



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

ODI RESUME

OFFICE OF DEFECTS INVESTIGATION

Investigation: RQ24013

Prompted By: VOQ Review

Date Opened: 11/08/2024

Date 08/20/2025

Closed:

Investigator: Richard Lawrence

Reviewer: Sharon Yukevich

Approver: Tanya Topka

Subject: Engine failure

MANUFACTURER & PRODUCT INFORMATION

Manufacturer: Honda (American Honda Motor Co.)

Products: 2016-2020 Acura MDX, 2018-2020 Acura TLX, 2016-2020 Honda Pilot, 2017-2019 Honda Ridgeline, 2018-2020 Honda Odyssey

Population: 1,410,806

Problem Description: Failure of connecting rod bearings leading to complete engine failure.

FAILURE REPORT SUMMARY

	ODI	Manufacturer	EWR D&I	Other	Total	EWR Field Reports
All Incidents:	374	2,598	0	0	2,969 *	0
Crashes/Fires:	3	3	0	0	6	0
Injury Incidents:	0	0	0	0	0	0
Number of Injuries:	0	0	0	0	0	0
Fatality Incidents:	0	0	0	0	0	0
Number of Fatalities:	0	0	0	0	0	0

*Total eliminates duplicates received by the manufacturer

ACTION/SUMMARY INFORMATION

Action: This (RQ) Recall Query is closed without further manufacturer action.

Summary:

On November 8, 2024, the Office of Defects Investigation (ODI) opened Recall Query RQ24013 to assess the scope of Honda recall 23V-751 after receiving complaints that alleged connecting rod bearing failures in vehicles that were not within the scope of recall 23V-751. In November 2023, Honda recalled 248,999 various Model Year (MY)2016–2020 Honda and Acura vehicles equipped with the 3.5L V6 engine. Honda recalled these vehicles due to a crankshaft manufacturing defect that caused premature connecting rod bearing wear and engine seizure.

While the out-of-scope failures involved in these complaints appear to have a very similar failure mechanism as the recalled engines, a thorough analysis of all available data from Honda has not indicated that the same manufacturing defect exists in the out-of-scope engines as the engines recalled by 23V-751. Based on this analysis ODI has determined that Honda has properly defined the scope of recall 23V-751. Consequently, ODI will close this RQ investigation. NHTSA will continue to investigate these complaints of engine failure as part of a new Preliminary Evaluation Investigation (PE25008).

The Agency reserves the right to take additional action if warranted by new circumstances.