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By Recall Management Division at 11:47 am, Oct 15, 2012

HONDA

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

October 11, 2012

12V-486
(2 pages) Amended

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
2002-2006 Model Year Honda CRV
Driver Side Power Window Switch

Dear Ms. Lewis:

On September 27, 2012, Honda Motor Co., Ltd. (HMC) determined that a potential defect relating to motor vehicle safety exists in the power window master switch of certain 2002-2006 model year Honda CR-V vehicles, and on October 4, 2012 Honda furnished notification to the National Highway Traffic Safety Administration in accordance with 49 CFR Part 573 Defect and Noncompliance Reports.

Today, October 11, 2012 we are submitting an updated chronology for events held on October 26, 2011 and November 30, 2011. The meeting cited for Oct. 26 was actually a phone call and the follow-up meeting on Nov. 30 was actually held on Nov. 2.

Sincerely,

AMERICAN HONDA MOTOR CO., INC.



Jay Joseph
Senior Manager
Product Regulatory Office

JWJ:nis

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Chronology:

November 22, 2010	AHM received the opening resume for Preliminary Evaluation (PE10-047) from NHTSA.
November 24, 2010	AHM received the Preliminary Evaluation Information Request from NHTSA.
January 14, 2011	AHM responded to PE10-047 with the determination that HUM CR-V production was not susceptible to this condition.
April 12, 2011	AHM received the opening resume for Engineering Analysis (EA11-004) from NHTSA.
April 18, 2011	AHM received the closing resume for Preliminary Evaluation (PE10-047) from NHTSA.
July 1, 2011	AHM was notified through Honda Auto Customer Service of a fire in the master window switch area of a 2006 CR-V.
August 10, 2011	Honda completed the analysis of the HUM produced CR-V window switch. It is determined that excessive heat in the switch will produce melting. Once the melting starts, the switch will then drop down in the door liner, thus extinguishing the heat and the chance for a fire.
August 24, 2011	AHM submitted final reply to NHTSA for PE10-047, stating that the failure mode of the window switches was due to water intrusion from usage in extreme conditions. Melting damage can occur, but a fire cannot.
October 26, 2011	Phone call held between AHM and ODI (NHTSA Office of Defects Investigation) to discuss additional vehicle fire questions.
November 2, 2011	Follow-up meeting held between AHM and ODI. AHM indicated that failed parts were not available for investigation; therefore, the source of fire could not be determined at that time.
December 14, 2011	AHM was notified through NHTSA VOQ (Vehicle Owner's Questionnaire) of a fire in the master switch area of a 2006 CR-V.
March 9, 2012	AHM received the Engineering Analysis (EA11-004) Information Request from NHTSA.
April 27, 2012	AHM submitted response to EA11-004.