

DP12-002

HONDA

8-3-2012

ATTACHMENT Q9

Document 1

QARS VAS\_Unintended brake  
operation during driving 10-13-  
05(EJ) REDACTED Final

Request to		AQAO			Issuer	
AQAO		Tomiji Komiya			Date	13-Oct-05
Mr. Y. Otobe	Mgr	Date	YYYY MM DD	Issuer	Naoki Tani	
Mr. H. Oura	Mgr	Window		MI Gr.	K. Fukumoto	
		GL		CIE	T. Watanabe	
		TEL	028-687-2169	TEL	205-355-5000 ext4244	
		FAX	028-687-2112	FAX	205-355-6820	

 Request scramble visit Request analysis **Quick Analysis Request Sheet**

AHMA200501100

件名	ブレーキアシスト誤作動と考えられる”ブレーキを踏んでいないのに走行中制動がかかった		
YM / 機種	2005M / PILOT	RANK: B	
機種コード	YF1	P/N: 57110-S9V-A51	
VIN / Engine No	5FNYP185X5B [REDACTED]	PART: VSA MODULATOR	
走行距離	5713mile	NOTE:現品は8/18に現地から 発送済み	
登録日	2005年6月12日		
発生日	2005年 10月 6日		
不具合部品名 / 番号	VSA Modulator		
添付資料	<input checked="" type="checkbox"/> QIC/QID, ディーラーレポート, 発生状況		
	<input type="checkbox"/> 工場一次解析結果/QIS		
	<input checked="" type="checkbox"/> 現品		
部品名 VSA Modurator	数量: 1	送り先: 尾崎技幹	発送日 10/13/2005
部品名:	数量:	送り先:	発送日:
	<input type="checkbox"/> その他の情報 (車両履歴、工場テスト結果)		

**発行者依頼内容**

PILOT用NISSIN製VSAモジュレータをHGTに送っての解析依頼。

2005年5月現在、日本のみで発生し、北米では1件も発生していなかった「走行中にブレーキを踏んでいないのにブレーキがかかった」事象のため、HGT C4にて、日本で発生した状況と同じか、新たな問題を解析していただきたい。(C4霧生主研調整済みです)

## 背景

NISSIN製NK11 VSAモジュレータにて計3種類の市場不具合が発見され、HGTは恒久対策を出図。HMA/HCMの量産ラインには06M初号機より対策品が投入されている。  
本件は2005年5月現在、日本のみでしか発生していなかった。内訳はオデッセイ6件 レジェンド1件 生産日に偏りあり。HGTにて再現できない。

NASC及び北米CIE会議にて議論済み。北米PILOTでは発生がゼロであること、ここまでのHGT調査結果、C級切り替えの場合の在庫補償費、D級切り替えの場合のリードタイム等を総合して考えた結果、05Mランニングチェンジを見送り、06MIにて対策投入した経緯あり。  
その後HMA製PILOTにて2件発生。HMAにて実車装着再現テスト結果、HGT解析結果と同様事象だったため解析終了。9月シャーシ量産項目整合日本出張時にこの旨HGTに伝えたところ、HGTが知る限り北米初の発生であるため、至急解析する必要ありとの結論に達した。

発生状況:運転手がブレーキをかけていないのにブレーキがかかった。VSA警告灯点灯。CODE68-1を記録。以前制動はかからなかったがCODE68-1が点灯した経歴あり。

診断結果: G302にてアース確認したところ、正常。

現車措置: 新しいスイッチと交換

診断結果/一次解析結果:

現車措置:ブレーキSW・モジュレータ交換

AQAO-HOS回答

QIS NO.:

備考

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Document 2

QIS SKVA05072701

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Design

Honda Manufacturing of Alabama

Issued By HMA

**QUALITY IMPROVEMENT SHEET (Q.I.S.)**

COUNTERMEASURE CONTROL#	RESPONSIBLE SITE AND DEPARTMENT		Rank
SKVA05072701	HMA	HMA QUALITY ANALYSIS	A
INFORMATION SOURCE	Problem Definition ID	CBU Category	
TTB		TBD	
Supplier	Affected Model		RESPONSIBLE DPT ISSUE DATE
NISSIN BRAKE OHIO, INC.	HMA-PILOT		9/19/2005
Market Information Issuer	Lead Quality Investigator	Investigator Team	THEME UP DATE
Danny Baker	Scott Frishman	HMA Chassis	7/27/2005
Title			
2005 Model Pilot Brakes Apply Unexpectedly			
Customer Complaint			
VSA light flashing and the vehicle brakes are applying on their own (customer stated bucking). Tech. duplicated problem by driving about 45 MPH. Dealer advised by Techline to replace modulator to repair.			
Dealer Repair			
<QIS from old system. No specific Dealer Repair text exists>			
Finish Date	1st COUNTERMEASURE APPLICATION DATE	C/M Target Date	
9/20/2005	8/15/2005	11/30/2005	
Market Data Investigation			
One known failure. 5FNYF18585B [REDACTED] AF Off Dt = 5/12/05, days to fail = 43, miles to fail = 1707. No related repairs on FIC.			
Investigation Cause Analysis			
Brakes suddenly applied during driving when not stepping on the pedal.			
[REDACTED]			
Brake Assist Function Summary - Considering driver's sudden braking, brake pressure is automatically increased to ABS operation range when judged as sudden braking.			
In the case of the vehicle that initiated the QIS, the modulator registered a 66 and 68 code, the 66 code signals a pressure sensor failure(internal to modulator) and may be the reason for the brake assist failure. The VSA S/W applies brake assist before correctly diagnosing the failed brake pressure sensor.			

VIEW BEFORE COUNTERMEASURE	VIEW AFTER COUNTERMEASURE
x	x

**Responsible Department Root Cause Analysis**



COUNTERMEASURE BY		COUNTERMEASURE CONTROL#	
11/30/2005		SKVA05072701	
Recomnd Sold Product Treatment	Recomnd Stock Product Treatment	Recmd Part Stock Change	Design Change Number
NORMAL WARRANTY	NO TREATMENT	NO CHANGE	C4523695
CoreMQ Problem Definition ID		CoreMQ Problem Definition Name	

C/M Title	C/M Location	C/M Type
Brake Assist Software C/M	Frame Factory	Other

**CM Details**

Software Logic Countermeasure will apply at same timing as VSA Activation countermeasures(06 Pilot PP Lot).

Awaiting software change details from supplier/HGT.

D/C C4523695 released Sept '05- Update to control spec(5715Z-SJA-0030) to prevent improper brake assist control. Software compares brake pressure sensor values and looks for abnormal fluctuations that may cause brake assist to activate and prevents BA activation. Changes applied at NU PP Lot.

Date	Factory	Line	Year	Model	Engine/Trans	Tracking Tag
8/16/2005	HMA	2	2006	PILOT		Brake Assist S/W C/M
8/15/2005	HMA	2	9999	UNKNOWN		Brake Assist Software C/M

**Recommended Field Action**

Normal warranty.

**Countermeasure Effectiveness**

Monitor warranty.

<b>AH - Domestic</b>			
<b>Sales Division Engineer</b>	<b>Sold Product Treatment</b>	<b>Product Treatment</b>	<b>Part Stock Change</b>
<b>Service Action Report</b>	<b>Service Bulletin Number</b>	<b>After Service Part Number</b>	
<b>AH - Export</b>			
<b>Sales Division Engineer</b>	<b>Sold Product Treatment</b>	<b>Product Treatment</b>	<b>Part Stock Change</b>
<b>Service Action Report</b>	<b>Service Bulletin Number</b>	<b>After Service Part Number</b>	
<b>CH</b>			
<b>Sales Division Engineer</b>	<b>Sold Product Treatment</b>	<b>Product Treatment</b>	<b>Part Stock Change</b>
<b>Service Action Report</b>	<b>Service Bulletin Number</b>	<b>After Service Part Number</b>	
<b>Part Number List</b>		<b>Part Group/Subgroup List</b>	
57110 - MODULATOR ASSY., VSA		-	

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Document 3

QIS SKVA05072202

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**QUALITY IMPROVEMENT SHEET (Q.I.S.)**

COUNTERMEASURE CONTROL#	RESPONSIBLE SITE AND DEPARTMENT		Rank
SKVA05072701	HMA	HMA QUALITY ANALYSIS	A
INFORMATION SOURCE	Problem Definition ID	CBU Category	
TTB		TBD	
Supplier	Affected Model		RESPONSIBLE DPT ISSUE DATE
NISSIN BRAKE OHIO, INC.	HMA-PILOT		9/19/2005
Market Information Issuer	Lead Quality Investigator	Investigator Team	THEME UP DATE
Danny Baker	Scott Frishman	HMA Chassis	7/27/2005
Title			
2005 Model Pilot Brakes Apply Unexpectedly			
Customer Complaint			
VSA light flashing and the vehicle brakes are applying on their own (customer stated bucking). Tech. duplicated problem by driving about 45 MPH. Dealer advised by Techline to replace modulator to repair.			
Dealer Repair			
<QIS from old system. No specific Dealer Repair text exists>			
Finish Date	1st COUNTERMEASURE APPLICATION DATE	C/M Target Date	
9/20/2005	8/15/2005	11/30/2005	
Market Data Investigation			
One known failure. 5FNYF18585B [REDACTED] AF Off Dt = 5/12/05, days to fail = 43, miles to fail = 1707. No related repairs on FIC.			
Investigation Cause Analysis			
Brakes suddenly applied during driving when not stepping on the pedal.			
[REDACTED]			
Brake Assist Function Summary - Considering driver's sudden braking, brake pressure is automatically increased to ABS operation range when judged as sudden braking.			
In the case of the vehicle that initiated the QIS, the modulator registered a 66 and 68 code, the 66 code signals a pressure sensor failure(internal to modulator) and may be the reason for the brake assist failure. The VSA S/W applies brake assist before correctly diagnosing the failed brake pressure sensor.			



VIEW BEFORE COUNTERMEASURE	VIEW AFTER COUNTERMEASURE
x	x

**Responsible Department Root Cause Analysis**



COUNTERMEASURE BY		COUNTERMEASURE CONTROL#	
11/30/2005		SKVA05072701	
Recomnd Sold Product Treatment	Recomnd Stock Product Treatment	Recmd Part Stock Change	Design Change Number
NORMAL WARRANTY	NO TREATMENT	NO CHANGE	C4523695
CoreMQ Problem Definition ID		CoreMQ Problem Definition Name	

C/M Title	C/M Location	C/M Type
Brake Assist Software C/M	Frame Factory	Other

**CM Details**

Software Logic Countermeasure will apply at same timing as VSA Activation countermeasures(06 Pilot PP Lot).

Awaiting software change details from supplier/HGT.

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Date	Factory	Line	Year	Model	Engine/Trans	Tracking Tag
8/16/2005	HMA	2	2006	PILOT		Brake Assist S/W C/M
8/15/2005	HMA	2	9999	UNKNOWN		Brake Assist Software C/M

**Recommended Field Action**

Normal warranty.

**Countermeasure Effectiveness**

Monitor warranty.

<b>AH - Domestic</b>			
<b>Sales Division Engineer</b>	<b>Sold Product Treatment</b>	<b>Product Treatment</b>	<b>Part Stock Change</b>
<b>Service Action Report</b>	<b>Service Bulletin Number</b>	<b>After Service Part Number</b>	
<b>AH - Export</b>			
<b>Sales Division Engineer</b>	<b>Sold Product Treatment</b>	<b>Product Treatment</b>	<b>Part Stock Change</b>
<b>Service Action Report</b>	<b>Service Bulletin Number</b>	<b>After Service Part Number</b>	
<b>CH</b>			
<b>Sales Division Engineer</b>	<b>Sold Product Treatment</b>	<b>Product Treatment</b>	<b>Part Stock Change</b>
<b>Service Action Report</b>	<b>Service Bulletin Number</b>	<b>After Service Part Number</b>	
<b>Part Number List</b>		<b>Part Group/Subgroup List</b>	
57110 - MODULATOR ASSY., VSA		-	

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Document 4

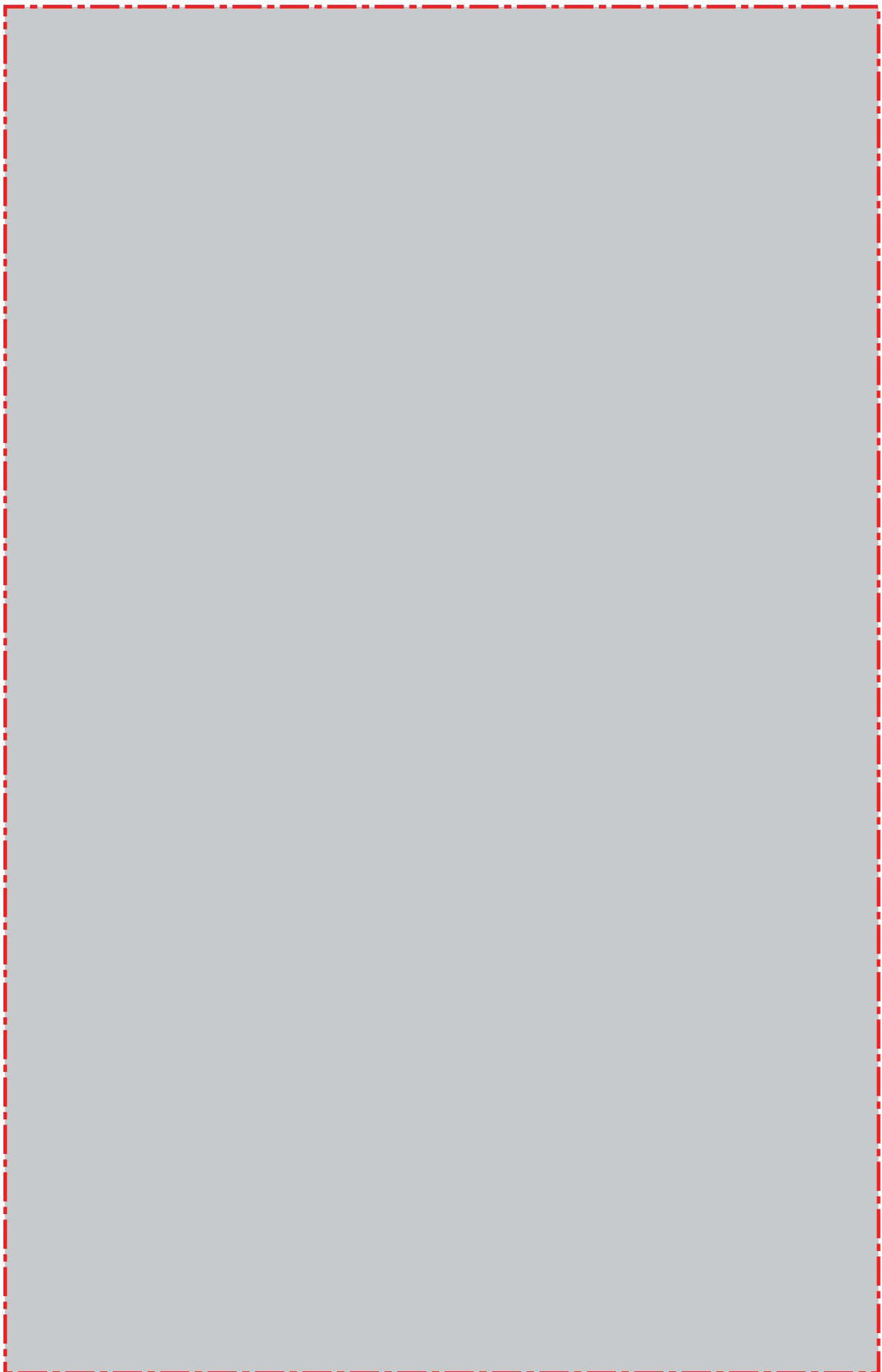
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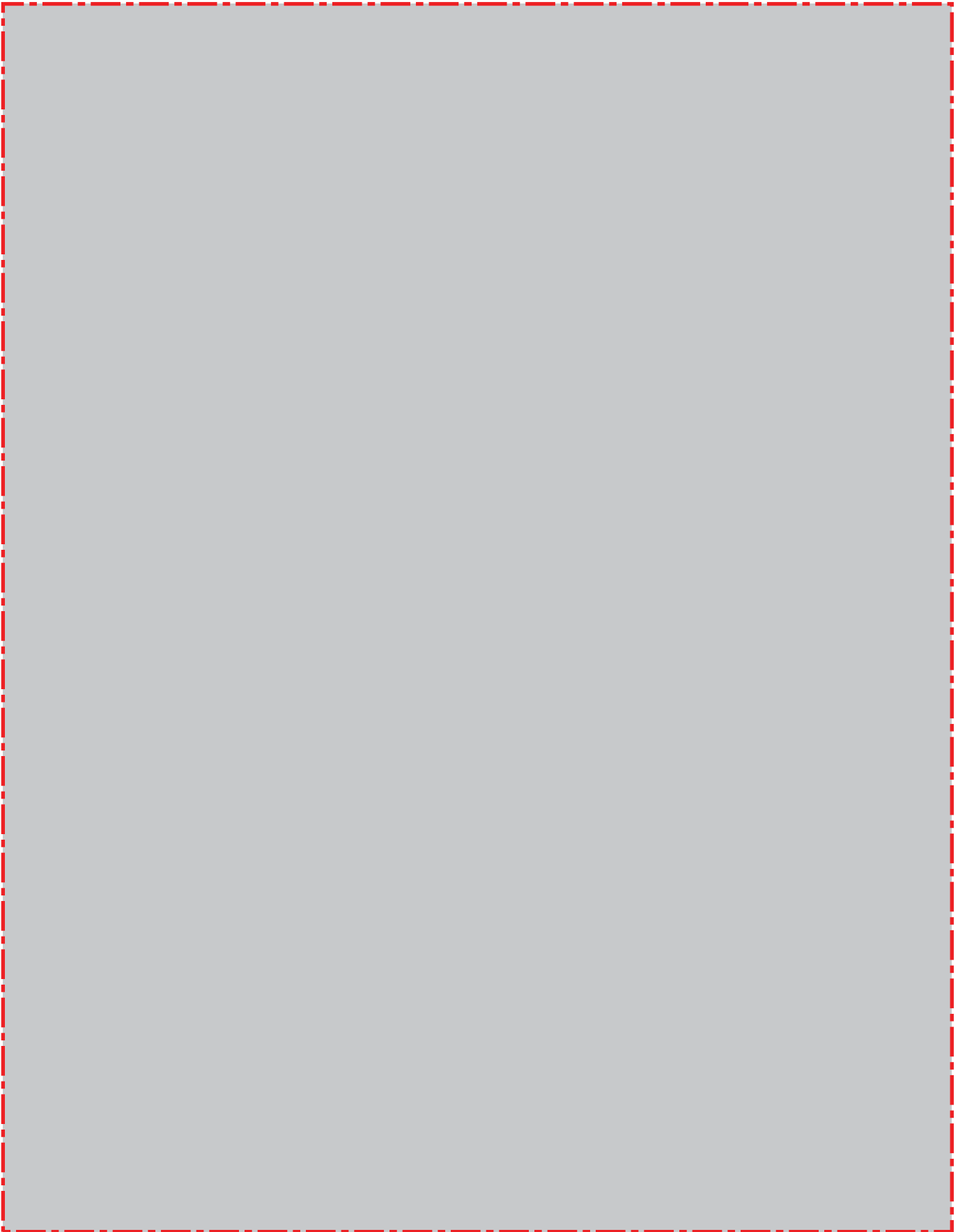
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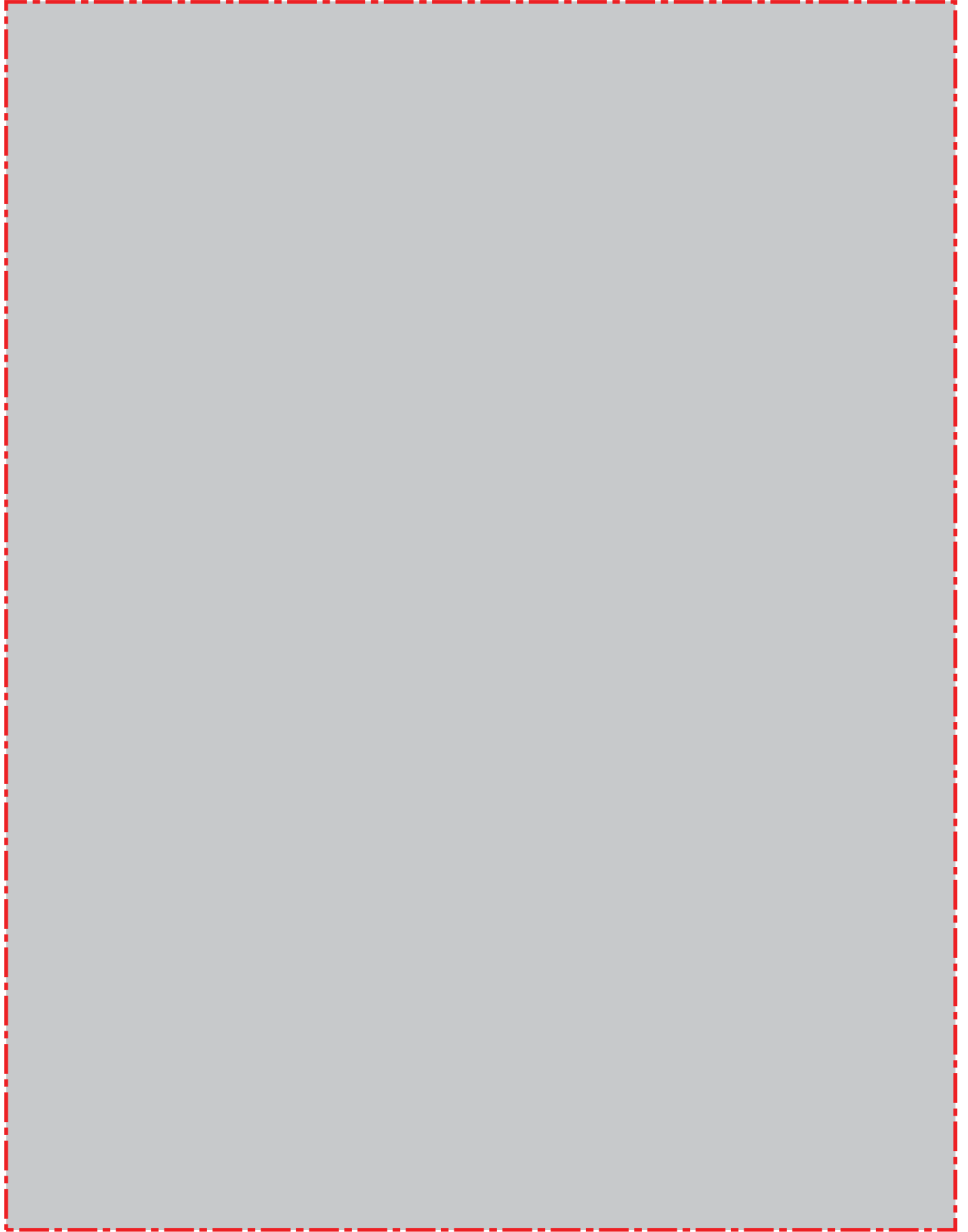
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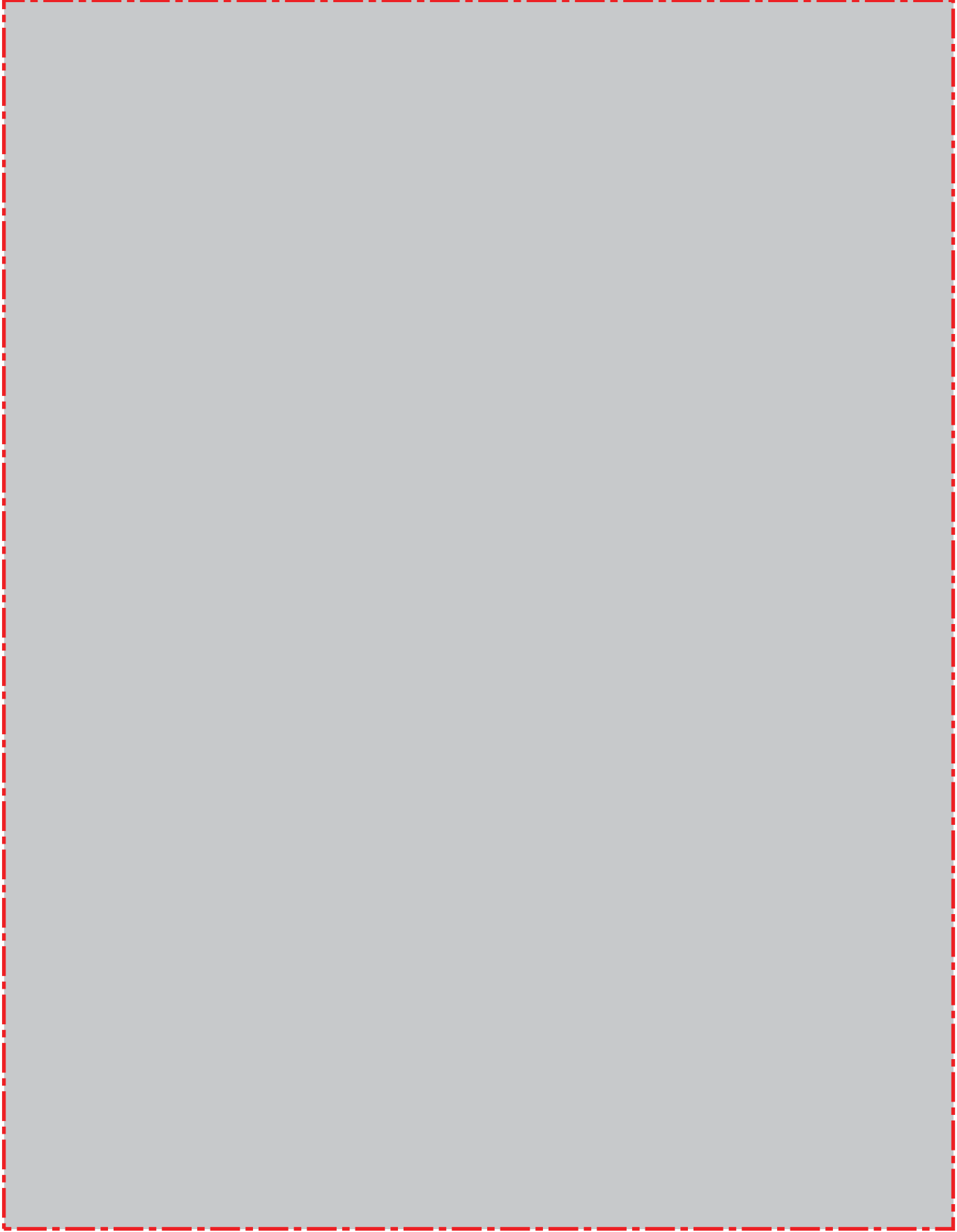
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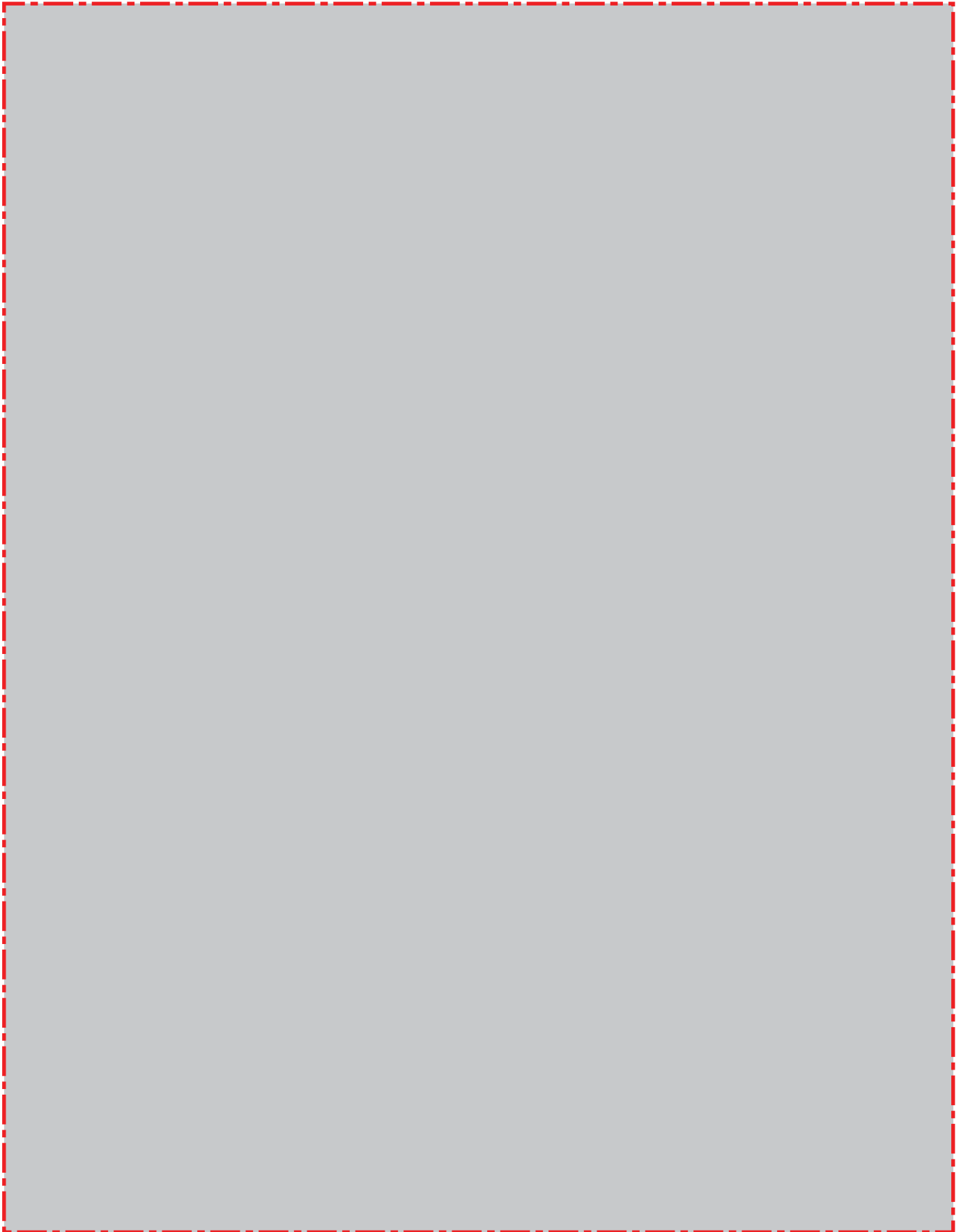
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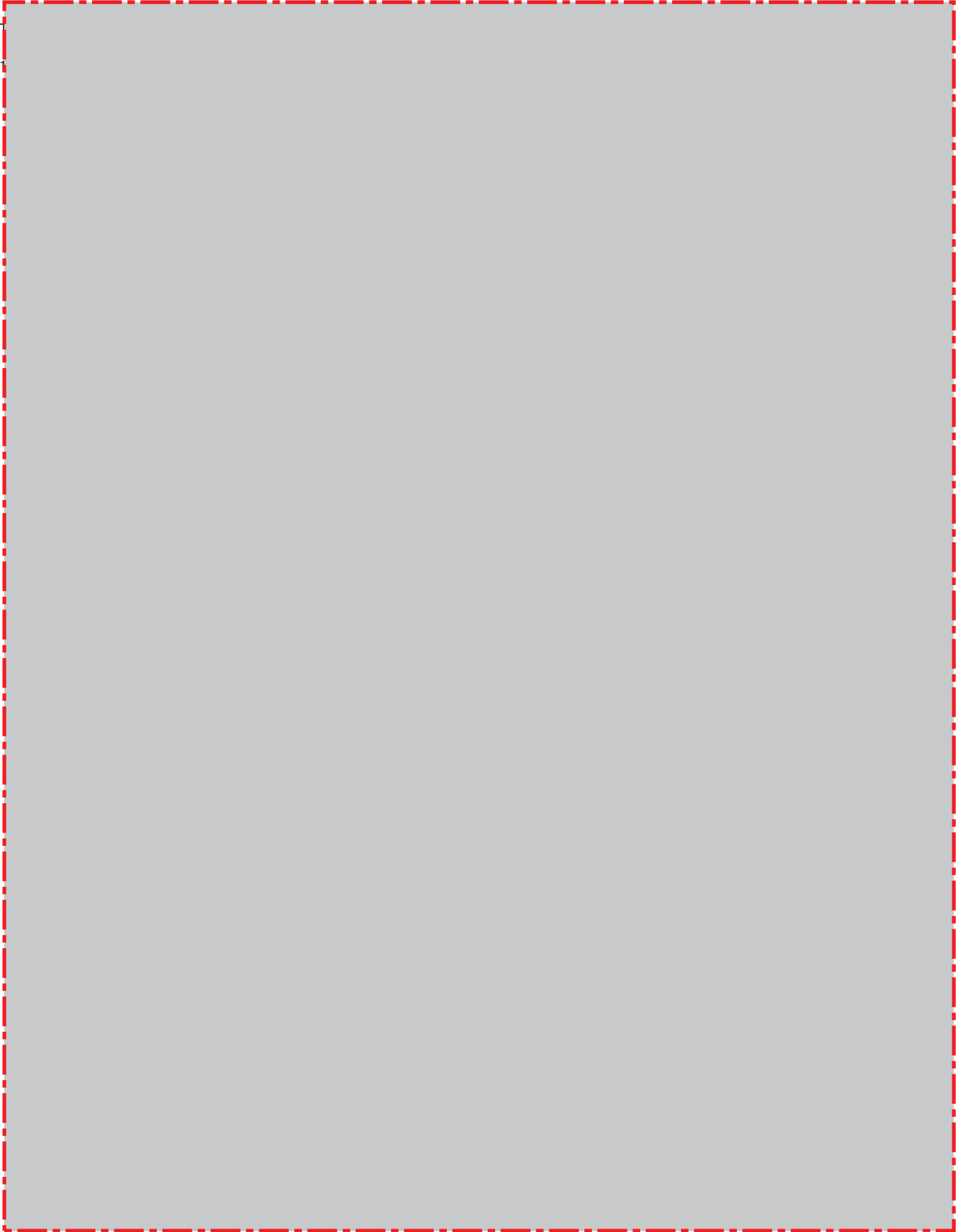


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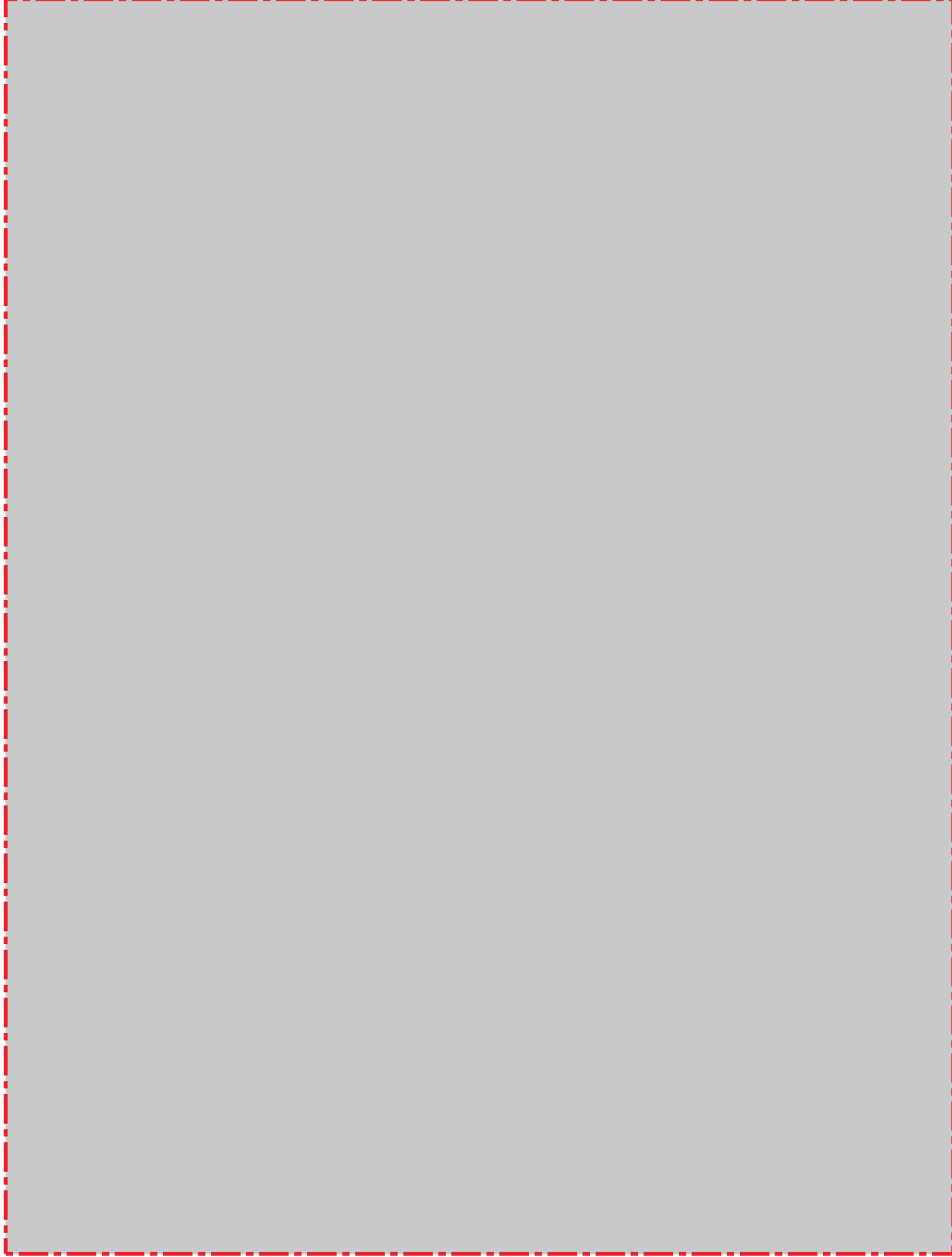


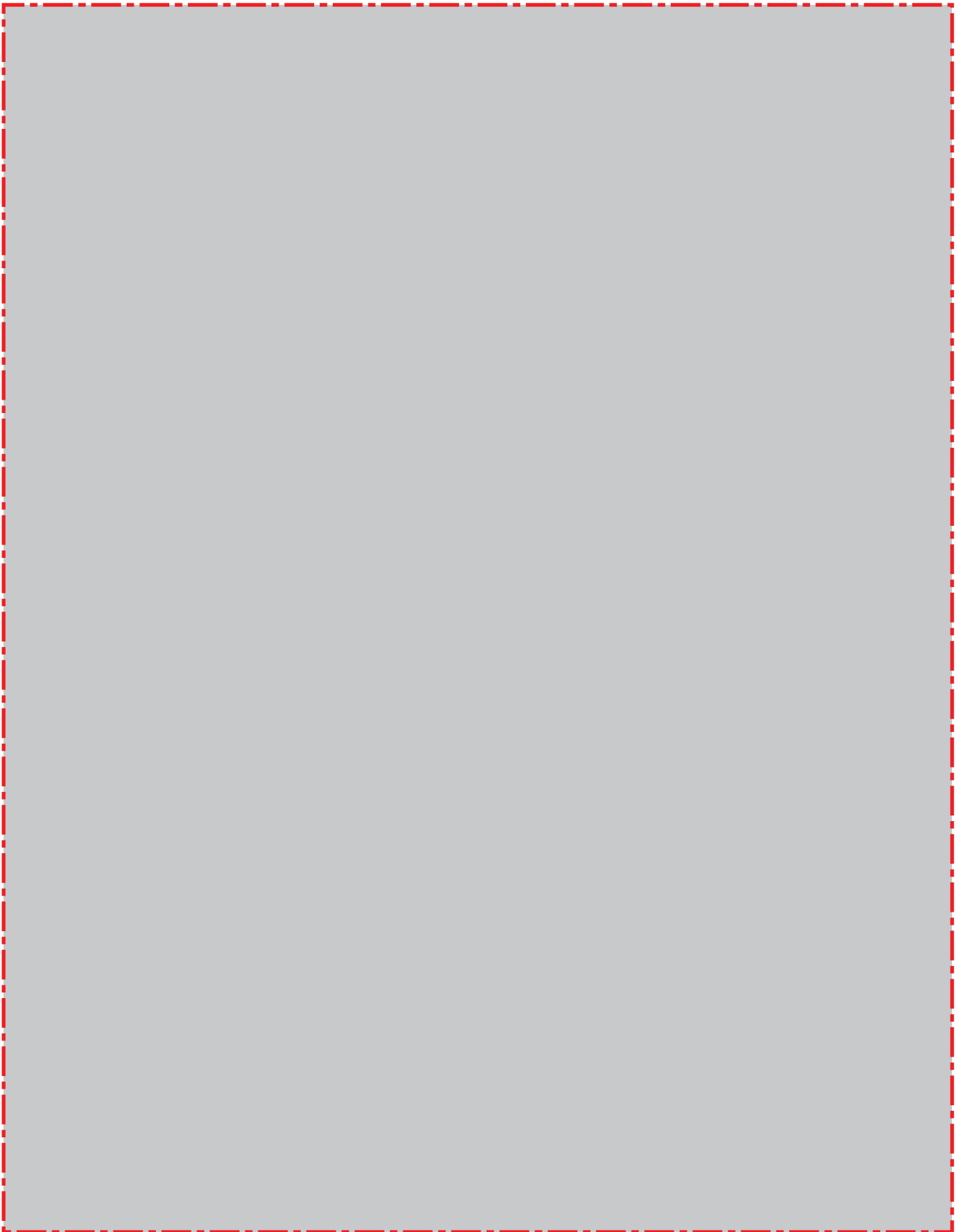


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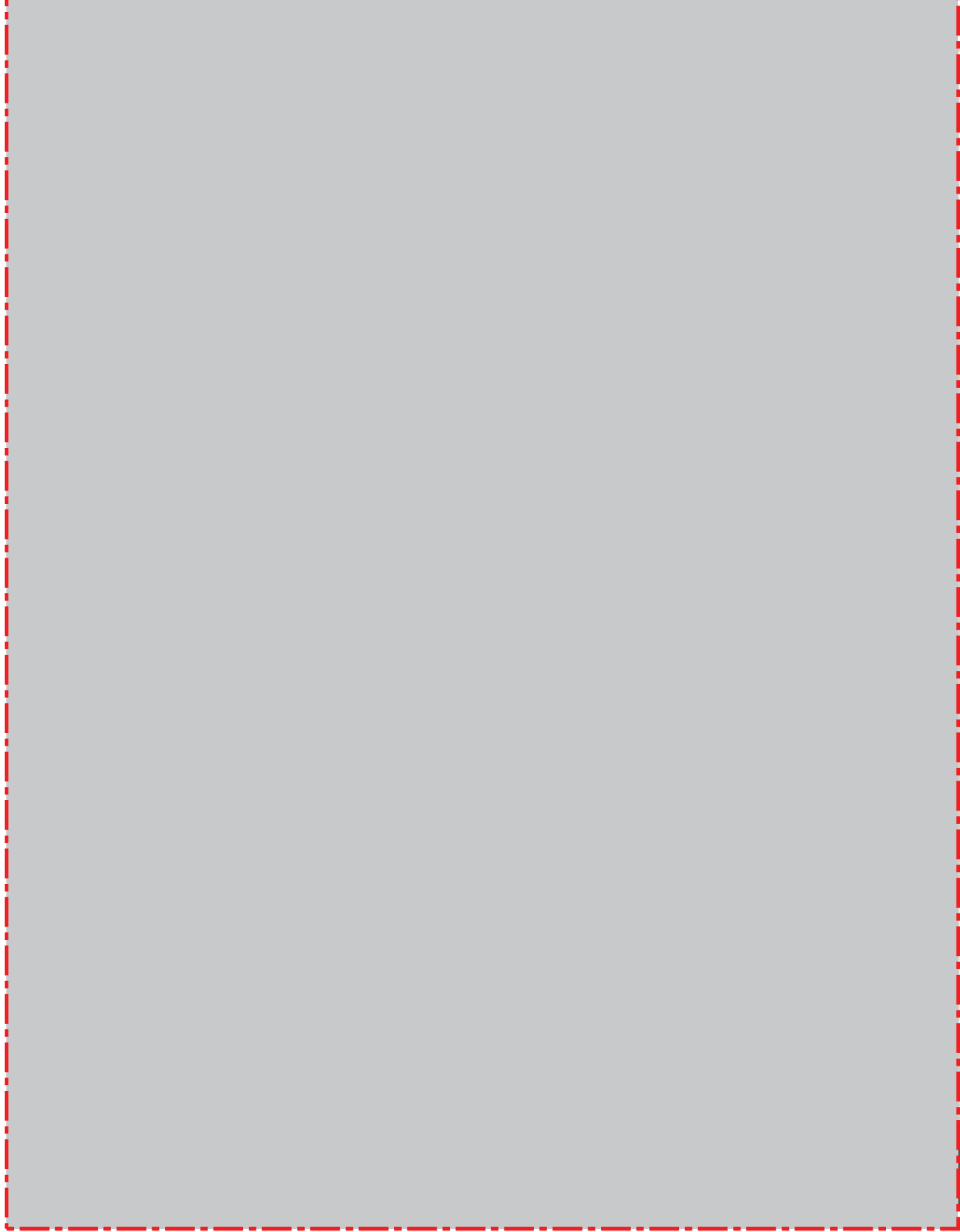


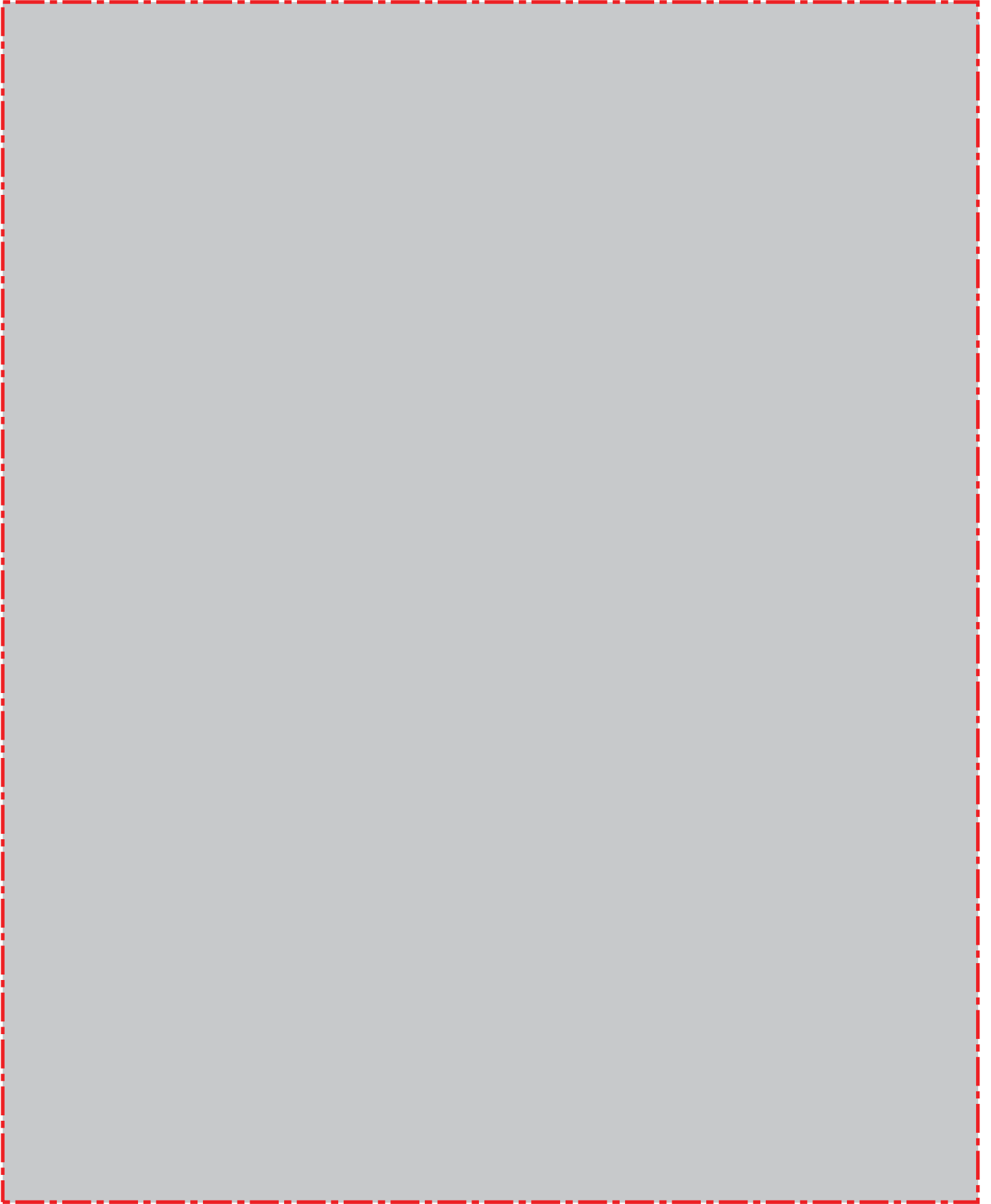
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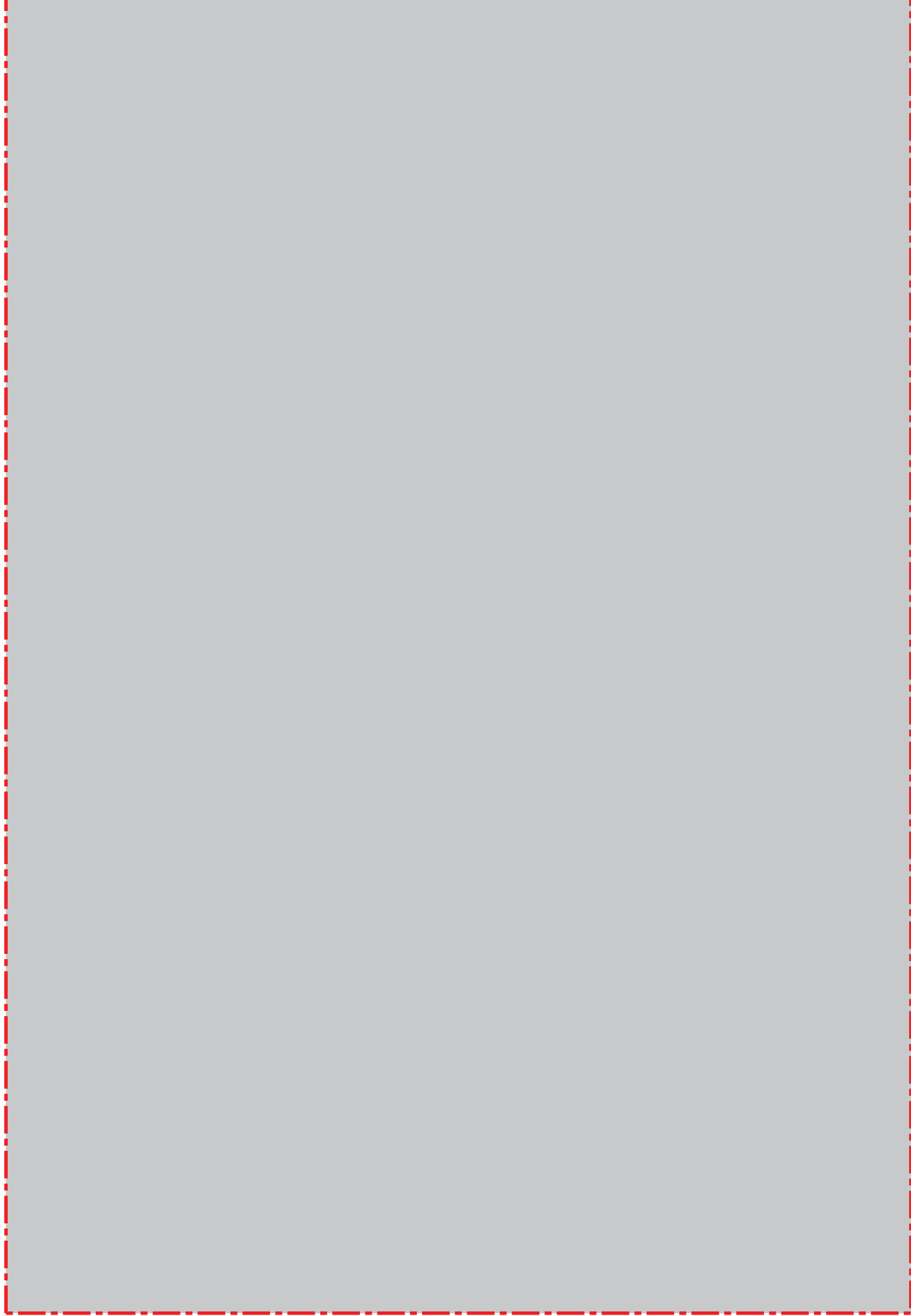
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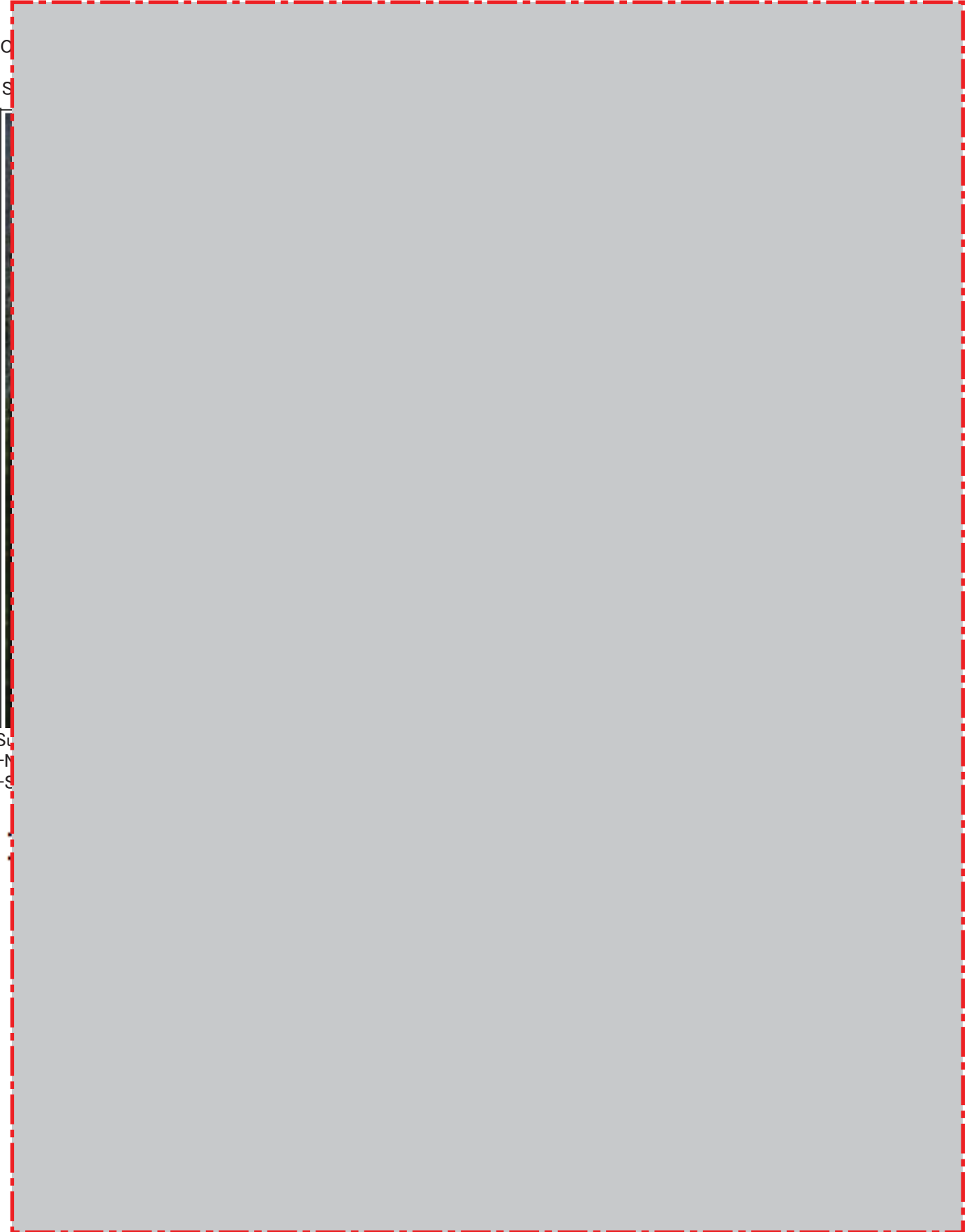






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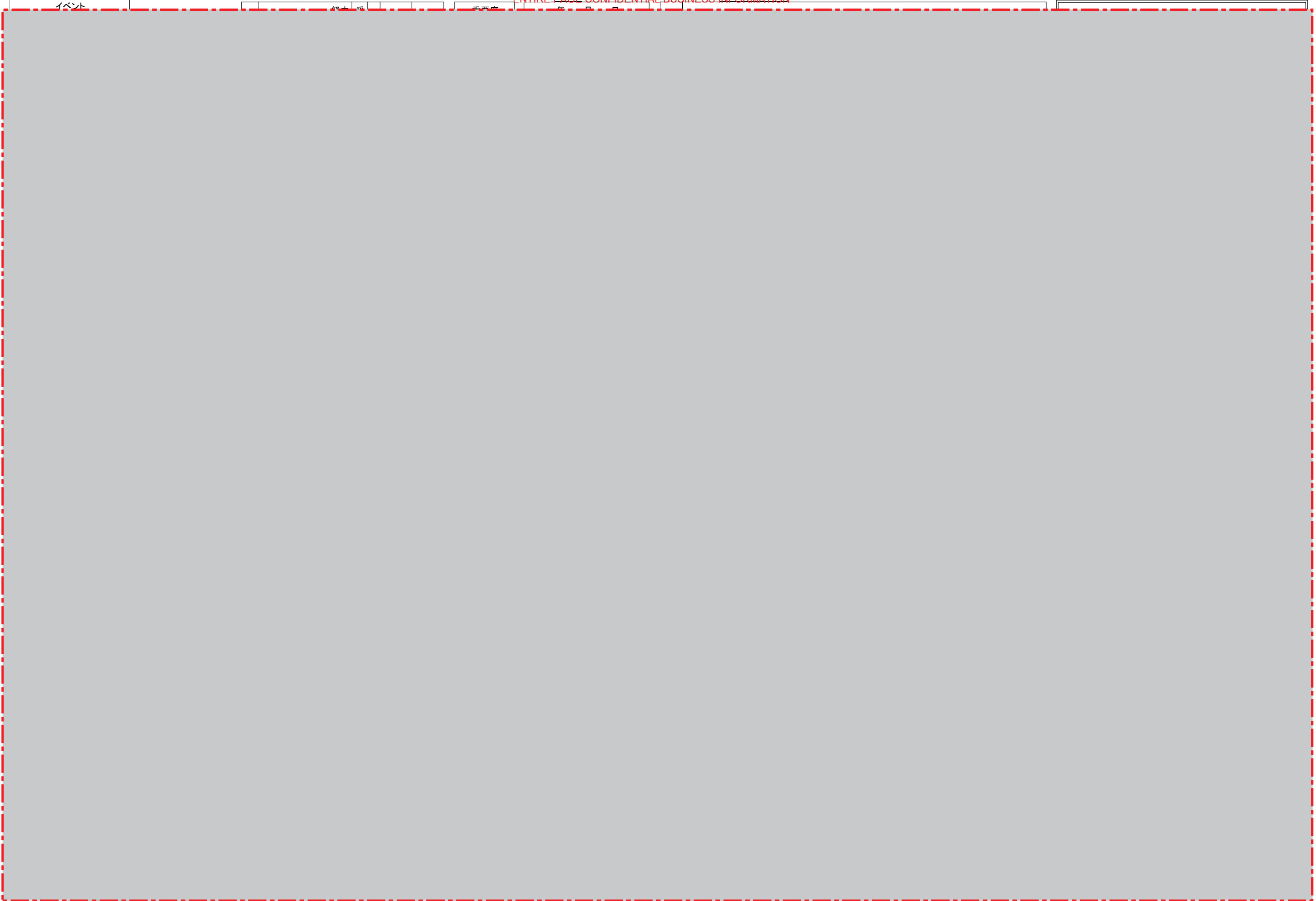
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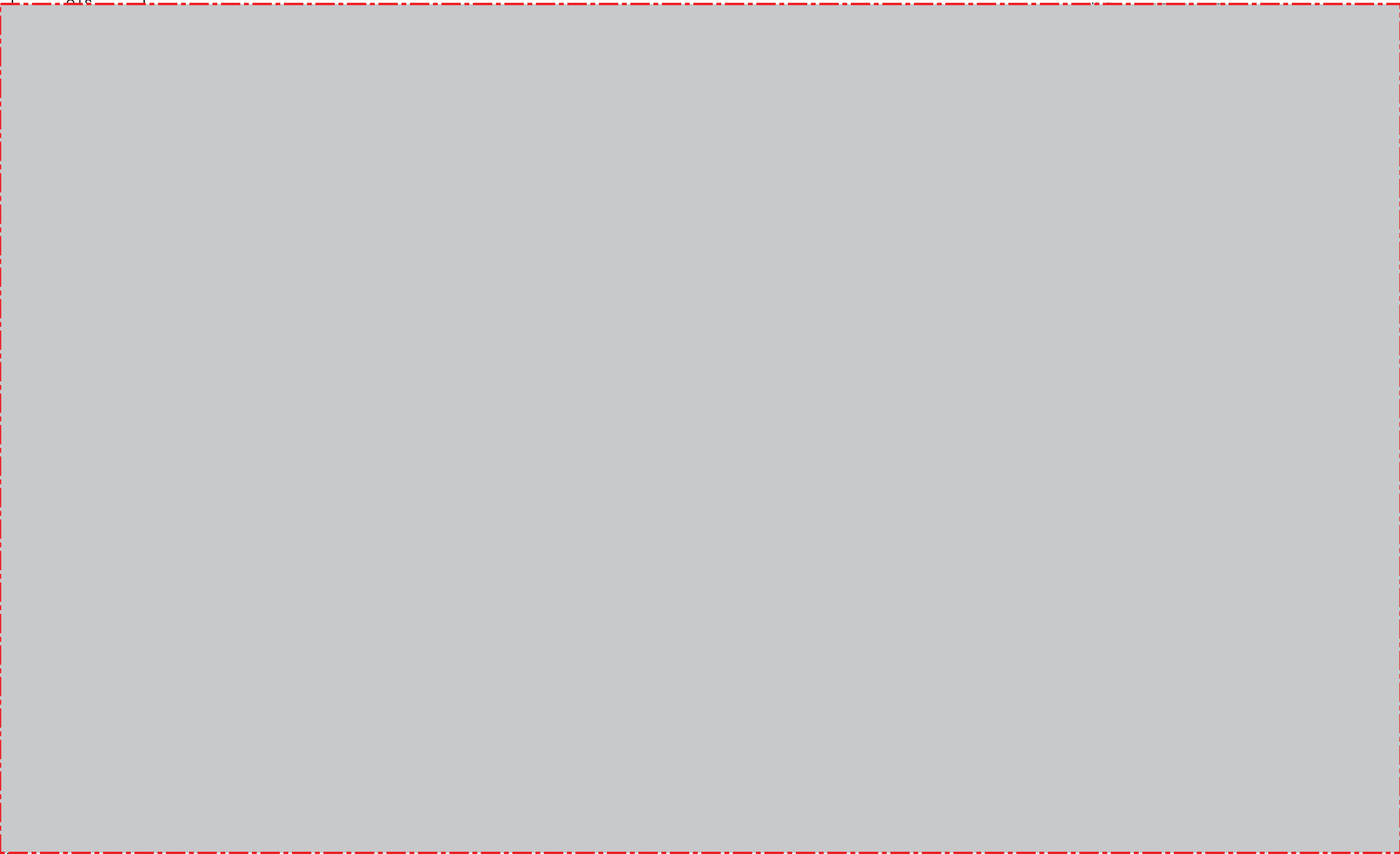
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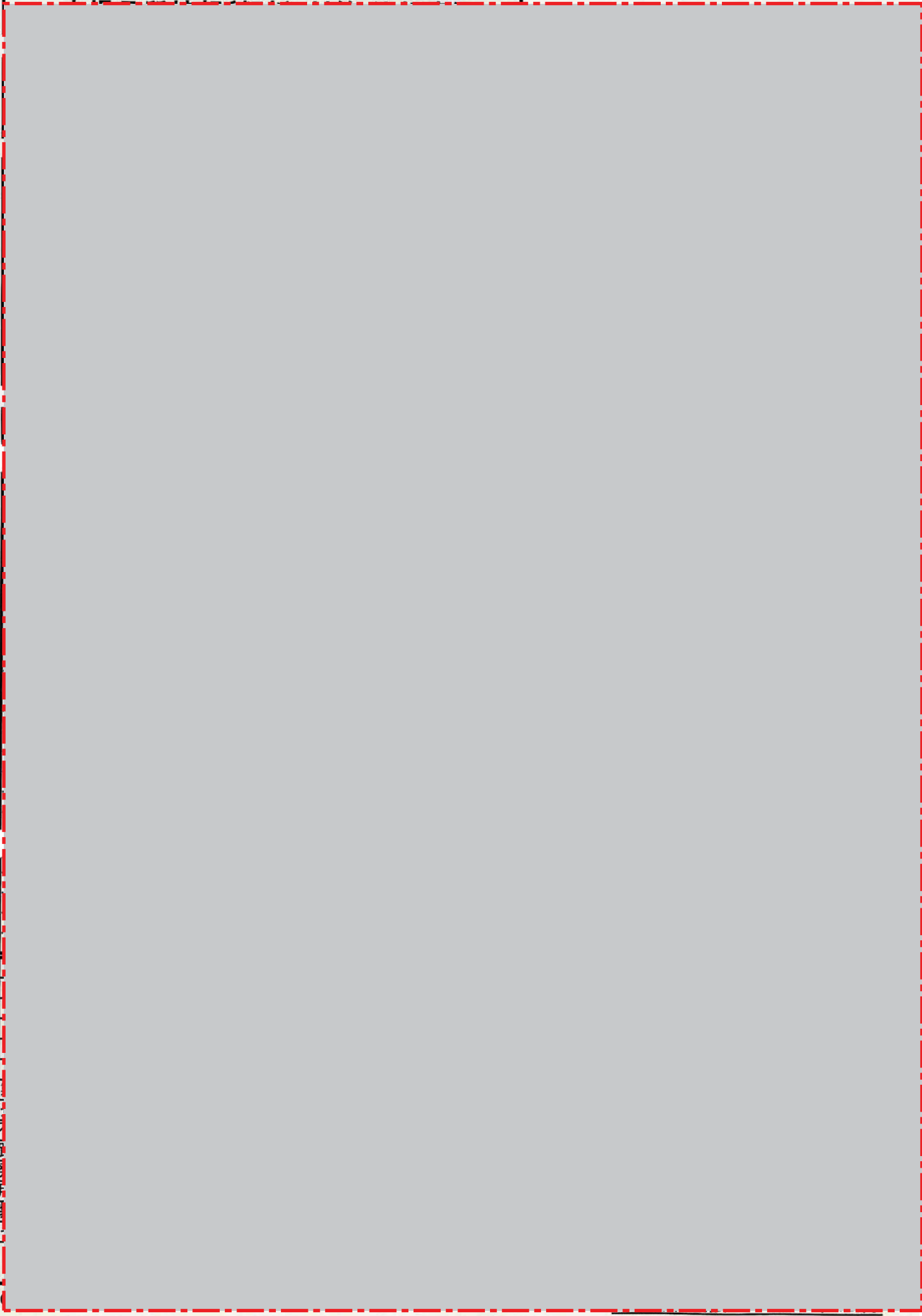
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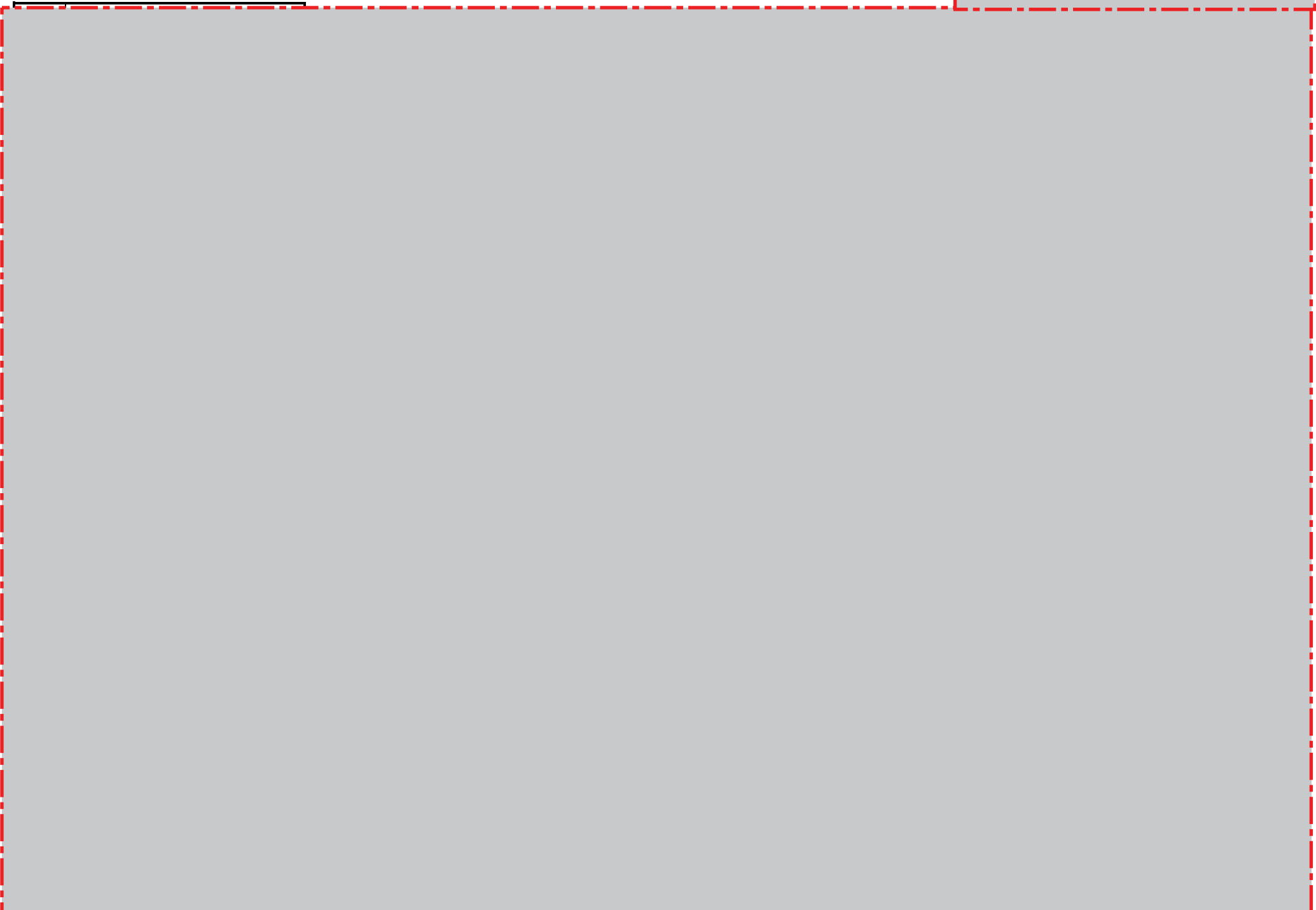
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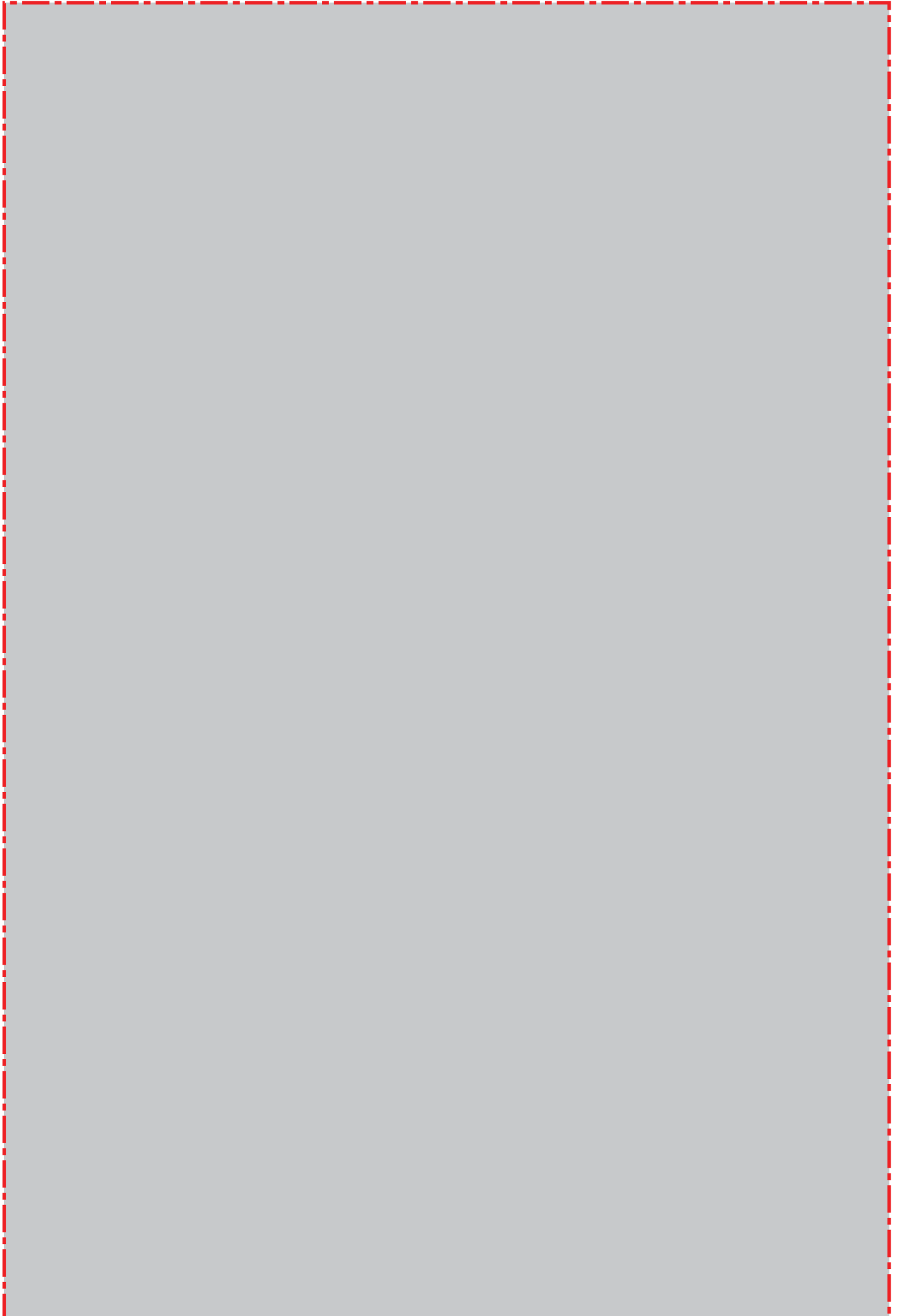


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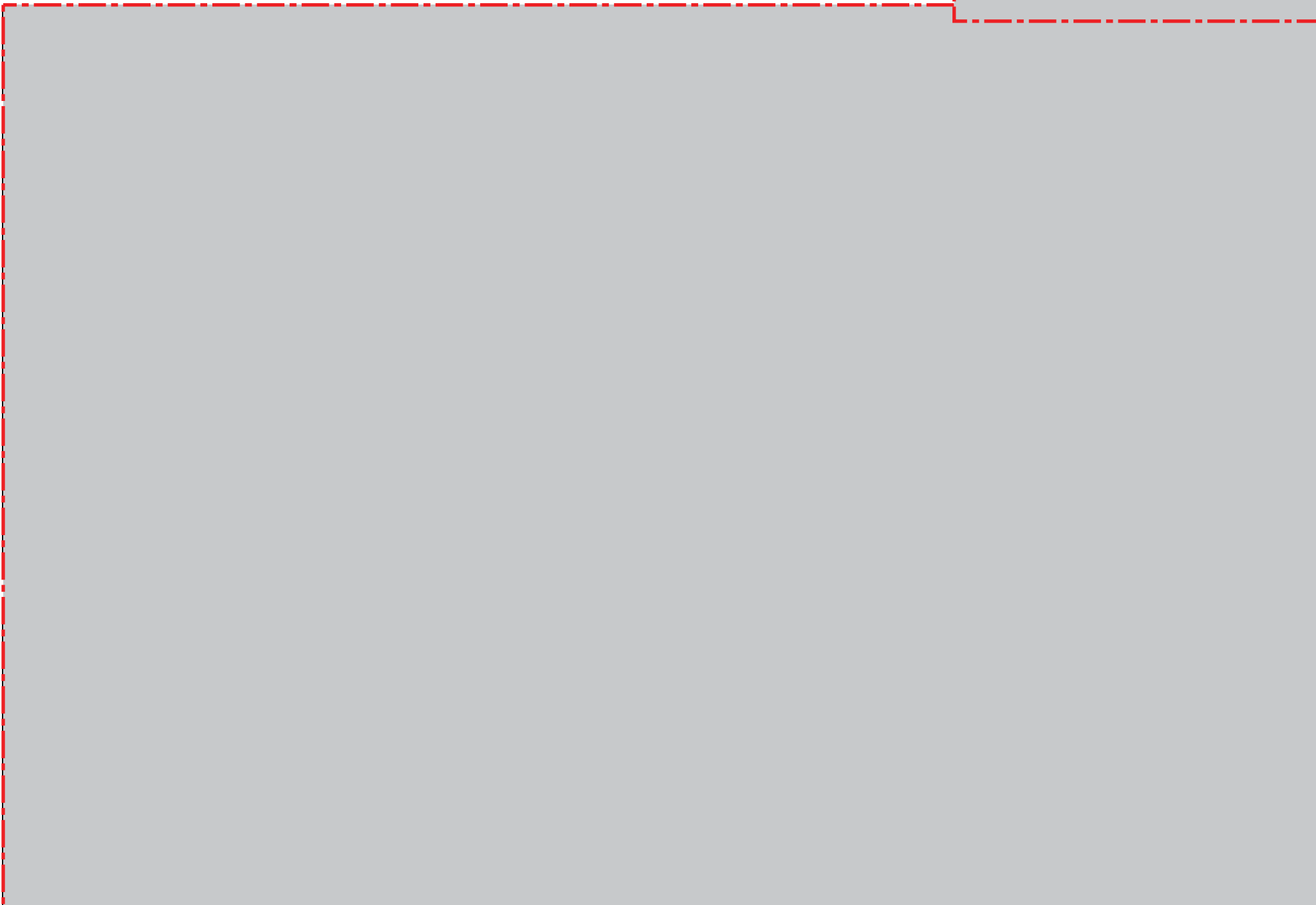




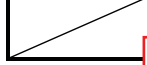


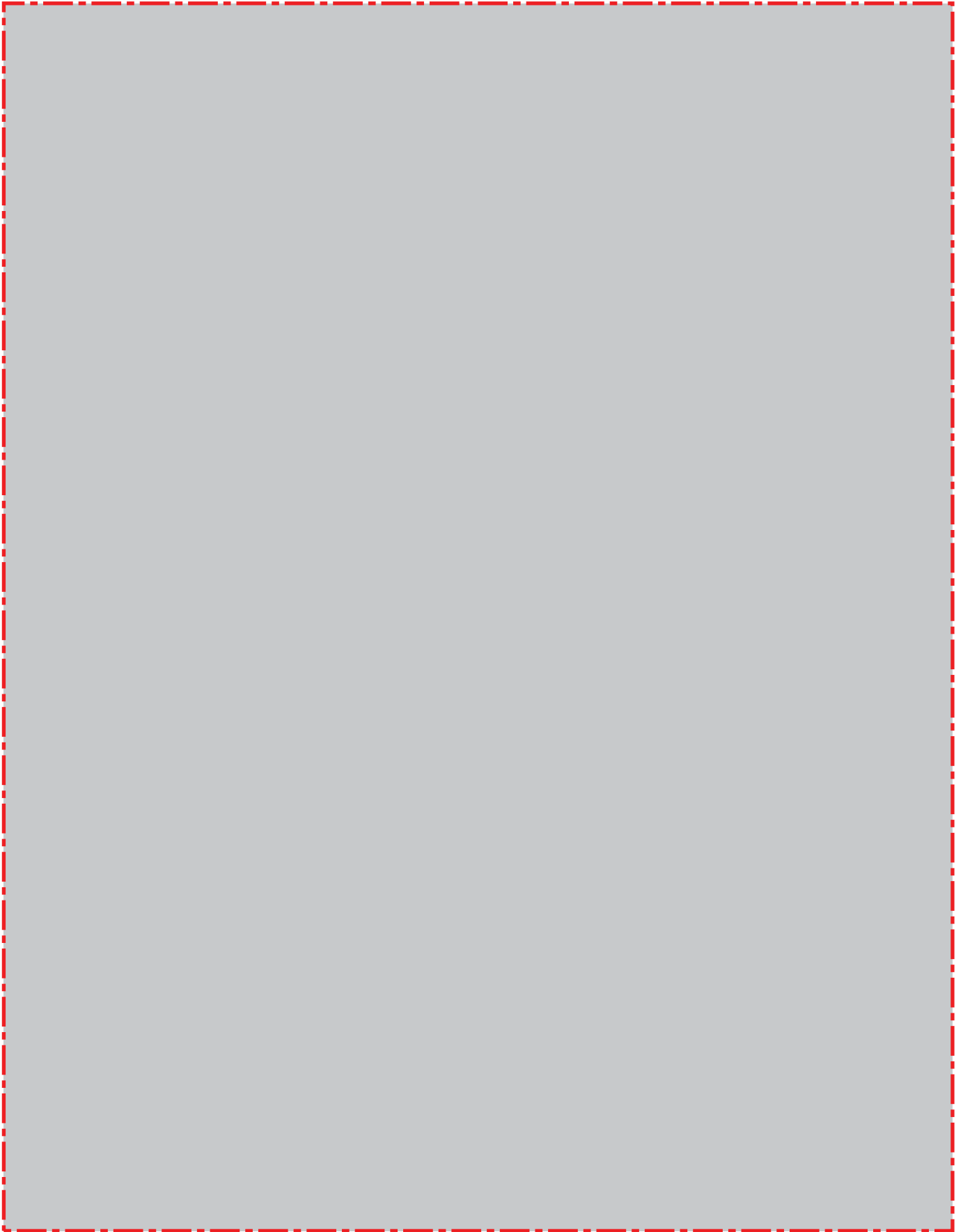
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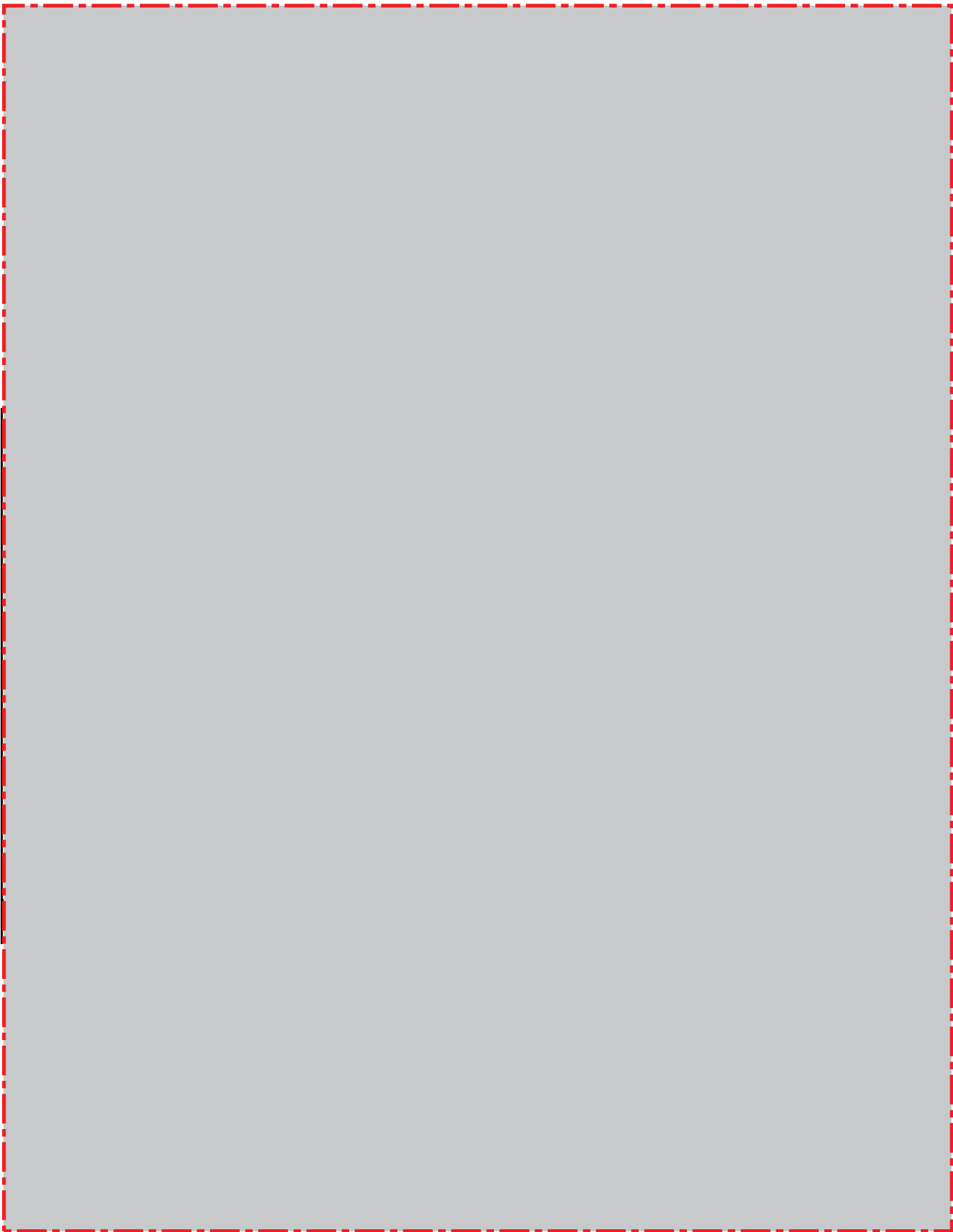


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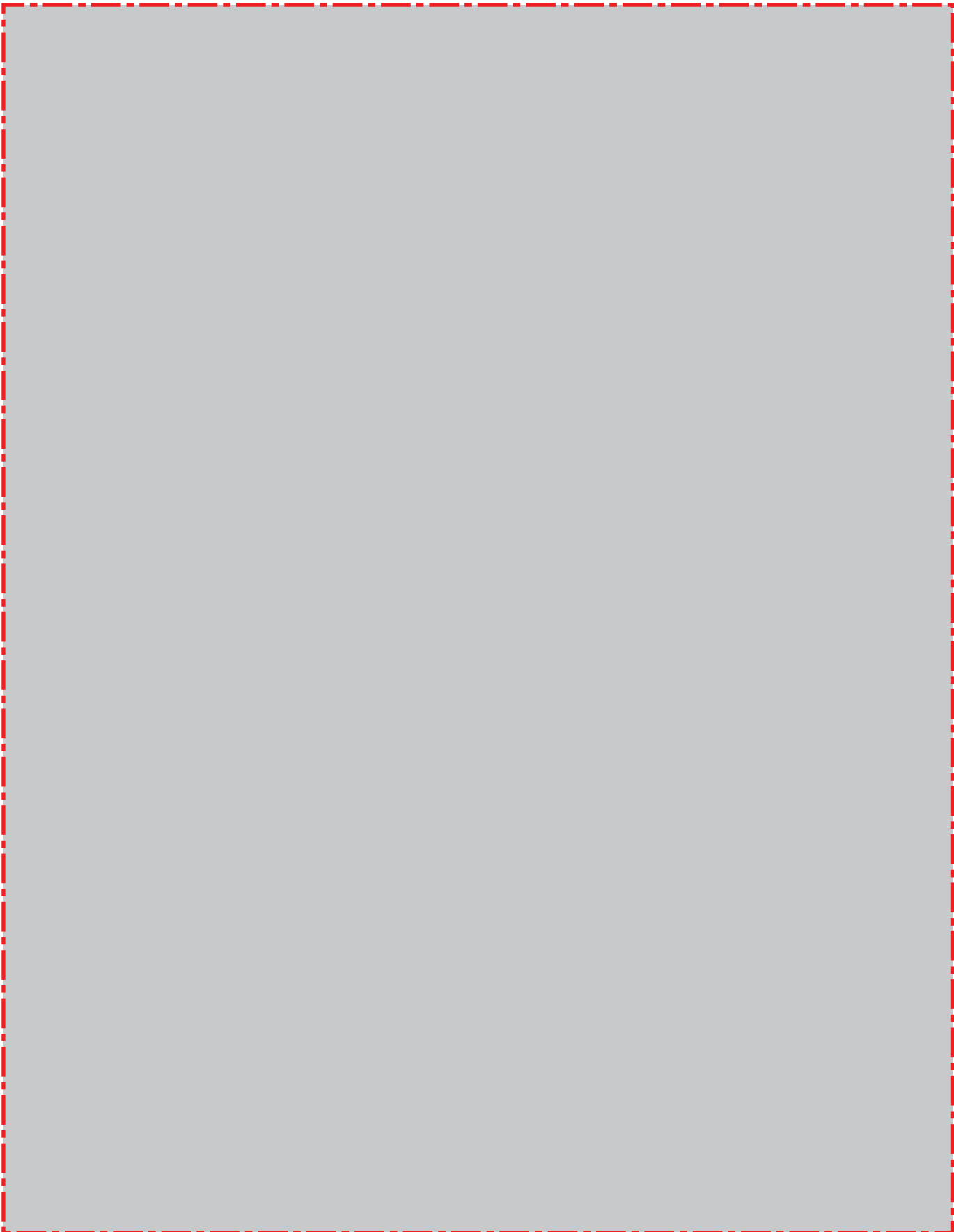


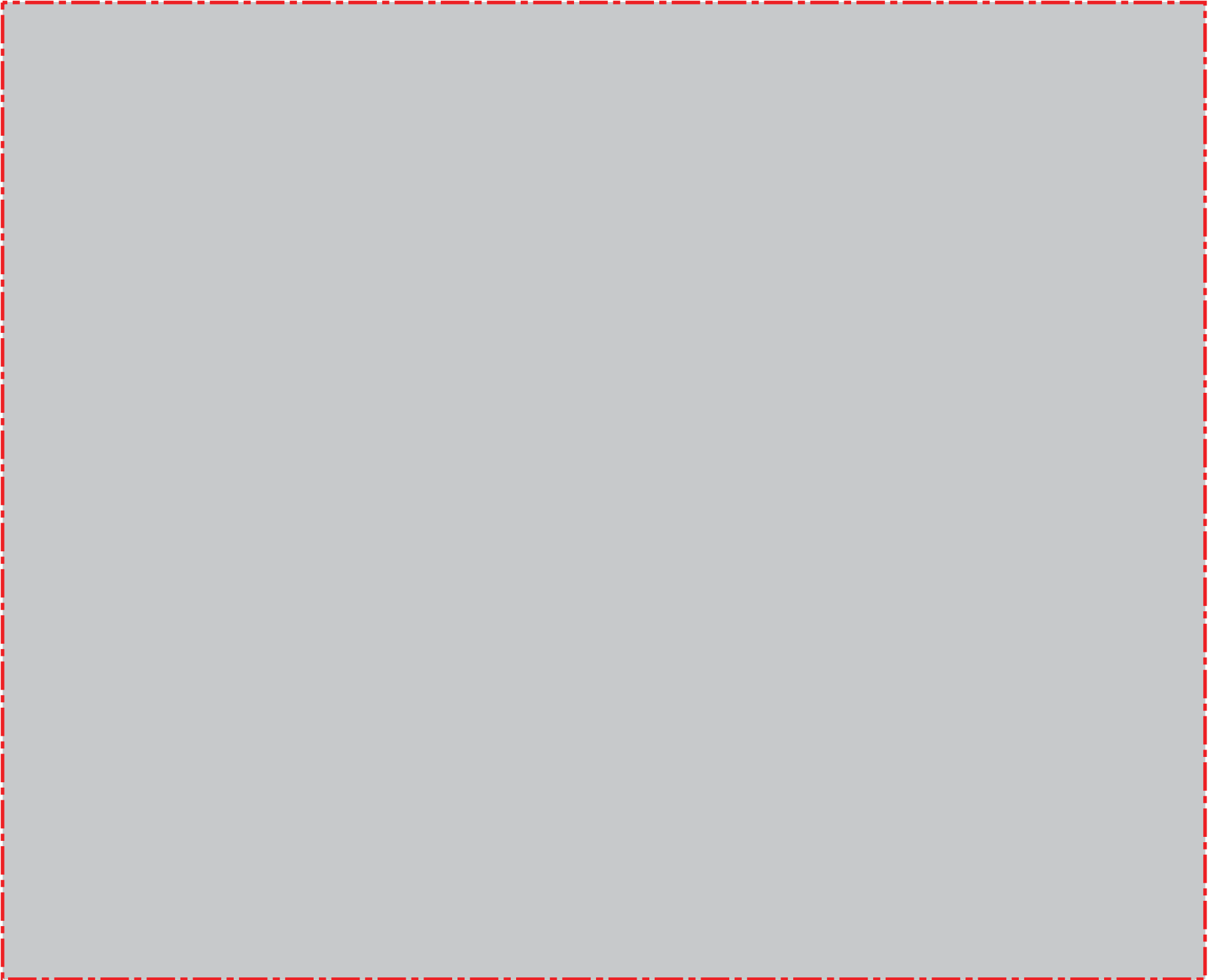


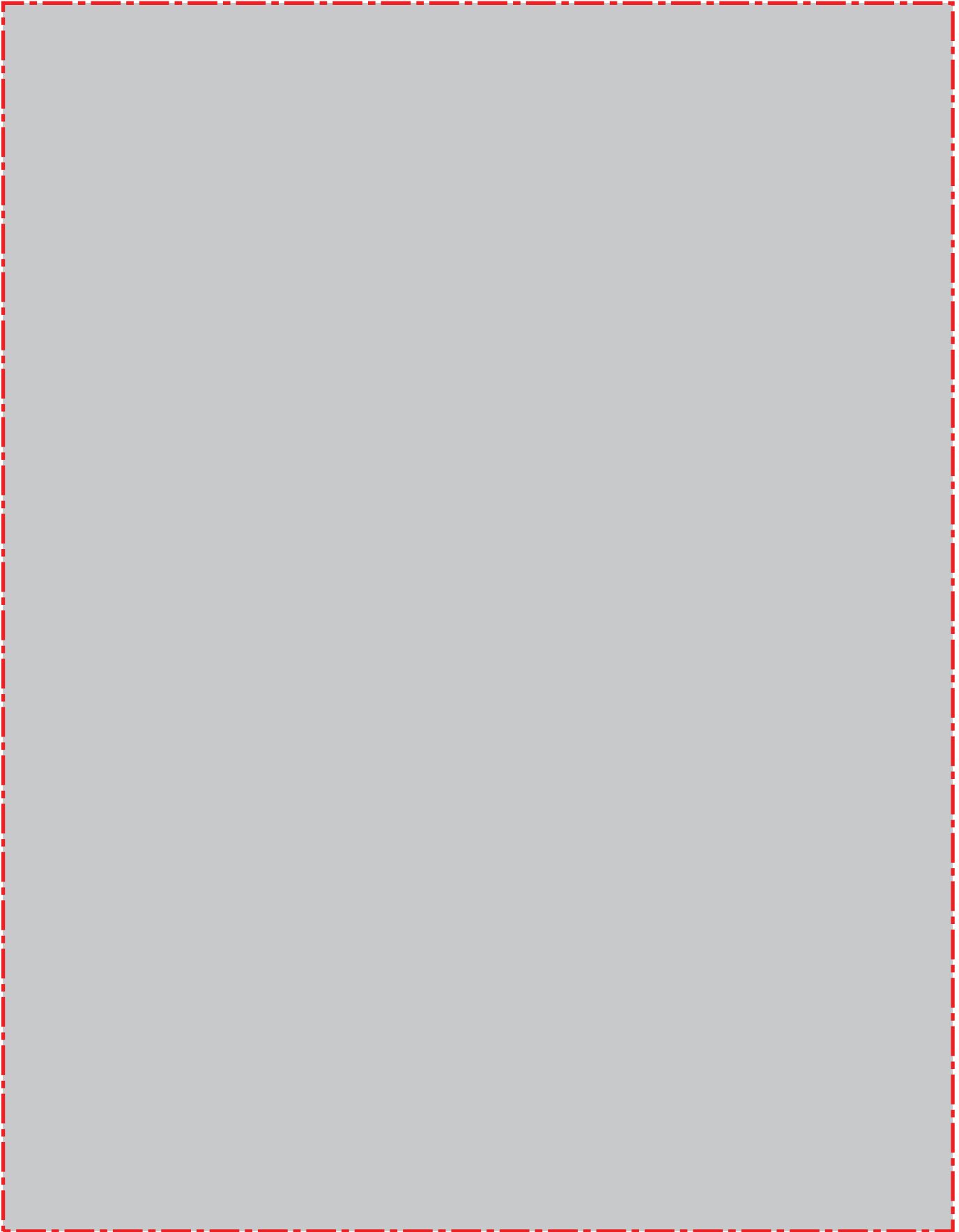




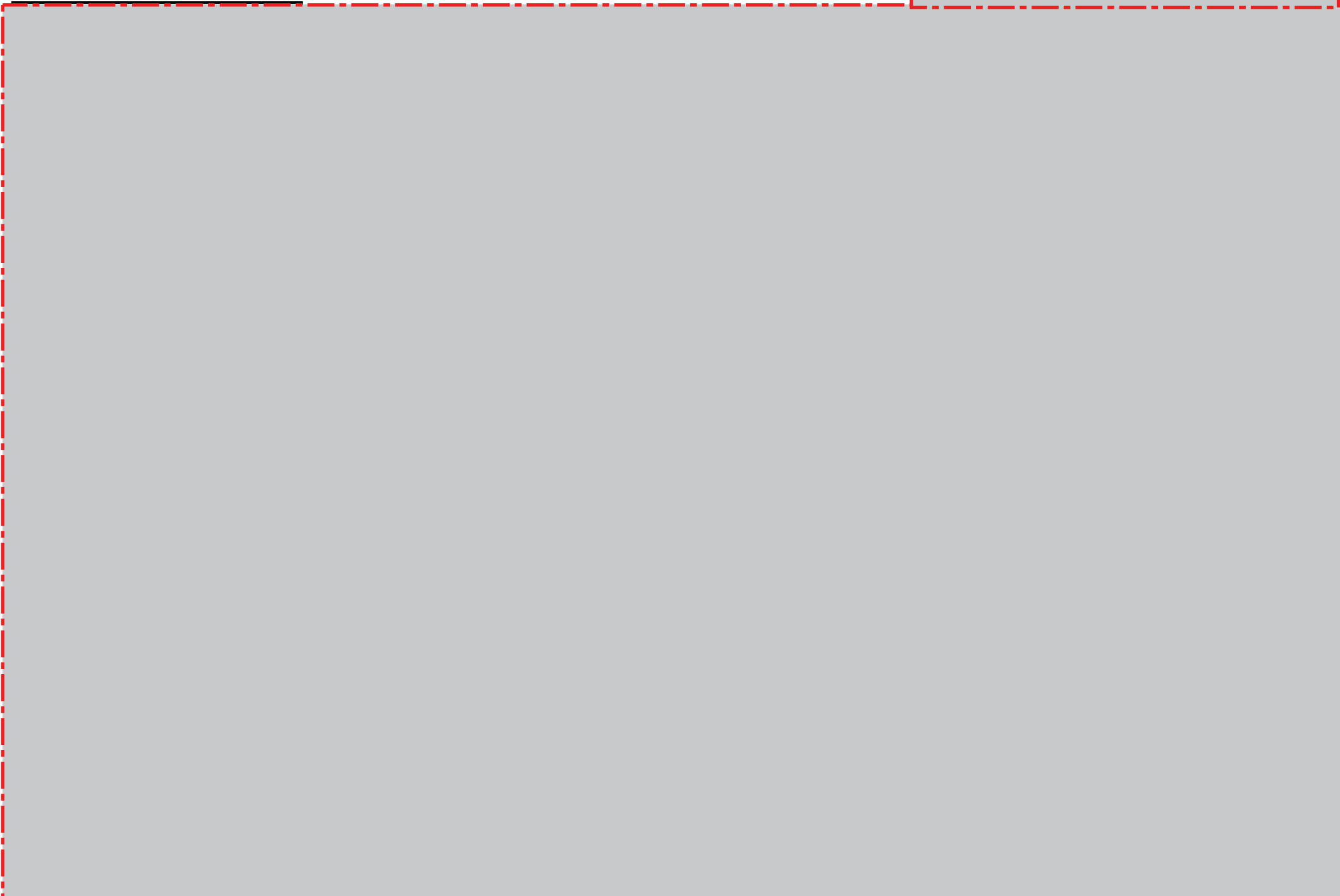






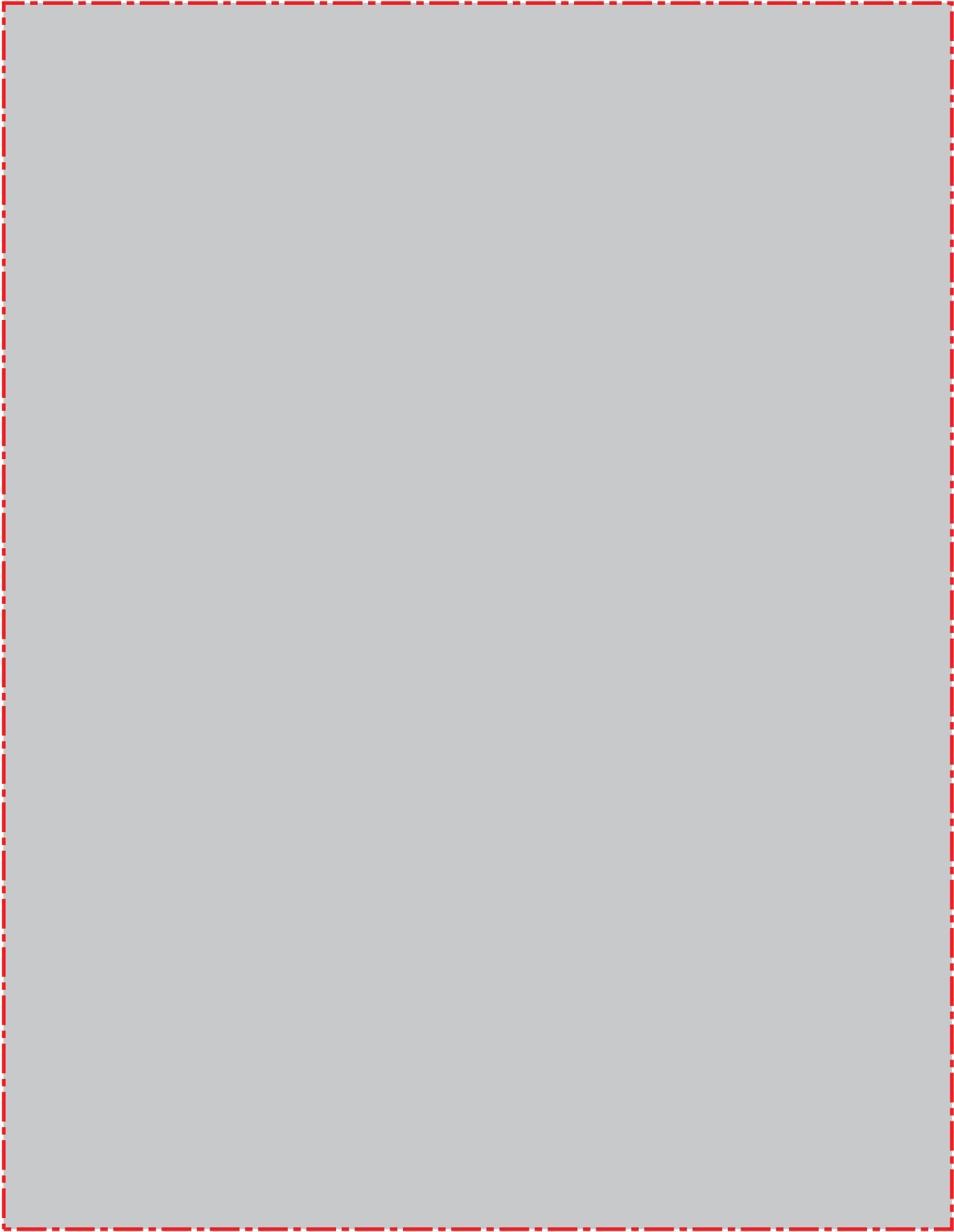




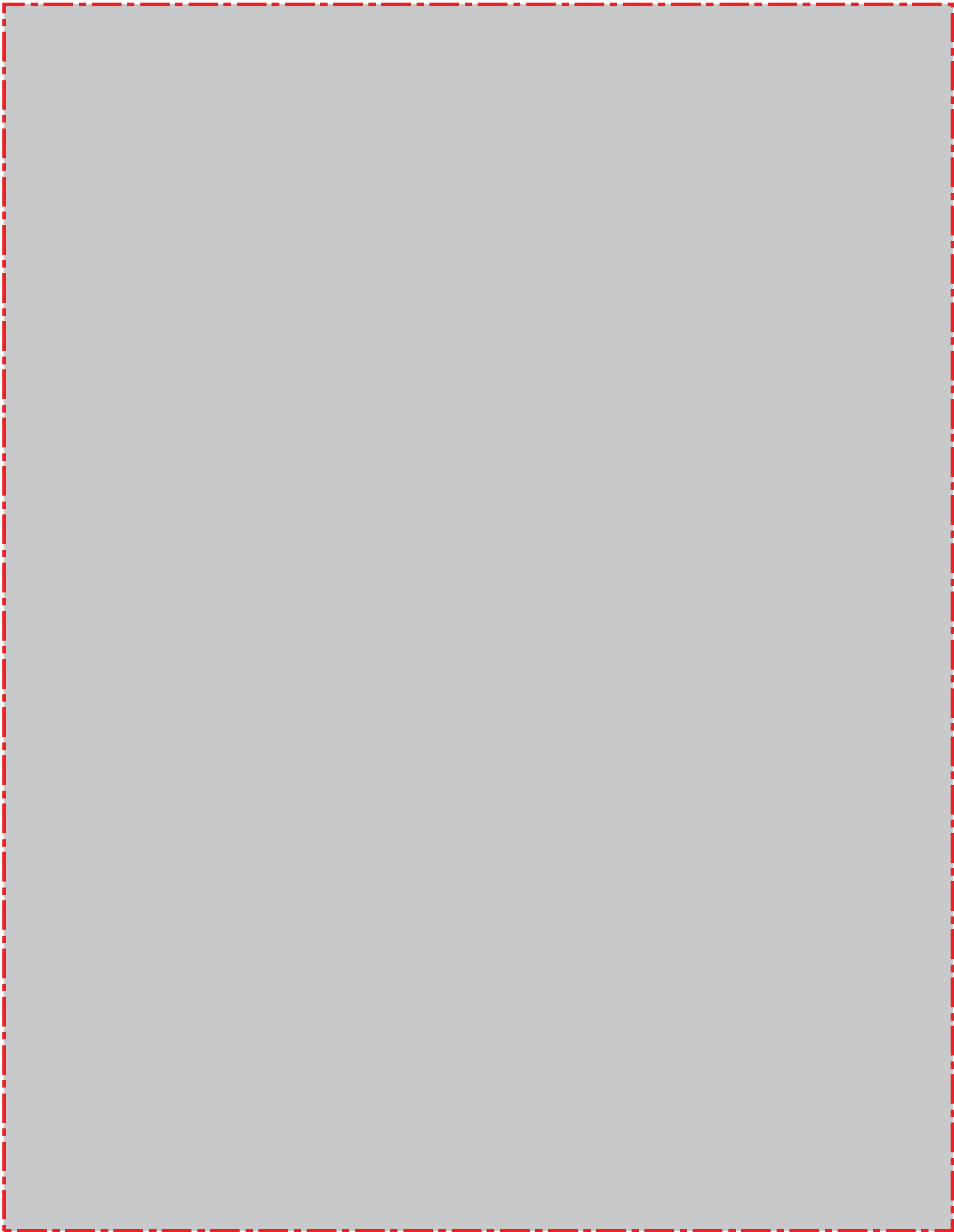


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8-3-2012

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Document 5

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Final



UNKNOWN

Honda Canada Manufacturing

Issued By HCM

### QUALITY IMPROVEMENT SHEET (Q.I.S.)

<b>COUNTERMEASURE CONTROL#</b>	<b>RESPONSIBLE SITE AND DEPARTMENT</b>		<b>Rank</b>
S9VA5010501	HCM	HCM PRODUCT ENGINEERING	B
<b>INFORMATION SOURCE</b>	<b>Problem Definition ID</b>	<b>CBU Category</b>	
UNKNOWN		TBD	
<b>Supplier</b>	<b>Affected Model</b>		<b>RESPONSIBLE DPT ISSUE DATE</b>
UNKNOWN	HCM-MRV, HCM-PILOT		2005/21/1
<b>Market Information Issuer</b>	<b>Lead Quality Investigator</b>	<b>Investigator Team</b>	<b>THEME UP DATE</b>
Graham Webber	Lorin Stevens	HCM QI	2005/5/1
<b>Title</b>			
(OQ) VSA LIGHT ON			
<b>Customer Complaint</b>			
<b>Dealer Repair</b>			
<b>Finish Date</b>	<b>1st COUNTERMEASURE APPLICATION DATE</b>	<b>C/M Target Date</b>	
11/16/2005	2005/13/1		
<b>Market Data Investigation</b>			
THE CUSTOMERS ARE COMPLAINING OF THE VSA LIGHT BEING ON. DEALERS ARE PULLING A 27-1 CODE FOR THE STEERING ANGLE SENSOR CONNECTION. THERE HAVE BEEN 26 CLAIMS TO DATE FOR THE VSA LIGHT ON IN 2005.			
<b>Investigation Cause Analysis</b>			
PE INVESTIGATION DURING 05M DEVELOPMENT HAD CONCERNS FROM XA THAT THE VSA BRANCH ON THE ST BEAM HARNESS WAS VERY TIGHT ON SOME OF THE S9V CARS BEING BUILT. THIS IS JUDGED AS PE RELATED CONCERN.			

VIEW BEFORE COUNTERMEASURE			VIEW AFTER COUNTERMEASURE			
x			x			
<b>Responsible Department Root Cause Analysis</b>						
PE INVESTIGATION FOUND THAT THE ROOT CAUSE OF THE TIGHT SET CONDITION OF THE VSA BRANCH WAS DUE TO THE METHOD USED TO DIMENSION CLIP #12. HOWEVER THIS AREA MUST BE CONTROLLED BY DIMENSION.						
<b>COUNTERMEASURE BY</b>			<b>COUNTERMEASURE CONTROL#</b>			
			S9VA5010501			
<b>Recomnd Sold Product Treatment</b>	<b>Recomnd Stock Product Treatment</b>	<b>Recmnd Part Stock Change</b>		<b>Design Change Number</b>		
<b>CoreMQ Problem Definition ID</b>			<b>CoreMQ Problem Definition Name</b>			
<b>C/M Title</b>		<b>C/M Location</b>		<b>C/M Type</b>		
C/M Information from old QIS system		Frame Factory		Other		
<b>CM Details</b>						
TEMP C/M DIMENSION FROM 135MM TO 150MM. TYPES 32150-S9V-A200 & C200. APPLICATION JAN 17/05 (KC)		MI LD4-2-2247 ISSUED TO CHANGE VSA STEERING ANGLE BRANCH THIS MI ONLY APPLIES TO HARNESS A200 APPLICATION JAN 12/05 (KA) C200				
Date	Factory	Line	Year	Model	Engine/Trans	Tracking Tag
1/18/2005	HCM	UNKNOW N	9999	YF5H001234		2HKYF18635H
4/1/2005	HCM	UNKNOW N	9999	YF5H002521		2HKYF18515H
1/13/2005	HCM	UNKNOW N	9999	YF5H538788		2HKYF18625H
4/1/2005	HCM	UNKNOW N	9999	YF5H554383		2HKYF18705H
1/18/2005	HCM	1	2005	PILOT		2HKYF18635H
1/13/2005	HCM	1	2005	PILOT		2HKYF18625H
<b>Recommended Field Action</b>						
<b>Countermeasure Effectiveness</b>						
NO WARRANTY TO DATE SINCE MI WAS APPLIED						

<b>AH - Domestic</b>			
<b>Sales Division Engineer</b>	<b>Sold Product Treatment</b>	<b>Product Treatment</b>	<b>Part Stock Change</b>
<b>Service Action Report</b>	<b>Service Bulletin Number</b>	<b>After Service Part Number</b>	
<b>AH - Export</b>			
<b>Sales Division Engineer</b>	<b>Sold Product Treatment</b>	<b>Product Treatment</b>	<b>Part Stock Change</b>
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<b>CH</b>			
<b>Sales Division Engineer</b>	<b>Sold Product Treatment</b>	<b>Product Treatment</b>	<b>Part Stock Change</b>
<b>Service Action Report</b>	<b>Service Bulletin Number</b>	<b>After Service Part Number</b>	
<b>Part Number List</b>		<b>Part Group/Subgroup List</b>	
32150 - WIRE HARNESS, DASH		-	
35251 - BODY, SWITCH		-	



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Document 6

S9VA5022401 REDACTED

Final



UNKNOWN

HAM Frame Quality Dpts

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### QUALITY IMPROVEMENT SHEET (Q.I.S.)

<b>COUNTERMEASURE CONTROL#</b>	<b>RESPONSIBLE SITE AND DEPARTMENT</b>		<b>Rank</b>
S9VA5022401	HAM Frame GROUP      HAM PURCHASING WARRANTY		A
<b>INFORMATION SOURCE</b>	<b>Problem Definition ID</b>	<b>CBU Category</b>	
UNKNOWN		TBD	
<b>Supplier</b>	<b>Affected Model</b>		<b>RESPONSIBLE DPT ISSUE DATE</b>
UNKNOWN	HCM-MRV, HCM-PILOT		2005/14/3
<b>Market Information Issuer</b>	<b>Lead Quality Investigator</b>	<b>Investigator Team</b>	<b>THEME UP DATE</b>
Heather Harris	Heather Harris	HCM QI	2005/24/2
<b>Title</b>			
(S3VA5021702)VSA ACTIVATION			
<b>Customer Complaint</b>			
<b>Dealer Repair</b>			
<b>Finish Date</b>	<b>1st COUNTERMEASURE APPLICATION DATE</b>	<b>C/M Target Date</b>	
12/22/2005	2005/1/3		
<b>Market Data Investigation</b>			
CUSTOMERS ARE COMPLAINING THAT THE VSA LIGHT IS ON. CODE 25-1 IS COMMONLY PULLED. AS PER TECHLINE INFO IN 4 CASES THE VEHICLE LOST COMPLETE CONTROL OR PULLED TO THE LEFT WHILE DRIVING. IN 2 CASES THE VEHICLE LOCKED UP, IN 2 CASES THE BRAKES DID NOT WORK AND IN 1 CASE THERE WAS A SURGE OF POWER WHILE DRIVING DEALERS ARE REPLACING THE SENSOR IN MAJORITY OF CASES TO FIX THE PROBLEM.			
<b>Investigation Cause Analysis</b>			
BASED ON BENCH & CBU RECREATION TEST BY HCM THE FOLLOWING AREAS WERE ADDRESSED TO BE RELATED TO THE CUSTOMER FAILURE MODE OF VSA ACTIVATES WHILE DRIVING: 1.) LOOSE G302 (MODULATOR GROUND) <320MS INTERRUPTION. 2.) YAW SENSOR - INTERNAL FAILURES 3.) NO FAILSAFE DESIGN FOR OPEN OR SHORTS FOR YAW INPUTS / OUTPUTS. A QARS WAS SUBMITTED TO AQOQ & ACCEPTED QAH# 1082. REQUEST TO AQOQ/HGT: 1.) PLEASE COORDINATE WARRANTY RETURN SENSOR ANALYSIS WITH JAPAN SUPPLIER 2.) PLEASE INVESTIGATE FAILURE MECHANISM INCLUDING SYSTEM LOGIC AND PART ANALYSIS RESULT. 3.) PLEASE PROMOTE THIS ITEM TO HGT IN ORDER TO DEVELOP A FAIL SAFE C/M			

VIEW BEFORE COUNTERMEASURE		VIEW AFTER COUNTERMEASURE				
x		x				
<b>Responsible Department Root Cause Analysis</b>						
N/G VALUE WAS WRITTEN IN THE TEMPERATURE COMPENSATION DATA FOR THE YAW/S EEPROM. WHEN THE TEMPERATURE FOR THE N/G VALUE IS REACHED, THE YAW OUTPUT GOES TO 5V. N/G VALUE WAS WRITTEN DUE TO AN INTERRUPTION (OR HIGH RESISTANCE) THAT OCCURS DURING DATA WRITING TO THE EEPROM, COMMUNICATION VOLTAGE LEVEL FLUCTUATES, RESULTING IN WRITING OF ABNORMAL VALUE.						
<b>COUNTERMEASURE BY</b>		<b>COUNTERMEASURE CONTROL#</b>				
		S9VA5022401				
<b>Recomnd Sold Product Treatment</b>	<b>Recomnd Stock Product Treatment</b>	<b>Recmd Part Stock Change</b>	<b>Design Change Number</b>			
<b>CoreMQ Problem Definition ID</b>		<b>CoreMQ Problem Definition Name</b>				
<b>C/M Title</b>		<b>C/M Location</b>	<b>C/M Type</b>			
C/M Information from old QIS system		Frame Factory	Other			
<b>CM Details</b>						
<b>Date</b>	<b>Factory</b>	<b>Line</b>	<b>Year</b>	<b>Model</b>	<b>Engine/Trans</b>	<b>Tracking Tag</b>
3/2/2005	HCM	UNKNOW N	9999	YF5H002009		2HKYF18525H
3/1/2005	HCM	UNKNOW N	9999	YF5H548455		2HKYF18185H
3/9/2005	HCM	UNKNOW N	9999	YF5H700766		2HKYF18545H
3/3/2005	HCM	UNKNOW N	9999	YF5H901661		2HKYF18595H
<b>Recommended Field Action</b>						
<b>Countermeasure Effectiveness</b>						
C/M FOR YAW SENSOR WERE CONFIRMED TO BE EFFECTIVE BY AQAO/HGT.						

<b>AH - Domestic</b>			
<b>Sales Division Engineer</b>	<b>Sold Product Treatment</b>	<b>Product Treatment</b>	<b>Part Stock Change</b>
<b>Service Action Report</b>	<b>Service Bulletin Number</b>	<b>After Service Part Number</b>	
<b>AH - Export</b>			
<b>Sales Division Engineer</b>	<b>Sold Product Treatment</b>	<b>Product Treatment</b>	<b>Part Stock Change</b>
<b>Service Action Report</b>	<b>Service Bulletin Number</b>	<b>After Service Part Number</b>	
<b>CH</b>			
<b>Sales Division Engineer</b>	<b>Sold Product Treatment</b>	<b>Product Treatment</b>	<b>Part Stock Change</b>
<b>Service Action Report</b>	<b>Service Bulletin Number</b>	<b>After Service Part Number</b>	
<b>Part Number List</b>		<b>Part Group/Subgroup List</b>	
39960 - SENSOR, YAW & G		-	

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Document 7

S9VA6100701 REDACTED

Final



UNKNOWN

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### QUALITY IMPROVEMENT SHEET (Q.I.S.)

<b>COUNTERMEASURE CONTROL#</b>	<b>RESPONSIBLE SITE AND DEPARTMENT</b>		<b>Rank</b>
S9VA6100701	HCM [del]		B
<b>INFORMATION SOURCE</b>	<b>Problem Definition ID</b>	<b>CBU Category</b>	
UNKNOWN		TBD	
<b>Supplier</b>	<b>Affected Model</b>		<b>RESPONSIBLE DPT ISSUE DATE</b>
UNKNOWN	HCM-PILOT		2005/7/10
<b>Market Information Issuer</b>	<b>Lead Quality Investigator</b>	<b>Investigator Team</b>	<b>THEME UP DATE</b>
Norm Eckhardt	Norm Eckhardt	HCM QI	2005/7/10
<b>Title</b>			
(S3VA5092901) VSA LIGHT ON			
<b>Customer Complaint</b>			
<b>Dealer Repair</b>			
<b>Finish Date</b>	<b>1st COUNTERMEASURE APPLICATION DATE</b>	<b>C/M Target Date</b>	
10/25/2005	2004/23/11		
<b>Market Data Investigation</b>			
THE CUSTOMERS ARE COMPLAINING THAT THEIR VSA LIGHTS ARE ON.			
<b>Investigation Cause Analysis</b>			
PLEASE SEE ATTACHED FOR PART CALIM INFORMATION. PE HAS RECEIVED TOTAL OF 8 VSA MODULATORS. 6 OUT OF THE 8 HAD CONTENTION FOR COM FAILURE. 1 OUT OF THE 6 PARTS HAS BEEN CONFIRMED TO HAVE COM FAILURE AND NO COM COULD BE ESTABLISHED THROUGH OBDII CONNECTOR. THE OTHER 5 PARTS HAVE BEEN ALSO TESTED, BUT CONTENTION COULD NOT BE DUPLICATED. ALL 8 PARTS HAVE BEEN SENT TO THE SUPPLIER FOR FURTHER ANALYSIS. R.BULGARSKI (PE) STATES THIS APPLIES TO PILOT			

VIEW BEFORE COUNTERMEASURE		VIEW AFTER COUNTERMEASURE				
x		x				
<b>Responsible Department Root Cause Analysis</b>						
1. MISSING WELD BETWEEN CIRCUIT BOARD AND PRESSURE SENSOR CREATING AN INTERMITTENT CONNECTION. (MISSED PROCESS) PART WAS ALSO MISSING THE WELD ACCEPTANCE MARK INDICATING THAT THE WELD PROCESS WAS BYPASSED. PART WAS SUBSEQUENTLY MIS-HANDLED AT THE REJECT CHUTE AND SHIPPED IN ERROR.(NB0) 2. NO COMMUNICATION. CAPACITOR C61 OUT OF SPEC. CREVICE CREATED BETWEEN THE CATHODE FRAME AND TANTLUM CHIP CAUSED BY INSUFFICIENT QUANTITY OF SILVER SOLDER. (NICHICON)						
<b>COUNTERMEASURE BY</b>		<b>COUNTERMEASURE CONTROL#</b>				
		S9VA6100701				
<b>Recomnd Sold Product Treatment</b>	<b>Recomnd Stock Product Treatment</b>	<b>Recmd Part Stock Change</b>	<b>Design Change Number</b>			
<b>CoreMQ Problem Definition ID</b>		<b>CoreMQ Problem Definition Name</b>				
<b>C/M Title</b>	<b>C/M Location</b>	<b>C/M Type</b>				
C/M Information from old QIS system	Frame Factory	Other				
<b>CM Details</b>						
1.1 CHANGED LOCATION OF WELD ACCEPTANCE MARK MAKING IT MORE VISIBLE (10/14/04) 1.2 POINTING OUT SHEETS ADDED TO OPERATION (10/14/04) 1.3 INSTALL GUARD OVER REJECT CHUTE TO PREVENT ASSOCIATES FROM INADVERTENTLY REMOVING REJECTED PARTS (10/14/04M PERM) 2.1 IMPROVE FRAME FORMING / SIZING AT ANODE WELD STATION (6/4/04 PERM) 2.2 INCREASED QUANTITY OF SILVER PASTE (6/4/04) 2.3 REDUCED ALLOWABLE GAP BETWEEN FRAME AND CHIP AT VISION SYSTEM (4/6/04 PERM)						
Date	Factory	Line	Year	Model	Engine/Trans	Tracking Tag
11/24/2004	HCM	UNKNOW N	9999	YF5H000578		2HKYF18685H
11/23/2004	HCM	UNKNOW N	9999	YF5H525258		2HKYF18675H
12/3/2004	HCM	UNKNOW N	9999	YF5H700471		2HKYF18575H
11/25/2004	HCM	UNKNOW N	9999	YF5H901015		2HKYF18505H
<b>Recommended Field Action</b>						

**Countermeasure Effectiveness**

THESE C/M'S WILL BE EFFECTIVE FOR LISTED PROBLEMS.

**AH - Domestic**

Sales Division Engineer	Sold Product Treatment	Product Treatment	Part Stock Change
Service Action Report	Service Bulletin Number	After Service Part Number	

**AH - Export**

Sales Division Engineer	Sold Product Treatment	Product Treatment	Part Stock Change
Service Action Report	Service Bulletin Number	After Service Part Number	

**CH**

Sales Division Engineer	Sold Product Treatment	Product Treatment	Part Stock Change
Service Action Report	Service Bulletin Number	After Service Part Number	

Part Number List	Part Group/Subgroup List
36750 - SW, STOP & CRUISE	-
57110 - MODULATOR ASSY., VSA	-



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Document 8

S9VA6100702 REDACTED

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UNKNOWN

Auto Quality Innovation Department

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### QUALITY IMPROVEMENT SHEET (Q.I.S.)

<b>COUNTERMEASURE CONTROL#</b>	<b>RESPONSIBLE SITE AND DEPARTMENT</b>		<b>Rank</b>
S9VA6100702	AQID	AQAO	A
<b>INFORMATION SOURCE</b>	<b>Problem Definition ID</b>	<b>CBU Category</b>	
UNKNOWN		TBD	
<b>Supplier</b>	<b>Affected Model</b>		<b>RESPONSIBLE DPT ISSUE DATE</b>
UNKNOWN	HCM-PILOT		2005/10/8
<b>Market Information Issuer</b>	<b>Lead Quality Investigator</b>	<b>Investigator Team</b>	<b>THEME UP DATE</b>
Norm Eckhardt	Donald Shaw	HCM QI	2005/7/10
<b>Title</b>			
(S3VA5080801) VSA (FAILSAFE SOFTWARE)(YAW / G302)			
<b>Customer Complaint</b>			
<b>Dealer Repair</b>			
<b>Finish Date</b>	<b>1st COUNTERMEASURE APPLICATION DATE</b>	<b>C/M Target Date</b>	
6/4/2007	2005/3/10		
<b>Market Data Investigation</b>			
QIS HAS BEEN REQUESTED BY PE.			
<b>Investigation Cause Analysis</b>			
<p>BASED ON BENCH &amp; CBU RECREATION TEST BY HCM THE FOLLOWING AREAS WERE ADDRESSED TO BE RELATED TO THE CUSTOMER FAILURE MODE OF VSA ACTIVATES WHILE DRIVING: 1.) LOOSE G302 (MODULATOR GROUND) &lt;320MS INTERUPTION 2.) YAW SENSOR - INTERNAL FAILURES 3.) INSUFICIENT FAILSAFE RESPONSE FOR OPEN OR SHORTS FOR YAW IN/OUTPUTS /G302 4.) STEERING ANGLE SENSOR - BLACK PASTE A QARS WAS SUBMITTED TO AQAO &amp; ACCEPTED. QAH #1082 DUE TO INVESTIGATION FOUND SEVERAL ROOT CAUSES RELATED TO VSA LIGHT ON / VSA ACTIVATION EACH FAILURE WAS DOCUMENTED SEPERATLY. THIS QIS DOCUMENTS THE FAILSAFE C/M FOR THE VSA MODULATOR.</p>			

VIEW BEFORE COUNTERMEASURE		VIEW AFTER COUNTERMEASURE				
x		x				
<b>Responsible Department Root Cause Analysis</b>						
PLEASE SEE CAUSE ANALYSIS						
<b>COUNTERMEASURE BY</b>		<b>COUNTERMEASURE CONTROL#</b>				
		S9VA6100702				
<b>Recomnd Sold Product Treatment</b>	<b>Recomnd Stock Product Treatment</b>	<b>Recmd Part Stock Change</b>	<b>Design Change Number</b>			
<b>CoreMQ Problem Definition ID</b>		<b>CoreMQ Problem Definition Name</b>				
<b>C/M Title</b>						
<b>C/M Location</b>		<b>C/M Type</b>				
C/M Information from old QIS system		Frame Factory	Other			
<b>CM Details</b>						
C/M HAS BEEN APPLIED TO VSA FAILSAFE LOGIC. THE C/M PREVENTS MISACTIVATION DUE TO SPECIFIC (SPECIAL PARAMETERS) FAILURES IN COMPONENTS. THE SPECIFIC FAILURES RELATE TO YAW/G LAT SENSOR AND LOOSE GROUND CONDITION. THIS C/M HAS BEEN CONFIRMED WITH C/M'ED PARTS. NO ACTIVATION OCCURS DURING PREVIOUSLY DETERMINED FAILURES.						
<b>Date</b>	<b>Factory</b>	<b>Line</b>	<b>Year</b>	<b>Model</b>	<b>Engine/Trans</b>	<b>Tracking Tag</b>
10/5/2005	HCM	UNKNOW N	9999	YF6H000755		2HKYF18536H
10/3/2005	HCM	UNKNOW N	9999	YF6H505893		2HKYF18776H
<b>Recommended Field Action</b>						
<b>Countermeasure Effectiveness</b>						
THIS C/M IS 100% EFFECTIVE AS PER RECONFIRMATION TESTS.						

<b>AH - Domestic</b>			
<b>Sales Division Engineer</b>	<b>Sold Product Treatment</b>	<b>Product Treatment</b>	<b>Part Stock Change</b>
<b>Service Action Report</b>	<b>Service Bulletin Number</b>	<b>After Service Part Number</b>	
<b>AH - Export</b>			
<b>Sales Division Engineer</b>	<b>Sold Product Treatment</b>	<b>Product Treatment</b>	<b>Part Stock Change</b>
<b>Service Action Report</b>	<b>Service Bulletin Number</b>	<b>After Service Part Number</b>	
<b>CH</b>			
<b>Sales Division Engineer</b>	<b>Sold Product Treatment</b>	<b>Product Treatment</b>	<b>Part Stock Change</b>
<b>Service Action Report</b>	<b>Service Bulletin Number</b>	<b>After Service Part Number</b>	
<b>Part Number List</b>		<b>Part Group/Subgroup List</b>	
39960 - SENSOR, YAW & G		-	
57110 - MODULATOR ASSY., VSA		-	

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ATTACHMENT Q9

Document 9

PILOT Analysis Results Report  
(E) 080310 REDACTED Final



























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Document 9

PILOT Analysis Results Report  
(J) 080310 REDACTED Final







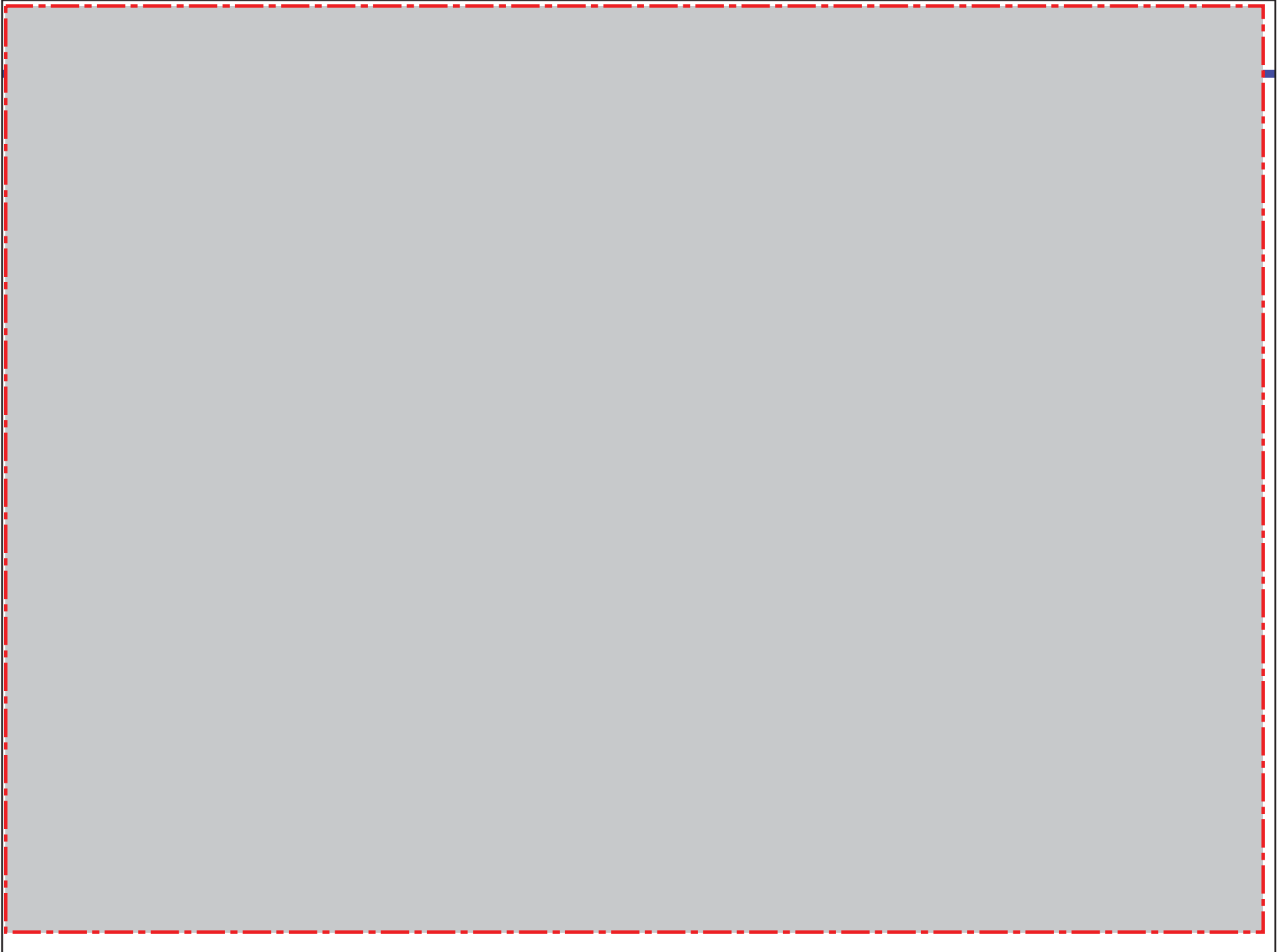






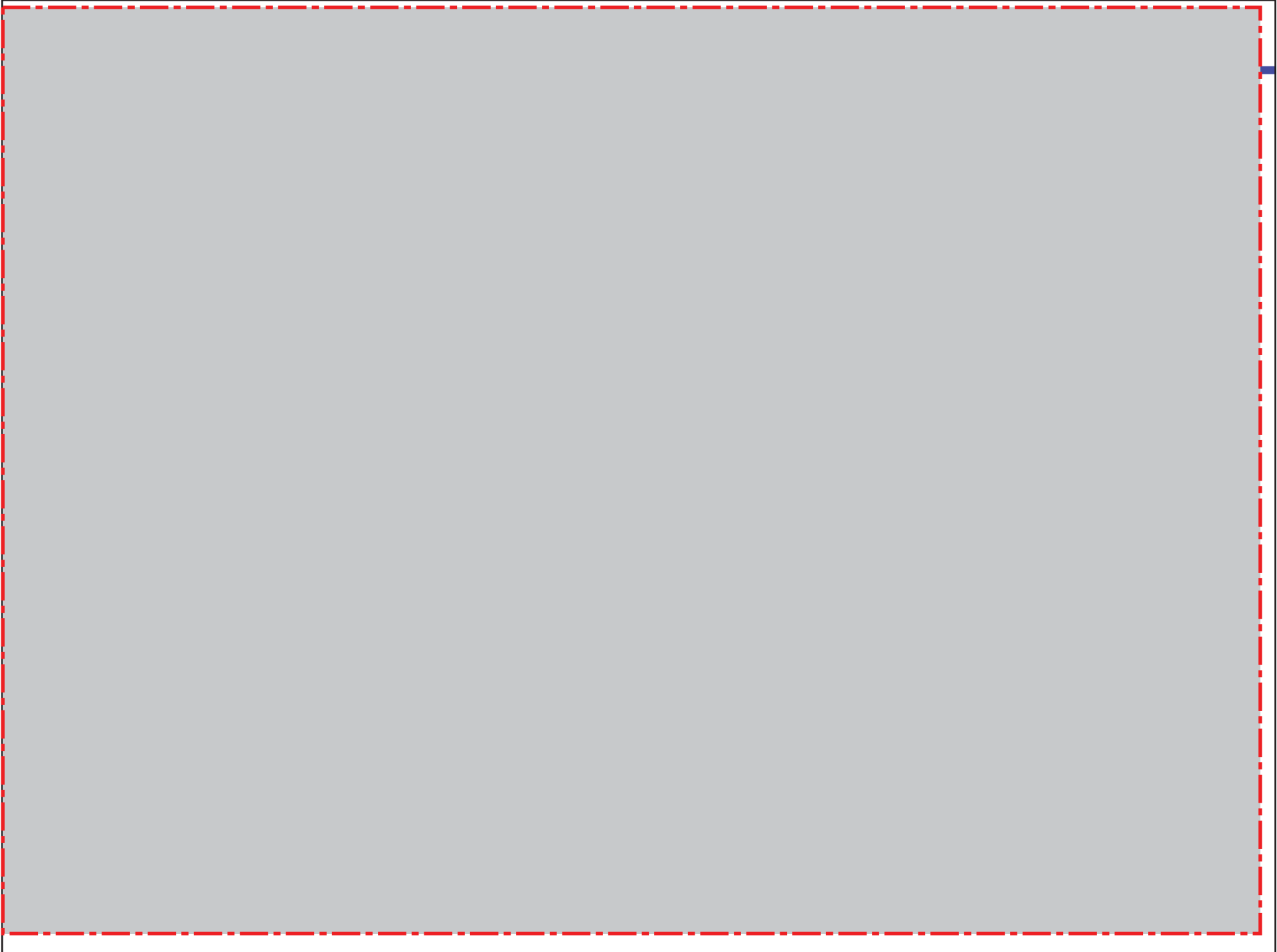












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Document 10

S9VA5021002 REDACTED

Final



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Honda Manufacturing of Alabama

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### QUALITY IMPROVEMENT SHEET (Q.I.S.)

<b>COUNTERMEASURE CONTROL#</b>	<b>RESPONSIBLE SITE AND DEPARTMENT</b>		<b>Rank</b>
S9VA6082803	HMA HMA QUALITY ANALYSIS		A
<b>INFORMATION SOURCE</b>	<b>Problem Definition ID</b>	<b>CBU Category</b>	
UNKNOWN		TBD	
<b>Supplier</b>	<b>Affected Model</b>		<b>RESPONSIBLE DPT ISSUE DATE</b>
UNKNOWN	HCM-PILOT		2006/28/8
<b>Market Information Issuer</b>	<b>Lead Quality Investigator</b>	<b>Investigator Team</b>	<b>THEME UP DATE</b>
John Verschueren	John Verschueren	HCM QI	2006/28/8
<b>Title</b>			
(SKVA06041901) VSA ACTIVATES IN TURNS			
<b>Customer Complaint</b>			
<b>Dealer Repair</b>			
<b>Finish Date</b>	<b>1st COUNTERMEASURE APPLICATION DATE</b>	<b>C/M Target Date</b>	
9/5/2006	2006/13/7		
<b>Market Data Investigation</b>			
CUST. STATED THAT VEHICLE WANTS TO DIE WHEN MAKING A TURN. DLR REPAIR: TECH. FOUND THAT THE REAR WHEEL SPEED SENSORS WERE CROSSED, WHEN PLUGGED INTO THE HARNESS. TECH. UNPLUGGED REAR WHEEL SENSORS AND PLUGGED INTO THE PROPER LOCATION IN HARNESS AND VERIFIED WITH HDS.			
<b>Investigation Cause Analysis</b>			
DEALER FOUND THE COUPLERS WERE SWAPPED ON THE HARNESS CAUSING THE VSA LIGHT TO ILLUMINATE AND SUDDEN POWER LOSS DURING TURNS. THE VSA UNIT ASSUMES THE VEHICLE IS OUT OF CONTROL AND KICKS IN.			

VIEW BEFORE COUNTERMEASURE			VIEW AFTER COUNTERMEASURE			
x			x			
<b>Responsible Department Root Cause Analysis</b>						
DEALER FOUND THE COUPLERS WERE SWAPPED ON THE HARNESS CAUSING THE VSA LIGHT TO ILLUMINATE AND SUDDEN POWER LOSS DURING TURNS. THE VSA UNIT ASSUMES THE VEHICLE IS OUT OF CONTROL AND KICKS IN.						
<b>COUNTERMEASURE BY</b>			<b>COUNTERMEASURE CONTROL#</b>			
			S9VA6082803			
<b>Recomnd Sold Product Treatment</b>	<b>Recomnd Stock Product Treatment</b>	<b>Recmnd Part Stock Change</b>		<b>Design Change Number</b>		
<b>CoreMQ Problem Definition ID</b>			<b>CoreMQ Problem Definition Name</b>			
<b>C/M Title</b>		<b>C/M Location</b>			<b>C/M Type</b>	
C/M Information from old QIS system		Frame Factory			Other	
<b>CM Details</b>						
QA DESIGN COUNTERMEASURE TO ENSURE THAT THE COUPLERS CAN NOT BE SWAPPED. COUNTERMEASURE INVOLVES THE LONGER BRANCH TO LOSE THE CLIP AND ADD 4 TO 5 WRAPS OF BLACK TAPE 40MM FROM BRANCH PT. M/I # LD621530 HAS BEEN ISSUED TO START HANDWORK BY THE SUPPLIER WHILE CRF # Z4F060530001 HAS BEEN ISSUED TO GET THE CHANGE APPLIED TO THE DRAWING AND TO CARRY OVER TO '07 MODEL.						
<b>Date</b>	<b>Factory</b>	<b>Line</b>	<b>Year</b>	<b>Model</b>	<b>Engine/Trans</b>	<b>Tracking Tag</b>
7/14/2006	HCM	UNKNOW N	9999	YF6H005062		2HKYF18586H
7/13/2006	HCM	UNKNOW N	9999	YF6H559095		2HKYF18126H
<b>Recommended Field Action</b>						
<b>Countermeasure Effectiveness</b>						
MONITOR WARRANTY						



<b>AH - Domestic</b>			
<b>Sales Division Engineer</b>	<b>Sold Product Treatment</b>	<b>Product Treatment</b>	<b>Part Stock Change</b>
<b>Service Action Report</b>	<b>Service Bulletin Number</b>	<b>After Service Part Number</b>	
<b>AH - Export</b>			
<b>Sales Division Engineer</b>	<b>Sold Product Treatment</b>	<b>Product Treatment</b>	<b>Part Stock Change</b>
<b>Service Action Report</b>	<b>Service Bulletin Number</b>	<b>After Service Part Number</b>	
<b>CH</b>			
<b>Sales Division Engineer</b>	<b>Sold Product Treatment</b>	<b>Product Treatment</b>	<b>Part Stock Change</b>
<b>Service Action Report</b>	<b>Service Bulletin Number</b>	<b>After Service Part Number</b>	
<b>Part Number List</b>		<b>Part Group/Subgroup List</b>	
18011 - VALVE SET, EGR		-	
32157 - SUB-HARNESS, A/C		-	
39960 - SENSOR, YAW & G		-	
57110 - MODULATOR ASSY., VSA		-	



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8-3-2012

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Document 11

S9VA6082803 REDACTED

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### QUALITY IMPROVEMENT SHEET (Q.I.S.)

<b>COUNTERMEASURE CONTROL#</b>	<b>RESPONSIBLE SITE AND DEPARTMENT</b>		<b>Rank</b>
S9VA6082803	HMA	HMA QUALITY ANALYSIS	A
<b>INFORMATION SOURCE</b>	<b>Problem Definition ID</b>	<b>CBU Category</b>	
UNKNOWN		TBD	
<b>Supplier</b>	<b>Affected Model</b>		<b>RESPONSIBLE DPT ISSUE DATE</b>
UNKNOWN	HCM-PILOT		2006/28/8
<b>Market Information Issuer</b>	<b>Lead Quality Investigator</b>	<b>Investigator Team</b>	<b>THEME UP DATE</b>
John Verschueren	John Verschueren	HCM QI	2006/28/8
<b>Title</b>			
(SKVA06041901) VSA ACTIVATES IN TURNS			
<b>Customer Complaint</b>			
<b>Dealer Repair</b>			
<b>Finish Date</b>	<b>1st COUNTERMEASURE APPLICATION DATE</b>	<b>C/M Target Date</b>	
9/5/2006	2006/13/7		
<b>Market Data Investigation</b>			
CUST. STATED THAT VEHICLE WANTS TO DIE WHEN MAKING A TURN. DLR REPAIR: TECH. FOUND THAT THE REAR WHEEL SPEED SENSORS WERE CROSSED, WHEN PLUGGED INTO THE HARNESS. TECH. UNPLUGGED REAR WHEEL SENSORS AND PLUGGED INTO THE PROPER LOCATION IN HARNESS AND VERIFIED WITH HDS.			
<b>Investigation Cause Analysis</b>			
DEALER FOUND THE COUPLERS WERE SWAPPED ON THE HARNESS CAUSING THE VSA LIGHT TO ILLUMINATE AND SUDDEN POWER LOSS DURING TURNS. THE VSA UNIT ASSUMES THE VEHICLE IS OUT OF CONTROL AND KICKS IN.			

VIEW BEFORE COUNTERMEASURE			VIEW AFTER COUNTERMEASURE			
x			x			
<b>Responsible Department Root Cause Analysis</b>						
DEALER FOUND THE COUPLERS WERE SWAPPED ON THE HARNESS CAUSING THE VSA LIGHT TO ILLUMINATE AND SUDDEN POWER LOSS DURING TURNS. THE VSA UNIT ASSUMES THE VEHICLE IS OUT OF CONTROL AND KICKS IN.						
<b>COUNTERMEASURE BY</b>			<b>COUNTERMEASURE CONTROL#</b>			
			S9VA6082803			
<b>Recomnd Sold Product Treatment</b>	<b>Recomnd Stock Product Treatment</b>	<b>Recmnd Part Stock Change</b>		<b>Design Change Number</b>		
<b>CoreMQ Problem Definition ID</b>			<b>CoreMQ Problem Definition Name</b>			
<b>C/M Title</b>		<b>C/M Location</b>			<b>C/M Type</b>	
C/M Information from old QIS system		Frame Factory			Other	
<b>CM Details</b>						
QA DESIGN COUNTERMEASURE TO ENSURE THAT THE COUPLERS CAN NOT BE SWAPPED. COUNTERMEASURE INVOLVES THE LONGER BRANCH TO LOSE THE CLIP AND ADD 4 TO 5 WRAPS OF BLACK TAPE 40MM FROM BRANCH PT. M/I # LD621530 HAS BEEN ISSUED TO START HANDWORK BY THE SUPPLIER WHILE CRF # Z4F060530001 HAS BEEN ISSUED TO GET THE CHANGE APPLIED TO THE DRAWING AND TO CARRY OVER TO '07 MODEL.						
<b>Date</b>	<b>Factory</b>	<b>Line</b>	<b>Year</b>	<b>Model</b>	<b>Engine/Trans</b>	<b>Tracking Tag</b>
7/14/2006	HCM	UNKNOW N	9999	YF6H005062		2HKYF18586H
7/13/2006	HCM	UNKNOW N	9999	YF6H559095		2HKYF18126H
<b>Recommended Field Action</b>						
<b>Countermeasure Effectiveness</b>						
MONITOR WARRANTY						



<b>AH - Domestic</b>			
<b>Sales Division Engineer</b>	<b>Sold Product Treatment</b>	<b>Product Treatment</b>	<b>Part Stock Change</b>
<b>Service Action Report</b>	<b>Service Bulletin Number</b>	<b>After Service Part Number</b>	
<b>AH - Export</b>			
<b>Sales Division Engineer</b>	<b>Sold Product Treatment</b>	<b>Product Treatment</b>	<b>Part Stock Change</b>
<b>Service Action Report</b>	<b>Service Bulletin Number</b>	<b>After Service Part Number</b>	
<b>CH</b>			
<b>Sales Division Engineer</b>	<b>Sold Product Treatment</b>	<b>Product Treatment</b>	<b>Part Stock Change</b>
<b>Service Action Report</b>	<b>Service Bulletin Number</b>	<b>After Service Part Number</b>	
<b>Part Number List</b>		<b>Part Group/Subgroup List</b>	
18011 - VALVE SET, EGR		-	
32157 - SUB-HARNESS, A/C		-	
39960 - SENSOR, YAW & G		-	
57110 - MODULATOR ASSY., VSA		-	

Change history of design &  
supplier

NHTSA Request Item # 10a,b,c

# Pilot Modulator Manufacturing change point history (IPPAARs)

NHTSA Request # 10a,b,c

Year	2005-2008
Modulator	Nissin NK11 VSA

MP Date	Part # affected (Mod with Bracket)	What changed	Why changed	Plant Approval #
12-8-04	57110-S9V-A610	Additional Diode supplier for PCB	Part shortage from current supplier	11507 -HCM
8-9-2005	57110-S9V-A621	Modulator production localized from Japan	Software UP-date Localization	3106-HMA 12461- HCM
10-15-2005	57110-STW-A010	NBO to produce 720pc weekly of 2WD pilot	Capacity concerns in Japan	3511 - HMA
1-17-2006	57110-STW-A020 57110-S9V-A720	Inventory build ahead	Line modified to make new generation mod (NK12)	4019 –HMA 14598 - HCM
10-25-06	57110-S9V-A720	Capacitor supplier change from Nippon Chemi-con to Hitachi	Commonize components for 06 and 07 models	4362-HMA 5515 - HCM
11-15-06	57110-STW-A020	Capacitor supplier change from Nippon Chemi-con to Hitachi	Commonize components for 06 and 07 models	4362-HMA
7-13-2007	57110-S9V-A730	Line layout moved	Moved line to create room for NK21 (next Generation ) modulator line.	10805-HMA
10-15-2007	57110-S9V-A730	Japan began supplying the cast and machined body	NBO began production of NK21 mod – machining of the extruded body. Built out all cast to Japan supply	12876-HMA
12-14-2007	57110-S9V-A730	Coil assembly to be supplied by Japan	NBO retooled existing coil line to be used on higher volume NK21 modulator line.	13985-HMA

# Appendix

- Pilot Modulator design change history

The following information was already submitted to HMA from HRA-O.



# Pilot Modulator application history

Year	2003-2005	2005-2007
Modulator	Bosch ABS 5.3	Nissin NK11 VSA

## 2005Y

Parts number	Revision No	Issue date	DWG timing	SOFTWARE NUMBER SPEC,MODULATOR ASSY SPEC,CONROL SPEC,CONTROL FOR FACILITY	Issued by	Contents
57110-S9VY-A610-M1	S9VY-F-195	30/Jun/03	Prototype for C1	6VX-X66L0*****	HRA-O	Issue supplier DWG for C1.
				5711Z-SFY -0031		
				NA		
				5716Z-S3V -A110-M2		
57110-S9VY-A620-M1	S9VY-F-455	13/Feb/04	Final Prototype	7VX-X67L0*****	HRA-O	Indicate <b>brake assist</b> in system type. Update soft ware number and etc.
				<b>5711Z-SFY -0032</b>		
				<b>5715Z-SJK -N010-M1</b>		
				<b>5716Z-SJK -0031</b>		
57110-S9V -A610-M1	C44-2-500	20/Feb/04	Replace to Mass-production DWG	↑	HGT	---
<b>57110-S9V -A620-M1</b>	C45-2-885	10/Mar/05	<b>M/P DWG change</b>	<b>7XV-X67L0MSK01</b>	HGT	<b>04M Odyssey VSA Modulator software change.</b> ① Change the condition to start brake assist function. ② Add the condition to allow brake switch fail diagnosis.
				<b>5711Z-SFY -0032</b>		
				<b>5715Z-SFE -A010-M1</b>		
				<b>5716Z-SJK -0031</b>		
57110-S9V -A621-M1	C45-2-1088	29/Mar/05	M/P DWG change	<b>7XV-X67L0MSK01</b>	HGT	05M all destination. The production district of motor of VSA Modulator change.
				<b>5711Z-SFY -0032</b>		
				<b>5715Z-SFE -A010-M1</b>		
				<b>5716Z-SJK -0031</b>		

# 2006-2007Y

Parts number	Revision No	Issue date	DWG timing	SOFTWARE NUMBER SPEC,MODULATOR ASSY SPEC,CONROL SPEC,CONTROL FOR FACILITY	Issued by	Contents
57110-S9VX-A710-M1 57110-STWX-A010-M1	S9VX-F-243	4/Aug/04	Prototype for C1	TBD	HRA-O	Issue C1 DWG. Software change for new gear ratio.
				<i>5711Z-SFY -0032</i>		
				<i>5715Z-SDB -A210-M1</i>		
				<i>5716Z-SJK -0031</i>		
57110-S9V – A710-M1 57110-STW – A010-M1	C45-2-650	24/Feb/05	Replace to Mass-production DWG	↑	HGT	---
57110-S9V – A720-M1 57110-STW – A020-M1	C45-2-3695	29/Aug/05	M/P DWG change	7XV-X69L1MSK00 7XV-X67L2MSK00	HRA-O	06M Pilot Improve VSA marketability. Update software and DWG.
				<i>5711Z-SFY -0032</i>		
				<i>5715Z-SJA -0030</i>		
				<i>5716Z-SJK -0031</i>		
57110-S9V – A730-M1 57110-STW – A030-M1	C46-2-4963	17/Nov/06	M/P DWG change	7VX-X69L1MSK01 7XV-X67L2MSK01	HRA-O	07M Pilot and Accord VSA Modulator software update.
				<i>5711Z-SFY -0032</i>		
				<i>5715Z-SJA -0030</i>		
				<i>5716Z-SJK -0031</i>		

# Weastec (All NHTSA Items)

## Steering Angle Sensor (39250 S9V –all)



\*Confidential: Re: URGENT NHTSA Request

Joe\_Ciniglio

07/19/2012 02:22 PM

tami.darbyshire, tammy.moore, Ted.Wolford, Jim.Tomko,  
Dave.Griffith

Joe,

Please make me the contact for this issue.

We have reviewed our documentation and found no changepoints for the VSA Sensor or Main Scale during the period being investigated.

Additionally, the SEA VSA Sensor used on the S9V Combi Switch has also been used on the following vehicles produced in North America:

- SEP (TL)
- SDA (Accord)

Thank You,  
Brian Gilbert  
Supervisor  
Quality Engineering Department

Weastec, Inc.  
1600 N. High Street  
Hillsboro, OH 45133

Office: 937.840.1234  
Mobile: 937.763.7084

# Continental

## Wheel Speed Sensor

Pilot WSS Manufacturing change point history (IPPAARs) for NHTSA Request # 10a,b,c

MP Date	Part # affected	What changed	Why changed	Plant Approval #
2/1/2006	57470-S3V-A520	change of supplier from Ritus to Saliens ( Grommet)	new supplier	
3/1/2005	57470-S3V-A520	process change on pole piece assembly	Improvement process	
2/1/2006	57475-S3V-A520	change of supplier from Ritus to Saliens (Grommet)	new supplier	
3/1/2005	57475-S3V-A520	process change on pole piece assembly	Improvement process	

# Continental

## Wheel Speed Sensor

Pilot WSS application history for NHTSA Request # 10a,b,c

Parts number	Revision No	Issue date	DWG timing	SOFTWARE NUMBER SPEC, PART NAME SPEC,CONROL SPEC,CONTROL FOR FACILITY	Issued by	Contents
57470-S3V-A520	REV 2	2/1/2006	n/a		Jose Juarez Jose Nuñez	new supplier/ improvement process
		3/1/2005				
57475-S3V-A520	REV 2	2/1/2006	n/a		Jose Juarez Jose Nuñez	new supplier/ improvement process
		3/1/2005				

# Akebono

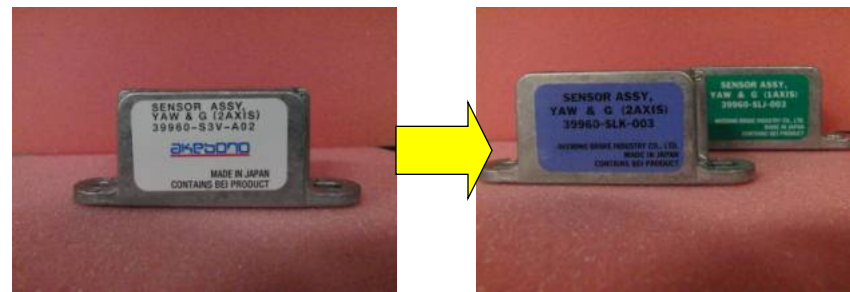
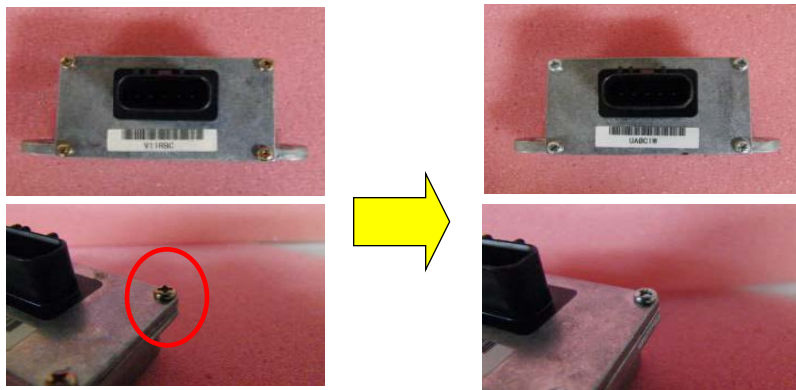
## Yaw & G Sensor

Pilot SENSOR ASSY YAW & G Manufacturing change point history (IPPAARs)

NHTSA Request # 10a,b,c

MP Date	Part # affected	What changed	Why changed	Plant Approval # - Submit to
26-Nov-03	39960-S3V-A022-M1	SOP	---	Functional Parts Engineering Block Automotive Purchasing Division 2 (World wide)@HONDA.Tochigi.japan
5-Apr-04	39960-S3V-A022-M1	Forming screw metal coating is changed into Cr(III) from Cr(VI).	environmentally hazardous substance	Functional Parts Engineering Block Automotive Purchasing Division 2 (World wide)@HONDA.Tochigi.japan
5-Oct-04	39960-S3V-A022-M1	Place change of board mounting (Poland -> Thailand)	cost saving	Functional Parts Engineering Block Automotive Purchasing Division 2 (World wide)@HONDA.Tochigi.japan
16-May-05	39960-SLK-003 39960-SLJ-003	Pb free type	environmentally hazardous substance	Functional Parts Engineering Block Automotive Purchasing Division 2 (World wide)@HONDA.Tochigi.japan

Forming screw (Plating change:Cr+6 ->Cr+3)



Non Pb free type -> Pb free type

# Akebono

## Yaw & G Sensor

Pilot SENSOR ASSY,YAW&G application history NHTSA Request # 10a,b,c

Parts number	Revision No	Issue date	DWG timing	SPECIFICATION	Issued by	Contents
39960-S3VY-A010	S3VY-F-48	09-May-01	Prototype for C1-2	3996Z-S3VY-A000	HGT	Issue supplier DWG for C1-2.
39960-S3VY-A010-M1	S3VY-F-0518	22-Feb-02	Final Prototype	3996Z-S3VY-A010-M1	HGT	Issue supplier DWG for Final Prototype.
39960-S3V-A010-M1	C42-2-450	06-Mar-02	Replace to Mass-production DWG	3996Z-S3V-A010-M1	HGT	Issue Supplier DWG for Mass-production.
<b>39960-S3V-A020-M1</b>	C42-2-792	25-Mar-02	<b>M/P DWG change</b>	<b>3996Z-S3V-A020-M1</b>	HGT	<b>Changed SPECIFICATION</b>
<b>39960-S3V-A021-M1</b>	C42-2-5205	13-Sep-02	<b>M/P DWG change</b>	<b>3996Z-S3V-A020-M1</b>	HGT	<b>Changed letter of product label.</b>
<b>39960-S3V-A022-M1</b>	C43-2-5696	11-Dec-03	<b>M/P DWG change</b>	<b>3996Z-S3V-A020-M1</b>	HGT	<b>Applied "NH" mark to drawing with the plating change of the screw to SOC free type.</b>
<b>39960-SLJ-0030</b> <b>39960-SLK-0030</b>	08-Jan-05	08-Jan-05	<b>Replace to SOC free type sensor DWG</b>	<b>3996Z-SLJ-0030</b>	HGT	<b>Replaced to SOC free type sensor. SLJ for 2WD SLK for 4WD</b>
<b>39960-SLK-0030</b>	08-Jan-05	08-Jan-05				