December 3, 2021 Version 1

Safety Recall: 2022 CR-V Hybrid Left Side Driveshaft

AFFECTED VEHICLES

Year	Model	Trim	VIN Range
2022	CR-V Hybrid	All	Check the iN VIN status for eligibility.

BACKGROUND

A small number of 2022 CR-V Hybrids were manufactured with front driveshafts that have constant velocity joints (CV Joint) which were improperly manufactured. If the complete driveshaft is not replaced it could result in premature wear, excessive noise, vibration, and over time possible part failure. The affected vehicles will only have a left side front driveshaft that will need to be replaced. No vehicles will require both front driveshafts to be replaced. The VIN inquiry system will identify which vehicle needs the left side front driveshaft to be replaced.

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. To see if a vehicle in inventory is affected by this safety recall, do a VIN status inquiry before selling it.

CORRECTIVE ACTION

Replace left front driveshaft with new part listed in the parts information

PARTS INFORMATION

Part Name	Part Number	Quantity
Left Driveshaft Assembly	44306-TMA-H01	1
Spindle Nut	90305-S3V-A11	1
Self Lock Nut	90215-SB0-003	3
Drain Plug Washer (18 mm)	90471-PX4-000	1
Drain Plug Washer (20 mm)	94109-20000	1

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.

REQUIRED MATERIALS

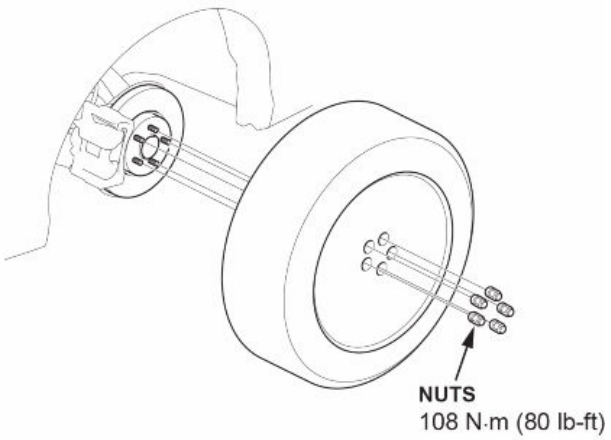
Part Name	Part Number	Quantity
ATF-DW1	08200-9008	3
M77 (One tube will repair 12 vehicles)	08798-9010	1

WARRANTY CLAIM INFORMATION

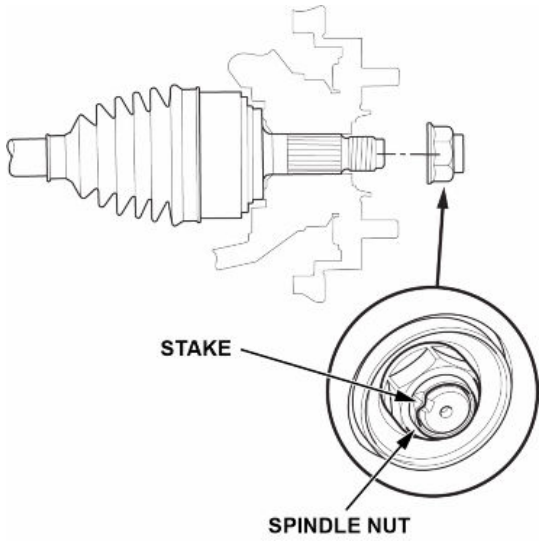
Operation Number	Description	Flat Rate Time	Defect Code	Symptom Code	Template ID	Failed Part Number
2191CJ	Replace left front driveshaft assembly only. (Includes time for alignment)	1.1 hr	6DF00	NBW00	A21093A	44306-TMA-H01

REPAIR PROCEDURE

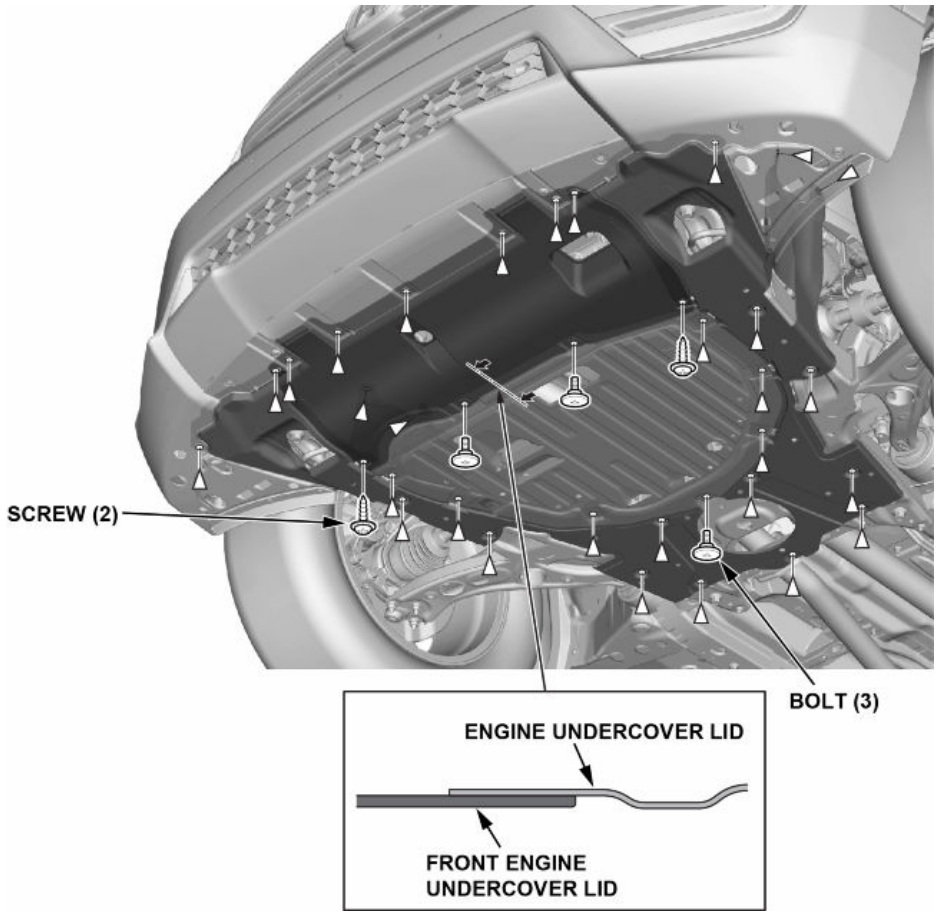
1. Lift vehicle and remove left front wheel.



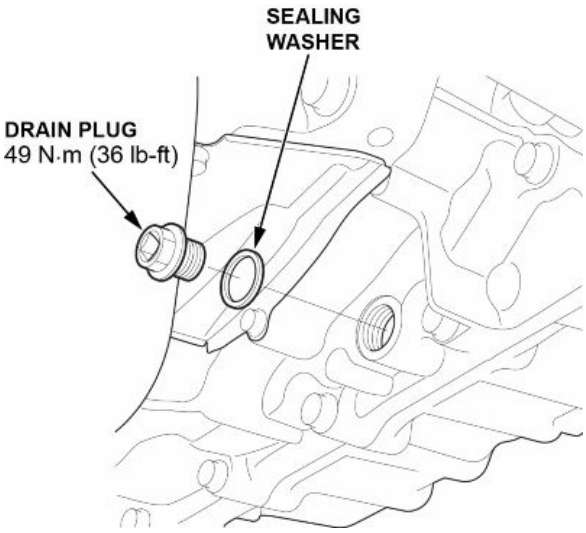
2. Pry up the stake on the spindle nut and remove the spindle nut.



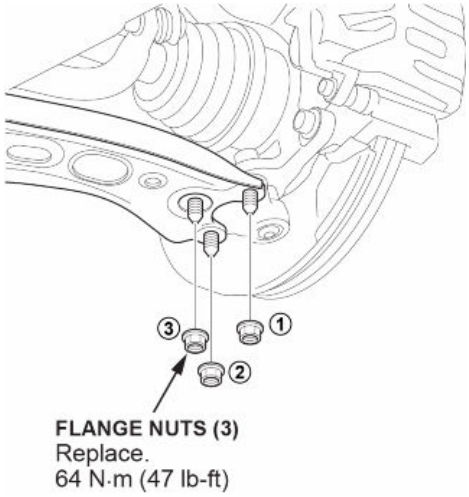
3. Remove the engine undercover.



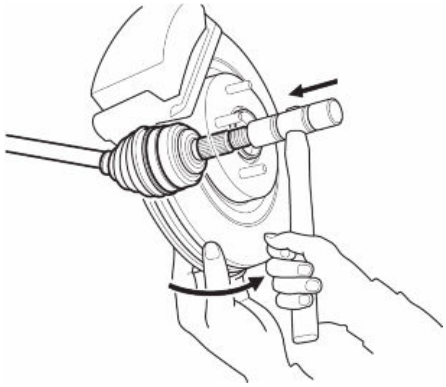
4. Remove the transmission drain plug and sealing washer. Allow the transmission fluid to drain.
   NOTE: Be careful the ATF may be hot.



5. Install the transmission drain plug with a new washer.
6. Disconnect the lower arm ball joint.



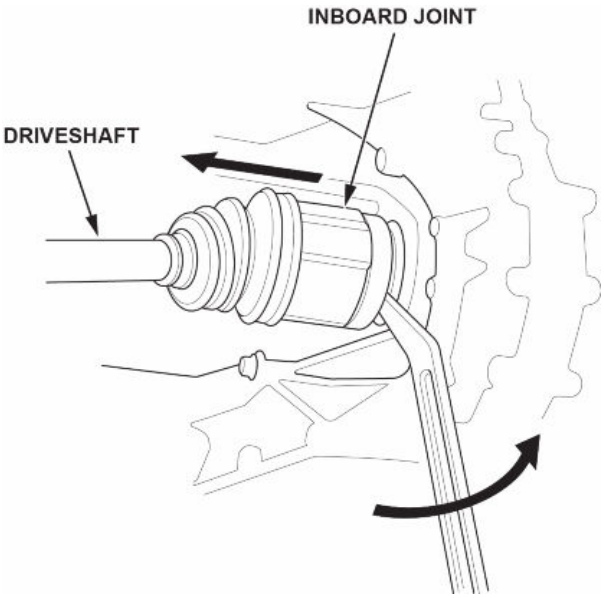
7. Disconnect the outboard joint.



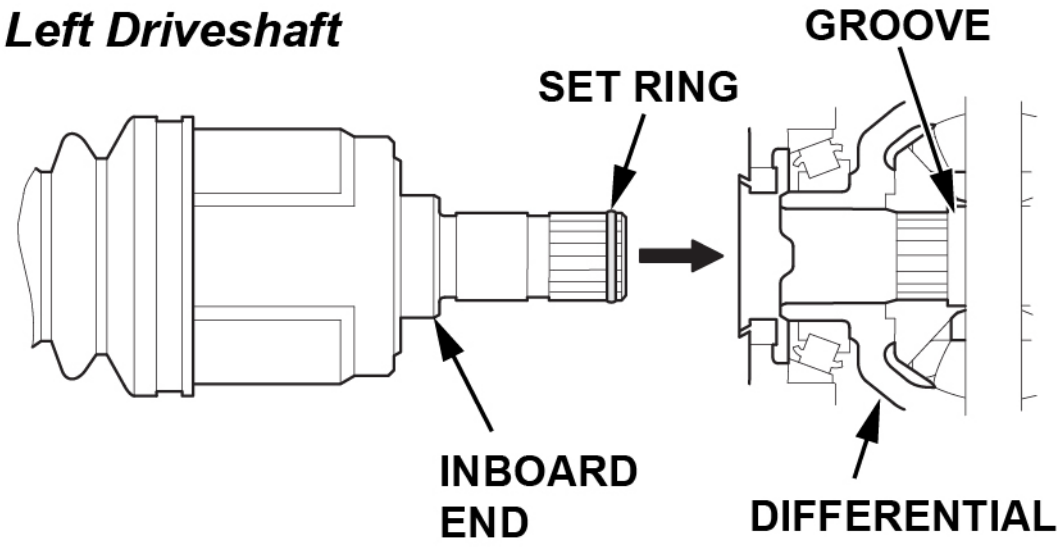
8. Using a pry bar, pry the inboard joint from the differential and remove the driveshaft assembly.

   NOTE:

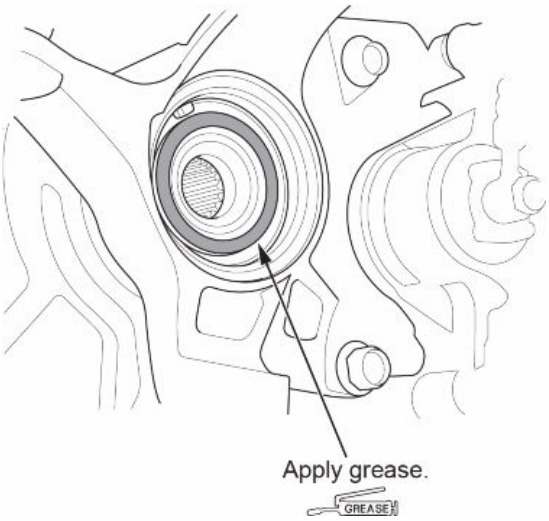
   - Be careful not to damage the oil seal when prying on the inboard joint.
   - Do not pull on the driveshaft, or the inboard joint may come apart.
   - When removing the inboard joint from the differential make sure it is straight to avoid damaging the oil seal.



9. Confirm the set ring is in the grove on the new driveshaft. Then, insert the inboard end of the driveshaft into the differential, until the set ring locks in the groove.

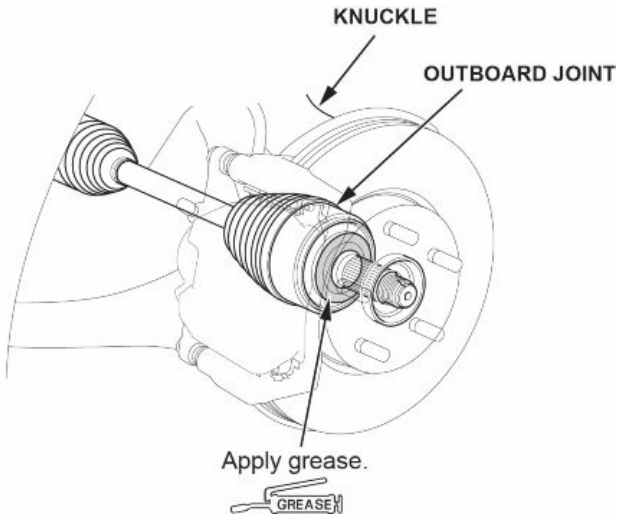


10. Make sure the bearing and spindle are clean of any debris or rust particles using a shop towel and/or compressed air. Then apply about **3 g (0.11 oz)** of M-77 Assembly Paste (P/N 08798-9010) to the contact area of the outboard joint and the front wheel bearings.

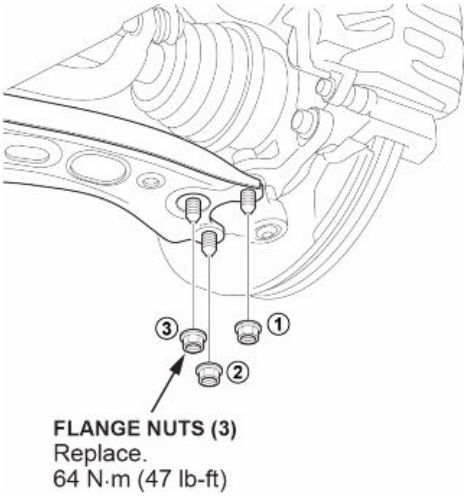


11. Apply lube to the spindle area of the outboard shaft and insert the shaft thru the knuckle.

    NOTE: Do not apply any to the threads of the spindle or nut.

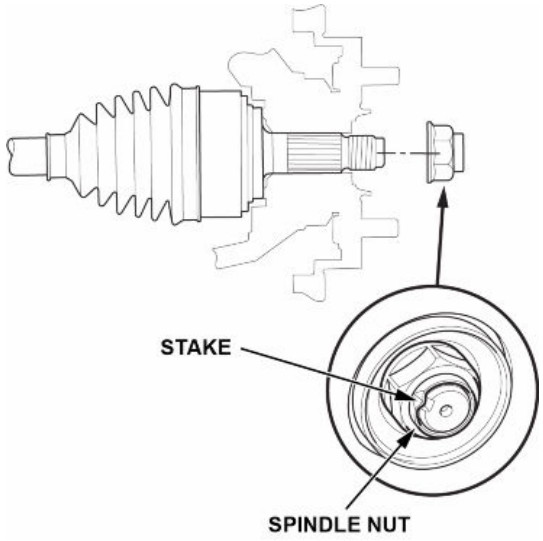


12. Install the lower ball joint and torque to the specified value and the order shown.



13. Install the new spindle nut and torque it to**328 N.m (242 lb-ft)** using a torque wrench. 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.

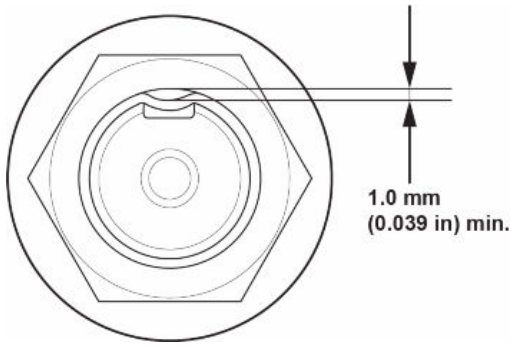
    NOTE: Do not use a stake, punch, or screwdriver in the brake rotor to keep it from moving, have an assistant press on the brakes while you are tightening.



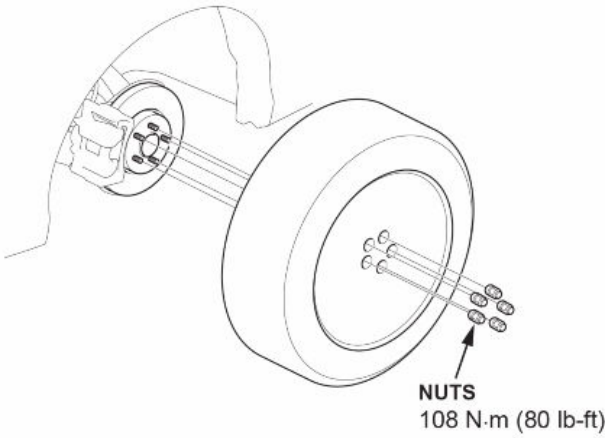
14. Use a drift to stake the spindle nut shoulder against the driveshaft.

    NOTE:

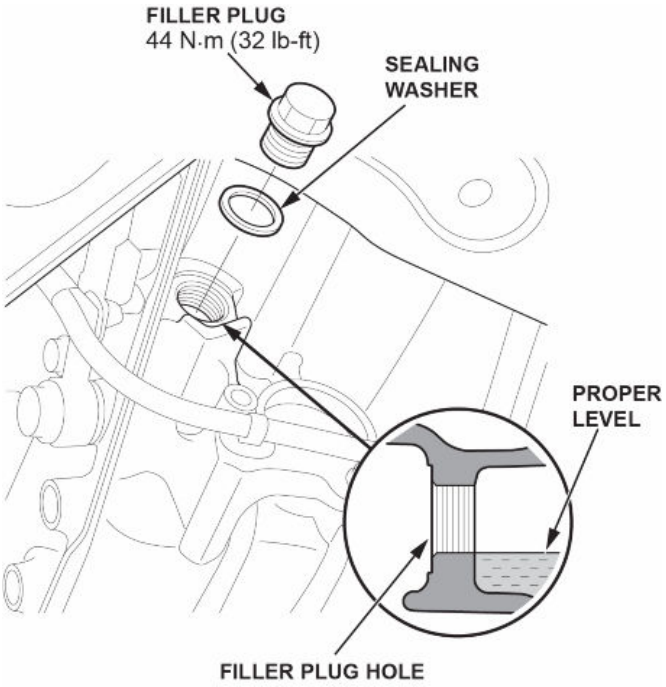
    - Check the spindle nut shoulder as shown.
    - Be careful not to crack the spindle nut when staking it.



15. Install the front wheel.

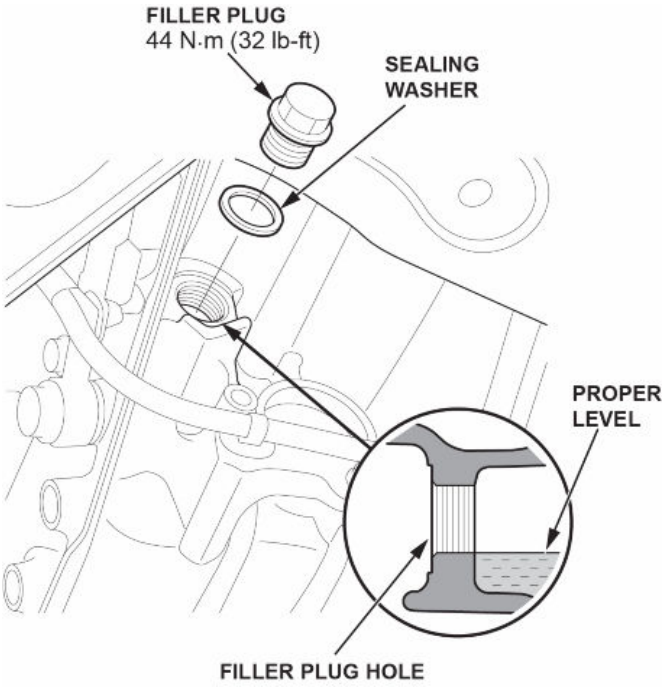


16. Turn the wheel by hand and make sure there is no interference between the driveshaft and surrounding parts.
17. Remove the filler plug and fill the transmission to the proper level as shown.
    NOTE: Using the wrong type of fluid will damage the transmission (e-CVT).



18. Enter the maintenance mode, then start the engine.
19. Warm up the engine by raising the engine speed to around 3,000 rpm until the cooling fan(s) comes on.
20. Turn the engine off.
21. Remove the filler plug with the sealing washer.
    NOTE: Be careful not to burn yourself by the hot part.

22. Make sure the ATF level is at the proper level.
    - If the ATF is overfilled, drain the ATF from the filler plug hole to the proper level.
    - If the ATF is low, inspect and repair any external leaks. If there are no leaks, fill the transmission (e-CVT) with the recommended fluid through the filler plug hole to the proper level. Always use genuine Honda ATF DW-1.



23. Install the engine undercover.
24. Check the wheel alignment.
25. Test-drive the vehicle.

END