

**INFORMATION Redacted PURSUANT TO THE FREEDOM OF
INFORMATION ACT (FOIA), 5 U.S.C. 552(B)(6)**

American Honda Motor Co., Inc.
1919 Torrance Boulevard
Torrance, CA 90501-2746
Phone (310) 783-2000

March 4, 2011

Mr. D. Scott Yon, Chief
Vehicle Integrity Division
Office of Defects Investigation
U.S. DEPARTMENT OF TRANSPORTATION
National Highway Traffic Safety Administration
1200 New Jersey Ave., SE
Washington, DC 20590

**Re: PE10-047
2006 Honda CR-V
Driver's door power window switch**

Dear Mr. Yon:

On January 14, 2011, we submitted our complete response regarding the allegations of fire in the driver's door in model year (MY) 2006 Honda CR-V vehicles. We recently became aware that the table in our response to question no. 11(f) was placed in the wrong location as it refers to Toyo Denso and not Omron. The contents of our response remain the same. We apologize for any inconvenience this has caused in the analysis of our response to PE10-047.

11. Furnish Honda's assessment of the alleged defect in the subject vehicles, including:
- a. The causal or contributory factor(s);
 - b. The failure mechanism(s);
 - c. The failure mode(s);
 - d. The risk to motor vehicle safety that it poses;
 - e. What warnings, if any, the operator and the other persons both inside and outside the vehicle would have that the alleged defect was occurring or subject component was malfunctioning; and
 - f. The reports included with this inquiry.

Response:

Since there are two investigations for different causes, we are responding to each investigation separately.

Toyo Denso-built

- a. *The causal or contributory factors*
Silicon spread near the door lining intruded into the master power window switch and adhered to the contact point.
- b. *The failure mechanism(s)*
Due to silicon adhesion to the contact, the contact resistance increased and the heat generation and melting occurred in the contact.
- c. *The failure mode(s)*
Power windows become inoperative when the power window switch is operated.
- d. *The risk to motor vehicle safety that it poses*
The power windows become inoperative. A very small percentage of users will observe smoke or experience limited melting in the area of the power window master switch.

- e. *What warnings, if any, that the alleged defect was occurring or that the subject component was malfunctioning*
There are no warnings to the driver prior to failure that the condition may exist. However, at the time of failure the driver should observe an inoperative power master window switch, or possibly the existence of smoke or the odor of a melted switch.
- f. *The reports included with this inquiry.*

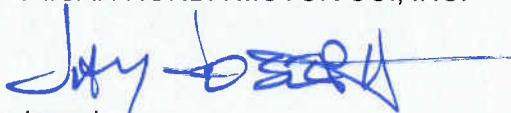
NHTSA VOQ Ref. No	VIN	Assessment
10343884	JHLRD77826C [REDACTED]	<i>Information is insufficient to judge whether it is related to this inquiry or not (Failure part not confirmed)</i>
10321646	JHLRD78566C [REDACTED]	<i>Information is insufficient to judge whether it is related to this inquiry or not (Failure part not confirmed)</i>
10307287	JHLRD78866C [REDACTED]	<i>Information is insufficient to judge whether it is related to this inquiry or not (Failure part not confirmed)</i>

Omron-built

- a. *The causal or contributory factors*
As the result of our initial analysis, markings that are consistent with the existence of a liquid substance were found inside of the master power window switch, however the detailed cause of the occurrence is still under analysis.
- b. *The failure mechanism(s)*
The failure mechanism is currently under analysis.
- c. *The failure mode(s)*
The master power window switch becomes inoperative when power window switch is operated.
- d. *The risk to motor vehicle safety that it poses*
The risk to motor vehicle safety due to this cause is currently under analysis.
- e. *What warnings, if any, that the alleged defect was occurring or that the subject component was malfunctioning*
Any potential warnings to the driver that the alleged defect is occurring or the component is malfunctioning are currently under analysis.

Sincerely,

AMERICAN HONDA MOTOR CO., INC.



Jay Joseph
Senior Manager
Product Regulatory Office

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