

**July 14, 2021**

Version 3

**Safety Recall: 2012 Civic Hybrid Driveshaft Inspection**Supersedes 21-043, dated June 8, 2021, to revise the information highlighted in **yellow****AFFECTED VEHICLES**

Year	Model	Trim Level	VIN Range
2012	Civic Hybrid	ALL	Check the iN VIN status for eligibility

**REVISION SUMMARY****Under WARRANTY CLAIM INFORMATION, an Operation Number was changed.****BACKGROUND**

Due to improper manufacturing, the paint on the driveshaft near the dynamic damper may peel and chip over time, exposing the bare metal and potentially causing it to corrode under the dynamic damper. A corroded driveshaft may break during high torque conditions, rendering the vehicle without propulsion, or allowing the vehicle to roll while in Park, which can increase the potential of a crash or injury.

This recall applies only to vehicles with driveshafts that have a dynamic damper. If only one driveshaft has a dynamic damper, do the INSPECTION PROCEDURE on that driveshaft only, and replace only that driveshaft if it fails the inspection.

The affected VIN population for this recall was determined based on information available to Honda at the time the recall was announced. If a customer believes their vehicle should be included in the campaign due to information not available to Honda (either at the time of recall announcement or thereafter), contact your DPSM and have the customer contact American Honda with their concern. For any questions or concerns that customers may have, you may direct them to contact American Honda's Customer Support & Campaign Center at **888-234-2138**.

**CUSTOMER NOTIFICATION**

Owners of affected vehicles will be sent a notification of this campaign. Do an iN VIN status inquiry to make sure the vehicle is shown as eligible.

Some vehicles affected by this campaign may be in your new or used vehicle inventory.

Failure to repair a vehicle subject to a recall or campaign may subject your dealership to claims or lawsuits from the customer or anyone else harmed as a result of such failure. Before selling a vehicle in inventory, always check if it is affected by a safety recall by conducting a VIN status inquiry.

**CUSTOMER INFORMATION:** The information in this bulletin is intended for use only by skilled technicians who have the proper tools, equipment, and training to correctly and safely maintain your vehicle. These procedures should not be attempted by "do-it-yourselfers," and you should not assume this bulletin applies to your vehicle, or that your vehicle has the condition described. To determine whether this information applies, contact an authorized Honda automobile dealer.

## CORRECTIVE ACTION

This recall applies only to vehicles with driveshafts that have a dynamic damper. If neither driveshaft has a dynamic damper, this recall does not apply. If only one driveshaft has a dynamic damper, do the INSPECTION PROCEDURE on that driveshaft only, and replace only that driveshaft if it fails the inspection.

If a driveshaft fails inspection and parts are not available, the vehicle must not be returned to the customer until replacement driveshaft(s) are installed. If the customer needs alternative transportation due to parts shortages, contact your DPSM and make arrangements for the customer.

Failure to follow the inspection and repair procedure correctly may result in the driveshaft breaking under the dynamic damper. This could render the vehicle without propulsion or allow the vehicle to roll while in Park. Improper repairs could be subject to debit.

## PARTS INFORMATION

Part Name	Part Number	Quantity
Right Driveshaft Assembly Kit (includes right side driveshaft assembly, axle nut, flange bolt, self-lock nut)	06440-TR2-305	1
Left Driveshaft Assembly Kit (includes left side driveshaft assembly, axle nut, flange bolt, self-lock nut)	06440-TR2-306	1

## REQUIRED MATERIALS

Part Name	Part Number	Quantity
CVT Fluid	08200-9006	1
M-77 Assembly Paste (One tube will repair 12 vehicles)	08798-9010	1

## WARRANTY CLAIM INFORMATION

Operation Number	Description	Flat Rate Time	Defect Code	Symptom Code	Template ID	Failed Part Number
2195B3	Inspect both driveshaft assemblies only.	0.3 hr	6DY00	TAX00	A21043A	44306-TR2-A51
2191CB	Replace both driveshaft assemblies. Includes inspection, fluid adj. and wheel alignment.	1.4 hr	6DY00	TAX00	A21043B	44306-TR2-A51
2191CC	Replace left driveshaft assembly. Includes inspection, fluid adj. and wheel alignment.	1.0 hr	6DY00	TAX00	A21043C	44306-TR2-A51
2191CD	Replace right driveshaft assembly. Includes inspection and wheel alignment.	1.1 hr	6DY00	TAX00	A21043D	44305-TR2-A51

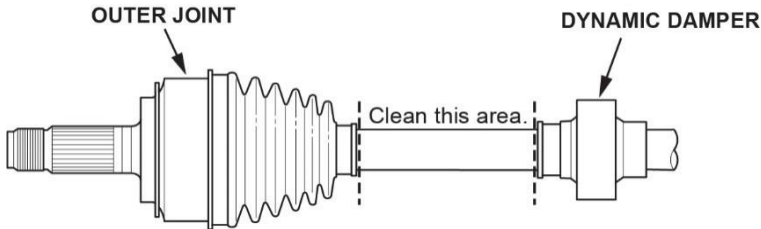
Skill Level: Repair Technician

## INSPECTION PROCEDURE

**NOTE:** This recall applies only to vehicles with driveshafts that have a dynamic damper. If neither driveshaft has a dynamic damper, this recall does not apply. If only one driveshaft has a dynamic damper, do the INSPECTION PROCEDURE on that driveshaft only, and replace on that driveshaft if it fails the inspection.

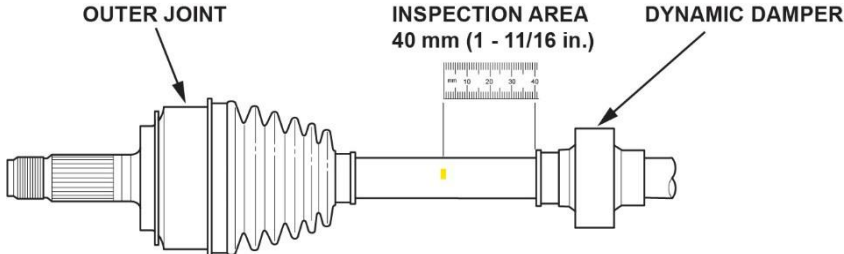
1. Raise and support the vehicle.
2. Use a clean shop towel to wipe any excess dirt and debris from the driveshaft between the outer joint and the dynamic damper.

Note: Paint chips may be sharp and could cut bare hands. Use gloves when wiping the driveshaft.

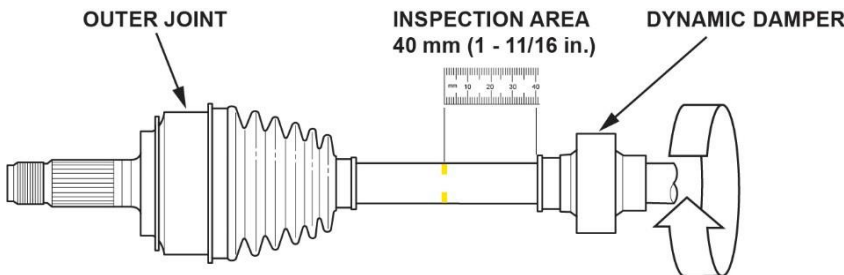


3. Using a ruler and yellow paint marker, measure **40 mm (1-11/16 in.)** away from the dynamic damper and mark the driveshaft with a dot. [Click HERE](#) to view video on how to do the inspection procedure.

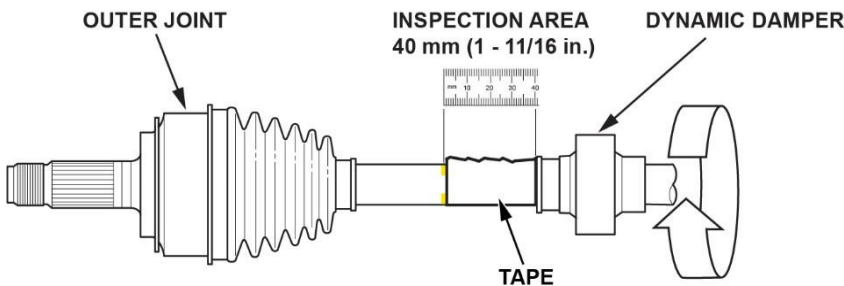
Note: Do not Scribe or damage the painted surface of the driveshaft. Any replaced axle may be called in for inspection.



4. Rotate the axle 1/4 turn and repeat the above step **3 times** until there are 4 paint dots on the axle.

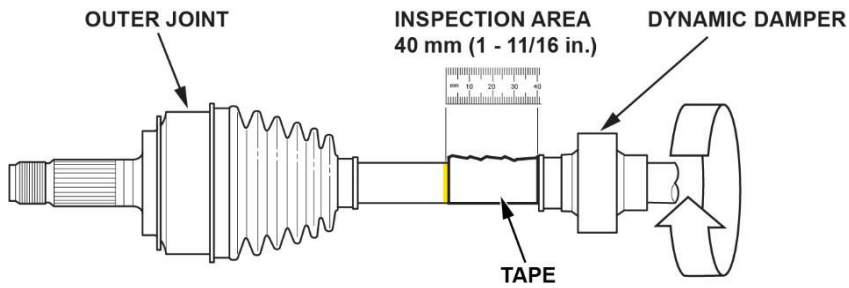


5. Connect the 4 painted dots around the axle using masking tape.



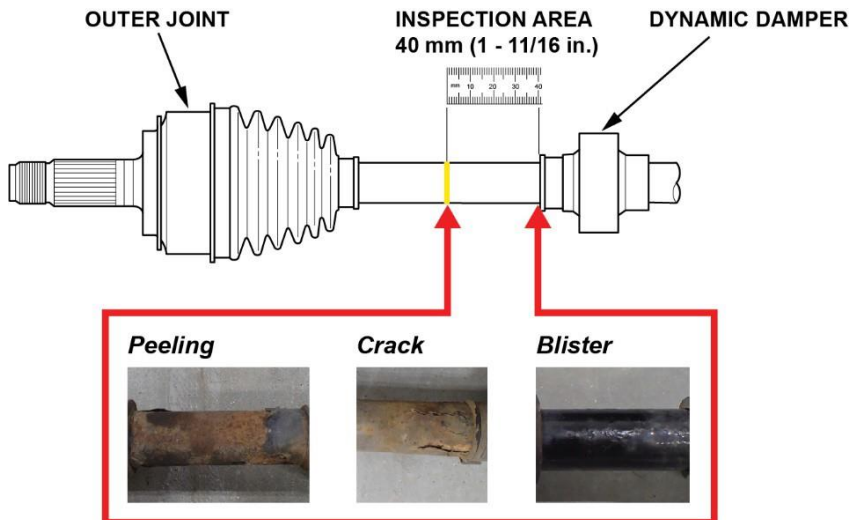
6. Using the masking tape as a guide, trace a line all around the axle using the yellow paint marker.

**NOTE:** Marking the line accurately is important, especially if there is damage close to or inside the 40 mm line.



7. Remove the masking tape.

8. Inspect the driveshaft surface between the dynamic damper and the line for peeling paint, cracks, or blisters. Corrosion or paint defects between the outer joint and the yellow line are OK.



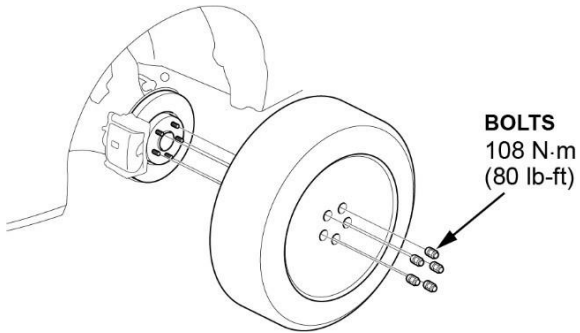
Is there peeling paint, cracks, or blisters on the driveshaft within **40 mm (1-11/16in)** of the dynamic damper?

- Yes. Go to REPAIR PROCEDURE
- No. The driveshaft is OK. Repeat the inspection on the other driveshaft if it also has a dynamic damper. Otherwise, return the vehicle to the customer.

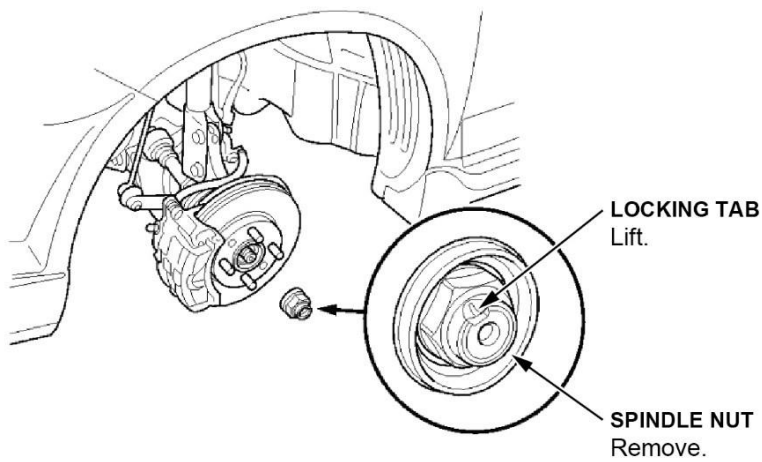
## REPAIR PROCEDURE

NOTE: Only replace the affected driveshaft(s) as determined during the inspection procedure.

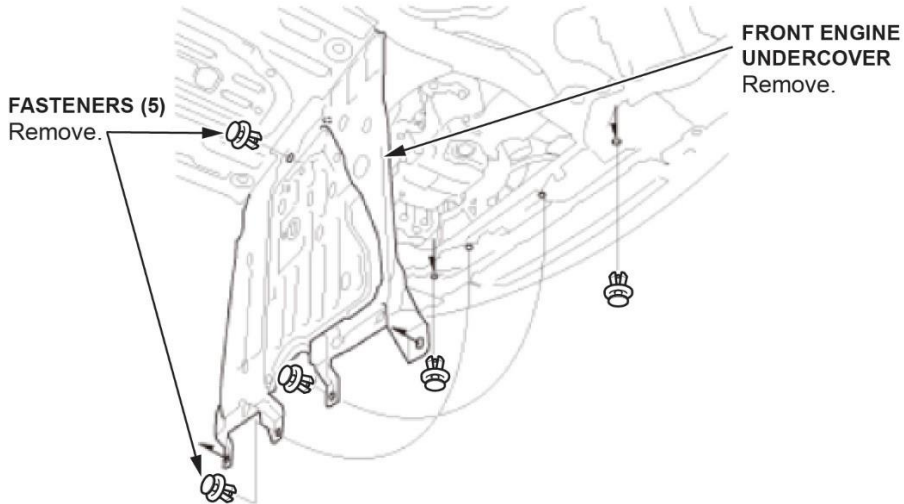
1. Remove the front wheel(s).



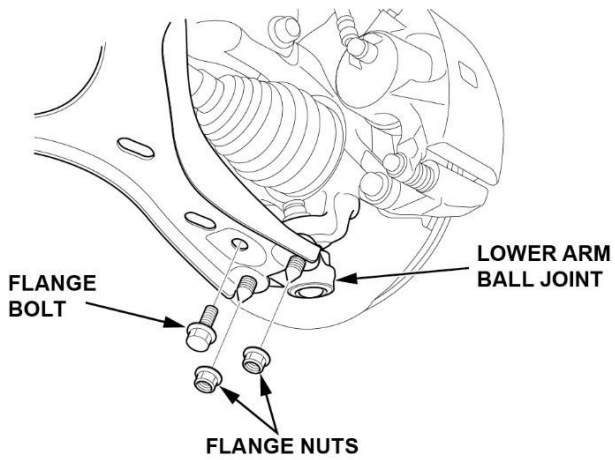
2. Remove the front spindle nuts by lifting up the locking tab on the nuts, then remove the nut.



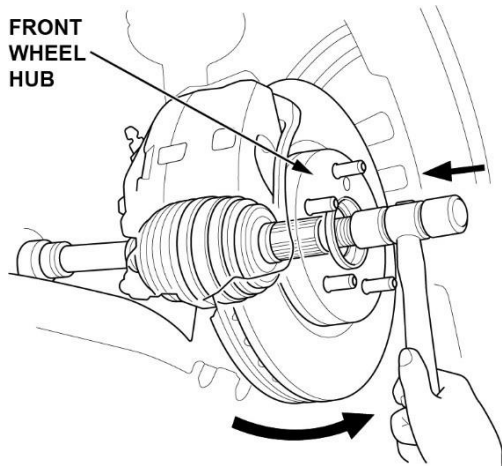
3. Remove the front engine undercover as needed.



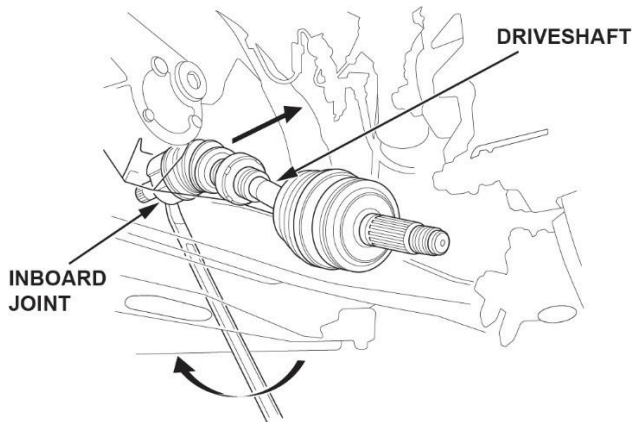
4. Remove the flange bolt, remove the flange nuts, and disconnect the lower arm ball joint from the lower arm.



5. Pull the knuckle outward and separate the outboard joint from the front wheel hub using a plastic hammer.



6. Left driveshaft: Pry the inboard joint using a pry bar. Remove the driveshaft as an assembly.  
NOTE: Be careful not to damage the oil seal or the end of the inboard joint with the pry bar.

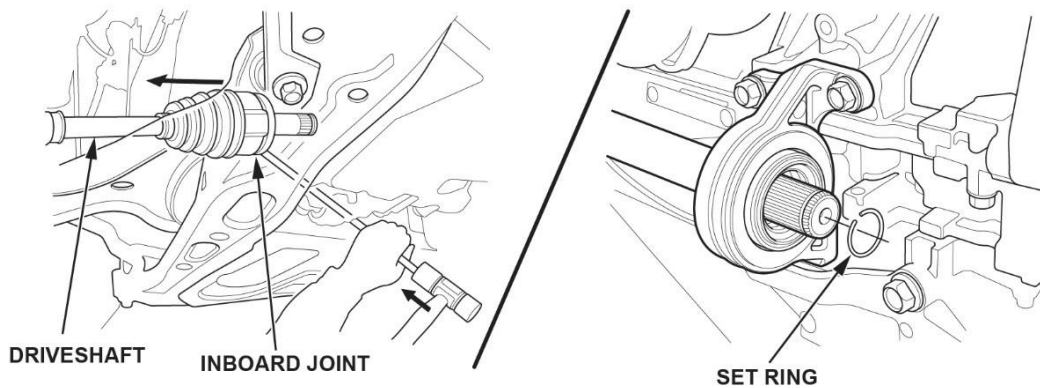


7. Drive the inboard joint off of the intermediate shaft using a drift punch and a hammer. Remove the driveshaft as an assembly.

NOTE: Do not pull on the driveshaft, or the inboard joint may come apart. Pull the inboard joint straight out.

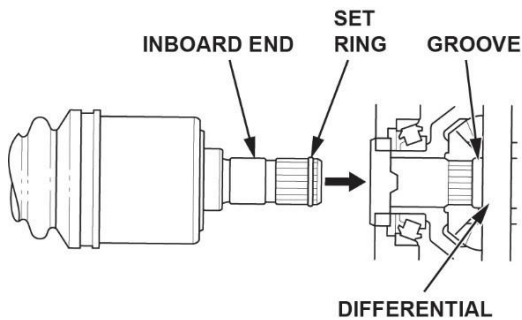
8. Remove the set ring from the intermediate shaft.

**RIGHT DRIVESHAFT**



9. Insert the inboard end of the driveshaft into the differential until the set ring locks in the groove.

NOTE: Insert the driveshaft horizontally to prevent damaging the oil seal.



10. Left driveshaft: Clean the areas where the driveshaft contacts the differential thoroughly with solvent.

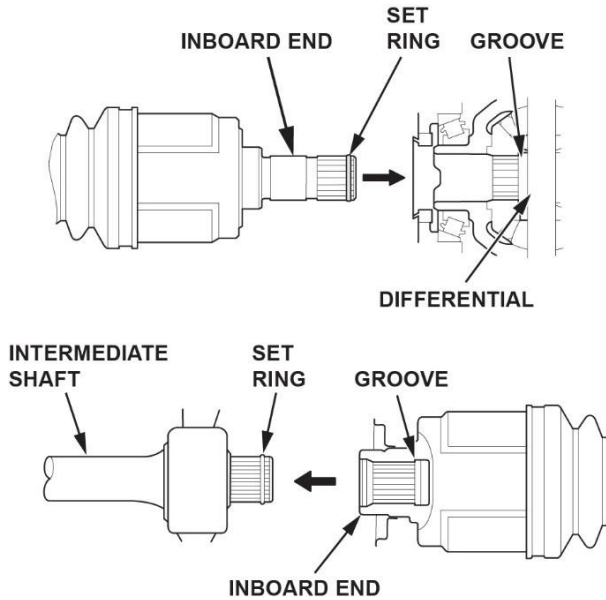
NOTE: Do not wash the rubber parts with solvent.

11. Left driveshaft: Dry the areas where the driveshaft contacts the differential thoroughly with compressed air.



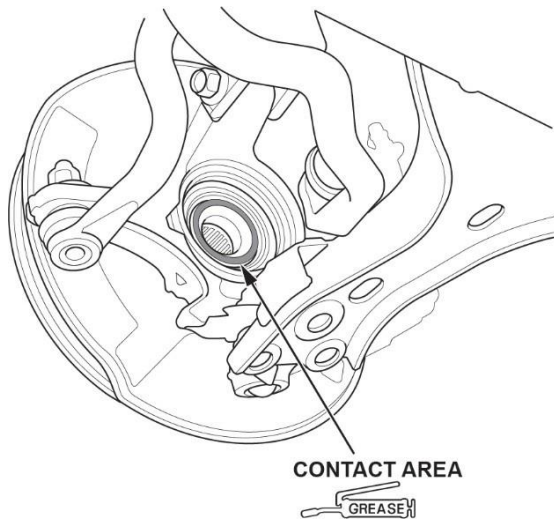
12. Insert the inboard end of the driveshaft into the differential or the intermediate shaft until the set ring locks in the groove.

NOTE: Insert the driveshaft horizontally to prevent damaging the oil seal.

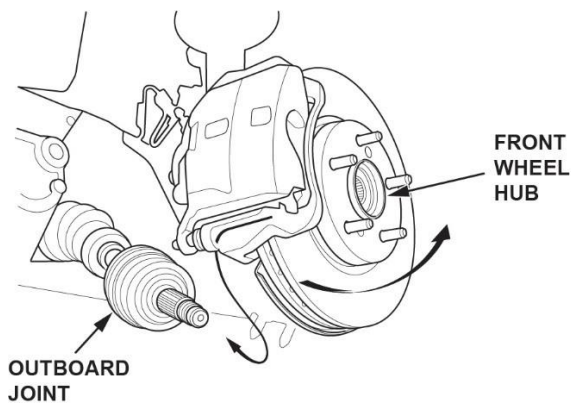


13. Make sure the connecting surfaces of the joint and splined section are clean of any debris or rust particles using a shop towel and/or compressed air before starting installation. Apply about 5 g (0.18 oz) M-77 Assembly Paste (P/N 08798-9010) to the contact area of the outboard joint and the front wheel bearing.

NOTE: The paste helps to prevent noise and vibration.

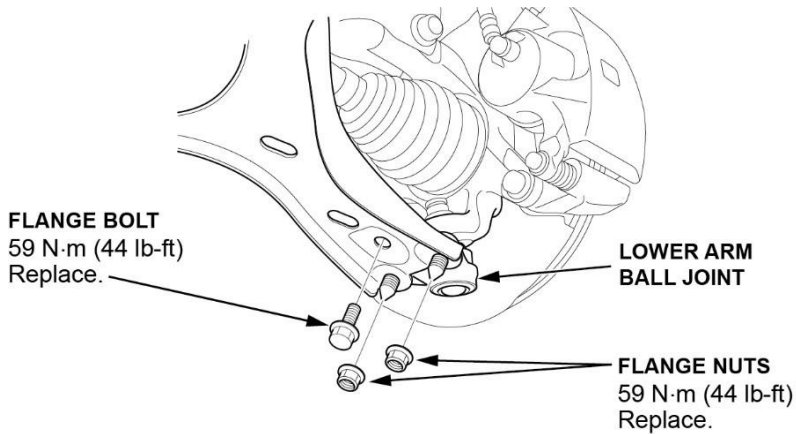


14. Install the outboard joint into the front wheel hub.



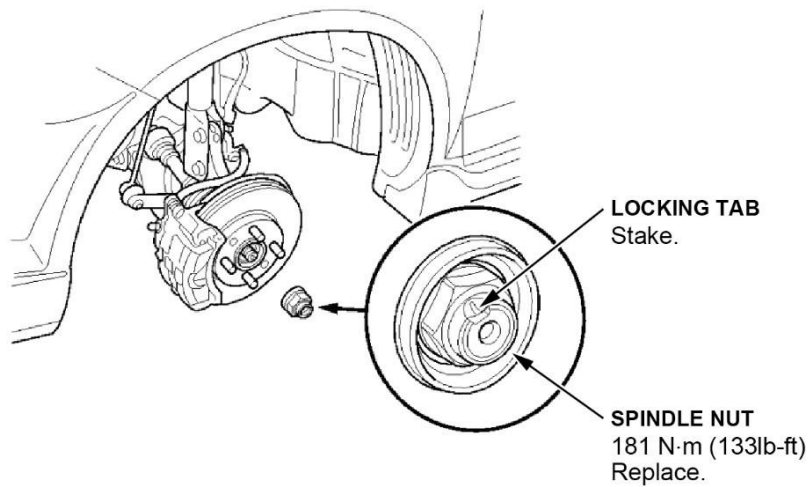


15. Connect the lower arm ball joint to the lower arm.
16. Loosely install the new flange nuts and the new flange bolt.
17. Tighten the flange nuts and the flange bolt in the sequence shown.



18. Apply a small amount of engine oil to the seating surface of the new spindle nut. Then, install and torque the spindle nut. After torquing it, use a drift punch to stake the spindle nut shoulder against the driveshaft.

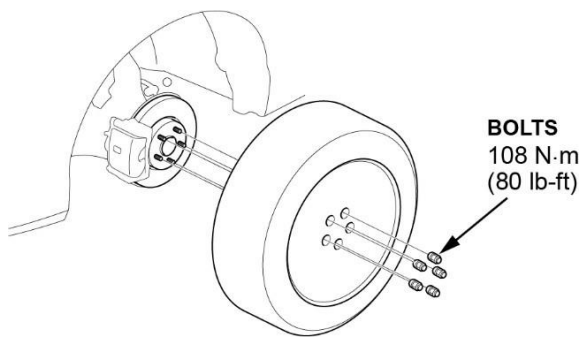
**NOTE:** If you are going to use an air or battery powered impact gun to install the nut, make sure to turn down the air or power so you do not overtighten it, then torque it to specification using a torque wrench.



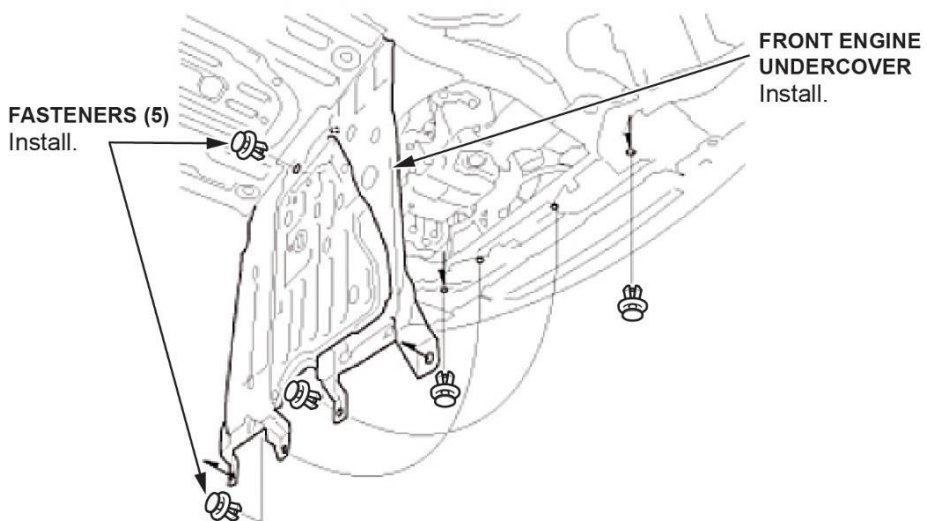
**NOTE:** It is important to know that many air and battery powered impact guns can achieve 2 or 3 times the axle nuts torque specification. If you severely over-torque an axle nut, it is possible to break a driveshaft as shown below:



19. Install the front wheel(s).



20. Install the engine undercover.



21. Lower the vehicle on the lift.

22. Top off the transmission fluid as needed. Check the wheel alignment and adjust it if necessary.

**NOTE:** Do not fill fluid above the upper mark. Always use CVT fluid, P/N 08200-9006, on Civic Hybrid. Using a non-Honda fluid can affect shift quality.

END