

HONDA

American Honda Motor Co., Inc.
1919 Torrance Boulevard
Torrance, CA 90501-2746
Phone (310) 783-8000

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NVS-215

June 2, 2004

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Mr. Kenneth Weinstein,
Associate Administrator
Office of Safety Assurance
NATIONAL HIGHWAY TRAFFIC SAFETY
ADMINISTRATION
400 Seventh St., S.W.
Washington, DC 20590

OFFICE OF
DEFECTS INVESTIGATION

04V-255
(3 pages)

Dear Mr. Weinstein:

On May 25, 2004, Honda Motor Co., Ltd. (HMC) determined that a defect relating to motor vehicle safety exists in the motor vehicles listed below. The following information is submitted pursuant to the requirements of 49 CFR 573.6.

573.6(c)(1)

Name of manufacturer: Honda of the U.K. Mfg., Ltd. (HUM)

Manufacturer's Agent: William R. Willen
American Honda Motor Co., Inc. (AHM)
1919 Torrance Blvd.
Torrance, CA 90501-2746

573.6(c)(2)

Identification of potentially affected vehicles:

<u>Make/Model</u>	<u>Description</u>	<u>VIN/Dates of Manufacture</u>
Honda CR-V	All 2002 model year	SHSRD68**2U000101 - SHSRD68**2U002532 April 9, 2002 to September 19, 2002 SHSRD7***2U000101 - SHSRD7***2U013707 February 19, 2002 to September 28, 2002
	All 2003 model year	SHSRD68**3U100101 - SHSRD68**3U109348 October 2, 2002 to August 28, 2003 SHSRD7***3U100101 - SHSRD7***3U181435 September 30, 2002 to September 4, 2003
	All 2004 model year	SHSRD68**4U200101 - SHSRD68**4U208098 September 8, 2003 to April 27, 2004 SHSRD7***4U200101 - SHSRD7***4U238165 September 5, 2003 to April 27, 2004

Description of the basis for the determination of the recall population:
The 2002-year model CR-V was the first model year imported from HUM. Vehicles manufactured after the affected vehicles have correctly wired SRS cable reels.

573.6(c)(3)

Total number of vehicles potentially affected: 130,617

573.6(c)(4)

Percentage of affected vehicles that contain the defect: 100%

573.6(c)(5)

Defect description:

Summary

The SRS cable reel was incorrectly wired. During dual-stage (low-speed) inflation mode, the driver airbag inflation rate is incorrect, which could increase the risk of injury to the driver in specific crash conditions. The incorrect wiring does not affect the simultaneous (high-speed) inflation mode. Both inflation modes comply with all requirements of Federal Motor Vehicle Safety Standard No. 208.

Detail

The subject driver airbag has two inflation rates, depending on vehicle speed at impact. The two inflators can be triggered in sequence, which is the dual-stage mode, or they can be triggered simultaneously. During development testing to meet new FMVSS 208 requirements, CR-V driver airbag dual-stage deployment did not meet specifications. The supplier had incorrectly wired the SRS cable reel harness. A correctly wired harness inflates to 60 percent in stage one, followed by 40 percent in stage two. The incorrectly wired harness inflates to 40 percent in stage one, followed by 60 percent in stage two. Further investigation confirmed the reduced inflation pressure in stage one of the dual-stage mode creates an increased risk of injury to the driver in specific crash conditions. The incorrect wiring does not affect the simultaneous inflation mode. Both inflation modes comply with all requirements of Federal Motor Vehicle Safety Standard No. 208.

573.6(c)(6)

Chronology:

Apr. 26, 2004	During internal development testing, HMC discovered the driver airbag dual-stage inflation mode is incorrect and initiated an investigation.
May 2004	HMC conducted tests of 2002-2004 model year CR-V driver airbags with incorrect wiring to determine whether the 20 percent difference in inflation pressure and 20 ms timing delay created a real-world injury risk.
May 25, 2004	HMC completed the investigation and determined that a safety-related defect exists.

573.6(c)(8)(I)

Program for remedying the defect:

The owners of all affected vehicles will be notified by mail and asked to take their vehicle to an authorized Honda dealer. The dealer will repair the wiring, free of charge.

573.6(c)(8)(II)

The estimated date to e-mail preliminary notice to dealers: Jun. 4, 2004

The estimated date to begin sending notifications to owners: Jun. 24, 2004

The estimated date to provide service bulletin to dealers: Jul. 7, 2004

The estimated date of completion of the notification: Jul. 30, 2004

573.6(c)(9)

Representative copies of all notices, bulletins and other communications:

A copy of the dealer service bulletin will be submitted to your office as soon as possible.

573.6(c)(10)

Proposed owner notification letter submission:

A draft of the owner notification letter will be submitted to your office as soon as possible.

573.6(c)(11)

Manufacturer's campaign number:

P34.

Sincerely,

AMERICAN HONDA MOTOR CO., INC.



William R. Willen
Managing Counsel
Product Regulatory Office

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