U.S. Department of Transportation

National Highway Traffic Safety Administration

ODI RESUME

OFFICE OF DEFECTS INVESTIGATION

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Investigation:	EA 11-004		
Prompted by:	Consumer Complaints and PE10-047		
Date Opened:	04/11/2011	**Date Closed:**	10/24/2012
Investigator:	John Abbott	**Reviewer:**	Scott Yon
Approver:	Frank Borris		
Subject:	Driver's Power Window Master Switch		

MANUFACTURER & PRODUCT INFORMATION

Manufacturer:	Honda (American Honda Motor Co.)
Products:	Model Year 2006 Honda CR-V
Population:	149,583
Problem Description:	Melting and/or burning of the power window master switch and related electrical system components

FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
Complaints:	9	45	50**
Crashes/Fires:	9	43	48**
Injury Incidents:	0	0	0
Fatality Incidents:	0	0	0

** Total eliminates duplicates received by ODI and manufacturer.

ACTION / SUMMARY INFORMATION

Action: Close this investigation, see Safety Recalls 11V-456 and 12V-486.

Summary:

This investigation was prompted by Preliminary Evaluation (PE) 10-047 and was based on reports from consumers alleging that smoke and/or fire, as defined in 49 CFR § 579.4, had occurred inside of the driver's door.

The subject vehicles, model year (MY) 2006 CR-V, were manufactured at two different assembly plants. The vehicles manufactured in Japan (Sayama plant) were produced with a power window master switch (PWMS) supplied by the Thai Toyo Denso Company, Ltd. (Denso). The vehicles manufactured in the United Kingdom (UK, Swindon, England plant) were produced with a PWMS supplied by the Omron Corporation (Omron).

Honda provided 45 reports on the subject vehicles responsive to this investigation. Of this number, 24 reports concerned Japan-built vehicles, 19 reports on UK-built vehicles, and two reports without a vehicle identification number which could not be identified by assembly plant. Four of Honda's reports were duplicative of ODI reports.

ODI received nine reports on the subject vehicles: five on Japan-built and four on UK-built vehicles, and one additional report on a MY 2005 UK built vehicle. The ODI reports can be reviewed at http://www-odi.nhtsa.dot.gov/complaints under the following identification (ODI) numbers: 10343884, 10307287, 10321646, 10375324, 10386750, 10425406, 10437807, 10439880, 10469350, and 10406979.

In most cases, it was reported that the PWMS and/or its electrical wiring harness had sustained heat related damage requiring replacement of the affected component(s). However, in three of the cases involving an Omron PWMS (UK built), a fire breached the driver's door panel and spread into the vehicle interior. Two of the three vehicles were determined to be a total loss by insurance companies, and one was repaired. All three fires occurred as the vehicles were parked with the ignition switch turned off.

On September 6, 2011 Honda submitted a Defect Information Report (DIR) to recall 80,111 subject vehicles built in Japan. In it's DIR, Honda explained that the Denso PWMS assembly has switches made of a resin material that can allow residues to accumulate over time. Residue from silicone based cleaning products used near the PWMS can adhere to the electrical contacts of the switch and repeated operation of the switch may accelerate wear of the electrical contact. Silicone particles that have accumulated between the power source and the ground in the switch can become heated when electrical power is supplied to the circuit. If this occurs, the resin material of the switch can carbonize and form an electrically conductive path which causes the resin material to heat up. As a result, the switch may melt and produce smoke. In the worst case, the switch cover may burn. ODI notes that this recall was limited to MY 2006 because the PWMS subject to the recall (P/N 3750-S9A-C05ZA) was made of a new resin material introduced during MY 2006 production.

ODI continued its investigation with respect to UK built vehicles with the Omron PMWS. On October 4, 2012 Honda submitted an additional DIR to recall 268,655 MY 2002-2006 CR-V vehicles. Honda's DIR stated that water or other fluids can enter the Omron PWMS assembly and over time cause electrical resistance in the switch. Increased resistance can result in overheating and melting of the switch, which could potentially cause a fire.

Please see both DIRs at http://www-odi.nhtsa.dot.gov/recalls/ under safety recalls 11V456 and 12V486 for further details of the recalls.