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HONDA

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

June 1, 2012

Ms. Nancy Lewis
Associate Administrator for Enforcement
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
Attn: Recall Management Division (NVS-215)
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Recall Notification
2012 Model Year Honda Civic
Left (driver's side) Driveshaft

Dear Ms. Lewis:

On May 24, 2012, Honda Motor Co., Ltd. (HMC) determined that a potential defect relating to motor vehicle safety exists in the left (driver's side) driveshaft of certain 2012 model year Honda Civic vehicles, and is furnishing notification to the National Highway Traffic Safety Administration in accordance with 49 CFR Part 573 Defect and Noncompliance Reports.

573.6(c)(1)

Name of manufacturer: Honda of Canada Manufacturing (HCM)
Honda Manufacturing of Indiana, LLC (HMIN)

Manufacturer's agent: Jay Joseph
American Honda Motor Co., Inc. (AHM)
1919 Torrance Blvd.
Torrance, CA 90501-2746

573.6(c)(2)

Identification of potentially affected vehicles:

Make/Model	Description	VIN Range / Dates of Manufacture / Manufacturer
Honda Civic 2-door	Certain 2012 model year	2HGFG3B88C[redacted] – 2HGFG3B80CH[redacted] November 1, 2011 – January 7, 2012 / HCM
Honda Civic 4-door	Certain 2012 model year	2HGFB2F54C[redacted] – 2HGFB2F88CH[redacted] November 2, 2011 – January 13, 2012 / HCM
Honda Civic 4-door	Certain 2012 model year	19XFB2F52CE[redacted] – 19XFB2F53CE[redacted] November 1, 2011 – January 5, 2012 / HMIN
Honda Civic 4-door	Certain 2012 model year	19XFB5F2CE[redacted] – 19XFB5F55CE[redacted] November 1, 2011 – January 5, 2012 / HMIN

Description of the basis for the determination of the recall population:

The recall population was determined based on manufacturing records. The VIN range reflects all possible vehicles that could potentially be equipped with an affected driveshaft assembled on or after October 30, 2011 through December 22, 2011.

573.6(c)(2)(iv)

Identification of affected component:

Component:	Left (driver's side) driveshaft
Country of Origin:	United States
Manufacturer:	GKN Driveline
Contact Name:	Leonidas Coutinho, Quality & HSE/Risk Director
Address:	6400 Durham Road, Timberlake, NC 27583
Telephone No.:	(336) 364-6432
Cell No.:	(919) 627-4520

573.6(c)(3)

Total number of potentially affected vehicles: 50,190

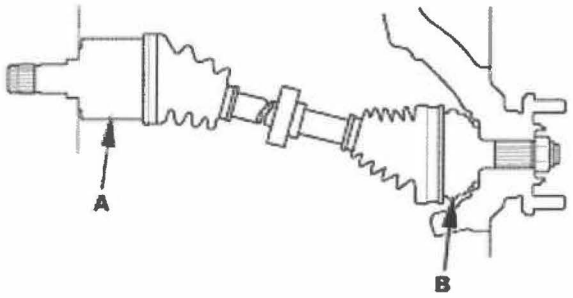
573.6(c)(4)

Percentage of affected vehicles that contain the defect: up to approximately 8.4%

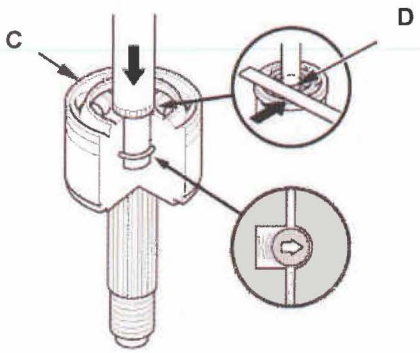
573.6(c)(5)

Defect description:

As shown in the illustration shown below, the complete driveshaft assemblies for 2012 Honda Civic vehicles consist of an inboard constant velocity (CV) joint (A below) connected to a driveshaft, connected to an outboard CV joint (B below), which is inserted into the wheel hub.



The driveshaft is attached to the outboard CV joint by inserting the driveshaft into the outboard CV joint (C below) to a specified depth (D below) where it is held in place by a retaining clip (circlip) when fully inserted. The insertion process is performed by a machine that applies a specified force to the driveshaft to assure proper insertion and retention in the CV joint.



During assembly of the affected driveshafts, the push stroke required to fully seat the driveshaft into the joint and set the retaining clip was not completed. After the assembly machine experienced a push stroke failure, operator-initiated procedures to disassemble the driveshaft from the CV joint were not consistently performed. Consequently, the retaining ring may not be engaged, and the driveshaft may separate from the outboard joint. If the driveshaft separates from the outboard joint, the engine will no longer propel the vehicle in any gear, and the vehicle may roll away if the parking brake has not been set when the gear selector has been placed in the Park position, increasing the risk of a crash or personal injury.

573.6(c)(6)

Chronology:

January 12, 2012	A Honda dealer issued a repair order for the first claim of driveshaft separation.
February 8, 2012	HCM received the parts from the first claim and requested the Supplier to investigate the cause of this claim.
February 27, 2012	The Supplier was unable to ascertain the root cause of the first claim due to excessive damage on the driveshaft spline. The Supplier determined that the first claim parts were assembled on November 21, 2011.
April 4, 2012	HCM received a second claim for driveshaft separation.
April 9, 2012	HCM provided the Supplier with the parts from the second claim, and the Supplier determined that the parts were assembled on November 20, 2011.

April 10, 2012	HCM provided the Supplier with five additional claims for driveshaft separation.
April 17, 2012	The Supplier advised HCM and HMIN that production records indicate the assembly machine experienced significant down time due to push stroke failures beginning on October 30, 2011. By December 22, 2011, the driveshaft and joint parts were improved to ease assembly, and subsequently there was no machine down time due to push stroke failures.
April 11 – May 16, 2012	The Supplier, HCM, and HMIN conducted daily conference calls regarding the claims and ongoing investigations. The investigations indicated that from October 30, 2011 to December 22, 2011, operator-initiated disassembly procedures were not consistently performed after push stroke failures. To minimize the possibility of improper operator response to push stroke failure, the Supplier modified the assembly machine programming to automatically disassemble the joint after failure and later installed alarms to alert operators to failures.
May 24, 2012	HMC evaluated the 23 claims received to date and the potential for similar claims in the United States and other markets. HMC completed its investigation, determined that a safety-related defect exists and decided to conduct a safety recall. Honda has not received any claims alleging injury or death related to this problem.

573.6(c)(8)(i)

Program for remedying the defect:

The owners of affected vehicles will be contacted by mail and asked to take their vehicle to a Honda automobile dealer. The dealer will inspect the driver's side driveshaft and, if necessary, replace the driveshaft, free of charge.

573.6(c)(8)(ii)

The estimated date to e-mail preliminary notification to dealers:	June 1, 2012
The estimated date to provide service bulletin to dealers:	June 1, 2012
The estimated date to begin sending notifications to owners:	June 21, 2012
The estimated date of completion of the notification:	July 5, 2012

573.6(c)(9)

Representative copies of all notices, bulletins and other communications:

A copy of the dealer service bulletin, final customer notification letter, and other dealer communication 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:

S40

Sincerely,

AMERICAN HONDA MOTOR CO., INC.

Jay Joseph
Senior Manager
Product Regulatory Office

JWJ:dj