

Part 573 Safety Recall Report**15V-045****Manufacturer Name :** Honda (American Honda Motor Co.)**Submission Date :** JAN 27,2015**NHTSA Recall No. :** 15V-045**Manufacturer Recall No. :** JN6-Odyssey, JN7-MDX**Manufacturer Information :**

Manufacturer Name : Honda (American Honda Motor Co.)

Address : 1919 Torrance Blvd.

Torrance CA 90501

Company phone : 310-783-2000

Population :

Number of potentially involved : 374,177

Estimated percentage with defect : 0

Vehicle Information :

Vehicle : 2003-2004 Honda Odyssey

Vehicle Type : LIGHT VEHICLES

Body Style : VAN

Power Train : NR

Descriptive Information : The recall population was determined based on manufacturing records. The VIN range reflects all possible vehicles that could potentially experience the problem.

Production Dates : FEB 13, 2002 - AUG 13, 2004

VIN (Vehicle Identification Number) RangeBegin : 5FNRL18913B000036 End : 5FNRL18603B160138 Not sequential VINsBegin : 2HKRL18643H500005 End : 2HKRL180X3H505981 Not sequential VINsBegin : 5FNRL18004B000001 End : 5FNRL18844B151347 Not sequential VINsBegin : 2HKRL18924H500001 End : 2HKRL18624H501350 Not sequential VINs

Vehicle : 2003-2003 Acura MDX

Vehicle Type : LIGHT VEHICLES

Body Style : SUV

Power Train : NR

Descriptive Information : The recall population was determined based on manufacturing records. The VIN range reflects all possible vehicles that could potentially experience the problem.

Production Dates : FEB 21, 2002 - SEP 23, 2003

VIN (Vehicle Identification Number) RangeBegin : 2HNYD18463H500002 End : 2HNYD18953H556010 Not sequential VINs

Description of Defect :

Description of the Defect : As reported to NHTSA by Honda on September 18, 2013, there may be variation in the ASIC chip within the SRS electronic control unit (ECU) causing some to have low noise toughness against electrical noise surges. If the vehicle produces high levels of electrical noise, the ASIC in the SRS ECU can become damaged and may result in an airbag deployment signal being issued without a crash.

Beginning in 2013, consistent with industry practice, Honda instituted a remedy of installing a wiring sub-harness with electronic noise filtering. While the noise filters had a significant effect on reducing the rate of inadvertent deployment, Honda has observed a small number of post-remedy inadvertent deployments. As a result of this observation, Honda has determined that it is appropriate to issue a revised remedy of replacing the SRS ECU with a revised ECU rather than installing the wiring sub-harness.

Description of the Safety Risk : If an airbag deploys inadvertently while driving it may distract the driver, increasing the risk of a crash.

Description of the Cause : NR

Identification of Any Warning that can Occur : NR

Supplier Identification :**Component Manufacturer**

Name : TRW Automotive

Address : NR

Livonia MICHIGAN 48150

Country : United States

Chronology :

Sept 18, 2013

Honda notified NHTSA of a defect determination in the affected vehicle population, initiating NHTSA safety recall 13V-412.

April 2, 2014

Honda learned of an incident of post-remedy inadvertent airbag deployment on a 2003 Odyssey and initiated an investigation into the cause.

April 16, 2014

Honda learned of another incident of post-remedy inadvertent airbag deployment involving a 2003 Odyssey and investigated the vehicle.

Jan 20, 2015

HNA concluded its investigation into post-remedy inadvertent airbag deployment among the affected vehicle population and proposed a revised remedy of replacing the ECUs in affected vehicles, including those that have already received the original remedy of noise filter installation.

Jan 22, 2015

Honda Motor Company (HMC) determined that the original remedy, while significantly effective in reducing the incidence of inadvertent airbag deployment in the affected vehicle population, did not satisfactorily prevent inadvertent airbag deployment. While continuing to investigate the root cause of the damage to the ASIC resulting in inadvertent airbag deployment, HMC has determined that a revised remedy of replacing the SRS ECU will be applied to these vehicles as soon as replacement ECUs can be produced. The replacement ECUs will use a newer design.

As of January 22, 2015 Honda has received 4 customer complaints and 4 field reports for post-remedy deployments. There have been no injury claims related to this issue.

Description of Remedy :

Description of Remedy Program : The owners of all affected vehicles will be contacted by mail and informed of the existence of this condition, and that repair parts are not available at this time. Owners that have not already had the original repair of noise filter installation will be asked to take their vehicle to a Honda automobile dealer. All owners will be informed that they will be contacted when replacement ECUs become available and they will be asked to take their vehicle to a Honda or Acura automobile dealer, as appropriate. The dealer will remove the noise filter from vehicles that have had that repair applied, and all vehicles will have the SRS ECU replaced. Both repairs, whether interim or final, will be performed free of charge. Owners that have paid to have these repairs completed at their own expense will be eligible for reimbursement, according to the recall reimbursement plan on file with NHTSA.

How Remedy Component Differs from Recalled Component : NR

Identify How/When Recall Condition was Corrected in Production : NR

Recall Schedule :

Description of Recall Schedule : Due to an anticipated delay in the production of these replacement ECUs, Honda will continue to encourage and install the original noise filter remedy until the new ECUs become available. Replacement ECUs are expected to be available in late summer of 2015. Per NHTSA's suggestion, Honda will provide owners with interim notification within the required 60 days, informing owners of this condition. Follow-up notification will be sent to owners when replacement ECUs become available later in 2015.

Planned Dealer Notification Date : JAN 28, 2015 - JAN 29, 2015

Planned Owner Notification Date : NR - NR

* NR - Not Reported