

DEFECT INFORMATION REPORT

REVIEWED BY:
JOHN TURLEY
JUN-6-2018
John Turley

573.6(c)(1)

Name of manufacturer: Honda of America Mfg., Inc.

Manufacturer's agent: John Turley
American Honda Motor Co., Inc.
1919 Torrance Blvd.
Torrance, CA 90501-2746

573.6(c)(2)

Identification of potentially affected vehicles:

| <u>Make/Model</u> | <u>Model Year</u> | <u>Dates of Manufacture</u> | <u>Number of Vehicles</u> |
|-------------------|-------------------|-----------------------------|---------------------------|
| Acura ILX | 2016 | 08/11/2014 to 04/11/2016 | 25,790 |
| Acura ILX | 2017 | 04/11/2016 to 09/25/2017 | 16,798 |
| Acura ILX | 2018 | 09/25/2017 to 07/16/2018 | 7,290 |
| Acura ILX | 2019 | 01/24/2018 to 06/20/2018 | 20 |

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

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

Description of how the vehicles being recalled differ from similar vehicles not included in the recall:

All vehicles built from production start-up through July 16, 2018 are affected. As a process quality improvement effort, the supplier enacted monitoring and management processes to ensure appropriate application of driveshaft grease. Driveshafts with proper grease application were applied to mass production starting on July 20, 2018.

Identification of affected component:

Component: Right Driveshaft
Part No.: 44305-TV9-A01
Country of Origin: U.S.
Manufacturer: GKN Driveline North America, Inc.

573.6(c)(3)

Total number of potentially affected vehicles: 49,898

573.6(c)(4)

Percentage of affected vehicles that contain the defect: 1%

573.6(c)(5)

Defect description:

Excessive grease application on the right driveshaft may prevent the set-ring on the halfshaft from fully engaging the driveshaft. If the set-ring is not fully engaged, the driveshaft can separate from the halfshaft. A separated driveshaft will disable motive power and allow a vehicle shifted to the Park position to roll away if the parking brake has not been set. Both conditions increases the risk of a crash or injury.

573.6(c)(6)

Chronology:

August 2015 to December 2016

Honda received the first claim of a vehicle losing motive power. The failure was investigated and concluded to be the result of vehicle mis-assembly. Additional assembly line training was conducted in March 2016 and the investigation was closed as no other market occurrences were received after the institution of additional training.

October 2017

Honda received the first claim of a vehicle losing motive power since the March 2016 commencement of additional assembly line training. Honda launched another investigation into the failure.

December 2017

Honda identified abnormal driveshaft grease application on a pre-production 2018 model year development vehicle and shared these abnormalities with the supplier.

January 2018

Driveshafts collected from the market were returned to the supplier for dimensional analysis.

May 11, 2018

Supplier completes investigation of its production line grease application, which indicates grease application in amounts in excess of three-times maximum specification. Based on the abnormal grease application findings shared by Honda in December 2017, above, and the results of the supplier's investigation, supplier implemented monitoring and management processes for grease application on the manufacturing line.

May 14, 2018

Supplier analysis of the driveshafts collected from the field confirmed the driveshaft dimensions met design specification.

November to December 2018

Honda quality teams performed re-creation testing and confirmed that excessive grease application could adversely affect driveshaft installation.

January to May 2019

Honda investigated the driveshaft supplier's grease application processes, including any variations in the process over time.

May 30, 2019

Honda determined that a defect related to motor vehicle safety existed and decided to conduct a safety recall.

As of May 30, 2019, Honda has received 156 warranty claims, 78 field reports, and no reports of injuries or crashes related to this issue.

573.6(c)(8)

Program for remedying the defect:

Registered owners of all affected vehicles will be contacted by mail and asked to take their vehicle to an Acura dealer. The dealer will inspect the right driveshaft, and if the driveshaft is not fully set to the halfshaft, replace both the driveshaft and halfshaft for free.

Owners who 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.

The estimated date to start notification to dealers: June 7, 2019

The estimated date to start notifications to owners: July 29, 2019

573.6(c)(10)

Representative copies of all notices, bulletins and other communications:

A copy of the dealer service bulletin, the final customer notification letter and other dealer communication will be submitted to your office as soon as possible.

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: G54