed etc. It took 5 visits to dealership and more than 3 weeks in the dealership to fix. Finally they figured that it's because of loose wires. Before figuring this out dealership changed ECB and some other random things. I did not pay as it's still under warranty. I am utterly disappointed by Honda help and dealership behavior. I would think twice getting any Honda vehicle in future. Radiator, cooling fan, antifreeze leaks, water pump, thermostat, overheating. It will not warm up if the engine is run while the vehicle is parked. I had to keep the heater temperature on the highest setting for the entire winter, and it still was not warm enough. The dealer's position is, it is operating as designed. Shocks or struts, ball joints, tie rods, wheel bearings, alignment, steering linkage includes rack and pinion , power steering pumps and hoses, leaks , wheel balance, springs or torsion bars, bushings, electronic or air suspension. Reactivate now to get the information you were looking for! If you feel you have received this message in error, please view our customer care FAQs or access your account information here. Sign In. Become a Member. Remember Me. Not a member? Need further assistance? Please call Member Services at Unlock Ratings. New Used There are 3 recalls on this vehicle. Learn More. See All. Owner Satisfaction. Crash and Rollover Tests. Road Test Results. Performance Performance. Acceleration Acceleration Acceleration tests are conducted on a smooth, flat pavement straightaway at the track. The time in seconds that a vehicle takes to reach 60 mph from a standstill with the engine idling. Transmission Transmission Transmission performance is determined by shifting smoothness, response, shifter action, and clutch actuation for manual transmissions. Fuel Economy Fuel Economy We perform our own

fuel-economy tests, independent of the government's often-quoted EPA figures and the manufacturers' claims. Using a precise fuel-flow measuring device spliced into the fuel line, we run two separate circuits to represent city and highway consumption. CR's Overall Mileage CR's Overall Mileage CR's overall mileage is a composite of measured fuel usage on a prescribed city course and highway cruising; and CR's mile test trip of mixed driving, if tested. In recent road tests, we've discontinued the mile trip test. Braking Braking The braking rating is a composite of wet and dry stopping distances and pedal feel. Braking distance is from 60 mph, with no wheels locked. Emergency Handling Emergency Handling Several factors go into the rating, including the avoidance maneuver speed and confidence, as well as how the vehicle behaves when pushed to its limit. Ride Ride Our expert judgment of how well the suspension isolates and absorbs road imperfections and how steady it keeps the body on various road surfaces. Noise Noise Our expert judgment of the vehicle's interior noise level in everyday driving. Front Seat Comfort Front Seat Comfort Our judgment of how comfortable the front seat is for drivers of various heights. Rear Seat Comfort Rear Seat Comfort Our judgment of how comfortable the rear seat is for two passengers to sit across. Emissions Emissions. Greenhouse Gas Greenhouse Gas The Greenhouse Gas Rating represents the amount of carbon dioxide the vehicle emits compared to other vehicles of the same model year. This score from the EPA ranges from 1 worst to 10 best. Smog Rating Smog Rating The Smog Rating represents the amount of health-damaging and smog-forming airborne pollutants the vehicle emits compared to other vehicles of the same model year. Owner Reports. Worse Better. Reliability History Reliability History The reliability charts are based on responses on hundreds of thousands of vehicles from our latest Annual Auto Survey. Consumer Reports subscribers reported on any serious problems they had with their vehicles during the past 12 months that they considered serious because of cost, failure, safety, or downtime, in any of the trouble spots included in the table below. The results are presented relative to the average model that year. Extra weight is given to the more serious areas such as major engine or transmission problems. Based on this data and further analysis, we predict reliability for the latest year. An X indicates that the vehicle was not manufactured for a specific year. Engine Major Engine Major Engine rebuild or replacement, cylinder head, head gasket, turbo or supercharger, timing chain or timing belt. Engine Minor Engine Minor Accessory belts and pulleys, engine computer, engine mounts, engine knock or ping, oil leaks. Engine Cooling Engine Cooling Radiator, cooling fan, antifreeze leaks, water pump, thermostat, overheating. Transmission Major Transmission Major Transmission rebuild or replacement, torque converter, clutch replacement. Transmission Minor Transmission Minor Gear selector or linkage, leaks, transmission computer, transmission sensor or solenoid, clutch adjustment, rough shifting, slipping transmission. View all Reliability. Owner Satisfaction Owner Satisfaction To learn about satisfaction, CR has collected survey data from our annual survey on more than half a million vehicles. Our subscribers provide great insights into their satisfaction by answering one simple question: If they had it to do all over again, would they definitely buy or lease the same model? In addition, respondents also rate their cars in six categories: driving experience, comfort, value, styling, audio, and climate systems. Driving Experience Driving Experience Includes acceleration and handling. Comfort Comfort Includes seats, climate control, noise, and ride. Value Value Did you get what you wanted relative to the price you paid? Styling Styling How it looks inside and out. View all Owner Satisfaction. Safety Equipment. ABS available, standard from Side air bags available from , standard from Head protection air bags available from , standard from ESC available from , standard from Drive Wheels. Coverage varies among versions of this vehicle. Read more about extended warranties. Body Styles. Transmissions Available. Engines Available. What Owners Say. Android Auto "Too complicated to use! Not currently able to repair" Robert B. After a month or 2 the dealer was able to install a fix and all is good now" Anonymous, NJ Honda Accord Touring 2. Terrible" Gary J. If you run a audio sweep generator you find Honda clips certain frequencies" Gary J. There are also times it flash brake and there is nothing around" Mark M. Antilock system ABS "Brake assist system engaged for no reason. Body control module "BCM was replaced due to CAN bus communication failure which caused several functions of car not working, e. Engine rebuild or replacement "oil pan is aluminum and broke when curb hit, oil leaked out causing engine failure" Anonymous, WA Honda Accord LX 1. Oil leaks "Engine seal oil leak twice. Doors or sliding doors "alignment of door to body just slightly off. The blind spot feature only works at 20 mph and over" Anonymous, Honda Accord Touring 2. Loose exterior trim or moldings "Front bumper does not fit well. Battery not hybrid or electric "battery loss charge several times in the first months - it was a bad cell that was detectable at first, finally it was replaced under warranty. Transmission rebuild or replacement "The transmission failed at miles, was replaced under warranty, and now works without any problem. Electrical failure "First tire change caused a complete failure of the entire electrical system

showing "complete" or catastrophic failure of all the systems of the car. We ended up taking the car to the dealer where they had to reset something or another and appeared just to be all the safety lights "switch" and not actual failure of the systems" Anonymous, Honda Accord Sport Unsure "The vehicle stoped all of a sudden and shows every possible warning on dashboard. Thermostat "The engine temperature fluctuates up and down when driven in subfreezing weather. Shocks or struts "Hit a deep pot hole on ramp to freeway that was undergoing major road repair during a rain storm. See All Trouble Spots. Change Vehicle. Ready to Shop Local Inventory? Select Another Vehicle. More From Consumer Reports. Make a Donation Newsletters Give a Gift. You no longer have digital access to ratings and reviews. The Accord nameplate has been applied to a variety of vehicles worldwide, including coupes , station wagons , hatchbacks and a Honda Crosstour crossover. Since initiation, Honda has offered several different car body styles and versions of the Accord, and often vehicles marketed under the Accord nameplate concurrently in different regions differ quite substantially. It debuted in , as a compact hatchback, though this style only lasted through , as the lineup was expanded to include a sedan, coupe, and wagon. By the sixth-generation Accord at the end of the s, it evolved into an intermediate vehicle, with one basic platform but with different bodies and proportions to increase its competitiveness against its rivals in different international markets. For the eighth-generation Accord released for the North American market in , Honda had again chosen to move the model further upscale and increase its size. Environmental Protection Agency EPA defines as a mid-size car to just above the lower limit of a full-size car , [2] with the coupe still rated as a mid-size car. In , the ninth-generation Accord sedan, with smaller exterior dimensions, was once again classified as a mid-size car at cubic feet 3. However, the tenth-generation Accord sedan, with similar exterior dimensions, returned to full-size car status with its combined interior space of cubic feet 3. In , the Accord became the first car from a Japanese manufacturer to be produced in the United States when production commenced in Marysville, Ohio at Honda's Marysville Auto Plant. The Accord has achieved considerable success, especially in the United States, where it was the best-selling Japanese car for sixteen years â€"97 , topping its class in sales in and , with around ten million vehicles sold. In , the Accord was the first vehicle sold under an import brand to become the best-selling automobile in the United States. Honda, after establishing itself as a leading manufacturer of motorcycles during the s, began production of automobiles in The car had a transverse-mounted front engine, front-wheel drive FF layout, which would be adopted for the later N , H and Civic models. The Civic gave Honda their first market success competing with manufacturers of standard compact cars, which were the growth segment as sales of minicars plateaued and waned in the early s, and their first major impact in the export market. It had the advantages of not requiring a catalytic converter or unleaded fuel to meet the emissions requirements of the s and early s. After the well-received launch of the Civic, Honda started on the development of a larger companion model. Honda's original concept for a larger, quieter, more powerful and comfortable car was a four-door sedan powered by a cc inline-six engine, designated Project For reasons including managing development costs, leveraging the technology of their Civic, and ability to adapt production facilities to the new model, Honda changed their focus to building upon the Civic's successful formula in a larger package, designated Project However, one account of the timeline reports that mechanical engineering under Project got underway in Extensive pre-production testing was performed under a wide variety of conditions, to assure the Accord's suitability for the varied uses an export model would be subjected to. For the new model, Honda chose the name "Accord", reflecting "Honda's desire for accord and harmony between people, society and the automobile. The Accord's final form, with an extended nose and extended coupe cabin with a sloping hatchback rear, was a logical derivation of the stubby hatchback design of the Civic and it provided ample leeway for use of Civic-derived components. It showed similarity to the Volkswagen Scirocco , which had been introduced in January , leading to speculation that the form of the Accord was copied from the Scirocco. However, the Accord's form had been finalized months prior to the Scirocco's introduction. To comply with gradually tightening emission regulations enacted in Japan , the engine was fitted with Honda's CVCC technology. The Accord sold well due to its moderate size and great fuel economy. In an LX version of the hatchback was added which came with air conditioning, a digital clock, and power steering. Until the Accord, and the closely related Prelude , power steering had not been available to cars under two liters. On 14 October a year later in the U. Technically, the sedan was not changed from the hatchback, and the wheelbase remained the same as well. This did result in a rather long rear overhang to fit a full-sized trunk. In the U. In the optional two-speed semi-automatic transmission of previous years became a three-speed fully automatic gearbox a four-speed automatic transaxle was not used in the Accord until the model year. The North American versions had slightly redesigned bumper trim. Other changes

included new grilles and taillamps and remote mirrors added on the four-door chrome and the LX black plastic models. At the same time, California-specification engines received a four-port exhaust valve head and a catalytic converter. This version of the EK1 engine was equivalent to the 49 state High-Altitude engine, with the addition of an air jet controller device that helped maintain the proper mixture at higher altitudes above feet. In North America, the model year only brought detail changes such as new fabrics and some new color combinations. Y was replaced by Oslo Ivory No. Dark brown was discontinued, as was the bronze metallic. A bit later in , and SE 4-door model was added for the first time, with Novillo leather seats and power windows. Base model hatchbacks, along with the four-door, LX, and SE four-door, all received the same smaller black plastic remote mirror. The instrument cluster was revised with mostly pictograms which replaced worded warning lights and gauge markings. The shifter was redesigned to have a stronger spring to prevent unintentional engagement of reverse, replacing the spring-loaded shift knob of the to model year cars. The shift lever was also shortened by a couple of inches, with a larger thread diameter, allowing usage of later Honda shift knobs, including the rectangular knob used on all and newer Accords. Since its first year in the American market, it also became the best-selling Japanese nameplate in the United States, retaining that position for about 15 years. This allowed Honda to sell the product at different sales channels called Honda Clio , which sold the Accord, and Honda Verno , that sold the Vigor. Vehicles with a manual transmission and the CVCC carburetor earned European market cars received the tested 1. This automobile included popular features of the time such as shag carpet , velour cabin trim, and chrome accents. An optional extra on the Accord was an Electro Gyrocator , the world's first automatic in-car navigation system. The LX hatchback offered a digital clock and slightly higher fuel economy due to its lighter weight. In Europe, the Accord was available as a fairly well equipped for the time standard version, as well as a very luxurious EX model at a modest upcharge. In the United States, Federal lighting regulations required headlamps of sealed beam construction and standard size and shape on all vehicles, so Accords in North America were equipped with four rectangular headlamp units rather than the aerodynamic composite replaceable-bulb units used on Accords sold outside North America note European specification imagery. Other Automotive lighting variations included amber front and red rear side marker lights and reflectors in North America, and headlamp washers and a red rear fog lamp for European markets. Japanese-market Accords were unique from all other markets in that they offered adjustable ride height control and side-view mirrors installed on the mid-forward fenders. In November , Honda made a fully four-speed automatic available with the 1. This quickly filtered through to export markets, where the outdated Hondamatic was soon superseded entirely. The manual five-speed transmission remained unchanged. The Special Edition SE featured Novillo leather seating, power windows, a power sunroof, and door locks. Gray was added as a color option. A slightly modified EK-2 engine was introduced, replacing the earlier EK-1, albeit still carbureted. By , Accords sold in the eastern United States were produced at the new Marysville plant, with quality considered equal to those produced in Japan. In June , for the model year, the Accord body was restyled with a slightly downward beveled nose and a new series of valve CVCC powerplants. Honda integrated rear side marker lights and reflectors into the side of the tail light units. European Accords now included a side turn signal repeater just behind each front wheel well. The U. The LX offered velour upholstery, auto-reverse cassette stereo, air conditioning, cruise control, power brakes, power steering, power windows and power door locks sedan only , a digital clock, roof pillar antenna, along with thick black belt moldings, integrated bumpers and flush plastic mock-alloy style wheels covers that resembled the trend-setting Audi Supplies were tight, as in the Eastern states, the wait was months for a Graphite Gray sedan, a then-popular color. The LX hatchback was the only version of the Accord to include dual side-view mirrors. The Accord SE Sedan carried over features of the SE Sedan, including leather interior, power windows, power antenna, and aluminum alloy wheels. Only one color was offered in the SE trim: Dove Gray. The sedan was available in four exterior colors, Greek White and three metallic options: Columbus Gray, Regency Red burgundy , and Stratos Blue steel. It was one of the first Japanese engineered vehicles to offer computer controlled, fuel-injection with one injector per cylinder, also known as multiple port fuel injection. This arrived on 24 May on the ES series 1. In , the Special Edition returned as the SE-i, capitalizing on the final year of the second generation's production. The moniker, SE-i, was adapted from the SE trim, but included the "-i" to signify the higher trim level's fuel-injected engine. Like the previous SE trim in , the SE-i featured Novillo leather seating, power moonroof, bronze-tinted glass, a premium sound system with cassette, and inch alloy wheels. Available options differed from market to market. The 1. Japan generally received more options earlier than the rest of the world. In , the Accord offered an adjustable ride height air suspension in the Japanese market. From in Japan and in Europe, the second-generation Accord was available

with anti-lock brakes called ALB as an option. This braking system was the first time that an Accord used four-wheel disc brakes. Fuel injection became available in in the Japanese market with the earlier introduction of the ES3 engine in the SE-i. Models took a year to arrive in North American and European markets with less stringent emissions laws continuing, using carburetors throughout second-generation production. It had a very striking exterior design styled by Toshi Oshika in , that resonated well with buyers internationally. One notable feature was the hidden headlamps. Because this generation was also sold as the Honda Vigor, the Accord received the hidden headlamps. Honda's Japanese dealership channel called Honda Verno all had styling elements that helped identify products only available at Honda Verno. As a result, Japanese market Accords had a Honda Verno styling feature but were sold at newly established Japanese dealerships Honda Clio with the all-new, luxury Honda Legend sedan, and international Accords were now visually aligned with the Prelude, the CR-X, and the new Integra. Accords in all other bodies hatchback, AeroDeck, coupe had only retractable headlamps worldwide. At its introduction in , it won the Car of the Year Japan Award. The third-generation Accord became the first Honda to employ double wishbones at both the front and rear ends. While more expensive than competitors' MacPherson strut systems, this setup provided better stability and sharper handling for the vehicle. All had front sway bars and upper models had rear sway bars as well. Brakes were either small all-wheel discs with twin-piston calipers only available on the Japanese-market 2. ABS was available as an option on the 4-wheel disc brake models, though not in North America. Base model Accords rode on inch steel wheels with hubcaps with more expensive models having the option of inch alloy wheels. The engine block in Thailand was marked as A. The Accord's trim levels ranged from spartan to luxurious. In the Japanese home market, the Accord was available with a full power package, heated mirrors optional , a digital instrument cluster optional , sunroof optional , cruise control, and climate control which was also optional. Some North European export models also had heated front seats and headlight washers. North American and Australian Accords were not available with most of these options, presumably and in the U. Throughout the different markets, in addition to the sedan model, the Accord was available with different body styles which included a three-door hatchback, a three-door shooting-brake called Accord AeroDeck , and a two-door coupe which was added in for the model year. The coupe, which was built exclusively in Honda's Marysville, Ohio factory, was "reverse exported" back to Japan where it was known as the US-coupe CA6. In , the last year of production for the third generation, the SE-i trim returned again to the American market in sedan and coupe models. Standard features in the SE-i included leather-trimmed seats and door panel inserts, alloy wheels, power assisted 4-wheel disc brakes, tinted glass, air conditioning, power steering, power windows, power moonroof sedan only , dual outlet exhaust, dual body colored power mirrors, and a Bose audio system with steering wheel mounted controls. Additional standard features included cruise control, fold-down rear seat backs, adjustable steering column, quartz digital clock, remote trunk release, rear window defroster and intermittent wipers. Two color combinations were available for the sedan: Charcoal Granite Metallic with gray leather interior trim or Tuscany Taupe Metallic with beige leather interior trim. For the coupe, two different color combinations were available: Asturias Gray Metallic with gray leather interior trim and Brittany Blue-Green Metallic with beige leather interior trim. The third-generation Accord was sold in Japan, Europe, and New Zealand as a three-door hatchback with a flat roof over the rear seats, known in Europe as a shooting-brake. The body style of a flat roof hatchback was also used on the third-generation Honda Civic third generation subcompact, the second-generation Honda City supermini and the first-generation Honda Today kei car. The Honda CR-X was the only three-door hatchback that adopted a fastback, sloping rear hatch " kammback " appearance, demonstrating a performance car appearance identified with Honda Verno products during the mids. In North America, the Accord coupe and hatchback models were offered instead. In parts of Continental Europe, the Accord five-door station wagon was also called the Accord AeroDeck from until , when the name of the station wagon was renamed the "Accord Tourer". The cargo handling abilities of the AeroDeck were ceded to the fourth-generation Accord station wagon in The AeroDeck returned an aerodynamic value of. Unfortunately, the appearance was not well received in Japan, as the introduction of the Accord Coupe was more well-liked. The appearance was more popular in the United Kingdom. The AeroDeck was equipped with a four-wheel double wishbone suspension, which gave both a comfortable ride and cornering performance. Note that the top model in Japan "2. Visibility from the driver's seat and the passenger seat was better due to the lower instrument panel design of the front window and a large windshield. And switches are arranged efficiently and at the time was the driving position can be fine-tuned adjustments. Because of the shape of the vehicle and the flat roof that continued to the rear of the vehicle, opening the rear hatch had some drawbacks in low

clearance environments. The lower part of the hatch was not like one used on a station wagon that went all the way down to the rear bumper, so loading cargo into the back wasn't as convenient as a conventional station wagon with a one-piece hatchback. The rear hatch also wrapped into the rear roof, similar to a gull wing door so that the rear glass was in two pieces, one for the back window, and another part on the rear roof. When open, the hatch rose above the roof at a right angle, providing additional overhead clearance when the hatch was open. Moreover, because of the emphasis on aiding rear-seat passenger entry, a longer front door was installed, and because power windows were not installed on the lower trim packages "LX", "LX-S" and as such, the window regulator opening felt heavy. The fourth-generation Accord, introduced on the "CB" chassis, was unveiled in for the model year. Although much larger than its predecessor the sedan's styling was evolutionary, featuring the same low slung design and wraparound rear window as the third-generation Accord. For the first time, a 3-door hatchback was no longer available internationally. This was one of the first U. The growing popularity of the Accord internationally was evident in the ever-increasing dimensions, which now matched almost exactly with the first-generation Legend introduced in For this fourth-generation Accord, Honda made significant engineering design improvements. All Accords sold in North America came with a completely new all-aluminum 2. Also noteworthy, all Accords equipped with automatic transmissions used an electronically controlled rear engine mount to reduce low-frequency noise and vibration. The mount contained two fluid-filled chambers separated by a computer-controlled valve. At low engine speeds, fluid is routed through the valve damping vibration. Above rpm, fluid is routed around the valve making the engine mount stiffer. The Canadian Accord trim levels varied slightly from the U. Fourth-generation Japanese-assembled EXi Accords sold in Australia offered the same 4-wheel steering technology as was available optionally on the U. Honda Prelude, but was not included on the New Zealand-assembled versions. Cruise control was dropped from the DX sedan, with air conditioning remaining a dealer-installed option. The LX kept the same features as the previous generation including air conditioning, power windows, door locks, and mirrors. The 90â€"91 EX added 5 horsepower due to a different exhaust manifold design, slightly larger exhaust piping, and a twin outlet muffler. Some models though rare were special ordered with an anti-lock braking system at that time abbreviated as ALB, now all automakers refer to it as ABS. A redesigned manual transmission with a hydraulic clutch was standard equipment in all trims while an all-new electronically controlled 4-speed automatic transmission was optional for all models. Some new dealer-installed accessories were now offered including a single-disc in-dash CD player or trunk-mounted 6-disc CD changer, stereo equalizer, fog lights, security system, rear wing spoiler, trunk lip spoiler, luggage rack, full and half nose mask, center armrest, window visors, sunroof visor, car cover, and a cockpit cover. Because of tightening auto safety regulations from the NHTSA, all and model year Accords sold in the United States came equipped with motorized shoulder belts for front passengers to comply with passive restraint mandates. These semi-automatic restraints were a two-component system; a motorized shoulder belt along with a non-integrated and manually operated seatbelt. The shoulder belts automatically raced around each window frame encircling both the driver and front-seat passenger whenever the front door closed. The process reversed to release them when opened. The lap belts, however, still required manual fastening. In early for the model year, Honda unveiled the Accord wagon, manufactured at the Marysville, Ohio plant. The Ohio plant exported right-hand drive wagons and coupes to Europe and Japan, and in Europe, the station wagon station wagon was called the "Aerodeck" in reference to the â€" 2-door vehicle. All station wagons sold outside the United States were affixed with a small badge on the "C" pillar denoting the vehicle was built at the Ohio facility. European and Japanese vehicles had options not available within the U. They had larger front brakes to compensate for the added weight and unlike other U. Accords, including a driver's side airbag as standard equipment. Other than a retractable tonneau cover in the rear cargo area and keyless entry on EX models, the wagons were equipped the same as their coupe and sedan counterparts. Honda reintroduced the SE previously SE-i sedan for For the first time, a manual transmission was not offered in the SE. Unlike previous editions, the SE was not equipped with uniquely styled alloy wheels but instead carried the EX model wheels. Accords received a minor facelift in for the model year. The system used the same EX-SE twin outlet muffler, a revised air intake tract, a revised camshaft, and a revised intake manifold using IAB butterfly valves which open at rpm to increase air intake breathing at high rpm. Anti-lock 4-wheel disc brakes became standard on the EX. The front and rear facias received a more rounded and updated look. Coupe and sedan models received a new grille, new headlamps, amber parking lights, slightly thinner body side molding , updated wheel designs and for the first time, the EX coupe used wheels different from the EX sedan. The sedans received restyled shortened taillamps with an inverted amber turn signal and backup light positions. The wagon

taillamps though still resembled those from the â€" Accord. The US-market coupe used the new revised inverted positioning of the signal and backup lights, but the shape of the taillamps still resembled those of the 90â€"91 models. EX trim levels included a radio anti-theft function to deter stereo theft. A front driver's seat armrest was now standard on LX and EX models. Some dealer-installed accessories were dropped including the luggage rack, trunk-lip spoiler, and cockpit cover. A gold finish kit was added. In , Honda introduced the 10th Anniversary Edition sedan to commemorate the 10th year of U. Accord production. The upgrades included ABS, 4-wheel disc brakes, 15" EX coupe six-spoke alloy wheels, body-colored side moldings, chin spoiler, and standard automatic transmission. The 10th Anniversary models also included the same premium seat fabric found in EX models. The SE returned in late as both a sedan and for the first time since the SE-i, as a coupe. The SE sedan featured standard dual front airbags; the first Accord to do so. An 8-button, 4-speaker Honda-Bose audio system, automatic transmission, leather trim, body-colored bumper, and body side moldings were standard. The SE coupe included a factory rear wing spoiler which differed slightly in design from the already available dealer-installed accessory rear wing spoiler. In Canada, the SE came with heated front seats and heated side-view mirrors. Both the sedan and coupe received distinctive inch alloy wheels as well. Sadly, would be the swan song for the SE as exclusive, high content, limited edition Accord model. Later generations would use a "Special Edition" designation rather than the previously used "SE" designation. At the end of the model life of the CB Accord, a "pillared hardtop " model called the Honda Ascot Innova was launched in Japan, based on the CB Accord chassis, but with a different, much more modern-styled body, taking cues from the Honda Prelude. The fourth-generation Accord spawned a sister model in , called the Honda Ascot which, while mechanically identical to the Accord, featured unique sedan bodywork, although it bore a resemblance to the Accord. Unlike previous generations of the Honda Vigor, which were simply upmarket versions of the Accord, the third generation 'CB5' model was spun off as a model in its own right and was based on a different platform which featured a longitudinal engine layout compared to the transverse set-up of the Accord. A sister model to the Vigor, the Honda Inspire, was also unveiled in and, bar a different front grille, front and rear lights, and bumpers, sported identical bodywork. For the first time in the model's history, Honda developed two distinct versions of the Accord when the fifth-generation model was launched in the Fall of ; one version for the European market and one for the North American and Japanese market. Honda and the Rover Group created the European Accord and the Rover , a reflection of the past success they had with the Honda Legend and the Rover This generation Accord was also sold in Japan as the Isuzu Aska , while some Isuzu products were sold as Honda products there also. At its introduction in , it won the Car of the Year Japan Award for the second time. The fifth-generation North American Accord was launched on 9 September , for the model year and was based on the new 'CD' chassis. Larger than its predecessor, primarily to better suit the requirements of the North American market, the new model grew in width but shrunk in length, leaving it classified as a mid-size car in North America. It thus became too wide to fit within the favorable tax bracket in Japan, where its role was to be partially taken over by the slightly narrower second-generation Honda Ascot sold at Honda Primo Japanese dealerships and Honda Rafaga sold at Honda Verno. The engines offered with the Accord also exceeded the maximum limit of cc to remain in the favorable "compact" tax bracket. The installation of a 2. Development began in September , along with the design process in June The final design was selected by an early date of 18 December and frozen by mid Design inconsistencies in early , caused several alterations to be made until April , when a secondary design freeze took place, ahead of scheduled production. Production later began at Marysville assembly on 24 August Honda of Japan marketed four different size engines in the Japanese-spec Accord sedan: 1. All Accord versions were sold at Honda Clio locations in Japan. The fifth-generation Accord became the first Accord to be built and sold in the Philippines. The 5-speed manual transmission remained mostly unchanged, while the 4-speed automatic noted for its hard shifts, now included Honda's "Grade-Logic" shift program, which would prevent "gear-hunting" by holding the current gear while driving on a sloped incline. All Accord models received a more ergonomic interior with standard safety features such as dual airbags and reinforced side-impact beams. DX and LX models came equipped similarly to the previous generation and were fitted with a revised version of the previous generation's 2. The Accord coupe as in the previous generation looked almost exactly like the sedan and was the last generation of the Accord to offer a wagon variant in North America until the introduction of the Accord Crosstour in In , the Accord debuted a V6 engine , the 2. The addition of the taller C27 engine required substantial alterations to the CD platform, with V6 models sporting a redesigned engine layout, taller front fenders, and a different hood than I4 models; however, these differences are difficult to spot without both models parked side by side. Both versions of the V6 received a dual-outlet

exhaust, a 4-speed automatic transmission, inch machined aluminum-alloy wheels on the EX-V6, and inch steel wheels with full covers on the LX-V6, and a slightly updated front grille which would be later used in all 96â€"97 Accords. The Accord saw very few other changes for with the exception of a few different exterior and interior color combinations. In , the Accord underwent the usual mid-generation facelift for More rounded bumpers, a slightly modified front fascia which was originally exclusive in the V6 models in with new signal lights and rear taillamps gave the Accord a softer look. All Hondas now complied with the federal government's requirement of OBD II engine diagnostics though all three engine choices remained the same. In order to increase the Accord's competitiveness against its rivals in different international markets, Honda CEO Nobuhiko Kawamoto decided on one basic platform for the sixth-generation Accord, but with different bodies and proportions for local markets. The Special Edition trim package was introduced. The Special Edition received a factory installed security system with keyless entry, single-disc CD player, body-colored side molding, distinctive alloy wheels, and a sunroof. It was offered in automatic transmission only and was fitted with the same engine as the LX. Acclaimed for its handling, the Accord has been known [by whom? In New Zealand, the fifth-generation Accord was assembled at Honda's manufacturing site in Nelson and was released in March A facelift was released in December , which coincided with the release of VTEC engines in the upper-spec models. This generation of the Accord is one of the most frequently stolen cars in the U. Honda of Japan produced three high-performance models of the Accord for the Japanese domestic market referred to as the SiR , which was available for sale at Honda Clio dealerships in Japan. The sports car approach to the Accord SiR was aimed at aligning the Accord with the Honda Verno sports sedan that replaced the Vigor, called the Honda Saber a platform-mate shared with the Honda Inspire. The compact sedan role the Accord previously filled was now relegated to the Honda Rafaga and Ascot. The Japan-built SiR sedan 94â€"97 was available with a 5-speed manual transmission as standard equipment or an optional "Grade-Logic" four-speed automatic transmission. It came with cloth sport seats styled similar to the Prelude or optional leather seats, both exclusive to the SiR. The Accord SiR suspension was improved with a stiffer front sway bar Features for the 94â€"95 Accord SiR models sedans and coupes included the following items: cruise control, automatic climate control Similar to the first-generation Acura CL , Bose stereo system, 7, redline tachometer, optional electronic traction control, and optional limited-slip differential for automatic transmission, optional SRS and airbags, factory-installed driving lights, optional factory-installed "pop up" navigation radio head unit, sound insulation liner under front hood, black-housing headlamps, no side molding was available on the Accord SiR sedan, optional rear sunscreen, optional sunroof, and power-retractable outside mirrors. Features for the 96â€"97 Accord SiR models sedans, coupes, and wagons included the same as above while adding; optional cruise control, rear window wiper on the sedan, optional leather interior, and a colored side molding for the sedan as well. The fifth-generation Accord for the European market was unveiled in and was completely different than the global model 'CD'. It was the result of a joint effort with the Rover Group that provided Rover with the series. The exterior was designed by Shigeo Ueno, was finalized in In , the European Accord received a minor facelift and was given a new front end new headlamps, bumper, hood, and grill and slightly different taillamps see images. The styling of the facelifted Accord remained identical to the styling of the Ascot Innova although the frameless doors were replaced with conventional items and featured the design language first introduced on the fifth-generation Honda Civic. The styling of the European Accord differed dramatically from the North American which featured a more conventional sedan styling compared to the European model's low slung, fastback inspired look which also incorporated rear quarter windows. The facelifted Accord was also equipped with two airbags as standard. However, the European Accord did not spawn a station wagon nor a coupe version. Instead, Honda opted to import the coupe and station wagon Aerodeck versions of the global Accord. The diesel model of the Accord was fitted with the direct injection Rover L-Series diesel engine, as also fitted in the Rover Called the , the car shared its platform with the European Accord and, with the exception of the front doors, lower rear doors, and windscreen, sported unique styling which dispensed with the rear quarter windows. The interior design of the was very similar to the Accord's however, while the dashboard design was identical. For the sixth generation, Honda split the Accord into three separate models, designed for the Japanese, North American, and European markets. This generation also spawned two distinctively branded performance versions for European and Japanese domestic markets, dubbed Type R, and Euro R, respectively. The seventh generation of the Accord was launched in model year in North America , [46] and consists of two separate models; one for the Japanese and European markets, and the other for North America, with the Japanese and European model being sold in North America as the Acura TSX. However, both were in fact sold in many other

markets, fueled by the popular Cog advertisement for the Accord. The European and Japanese Accords were integrated on the previous Japanese Accord's chassis, but with a new body. At its introduction in , it won the Car of the Year Japan Award for a record third time. In Europe, the car featured a 2. Some features that distinguish it are the Recaro seats, the body kit, a MOMO steering wheel, lightweight inch alloys, and a special aluminum gear knob found only in Honda's Type R variants. The North American Accord grew in size yet again, becoming a vastly different car than its Japanese and European counterparts. This generation was available in both coupe and sedan forms, while a hybrid model was introduced in early This Accord was the first to use wheels with five lug nuts instead of the traditional four on 4-cylinder models. The 4-cylinder engine also used a timing chain instead of a timing belt. This coupe came with inch wheels that varied between the and models , strut tower bar, perforated leather seating, carbon fiber dash pieces, and an upgraded watt stereo system. This model was also sold in Japan as the Honda Inspire from to The Insurance Institute for Highway Safety found â€"04 Accords had the lowest fatality rates in the non-luxury mid-size sedan class. The updated Accord for the Japanese and European markets went on sale in mid It is available as both a sedan and a station wagon. In the People's Republic of China, a version of the sedan is sold as the Honda Spirior which later on developed an independent second generation. Production began in August in China, by Dongfeng Honda. Production ended at the end of February for Australia and New Zealand spec models. In Europe, the car maintained the 2. The North American version of the Accord has a different body from its Japanese counterpart. This shape is sold as the Honda Inspire in Japan and is not sold in Europe. It was discontinued in Japan in September In Malaysia, the Accord is locally assembled. In China, Guangqi Honda also makes this vehicle with 2. Guangqi began making the Accord Crosstour in In Malaysia, the eighth generation is also rebadged as the Proton Perdana from December and is used by government officials. For the ninth-generation Accord, Honda appointed Shoji Matsui, who served as an engineer on the Accord platform from to , as the lead project manager. In August , the company released initial details pertaining to the Accord sedan, and production versions of both the sedan and coupe were fully unveiled in early September Corresponding release dates in Canada for the sedan and coupe models are 24 September , and 1 November , respectively. In February , the Accord was scheduled to enter the Russian market. The tenth-generation Accord was unveiled on 14 July New features available include front and rear parking sensors , magnetorheological dampers , acoustic PVB laminated front door glass, 6" automotive head-up display HUD , and 4-way height-adjustable power lumbar driver's seat. The vehicle is equipped with standard Honda Sensing adding traffic sign recognition on all models in the U. A base 1. This engine is based on the engine in the Civic Type R , but with a smaller turbocharger, different pistons and camshafts, and the addition of a pair of balance shafts. The Accord hybrid went on sale in March The lithium-ion battery is more compact and mounted under the rear seat. The generator and propulsion motor permanent magnets no longer contain rare-earth heavy metals. To save weight the front subframe , front control arms, hood, front and rear bumpers are constructed of aluminum, which were previously reserved for past hybrid models. The tenth generation Accord debuted for the Japanese domestic market at the 46th Tokyo Motor Show through October to November and went on sale in Japan on 21 February and is imported from Thailand. For the model year, the Accord receives a minor facelift, including a revised grille, new wheel designs, and brighter LED headlights. A Sport SE trim replaces the non-hybrid EX, while the manual transmission has been discontinued due to poor sales. Apple CarPlay and Android Auto touchscreen integration are now standard on all models, with wireless functionality on EX-L and higher trim levels. The Accord has been raced in multiple different motorsport series through the years. In the British Touring Car Championship , it achieved 21 race victories, finished runner-up in the manufacturers' championship in and , and also won the independents' championship in From Wikipedia, the free encyclopedia. Series of automobiles manufactured by Honda. Motor vehicle. Main article: Honda Ascot. Main articles: Honda Vigor and Honda Inspire. Marysville, Ohio , U. Hsinchu, Taiwan Zhanjiang, Guangdong , China. Main article: Honda Accord sixth generation. Main article: Honda Accord Japan and Europe seventh generation. Main article: Honda Accord North America seventh generation. Main article: Honda Accord Japan and Europe eighth generation. Main article: Honda Accord North America eighth generation. Main article: Honda Accord ninth generation. Toshinobu Minami , exterior Yosuke Shimizu , interior. Petrol : 1. JB car pages. Retrieved 3 April American Honda Motor Company Press release. Archived from the original on 17 October Retrieved 12 December Motor Trend. Retrieved 28 April Car and Driver. Retrieved 17 August Retrieved 30 August Honda Global. Retrieved 14 October Archived from the original on 24 February Retrieved 26 September Sydfyns MC Service Onlinekatalog Retrieved 10 December Curbside Classics. Retrieved 3 October New Straits Times. Retrieved 3 May â€" via Google News Archive. Automobil Revue '80

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Retrieved 18 July Otomotif Liputan6. Paul Tan's Automotive News. Retrieved 1 December Retrieved 29 May The Nation Thailand. Retrieved 23 November Destination Thailand News. Honda Press release. Retrieved 13 October Retrieved 12 October Retrieved 17 September Archived from the original on 24 July Archived from the original on 12 September Retrieved 15 October November Retrieved 1 April Archived from the original on 25 March Retrieved 12 May USA Today. Retrieved 22 November â€" via Detroit Free Press. North American Car of the Year. Retrieved 19 January Automobile Journalists Association of Canada Press release. Retrieved 21 February Honda Motor Company. American Honda Motor Co. Honda Motor Co. Oberg Honda Malaysia Racing Team. Honda road car timeline, North American market, sâ€"present. Authority control LCCN : sh Hidden categories: CS1 German-language sources de CS1 French-language sources fr CS1 Swedish-language sources sv CS1 Japanese-language sources ja All articles with failed verification Articles with failed verification from December Articles with short description Short description matches Wikidata Use dmy dates from August Short description is different from Wikidata Articles containing Japanese-language text All articles with unsourced statements Articles with unsourced statements from June Articles with unsourced statements from October All articles with vague or ambiguous time Vague or ambiguous time from October Articles with specifically marked weasel-worded phrases from June Articles with unsourced statements from October Commons category link is on Wikidata Wikipedia articles with LCCN identifiers. Namespaces Article Talk. Views Read Edit View history. Help Learn to edit Community portal Recent changes Upload file. Download as PDF Printable version. Wikimedia Commons. Compact car â€" Mid-size car â€"present. Front-engine, front-wheel-drive. Honda Vigor Japan. Yukio Kurosu [22]. Accord DX sedan. North Jakarta , Indonesia PT. Guangzhou, Guangdong , China â€" Honda Ascot Innova. Shigeo Ueno [44]. Honda Inspire China; Dongfeng Honda. Mid-size car D. Power-split hybrid Accord Hybrid. Honda Accord ninth generation. Japanese Touring Car Championship. British Touring Car Championship. North American Touring Car Championship. European Super Touring Cup. European Super Touring Championship. Asian Touring Car Series. World Touring Car Championship. Russian Touring Car Championship. Italian Superturismo Championship. Swedish Touring Car Championship. European Touring Car Cup. Source: "Honda Digital FactBook". Retrieved 19 August Wikimedia Commons has media related to Honda Accord. Kei car. Life Dunk. Acty Street. Brio Amaze. Quint Integra. Ascot Innova. Integra SJ. Accord CB. Accord CD. Accord CF. Accord CG. Accord CL. Accord CU. FCX Clarity. Civic Coupe. Integra Coupe. Accord Coupe. Legend Coupe. CR-X del Sol. Sport compact. Civic Type R. Integra Type R. Sports car. Accord Type R. Accord Euro-R. NSX Type R. Subcompact crossover. Compact crossover. Mid-size crossover. Station wagon. Civic Shuttle. Accord CF6. Accord CM. Mini MPV. Mobilio Spike. EV Plus. Compact MPV. Odyssey RA6. Odyssey RB. Odyssey RB3. Odyssey RC. Odyssey RL3. Odyssey RL5. Odyssey RL6. Acty Van. City Pro. Civic Van. Civic Pro. Partner Van. Accord Sedan. Sport utility vehicle. Pickup truck. Vehicle exclusive to Southern California available for leasing purposes only. LCCN : sh Drove Honda Accord home from work. Parked in drive, ran inside, and when I came out, it wouldn't start. Foot on brake, in park, and push button and all the dash lights flashed as long as I held the start button. Did not crank. Other electrical seems to work fine - accessories, key fob, etc. What to do? JP answered 5 years ago. Have you tried putting the shift selector into neutral and then try to start it? KirkH answered 5 years ago. Ended up being a bad battery. The system knew not to try to start the car and drain the battery any more which would require re-programming all the software. PPS answered 3 years ago. Veronica answered 3 years ago. Before you spend money call this number 1 Honda Recall line. Provide them with your VIN number to see if your car has a recall in it. I am experiencing the same thing with my Honda EXL. I will be calling the dealership for them to schedule my appointment to have this problem fixed. Please know the first time will be a temporary fix by replacing your battery sensor. Once the factory figures out how to permanently fix it you will be notified again to bring your car back in for them to put permanent battery sensor on. Free both times. I hope this helps some one out.

Vee, Raeford NC. GuruDL9Q3 answered 3 years ago. Veronica- Thank you for this valuable information! My husband and I stopped locally to fuel up. Afterward, we experienced this same issue with out Accord EX-L. We reviewed the manual but could find no reference to all the lights flashing simultaneously. My husband felt sure the problem was related to the battery, so he walked home to get our Civic , miles, LOL and jumper cables. While I waited for his return, I discovered this forum and your post. I called the Honda Recall line, gave them my VIN, and indeed there is a new recall on my vehicle, exactly as you stated. We were able to jump the Accord and get it home. J will contact the dealership in the a. Thank you for posting! The button light is green means that the ignition identify the remote also the door open and close perfectly using the remote means the car read the signal, the remote work and the remote battery is good The entire cluster light on, no issues beside In the last week it take more time then previous times to get it working. I did not did the battery recall yet my car is eligible for it , tonight I tow the car to the dealer as I gave up Just checking mainly Veronica and J can you share what was done, how did you fix it, what was the cost and such Primary Data answered 3 years ago. Just called Honda and as Veronica stated it was the battery sensor. Thanks Veronica for the post. I fixed it!! No cost!! No sweat!! It was getting bad and thought to walk home. Here's the answer: I have the key type Honda Accord. Turn key one notch and count to about 3. Turn key the next notch and wait for the lights on the dash to settle down and count to about 3. Start your car. I've tried it, and every time it worked. Spread the word. This thread is for a push to start button but I'm happy this one worked for you. GuruD83SB answered 3 years ago. Hey everyone, my car has been having the same starter issue. I got my recall notice, my Honda dealership fixed the battery sensor, however my car is still giving me this issue with my push start Accord EXL. So it is either not the battery sensor or the battery has been drained and should work upon new replacement. I want to know if anyone else got the battery sensor recall replacement, and is now not experiencing the starter issue? I'm thinking this recall may not be our solution. In my case it was the starter it self, take a long rod and hit the starter, see if it works. ElnR answered 3 years ago. I complained about the problem then, but they could not duplicate or diagnose it then. I have continued to have the problem and have now scheduled an appointment for this week as the problem occurred 2x this week. I have also noticed that when this happens, the light on the push button begins flashing. I wonder if there is a code associated with the number of times flashed -- I think it was '24'. I bought my as a Certified Pre-Owned only one year ago, but I'm loosing confidence in it now which I never did with my old '98 Camry which I replaced with this car. GuruZS35C answered 3 years ago. My Accord Ex-L V6 auto is just recently having the push button start issues! It sounds like static. Then it doesn't start. After a few tries it starts! It does this intermittently. I hope Honda fixes this issue or I will switch to another AutoMaker. Im on my 9th Honda. No issues with any I've preowned with exception of my '03 Accord V6 Auto in which the transmission went out but covered under warranty. The dealer says it's the starter, but it's not. It's a cheap ignition switch and I can prove it. If the plastic cover on the steering shaft is removed, it reveals the ignition switch. If you turn the key and tap the ignition switch with a wrench, it will start every time. Replacing the ignition switch won't help. It's just not beefy enough. They need to recall the switch with a beefier one. Soutsada answered 3 years ago. The Honda dealer I purchased it from new was unable to duplicate the issue. I took it to another Honda dealer who was also not able to duplicate the issue, although the lot porter who went to move it into the back for diagnostic experienced the very same issue I called American Honda Corporation and opened up a case. I was told to return to the last Honda dealer and have them diagnose the problem. I did that and they diagnosed the problem as the starter. Damn, i'm having same issue, opened case and talked to Honda customer service out in California, the guy said there's nothing he could do cause i'm out of warranty. I have to set up an appt with Honda Locally to get diagnosed and fixed. I'm not happy. He told me to ask the dealership if they can offer some type of assistance. We will see if they do, I hate that this happened with my honda accord. Congrats on getting them to pay. How did you get them to pay for it out of warranty? Usama answered 3 years ago. I took it to the Honda dealer and they were unable to duplicate the problem. They did address the recall issue. But now it is taking me up to ten attempts to get the car started. It is not the battery as I have replaced it recently. Plus all the dash lights come on. Shawn Monik answered 3 years ago. Thank you ALL for this thread. I to have a Honda push start that intermittently won't start. I buy my parts from the dealership but my own mechanic installs them. Thanks for the "" , calling them today. Pa answered 3 years ago. I have tried to do all of the above and still it will not start. My car is at Honda right now having the permanent item fixed regards to the recall, but as Honda claim, it is not the recall that is making my car not start. Honda should really look into this because as I can see, there are a lot of us having this issue with our car. The modular that communicates with their computers was just loading for ever so that had to manually search for the problem. After 5 hours of

multiple technicians trying to diagnosis the car the found out that the car had a bad ground wire. Are your cars starting properly in the cold? New alternator, good battery, car WON'T start. Panue answered 3 years ago. Might be the started, for my car, they said my starter died. That's just ridiculous because it's still a pretty new car. I mean ? Come on? But it might be that. My car doesn't have an issue starting my car after I changed out the starter. Thank god for my free power training warranty with walser and my roadside assistance with Geico. GuruKF answered 3 years ago. My Accord is having the same problem. It's not the battery recall, I've had that done. It's not the battery, I put in a new one. A mechanic told me it is not the starter, that it's the "throat" whatever that means. I'm having Honda take a look at it today. Wldct05 answered 3 years ago. Just picked my Honda Crosstour from the dealership after suffering from the same issue. When I pushed the start button, all electrical came on but the engine didn't turn over. The brake lights did not come on when the pedal was pushed. They found a loose connection between 2 wires in the brake circuit. The connection is under the kickplate in the drivers side floorboard. The technician unplugged it, plugged in back in and it has started every time. The loose connection was causing the fuse to blow which prevented the brake switch from operating and the car from starting. Hope this helps! Jumpstarted it and it seems to be working now. It hesitated to start a few weeks back and with the second try it started. Still need to take it in for the battery recap that is out. Just replaced the batter just over a year ago. I had the battery tested tonight and it was just fine. Could this be a starter issue? Extremezzc answered 2 years ago. Quick question for the people that changed the battery did you replace it with the same battery? Ive heard that the cca is not sufficient power for the car of this size. I checked and my civic has cca and considering this is an accord it should have more power. I just had the same problem waiting to hear back from the dealer. Help me understand. Wilbur answered 2 years ago. Clean, check battery voltage, it was After jump start check alt now Damn, use jump box ,in my exasperation, connect box wrong!!!! Did get car running and charged battery, tightened both battery cables maybe half turn. Alt putting out GuruWHP49 answered 2 years ago. I have a Accord with the no crank just click issue immediatly after The battery sensor recall. The Honda Stealer service writer guessed It is my starter going out. I showed him how great my starter works each Time using my remote start feature. That shut him up with the starter. I think the manufacturer knows about this telling them to stall everyone With bullshit lies Time to say Goodbye Honda!! Joe answered 2 years ago. Same issue with miles New battery, clean connections Click start, click start, click start, click start, click start, lick nothing, click nothing, click nothing, click nothing, click nothing, click nothing, click nothing, click nothing, click nothing, click nothing, CLICK START!!! Alt tested good, battery tested good, connections good, Told by parts store "must be the starter Mijomijo answered 2 years ago. My Honda eco starts but when I turn it off the radio stays on!! I have to turn it on and move it, if not my battery dies. Have same starting issue with accord lx, 4cyl , new battery 55k miles - anyone tried putting the little bigger battery from v6 model or so. Warranty is up , and I did not buy another because I only have 15, miles. Very disappointed in Honda!!!!!!! GuruTD86N answered 2 years ago. I am having the same problem with my honda accord exl I have about 78, miles on it. Bought new november About 2 -3 months ago my car would not start. Thought i didnt press on the break.. This went on for several weeks, then it was more frequent. Brought in to hnoda, they were unable to diagnose. Made an appointment with dealer for saturday. Next day wouldnt start. Had aaa tow to dealer. AGAIN unable to diagnose. Took car home.. Sonehow aaa got it started, drove straight to dealer. They changed the alternator while i had a loaner. Called me to pick up my car.. So they put in a new battery. Now new battery and alternator.. Doesnt start. Same old clicking sound when i ptess on break and hit ignition. They have my car now and had the nerve to call me on saturday and say nothing is wrong with my car! Today i get in the loaner crv to go to work and it wont start! I do not even know how to begin to handle this. At my wits end. I have loved honda since my prelude. Chucke Have same starting issue with my accord exl, 4 cyl. Replaced battery last August with a better Walmart everstart and worked fine until early this month it started taking several tries with pust button starter to get it started. Walmart checked their batt and said it was good and had a good charge which indicated that alternator was doing its job. My warranty expired at miles. I am seriously thinking about trading this lemon in for a new Toyota Camry as I cant trust my Honda to get me home. GuruZS35C answered 2 years ago. I called honda head quarters and they said there is nothing they could do. This is unacceptable. I've owned nothing but honda's since I was in highschool. This will be my last Honda! I'm switching to Toyota and giving them a try! Everyone who has this starter issues If they don't know about all these failures, it won't exist to them. I believe they know but everyone should go to all the honda forums and share this experience with the starter problem. Call Honda Customer service at 1 Let them know about it! Guru5DQQR answered 2 years ago. I had the same intermittent starting issues now with 2 different Accords, my wife's V4 EX-L which was

terrible, no sound from starter when hitting the push button and my V6 Touring solenoid click then spinning sound only about 1 out of 25 times you try to start the car. With my wife's we changed batteries, etc and the issue came back eventually. With my car, we learned our lesson. I bought refurbished starters on eBay for Stacy answered 2 years ago. I have a w 24K miles and it recently started giving me issues with starting. The dashlights flashing and eventually after a few tries it starts. Also had issues w unlocking w hand behind handle. Ive had battery checked and they said it was fine but my alternator failed. The car sits a lot but still 24K miles and all this!! I did have the battery recall replaced in Nov. What gives!! GPADS answered 2 years ago. I have a 4cyl Accord. I ha e had the same problem. First my factory starter died, that was around 80, miles. I got a new one and was having the same problem. No start, a clicking sound, and a few other sounds. Took it back, another bad starter. Went through two more starters in two days, still the same thing. I took the car in for the recall on the sensor about four months ago, but still the same thing. My mechanic went through all the electrical and says it's all good. I don't know wtf is going on, but I'm stuck with this! It just sucks! I can't afford another car right now. My mechanic says he'll change my starter for free since he's already done it twice. So I guess I'm stuck trying to see if I can get it going in less than 4 turns. GuruT2NQ2 answered 2 years ago. Out of warranty. Battery sensor recall fixed. Very disappointing Honda shoul recall. GuruV99V8 answered 2 years ago. I'm having issues starting my Accord 4 cylinder and have 80k miles on it. Almost every single time get to start it it won't, just makes clicking sound and all light are up. Sometimes it takes me times trying until it eventually starts. Interestingly, when the car is outside on the heat it actually starts fine seems like. I don't think it could be battery because I replaced it 18 month ago. Have been having this issue for about 2 month or more now. Seems like a started issue, seems like HOnda has put defective starter based on other complains. BarbArd answered 2 years ago. So far, there is no warranty extension or recall. I'm fighting with Honda to cover it under an extended warranty. Also, shop for repair prices. BIG difference! Also, Service Bulletin says. Dealer quoted 3 hours. GuruVN18M answered 2 years ago. Update: I replaced started based on my own research on the NET. Did not even took it dealer since this was such a common issue among Accord model. It's been 2 weeks since I replaced my starter and I haven't had any issues with starting my Accord Replaced by my self in garage. It was a pain replacing it, tool me 4 hours. Now starting like new! Good luck to every one. GuruVPNH8 answered 2 years ago. Scott answered 2 years ago. Same issue with our "new to us" Accord ex with push button start. Push the button We let the car sit for a few minutes and it starts right up. Called our local dealership and was told they never heard of this issue before LOL yeah right. Its now and there is still no official fix for this? RaeRae answered 2 years ago. It was a trade at my husbands dealership with 76, miles. It has not wanted to start on the first try almost every 5th time I have went to start it. I was convinced Honda was one of the best car companies. Welcome to your new Lemon! My accord has 41K miles and I installed a new Battery and a new starter and it still has starting issues. Evidently my old starter wasn,t the problem even though O'Reillly's told me it was bad. I had to call a wrecker to tow me home but now car has started perfectly for two days since without doing anything to it. Weird Lemon! I already contacted few lawyers, also checked lemon law and existing recalls. Only recall I found for similar starting issue which is only for V6 accord. Hope honda comes back with a recall on 4cyl soon, there are thousands of owners in same situation. I also have this problem. Key-turn starter. Happened May , after a few times jumping off with my Odyssey, it was fine and the issue stopped occurring. Jump starting the car works everytime, but it needs a jump every time at this point, it will no longer start on its own. Its having the same symptoms that the other folks in this thread have acknowledged. Lights, radio, everything works, but it clicks and wont crank. After jump start, sent the car to outside repair shop and changed a new alternator, now the car has "Check charge system" lights on, went back to the repair shop, they said it is the battery sensor, went to Honda, Honda said the lights has nothing to do with the sensor, went to parts source and tested battery, the service person said battery is running okay, must be the alternator, I told him I just got it replaced, now he suggested me to replace the battery. After reading all these posts, I just dont know when I can find out the issue and how much more money spent to find it out Honda You should check for Engine Starter Motor. This is very common from you have 60k plus miles on a car for accords. I have replaced my start after reading all the forums. Did not even bother taking it the shop, because it was so obvious with symptoms. I am having same issue with Honda Accord LX with key ignition. Replaced battery, and still clicks first or second time to start. I found the problem, my newly replaced alternator reconditioned does not work. That day , all lights on, steering wheel locked and car seemed out of control, quite scary, thought I was going to crash to to other cars, fortunately was in a parking lot outside the mall so not a lot of cars there in the morning, I tried all efforts to turn the steering wheel and finally turned away from those cars and parked I was told by mechanic that

due to loss of electricity the steering wheel seemed not functioning but actually with force can still turn. Now the car seemed okay but will be alert for coming week or so. GuruXZF18 answered 2 years ago. I have a Honda Accord EX with 55, miles. The car just stopped running on the road and when I push the start button nothing happens. Now they say they really don't know why the car won't start. I have called Honda America for help and so far nobody knows why the car won't start. Every other electric thing works. The OBC will not see the computer on the car. Honda has no idea what is wrong with my car. I am pissed. GuruXZF18 : does your car make click sound when you push start button? FranPHonda14 answered 2 years ago. All lights come on but the car will not start. Now happening more frequently. As many times and 4 times a week. There have been days where I will just have to leave it at work and find a way home. Honda will not diagnose the problem because every time I get it to the dealership the car starts up again. They refuse to do any tests. I am running out of options here. I literally just purchased this car in March and the issues immediately began in June , but I thought everything was settled after replacing the battery that month. I was wrong. New battery, check! New starter, check! Test alternator, check!! Someone please help me. If anyone could figure out the issue you would think it would be Honda, right! It's been at the Honda dealer for 2 weeks now and they still have no idea why it will not start. When the hand held OBC is plugged in it does not communicate with the car. It just shut down while driving as if it lost ignition and now the start circuit also is not working. Load testing the battery tests good, it will hold The neutral switch is working. The brake switch sensor is working. All other electrical systems function normal. Geez, my hasn't been sent to honda dealership yet. Guys if you are having this issue with the push button starter, you have to call Honda Hq customer service and let them know about it and open up a case! If you don't call Honda HQ customer service they won't know there are mass issues! I'm hoping it's just the starter. From what I've read it's a faulty starter with a service bulletin number of : Call Honda and let them have an ear full! Here's the number! Post any solutions or if you replaced starter and things are good now! Michael answered 2 years ago. Started just after the 36K mike warranty expired. With the brake pedal depressed, pushing the start button will often result only in a static like noise; engine does not even attempt to turnover. Pushing the start button to turn off all accessories, then depressing the brake pedal followed by the start button will often result in the same noise. Sometimes I have to repeat this cycle up to 5 or 6 times before the stater is engaged and the engine starts no static noise during the successful start. I experience the same static noise at times when using the remote starter. The challenge there is that if the car fails to start using the remote starter, I am locked out from using it again for 10 minutes. Battery has been replaced, battery sensor recall completed and new starter installed in accordance with the TSB. None of these actions, as prescribed by Honda, has resolved the issue. They Honda designed, built, and installed a faulty ignition system in the Accord and seemingly the as well and fail to take responsibility. I will likely never buy one again unless Honda makes this right by issuing a recall and fixing the issue. Until then, Honda will not get a recommendation from me, only a beware and buy a different brand. That is terrifying that the new starter didn't fix the problem? So if Honda diagnosed it as the starter and it wasn't the starter, did they reimburse you for the incorrect diagnoses? Was it a Honda OEM starter or aftermarket? How much did they charge you for the new starter? I am lost on what to do at this point with mine. I have the Exl Coupe V6. I called Honda Customer Service and they coudln't do anything, also out of warranty. More than likely, I will have to trade the car in for a loss and switch to Toyota or Lexus! I have been loyal to honda since I was 16, i'm now 45 and on my 9th Honda! This is the last of any Honda cars I will buy! I hope everyone is complaining to Honda directly! Lets hope for some kind of fix but I won't hold my breathe! HChen answered 2 years ago. At the Honda dealership right now with the same issue Can't wait to see what they tell me! Heard back from the service advisor and they say it's the starter. Luckily we have an extended warranty Hopefully a new starter will truly fix your issue. A new starter did not fix my issue. The static noise and failure to start does not happen every time. However, problem still exists Like you, my problem didn't occur all the time, but the frequency increased recently. The good thing is the car started on the first try after they returned it to me. Let's hook it stays that way! I had an extended warranty, so the dealership replaced the electrical harness and starter after the car totally would not start. The car doesn't start with the clicking sound, wait a few minutes, and then try again. Most of the time it starts after times. Dealership can't do anything until car won't start at all. This has been going on for 5 months and it is extremely frustrating. It took the Honda dealer 3 weeks to diagnose and repair my no start problem. According to the Honda dealer it was a bad computer and the computer is warranted for 8 years. GuruXQ answered 2 years ago. My Accord Touring is doing the same thing. Static noise, not starting, not every time but every third time. Guess I will call Honda Recall , see what they say? My Honda Accord with the random start which was having the issue every day was recently

diagnosed by the Honda dealership as needing a Throttle Body Assembly. It was replaced, luckily under my extended warranty. It has been great for 4 days. We'll see how it goes. I have Honda Accord Ex-L. Since last days, dramatically it was not getting started. I changed my battery 3 months back so I was pretty sure that its not a problem with battery. There was one thought in my mind that there is a recall replace battery sensor due for my car so might be that is culprit behind this issue. But, before taking an appointment at Honda Dealership to get the battery sensor replaced; I wanted to give a try for diagnosis at my end. The very first I checked for any loose wiring at battery terminal; and thats it. It was the last diagnosis step for me. In my case, positive battery terminal was little bit loose and getting corroded. Now my car is cranking properly every time. Jorge answered 2 years ago. Please get a ground negative wire and connecte it from the negative black point of the battery to the body of the engine that will give a better ground to the starter and other components of the car , the one from factory is to thin and does not Carrie enough negative charge. Please try this before buy any more parts or taking the car to the dealer that will save you a lot of money. There is an inherent defective ignition system in the Honda Accord with push button start that manifests itself indifferent ways. Some produce the flashing dash lights and followed by nothing when pushing the start button, and others get simply a grinding noise when pushing the start button. In both cases, then engine does not even attempt to turn over and start. In my case, I get the grinding noise, and sometimes I have to push the start button 5 or 6 times to get the car to start. I've contacted Honda corporation about this twice. The first time I got the standard too bad so sad you are out of warranty response, The second time I complained to Honda, after finding this website which documents many similar complaints, and the NHTSA website that listed over 43 pages of complaints about the starter issue, and including comments about the numerous complaints, they actually instructed me to get a diagnostics done and provide that feedback. Dealer diagnostics came back with a recommendation to replace the torque converter since I had already replaced the starter and rotated the torque converter in accordance withe Honda's TSB. It was a very nice gesture from Honda, but it did not fix the grinding noise. However, I followed their TSB and follow on recommendation for a new torque converter, and since neither of those fixed the issue, they now recommend replacing the starter again because 1. The starter installed by a third party may not meet the specs of a Honda OEM starter. During one of my conversations with Honda Corp case manager, she told me that while this website and other's like it are great, Honda does not monitor them for any recall or safety concerns. We have to file a complaint directly with Honda Corp. It is rather easy to do; the link below will open a page from which you can file your complaint. You can also call I dealt with Darlene ext I also learned another valuable lesson, complain about any and all issues every time; regardless of how minor it may seem to both honda corp and your service department. It's fine to complain on these websites, but this is not considered "documentation" by Honda Corp. I won't be putting any more money into this car, it is time to dump it. SO sad that a Honda with 72K miles is so unreliable. In my case the computer failed. It took the Honda dealer 18 days to diagnose and repair. The repair was covered under the warranty. It seems the computer is warranted for 8 years. My Accord Touring often chokes as I push the brake and start button. It will not start followed by continual choking and a stiff break that's hard to compress. It happens at least once a week and usually starts after 2 or 3 attempts. Anybody have same Honda "symptoms"? I had the same problem with my EX-L Took it in to the dealer, and they changed my starter. It's been about 6 months, and I haven't had an issue yet GuruVMHB2 answered 2 years ago. Same issue on my Accord EX-L with 88k. Car would fail to start although all lights would come on. Had starter replaced today and as of right now has resolved the problem. GuruCX1JS answered 2 years ago. I have honda accord EX-L. This piece of trash car stops anywhere it wants.. They can not verify in honda dealership because it doesnt detect when they give it a start. My dealer, Jack Matia in Elyria Ohio acts like they've never heard of this problem. Has had my car for 5 days, telling me checking drain on battery, that something is staying on. How do you sell a car with a problem like that? Martin answered about a year ago. GuruLM86F answered about a year ago. I own a 4cyl accord 65K miles I'm on my second replacement starter both not covered under warranty because the problems started occurring after 50K miles. The second starter only lasted 18 months!!! I am now on my third starter. I read everyones comments above and they all have similar problems to my own, if your car makes a clicking sound when you try to start it but it won't start until the second, third or even tenth try Don't wait for this to happen, have the starter replaced immediately after discovering this problem or else you will be stranded somewhere like I have and will have to pay for a tow. Unfortunately I don't know what else I can do :. Zr1harris answered about a year ago. HChen answered about a year ago. Like many others have mentioned, I took mine to the dealer and they replaced the starter. Fortunately for me, I had an extended warranty, which covered the cost. BLSberserker68 answered about a year ago. My

Accord EX 2. I would push the start button and nothing would happen. At first it would happen every few weeks but got progressively worse. I had read on another thread where one owner replaced the brush holder set in the starter Honda OEM part number A2-A01 and fixed his problem. After installing the new parts my Accord has started perfectly ever since! Rebuilding the starter itself is rather easy. Getting it off the car is a bit of a challenge. Good luck. KH answered about a year ago. It requires a jump daily. The Check Engine light comes on periodically and flashes. The battery and alternator have been checked multiple times and everything checks out fine. There have been two recalls on the vehicle since purchase in August of and for a brief moment it appeared that the fix was the answer to my weak cranking issues, but now I am sadly mistaken. I will detail more specifics on tomorrow, but here recently after dealing with the car not starting for several days in a row and having to receive a jump, I discovered that for a temporary fix in my case, until I can explore other options without blindly trying to solve the problem and wasting hundreds of dollars, that if you turn off everything in the car, ie: dome lights in off position, headlights in off position, radio off the car crank is strong as if nothing ever happened. I have yet to run into an issue with the car not starting since doing this. I attempted this on Friday, June 28, and today is July 2, and the car has not required a jump. Honda should be ashamed of themselves as this seems to be an ongoing issue for many. I currently have a little over , on the vehicle and at purchase it had about 30, Hope this helps someone and please comment if any of this aligns with your experience and detail possible solutions to the problem. I will link a YouTube video as well. Anything to help. Hondalover answered about a year ago. Im having start issue problem. When i saw all lights that display on the dash panel, i decided to diagnose it from Autozone. The result was too rich fuel system. I bought fuel injector. I drove the vehicle for few miles, all lights were cleared. Currently the car will not start , i had to press the push button without break, off , ON , then it will start. I just bought mitsuba starter. I will update you all after the replacement later today. Before i forget, i did all recall from honda, i bought OEM battery from honda. I do get stall jerk when i accelerate. I have to figure whats up with it. Its almost done and i will update with the result. GuruHLQ8H answered about a year ago. Sometimes it starts, but more frequently I just hear a click. I have been living with this intermittent starter problem for about a month. We bought the car new in summer ; it has just over 42, miles and the warranty has expired. Not smart! Guru5C5V answered about a year ago. Same issue. Starter issue. Recall this piece of S. Rise up people. Let's get reimbursed. Don't count your chickens before they hatch, I also replaced the starter on my Honda accord and it started fine for about a week, then it started doing the same ole thing again. I believe the problem is within the computer system and Honda Corporation knows it, but they don't want to admit it, so they wont have to spend millions of dollars correcting it! Michael answered about a year ago. Joseph answered about a year ago. I am experiencing the same problem with intermittent push to start issues. I removed the starter and had it tested which passed each try. There seems to be something electrical causing the started not to engage. The dash lights come on and there is a clicking sound from the engine bay each try. The problem is getting worse occurring every tries before reoccurring. Guru1QMT2 answered about a year ago. Checked the battery terminals which were very corroded. Cleaned them, still clicking with all the dash lights flashing. Checked the battery voltage, Car starts fine. Another quick tip, since the battery is disconnected from the car, you need the radio code OR after the car is running hold the radio power button for seconds and it resets with all your presets. GuruZS35C answered about a year ago. This is crazy. Some are saying it's electrical? I put a new starter in my Accord EXL, 4 cyl. I believe the problem is in the computers, but the Honda Corp. I got tired of messing around with my Honda and traded it off for a good ole Toyota RAV4 and haven,t had a lick of trouble since!! After reading this thread I figured I was dealing with a starter motor issue. After unmounting it and taking it to a repair shop the problem were worn-out carbons in the brush holder assembly. The assembly was replaced and the accord is up and running again. Around 50 USD solution in Mexico. Guru6YRWK answered 11 months ago. Having the same problem with my accord. Issue: keyless remote will not start vehicle. Unfortunately for me, I came across that post before this one. That did not solve the problem. So for me, the starter was the problem. If you are still having issues after replacing the starter, you should review TSB I have to push on brakes a few times before it will start. I got the starter replaced today because honda told me that is what it needs and another mechanic said the same thing. I went and got the battery checked as well and they said it is still good. I am lost at what to do next. Next on the list is the sensor that people are talking about. Hondalover answered 10 months ago. Make sure you got your battery top cable. It was part of the recall which i did on mine. Visit honda. All software needs to be updated by honda not road side mechanic. I replace my starter which fixed my problem. GuruN answered 8 months ago. My Accord Touring has the exact same problem with the starter with most people. Tried calling the Honda Corporate, I was pretty told to go "F"

myself. Ok, that's not exactly what happen, they told me to go get it diagnosed from a Honda dealership, which I did, and they said I had to change the starter. I sent the diagnostic to Honda corporate and this is where the fun began. Honda Regional Case Manager Angie phone number said that my car is old and that they wouldn't do anything about it. If you get Angie, I'm sorry in advance. Long story short, I was denied by Angie, she raised her voice at me and said pretty much no way in hell she will do anything for me. I sent another email to her executives this time, I still got Angie back on the line, this time she spoke to me very condescendingly like I'm some idiot. She said all her Executives are on her side and no matter how many times i contact Honda, she will be the only person I will deal with, essentially trying to discourage me from re-contacting them. She is clearly in the wrong field. Anyway, we have 5 Honda Accords in the family and two of those Accords are even older than my model and none of the other Accords have the starter issues. This is clearly something that will probably get a recall. I am writing this to inform of the poor treatment I received at the hands of Angie and to hopefully get Honda to consider a recall on starter. I would hate for anyone to have to deal with Angie. Guru76NCC answered 8 months ago. I got no responses from Honda corporate- which is horrible. This is what I end up doing. Let me know if you guys need eBay Details too. Gilles answered 6 months ago. I fixed it! The selector has to be precisely on Park position. I pushed it on Park and my Accord starts again! Neutral switch? Shift selector was on Park each time, but perhaps not exactly on it. Park position became loose after years? I just have to push it towards dashboard and that's it The starter relay relies on the switch for receiving power. AllenWang56 answered 6 months ago. I figure it out. It is not the starter problem. It is might be the Ignition problem. First time I hit the brake and shift it to neutral. It worked then I tried it the second time, It didn't work. So at last I make sure everything is off then press the start button twice make sure you see everything on dash board. When you see that so you can hit the brake and start then it will start. Ive never had this problm before but now my engine wont start when turn the keys and i do hear a click. Is my car completely fucked or is ita dead battery? Could be just when you start it your system is diagnose wrong drive for a while and see what happens. Hondalover answered 6 months ago. Two things you have to check, jump start the battery. Also there was a recall on the cable or sensor for the battery which fixed the problem. Check with your local honda. Its done for free. I did mine, i replace my starter due to non statrt and i never had no issue. My starter was acting up same like yours at 60, miles. It worked. I have the car 5 yrs no issue. GuruTS9 answered 5 months ago. Same problem here. One week later, same problem won't start. Hondalover answered 5 months ago. Check your recall, it might be the sensor on the battery, i had mine replace 5 yrs ago, and bought new battery from Honda which fixed the problem. Foot on brake, in park, and push button and all the dash lights flashed as long as I he its almost like thers a short somewhere or something. What should I try? Honda Accord LX. Battery light came on today first time ever. I contuined to drive until my car completly shut down. I got a jump, pulled out the space 3 feet and it shut down again. All lights work, It happened a few times that when I close the trunk, it pops open again by itself and give out a few beeping sound. One time I have to start the car and turn it off again. The other time I have to m I have a different car. Content submitted by Users is not endorsed by CarGurus, does not express the opinions of CarGurus, and should not be considered reviewed, screened, or approved by CarGurus. Please refer to CarGurus Terms of Use. Content will be removed if CarGurus becomes aware that it violates our policies. Report Follow. Mark helpful. Stacy answered 2 years ago. Your Answer:. Upload Photo Photo optional. Related Questions. Start a new Honda Accord question. Sell Your Car Yourself With a simple, secure transaction. Get Started. Search Honda Accord Questions. CarGurus Experts. Know more, shop wisely Search. Related Models For Sale. Used Cars for Sale. Building on last year's significant updates, the Honda Accord should appeal whether you're prioritizing interior space, fuel economy, value or even an engaging driving experience. Read on to learn more why the Accord is a must-drive if you're shopping for a midsize sedan or coupe. Following some notable revisions last year, the Honda Accord is essentially a carryover model, and an aging one at that, considering Honda last gave its Accord a full redesign for the model year. Even so, most of the midsize sedan segment is still playing catchup. The current Accord is arguably Honda at its finest. It scores highly in just about every category, and unlike many rivals, it's a genuine pleasure to drive. If you're looking for a family sedan that does it all, or perhaps a sporty yet still roomy coupe, the Accord's across-the-board excellence simply cannot be ignored. The front-wheel-drive Honda Accord is available in two body styles. A suite of advanced safety systems called Honda Sensing is available on all trims except Touring where it's standard , but our lackluster experiences with this system make it difficult to recommend. Starting with the sedans, the base LX is quite generously equipped and powered by a 2. Feature highlights include inch alloy wheels, dual-zone automatic climate control, a 7. The Sport Special Edition is very similar to the

regular Sport, but it adds special-edition badging, heated front seats and leather seats with red accent stitching. The Accord EX also builds off the LX, but it focuses more on extra amenities than sportiness, adding inch wheels, LED daytime running lights and foglights, heated mirrors, a sunroof, keyless ignition and entry, remote ignition with the automatic transmission , the power driver seat,Honda's LaneWatch blind-spot camera system, a six-speaker sound system with a 7-inch touchscreen interface the standard 7. The EX-L trim comes with the CVT and adds leather upholstery, driver-seat memory functions, a power passenger seat, heated front seats, an auto-dimming rearview mirror and an upgraded seven-speaker sound system. As its name suggests, the EX-L V6 is powered by a 3. All of the above trims can be outfitted with the Honda Sensing package, which includes adaptive cruise control, forward collision warning with automatic emergency braking, and lane departure warning and mitigation. The range-topping Touring takes the EX-L V6 offerings and adds the features from the Honda Sensing package as well as inch wheels, LED headlights with automatic high-beam control , automatic wipers, front and rear parking sensors, a rear decklid spoiler, heated outboard rear seats and the navigation system. For the Accord coupe, the base LX-S trim is similar to the LX sedan but adds inch wheels and the six-speaker audio system. Note that all automatic-transmission coupes include standard paddle shifters. Available styles include LX 4dr Sedan 2. Doing so could save you hundreds or thousands of dollars. Edmunds also provides consumer-driven dealership sales and service reviews to help you make informed decisions about what cars to buy and where to buy them. Simply research the type of car you're interested in and then select a used car from our massive database to find cheap prew-owned vehicles for sale near you. Once you have identified a used vehicle you're interested in, check the AutoCheck vehicle history reports, read dealer reviews, and find out what other owners paid for the Used Honda Accord. Is it better to lease or buy a car? Ask most people and they'll probably tell you that car buying is the way to go. And from a financial perspective, it's true, provided you're willing to make higher monthly payments, pay off the loan in full and keep the car for a few years. Leasing, on the other hand, can be a less expensive option on a month-to-month basis. It's also good if you're someone who likes to drive a new car every three years or so. Check out Honda lease specials Check out Honda Accord lease specials. Popular searches. My notifications My Account. Review Features Save. View Photos. Appraise this car. Other years. List Price Estimate. ZIP Code. See all for sale. Which Accord does Edmunds recommend? While all of the Accord trims provide good value, there's one standout that we can wholeheartedly get behind. The Accord Sport sedan is one of the best deals in the business thanks to its healthy features roster and reasonable price. If you're with us in feeling lukewarm about the touchscreen, you're in luck â€" the Sport doesn't have it. You can even bolster the Sport's persona and get it with a manual transmission. Its features buff out the car's appeal, and the V6 brings some old-school Honda flavor to the mix. Overall rating 4. Each vehicle typically comes in multiple versions, although trim levels share many aspects. Read more. Driving 4. The Honda Accord is a top-performing family sedan. Acceleration and braking are among the segment best with the V6 model being quicker than many base model luxury sedans. Handling is responsive and composed, and its easy-to-drive nature makes it accessible to any driver. Acceleration 4. The four-cylinder engine delivers smooth but average acceleration for the segment 0 to 60 mph in 8. For more thrust, the optional V6 engine's silky power returns class-leading acceleration. Braking 5. The brake pedal is easy to modulate and isn't overly grabby even at full effort. Hondas used to have some of the worst stopping distances, but not any more. The EX-L we tested stopped from 60 mph in feet, which is commendable for the class. Steering 4. Steering is light in effort but feels precise and fluid in its movement. It doesn't offer as much feedback as Hondas of the past, but it feels natural to the point that you won't be thinking about the steering, which is a good thing. Handling 4. When you're driving around turns, the Accord keeps its composure, even if there are mid-corner bumps. The car rotates and pivots through corners if coaxed, and the front tires won't simply give up if you drive enthusiastically. Drivability 5. The four-cylinder and CVT pairing, usually a sore spot in other cars, is responsive to your demands. Sport shift mode will even maintain proper "gear" ratios as you'd expect. This is a paragon of being easy and pleasant to drive. Comfort 4. The Accord's comfort, quietness and overall refinement are standouts in the segment and may even give a few entry-level luxury cars a run for their money. The only area that it comes up a little short is the strength of its climate system. Otherwise it's likely to surpass many expectations. Seat comfort 4. The optional leather-covered front seats are firm and supportive during long drives. The cloth seat cushions are a touch softer but still provide good support. The modest side bolstering seems appropriate and non-confining for larger folks. Ride comfort 5. The Accord rides very comfortably and composed, even if you've got the big wheels and tires. Whether you're driving on rough roads or on the highway, the suspension feels at ease. Wind and road noise is impressively subdued. As a bonus, the four-cylinder's CVT

doesn't cause droning noises they're typically known for. The V6 is smooth and quiet, with pleasingly sporty sounds at high rpm. Climate control 3. Air-conditioning proved weak on a hot day, or at least we found ourselves setting the automatic climate control about 7 degrees cooler to achieve the same level of comfort. Some other rival cars do it better. Interior 4. The Accord's cabin is an example of how to do it right. There's plenty of space, it's easy to get in and out, and the airy greenhouse provides a good view out for the driver and a roomy environment for passengers. Ease of use 3. The touchscreen interface found on most trims isn't very user-friendly, and the abundance of steering wheel buttons can be overwhelming on upper trims. Otherwise, the more basic controls are easy to figure out. It's easier to access the Accord's rear seats than in some competitors that have sleeker, lower rooflines. The doors are large and light. Driving position 4. The eight-way power seats don't have as much rearward travel as in some other sedans, but only the tallest drivers will notice. The seat is mounted high, which helps improve visibility. We also like the steering column's wide range of adjustment. Roominess 5. The Accord has a large, airy cabin with plenty of room. A 6-foot-tall driver could sit behind himself with legroom to spare, and there's copious headroom. The rear seats also have a nice reclined seatback angle. Visibility 4. The LaneWatch camera is a unique approach to the blind-spot issue, though not everyone finds it useful. Thin upright pillars and large windows make forward visibility easy, even if some of the interior trim reflects glare. A rearview camera is standard. Quality 4. Interior materials are of solid quality compared to the best in the class, and it's all screwed together so well that it feels like it'll last for years. There's even good value in top-level trims. Utility 4. The Honda Accord is among the class leaders in terms of utility, boasting a nice-sized trunk, abundant small item storage, and a big backseat for car seats and whatever else doesn't fit in back. Small-item storage 5. Two bins under the center stack are perfect for keeping a smartphone of whatever jumbo-size proportions Apple or Samsung comes up with next. Large, square cupholders hold a variety of containers but could benefit from better grip. Cargo space 3. The Child safety seat accommodation 4. LATCH points in outboard positions with three upper tether anchors. You may have to uncomfortably move the passenger seat up for some rear-facing seats, but most will fit well. Access is better than in most cars, but some midsize sedans are better. Technology 3. The number of electronic features available on most Accord trim levels is commendable, but the execution of those features needs work. In particular, the Honda Sensing package's various driver aids and the frustrating touchscreen found on most trim levels. The touchscreen found on most trim levels can be frustrating to use. Commonly used menu buttons are too small, and navigation between menus is confusing. There's no volume knob or direct radio tuning method, which means most rivals are much better. Smartphone integration 3. Apple CarPlay and Android Auto are present, but transitioning between their controls and those of the Honda-controlled systems is frustrating and confusing. Bluetooth pairing is easy for audio and phone. Driver aids 2. Adaptive cruise control is too quick to slam on the brakes, too slow to speed up and doesn't come to a full stop by itself. The collision warning is overly sensitive to the point we prefer it off. The lane departure system functions properly, without being too intrusive or bouncing between lines. Voice control 5. The superior voice controls at least serve as a good work-around for some of the other shortcomings. We successfully and easily entered two navigation addresses on the first try, requested a satellite radio station and made a phone call. Scorecard Overall 4. Write a review See all reviews. Best Buy for 4 bangers! Design is appealing and slick, turns heads. Instrument well designed, with balanced brightness at night. Headlights sufficient brightness, taillights gorgeous at night. Leather wrapped steering wheel feels rich and smooth. Ride is average "S" mode makes car glue on road, increase engine response which translates for faster acceleration. Engine super quiet at idle and roars at high rpm. Transmission shifting super smooth, unnoticeable. Great gas mileage. Overall, car is best buy in my book. Read less. I've owned this vehicle for seven months now, and so far it seems to be a good investment. Driving is easy, and acceleration is very smooth: engine RPMs barely get above 3k when accelerating from a stop light, and the car gets up to speed easily with very little struggle compared to my previous hybrid that red lined while accelerating to 45 mph. The interior is very quiet and comfortable with good visibility. Love the Honda sensing with the camera on the passenger side - very helpful when passing vehicles on the highway or making sure you're parking close enough to the curb. I wish I had a camera on the driver's side as well! Adaptive cruise control works great - the furthest distance setting provides a very comfortable 3-second following range which is a bit far in some driving situations. The closest distance setting is also comfortable, giving about a one-second following distance. Love the lane keeping system - when off, it gives you a visual warning when you are departing your lane; when on, it helps to gently guide you to the center of your lane - the car almost drives by itself! And the lane departure is a gentle reminder - some cars I test drove nagged at you when you started to leave

your lane, and the loud notification beeps were quite distracting. It has pretty good smartphone integration - if I plug my Android phone into the USB port, I can use Google navigation that's on my phone and it automatically shows up on the console screen - that saved me a few hundred bucks since I didn't have to buy the trim with navigation and Google maps is generally more user-friendly than most car navigation systems. I also have access to music on my phone and Amazon music. You can also use Pandora or other streaming services or use Honda's "A-Ha" music app. Android Auto will also read my emails to me once the vehicle is parked. Overall, very good technology and integration that I've only just begun to explore. Other notes: - Fold down rear seats are only operable from the trunk, and you can't access the trunk from the back seat. This provides the opportunity to securely lock the trunk so the valet driver can't get in without the key. You can also lock out the glove compartment so you need the physical key to get in. You also have the option to combine music info and trip info on the same screen. The lower touch screen displays music, cell phone, Android Auto features e. The transmission itself has "Drive" and "S" which I assume means "Sport," but it's not defined in the owner's manual as such. Drive, I assume, gives you the advertised hp and ft-lbs torque. You also have an "Econ" button: Econ mode restricts both the climate system and engine power to maximize fuel economy. I suppose you could drive in Sport mode with Econ activated, but it seems like it would be counter productive. I generally leave the car in drive with Econ mode activated, and it seems to do fine, even on the hottest summer days. I've had no problem with acceleration or speed while in Econ mode, though I've noticed that with cruise control on, the vehicle slows a bit when going up hills, and it doesn't return to the ordered speed as aggressively. I suppose if you want something a little more responsive, either don't use Econ mode, drive with the transmission in "Sport," or buy the V-6 or sport model. Most of my driving is on the highway, and I've seem mpg up to 42 mpg. Yesterday, I turned off Econ mode and still got 36 mpg highway. Overall, a very good mid-size sedan. While it doesn't have all the luxury features that are out there, it is very well equipped, and very well made. And if buying a domestic vehicle is on your agenda, my previous Ford was built in Mexico, but this Honda was built in Ohio. I probably put more groceries on tables in America with this car purchase than with my "domestic" Ford. Comfortable, agile, manual transmission sedan. The Accord doesn't have the most powerful engine at this trim level, but the slightly gruff, very responsive character of the non-turbocharged 4-cylinder has won me over. The engine loves to rev, feels alive and is your friend for a fast drive, as is the handling which is agile and sure footed as long as you feed the car some power through fast corners -- if you lift off or are timid with it, it can feel a bit twitchy and nervous. On balance I'd much sooner have this car with its absence of electronic add-ons than an option-laden front-heavy V6 that is great for freeway acceleration but doesn't have the balance of a four and is lumbered with an automatic transmission. Having come from European and U. S brands, it was refreshing to get into a new car and have simply nothing wrong with it. Best points: engine performance; handling; steering; reliability; the standard halogen headlights are very effective -- really as good as HIDs; value for money; passenger space; San Marino Red color. Overall, this car does pretty much everything I care about very well and I am glad I bought it. Update at 10K miles: The car is still performing flawlessly. The manual transmission is sweet and intuitive. It was a different car entirely, well made but a bit lacking in character and the handling did not have the edge that the Sport's has. I drive a lot of country roads in winter and headlight performance matters. There is plenty of light to the sides of the road and the high beams flood the road with light. That's thoughtful design and carefully, rigorously tested implementation that many others in the U. Update at 15, miles: one issue so far. Rear defog had one bad element, associated with poor FM radio reception when switched on. Rear window replaced under warranty, issue fixed. This is my second 9th gen Accord Touring, so I'm obviously a fan of Honda and this iteration of Accord. The 9. In Lunar Silver Metallic with deeply tinted windows, the car often attracts compliments. The acceleration is outstanding and the J-series V6 is a real gem: one of Ward's Best engines for , it's smooth and rev-happy, with a mean, intoxicatingly joyous sound when worked hard i

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nto VTEC range rpm. It makes higher trim Accords feel like a completely different beast than those powered with i4s and CVTs. Too narrow in both width and sidewall, the tires explode at seemingly the tiniest impact, which is probably one of the reasons why such a reliable automaker now has a roadside assistance program. Having owned my for 6 months, I speak from experience as I have now had 3 blowouts since December We had the brake and transmission fluids changed prior to the Maintenance Minder's recommendation, as the former

is required at 3 years and we regarded the latter as a precautionary measure. Other than that, we have continue to consider the Accord a sound value and purchase and we enjoy having the vehicle in our household. See all reviews of the Used Honda Accord. Write a review. Frontal Barrier Crash Rating. Dynamic Test Result No Tip. IIHS Rating. Side Impact Test. See full safety scores. People who viewed this also viewed 4. Sponsored cars related to the Accord. Sign Up.