

by [robert1](#) on Tue Apr 22, 2008 12:15 am

I found an acura for a decent price selling at a private U.S. dealer in California and made plans to purchase this car. The dealer, who was not affiliated with Honda/Acura, told me that I would be able to get a recall clearance letter from any acura dealership with no problem. Luckily for me, I phoned three acura dealers in the area prior to purchase in order to make sure that I would be able to get my hands on one of these RC letters. Service managers at each of these acura dealerships stated that they were now forbidden by head office to issue recall clearance letters to Canadians attempting to export U.S. cars. I then phoned Acura client services and was given the same message, which was that they would not be issuing any more recall clearance letters to Canadians.

As a last resort, I phoned American Honda head office ( 800 999 1009 ) and was told by a representative called Robert that the new policy is to refuse recall clearance letters to anyone but American citizens, and that American citizenship must be proven with an American passport or drivers licence. Proof of registration must also be shown by the applicant and a U. S. mailing address must be confirmed. Robert admitted that the new regulations were put in force to stop what he termed "grey market cars" being exported to Canada. He stated rather smugly that there is now no way to bypass this system and that now Canadians will find it impossible to register an imported Acura or Honda automobile in Canada. Also, Canadians lucky enough to have registered "grey market" Hondas in the past would not be given access to key codes should they lose their transponder keys, or anti theft radio codes when their car batteries need replacement (at which time they need to reprogram their radios).

I was left with an uneasy feeling after I hung up the phone, now knowing that beneath Honda's clean public image lurks a deviousness and an unethical core that has more interest in maintaining unreasonable regional pricing structures than in following the law. What is most troubling is that Honda is perverting their policies and changing rules in order to thumb their noses at NAFTA without fear of consequence.

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