



U.S. Department
of Transportation
**National Highway
Traffic Safety
Administration**

ODI RESUME

Investigation: PE 04-018
 Prompted By: IE04-003
 Date Opened: 02/19/2004
 Principal Investigator: Peter Kivett
 Subject: Oil Filter Fires
 Date Closed: 07/01/2004

Manufacturer: American Honda Motor co.
 Products: 2003 Honda CR-V
 Population: 140053

Problem Description: Consumers allege incidents of oil filter gasket leakage following oil changes resulting, in some cases, in vehicle fires.

FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
Complaints:	6	32	32
Crashes/Fires:	6	22	22
Injury Incidents:	0	0	0
# Injuries:	0	0	0
Fatality Incidents:	0	0	0
# Fatalities:	0	0	0
Other*:	0	0	0

*Description of Other:

Action: This Preliminary Evaluation has been closed.

Engineer: Peter Kivett
 Div. Chief: Jeffrey L. Quandt
 Office Dir.: Kathleen C. DeMeter

Date: 07/01/2004
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Summary: This investigation identified 32 incidents of oil filter leakage in the subject vehicle population, with 22 resulting in vehicle fires. All of the incidents occurred following oil changes. Honda's investigation of 14 of the fire incidents determined that "five oil filters had stacked seals (double-gasketing), and nine oil filters had distorted or pinched seals." According to Honda, both conditions result from failure to follow necessary repair procedures.

Stacked seals result from failure of the service technician to remove the old seal prior to installing the new filter and seal. Distorted or pinched seals result from failure to properly lubricate the new seal prior to installation. Oil leakage from a stacked, distorted, or pinched seal can be ignited by heat from the exhaust system, which is located near the oil filter in the subject vehicles.

Honda will issue communications to its dealers warning of the necessity to follow correct procedures when replacing oil filters in the subject vehicles and of the potential for vehicle fires to result from improper repairs. ODI will continue to monitor the alleged defect in my 2003 and later CR-V vehicles. This investigation is closed. The closing of this investigation does not constitute a finding by NHTSA that no safety-related defect exists. The agency will take further action if warranted by the circumstances.

VLS
7-9-04