

## Safety Recall: 2018–19 Clarity Plug-In Fuel Pump Motor

### AFFECTED VEHICLES

Year	Model	Trim Level	VIN Range
2018–19	Clarity Plug-In Hybrid	ALL	Check the iN-VIN status for eligibility.

### BACKGROUND

On December 18, 2023, American Honda notified NHTSA of its intention to initiate a **STOP SALE** and **safety recall** for a certain number of 2018–19 Clarity Plug-In Hybrid units in order to replace the fuel pump motor manufactured with defective impellers.

Due to swelling of the fuel pump motor impeller, the fuel pump may seize and stop working. A defective impeller may cause the fuel pump to become inoperative, which could prevent an engine from functioning as intended. This limitation may cause a loss of motive power or a stall while being driven, increasing the risk of a crash or injury, creating a safety hazard.

If this bulletin appears during an iN VIN status inquiry, the vehicle is subject to a **safety recall**. Any affected vehicles in your dealer inventory are on **STOP SALE** until further notice. Refrain from calling Tech Line for updates.

### CUSTOMER NOTIFICATION

Owners of the affected vehicles will be sent a notification of this campaign. They will be informed that due to a limited supply of parts (at this time) Honda is **prioritizing** the repair of customer vehicles experiencing symptoms related to this recall.

When **adequate replacement parts** become available, Honda will send a follow-up letter to customers instructing them to schedule an appointment for all vehicles affected by this recall. If a customer experiences the known symptoms associated with this **safety recall** (see CORRECTIVE ACTION), they are instructed to contact their local Honda dealer for the repair.

For any questions or concerns customers may have, you may have them contact American Honda Customer Support & Campaign Center at **1-888-234-2138**.

The following suggested text should be included on any repair order for an already sold affected vehicle that comes in for service. This information should be printed out completely any time service is conducted on an affected vehicle, and the recall repair has not yet been completed. Depending on parts availability, the normal procedures under SOM 7.2.1 will apply for this recall.

#### **Suggested Verbiage to be Included on the Repair Order**

*Customer was advised that:*

*The vehicle is subject to a recall affecting the fuel pump motor. The parts necessary to complete the recall repair are currently limited. Vehicles with eligible VINs and the following symptoms: difficulty starting, engine hesitation while driving, and/or an illuminated check engine light displayed with DTC P0087, are eligible for immediate repair. Once parts repair kits are available, if the vehicle has not been repaired, the registered owner of the vehicle will receive a notice to bring the vehicle in for a replacement of the components, regardless of symptom.*

**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.

## IMPORTANT NOTICE

Vehicles that are **both** shown as an eligible VIN and experiencing any of the following symptoms will be **prioritized** for repair: difficulty starting, engine hesitation while driving.

## CORRECTIVE ACTION

Do an iN VIN status inquiry to make sure the vehicle is shown as eligible. If the allocated parts are available, follow the REPAIR PROCEDURE to replace the fuel pump motor. A limited number of parts have been allocated and will continue to be allocated based on availability at this time.

In the event that parts **are not** available, the **STOP SALE** remains in effect for that vehicle. To see if a vehicle in inventory is affected by this **safety recall**, do a VIN status inquiry before selling it. Some vehicles affected by this campaign may be in your new or used vehicle inventory.

## PARTS INFORMATION

NOTE:

- Due to a limited supply, parts will be automatically allocated to your dealership **based on availability**.
- Prioritize repairing customer vehicles that meet both the VIN status eligibility **and** exhibit a known symptom such as: difficulty starting, engine hesitation while driving.

Part Name	Part Number	Quantity
Fuel Pump Motor Kit	06170-TRW-305	1

**For dealers experiencing a strong fuel smell from storing a fuel pump motor replaced under this service bulletin**, the fuel pump motor may be disposed of immediately in accordance with local regulations. This only applies to the fuel pump motor replaced under this service bulletin. The published retention policy remains in effect for all other parts. If you have any questions about this exception or other parts retention issues, contact the WPI Administrative Office at **937-642-2737**.

## TOOL INFORMATION

Tool Name	Part Number	Quantity
Fuel Module Separator Set	07AAF-T5RA100	1

## WARRANTY CLAIM INFORMATION

Operation Number	Description	Flat Rate Time	Defect Code	Symptom Code	Template ID	Failed Part Number
3101EH	Replace the fuel pump motor.	0.9 hr	6FE00	YH000	A24031A	17045-TRW-A01

Skill Level: Repair Technician

**⚠ WARNING**

Fuel pump motor removal exposes fuel, which can ignite, causing a fire or explosion.

This can cause serious injury or death.

Always work in a well-ventilated area and keep sparks or open flames away.

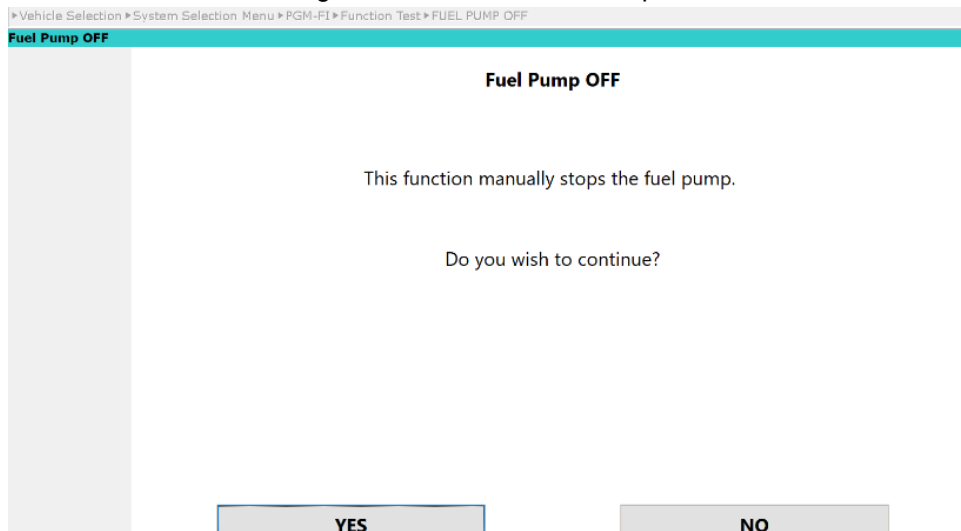
**MAKE SURE THE ENGINE IS AT NORMAL OPERATING TEMPERATURE PRIOR TO STARTING THE PROCEDURE.**

1. Relieve the fuel pressure.

**Fuel Pressure Relief with HDS:**

1. Remove the fuel fill cap to relieve the pressure in the fuel tank.
2. Relieve the fuel pressure with the i-HDS. Connect the DST-i to the DLC and load the i-HDS.
3. Turn the vehicle to ON mode, but do not turn to the READY TO DRIVE mode.
4. Select the PGM-FI System with the i-HDS.
5. Select Function **Test** > **FUEL PUMP OFF**.

NOTE: Do not start the engine. Do not select Yes. Stop at this screen.



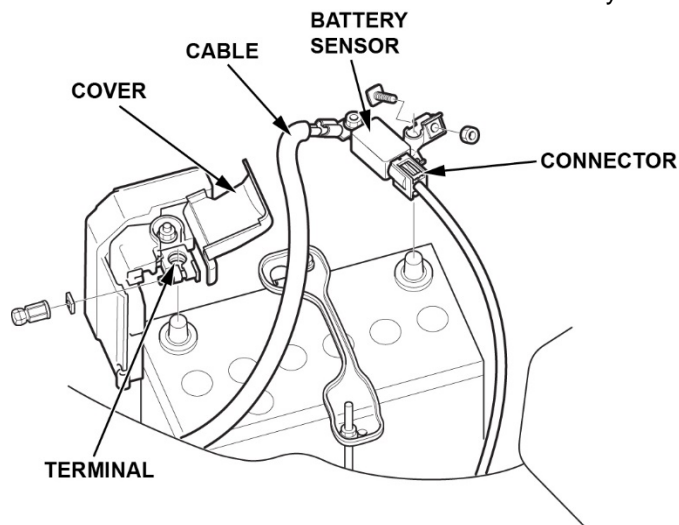
6. Enter maintenance mode.
  1. Turn the vehicle to the OFF mode.
  2. Turn the vehicle to the ON mode without stepping on the brake pedal.
  3. With the gear selector in the P position, press the accelerator pedal to the floor twice, then release.
  4. Press the brake pedal and select N mode in the gear selector. Then press the accelerator to the floor twice then release.
  5. Press the brake pedal and select P mode in the gear selector. Then press the accelerator to the floor twice then release.
  6. Apply and hold the brake pedal down. (Do not press the stop/start switch).
  7. Select **YES** on i-HDS to turn the fuel pump off.
  8. Follow the i-HDS directions and start the engine by pressing the stop/start switch. The engine should be running, and HDS should have the fuel pump turned off. Allow the engine to run until it stalls.
  9. Turn the vehicle to off mode.

**Fuel Pressure relief without the i-HDS:**

1. Remove the PGM-FI main relay 2.
  2. Enter maintenance mode. Start the engine and let it idle until it stalls.
  3. Turn the vehicle off.
  4. Install the PGM-FI main relay 2.
2. Disconnect the 12-volt battery negative terminal.
    1. Make sure the vehicle is in the OFF (LOCK) mode.
    2. Make sure that the charge connector is not inserted.
    3. Make sure the remote climate control is not performed.
    4. Disconnect and isolate the cable with the 12-volt battery sensor from the 12-volt battery.

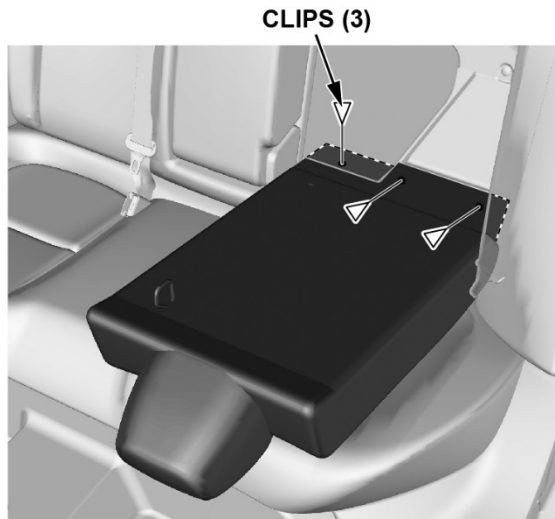
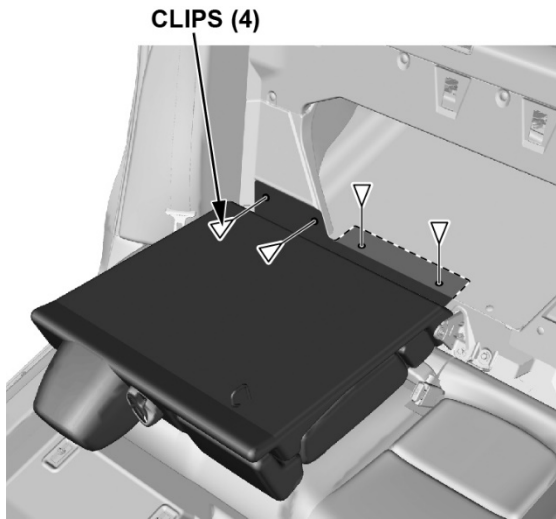
**NOTE:**

- Always disconnect the negative side first.
- To protect the connector from damage, do not hold it when removing the terminal.
- Do not disconnect the 12-volt battery sensor from the cable.
- Open the cover.
- If necessary, remove the cover.
- Disconnect the terminal from the 12-volt battery.



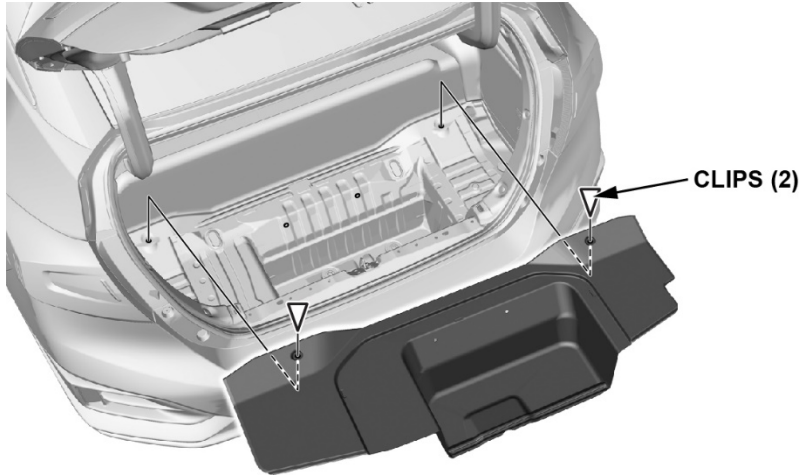
3. Open the trunk.

4. Fold the rear seat down and remove the fasteners.

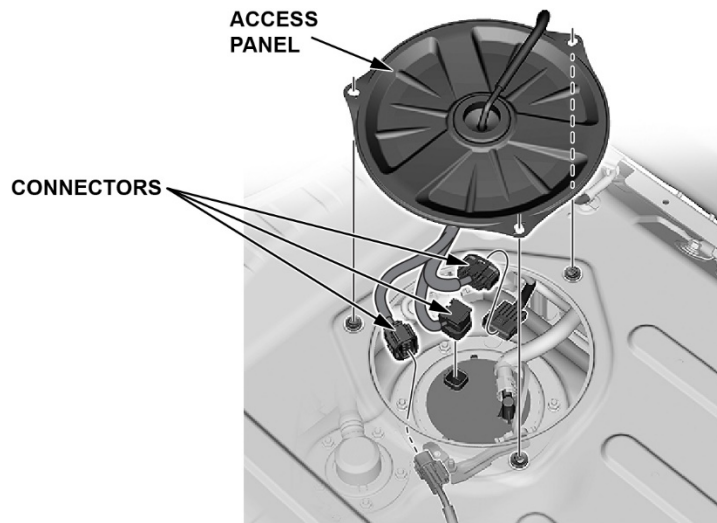


5. Remove the front clips from the rear trunk lower trim.

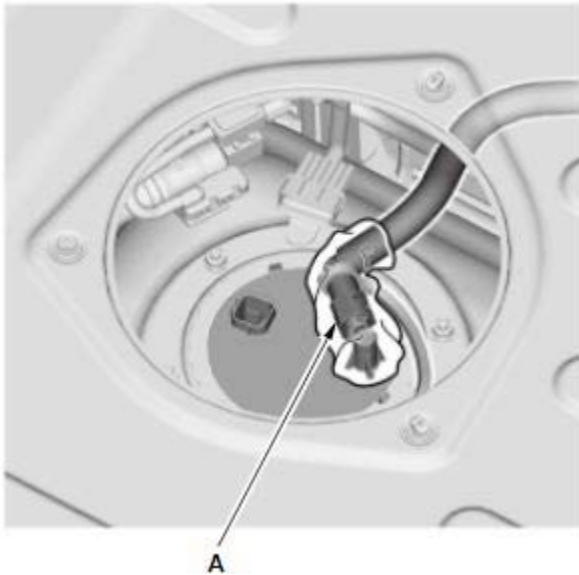
NOTE: Removal of the upper trim cover is not needed.



6. Remove the access panel, then disconnect the connectors.



7. Place a shop towel over the quick connect fitting. Disconnect the quick connect fitting from the fuel tank unit.



8. Remove the 6 bolts holding the fuel tank sending unit.
9. Cover the trunk area to avoid fuel spillage with the fuel tank unit removed.
10. Remove the fuel tank unit.

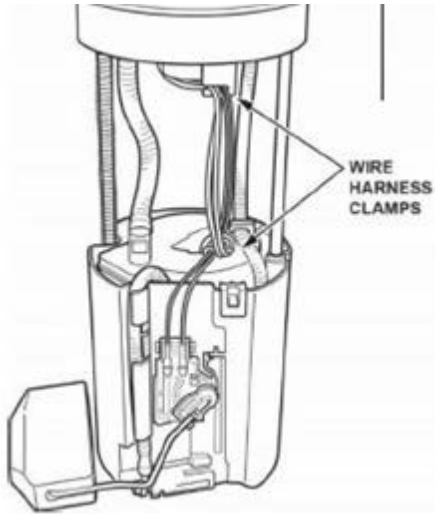
NOTE: Do not bend or twist the fuel level sensor arm excessively. This may damage the fuel level sensor or cause it to send inaccurate readings.

11. Prepare the fuel tank unit and parts to be replaced.

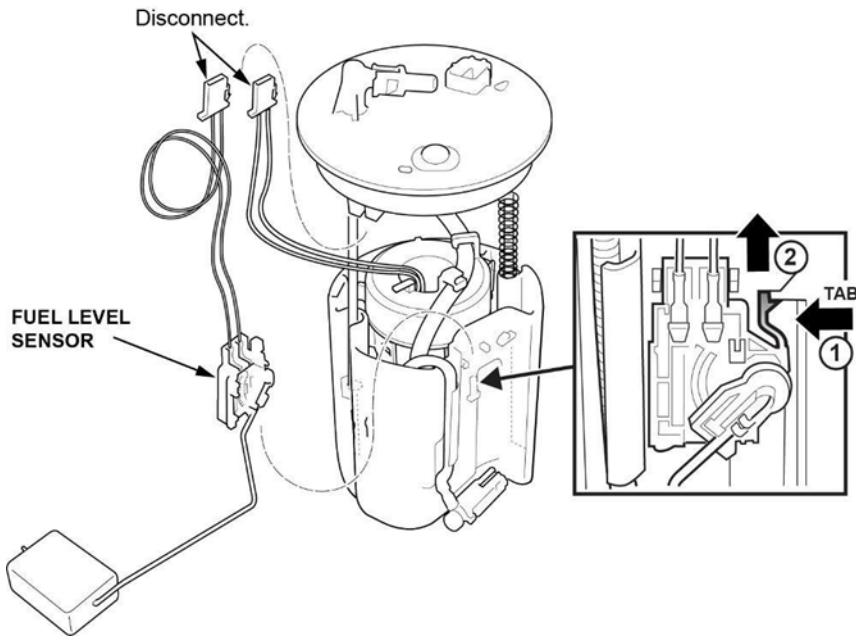
NOTE: Take a photo of the fuel tube and wire harness. Note their routing for assembly. There are various types of harness routing.

12. Spread the wire harness clamps and remove the wire harness. Make sure not to damage the wire harness.

NOTE: Do not spread the clamps too wide. Spreading them too wide may damage them.

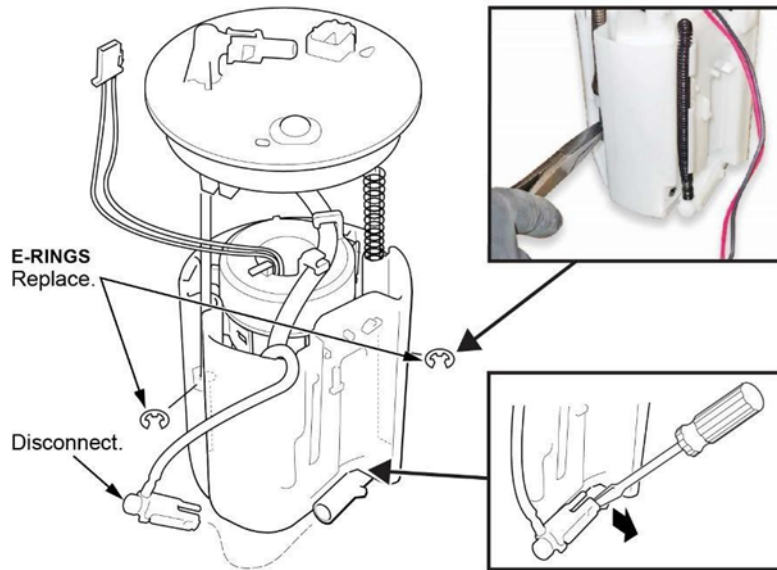


13. Press the tab on the fuel level sensor to release the lock. Then push up on the fuel level sensor.



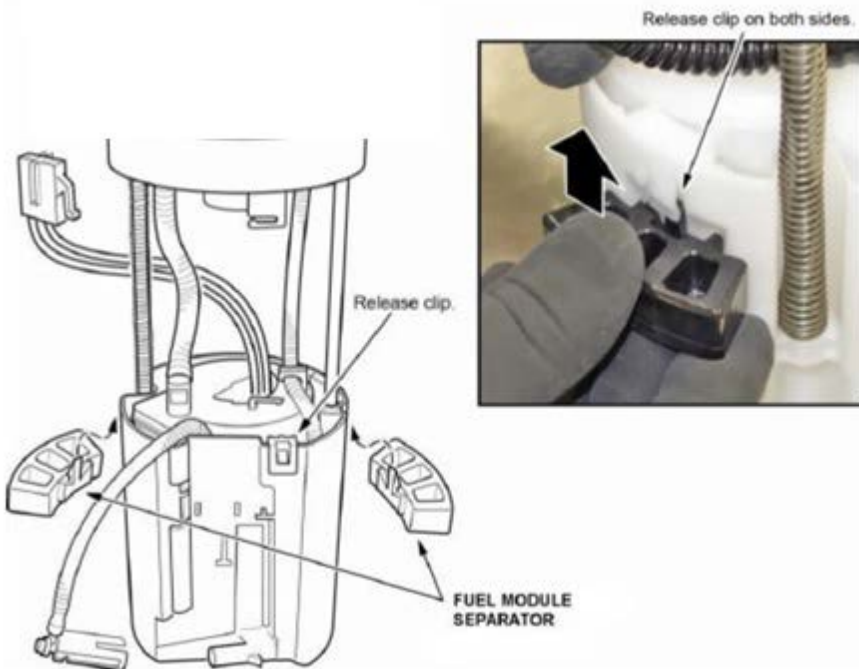
14. Remove the fuel level sensor from the fuel tank unit.

15. Remove the E-rings and discard them. Disconnect the joint at the bottom of the reservoir.



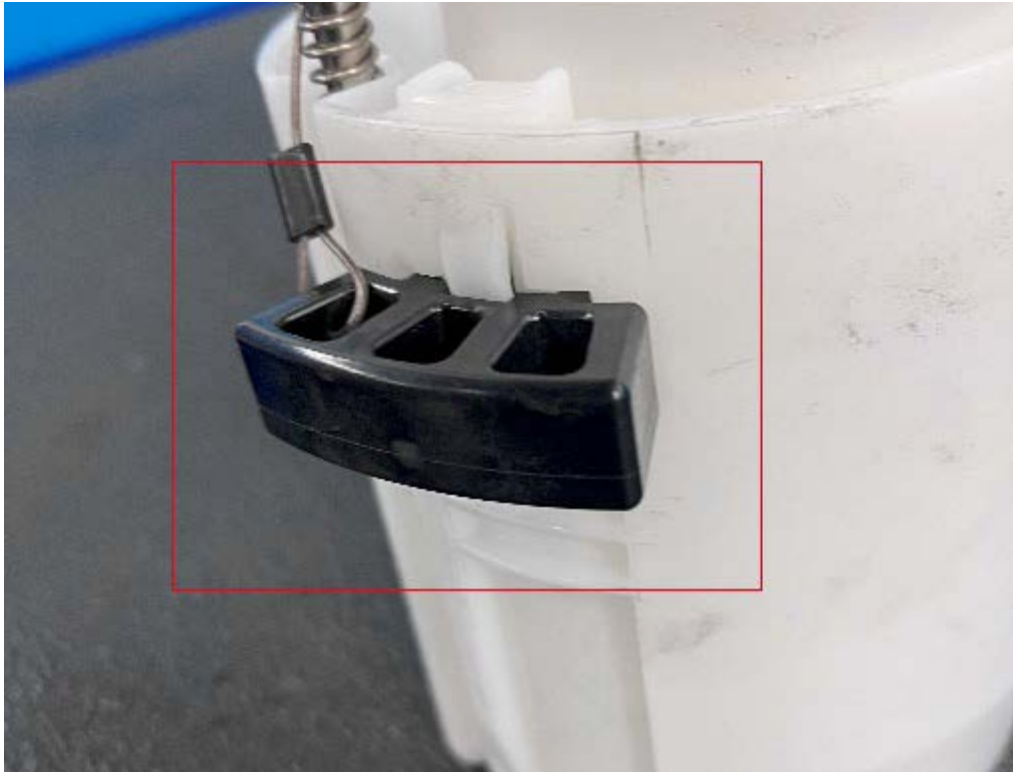
16. Remove the fuel filter assembly from the reservoir by releasing the three clips.

NOTE: Do not spread the clips too wide. Spreading them too wide may damage them. Use the special tool Fuel Module Separator on 2 clips on opposing ends.



When used correctly, the Module Separator tool will set in place and keep the tabs in the unlocked position.

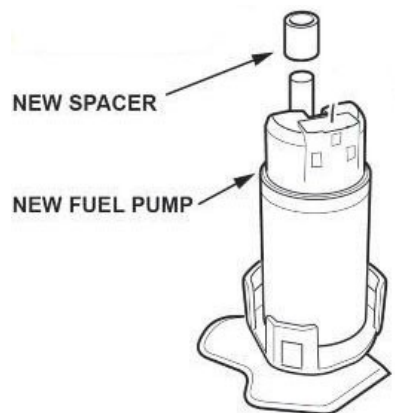




17. Pull the fuel pump assembly out of the filter.

NOTE: If the O-ring remains on the fuel filter, use a flat-tip screwdriver wrapped in protective tape to remove it. Make sure not to damage the O-ring seat section.

18. Install the new spacer onto the new fuel pump motor.

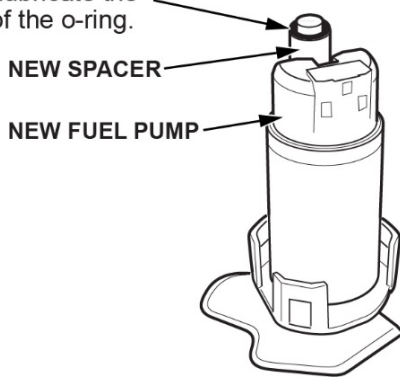


19. Install the new O-ring, then lubricate **ONLY** the outside edge of it, using clean engine oil.

NOTE: Do not pinch the O-ring during installation.

**NEW O-RING**

Lubricate after installing.  
Do not lubricate the  
inside of the o-ring.



20. Install the new harness and make sure the connection is secure and the connectors are firmly locked into place.

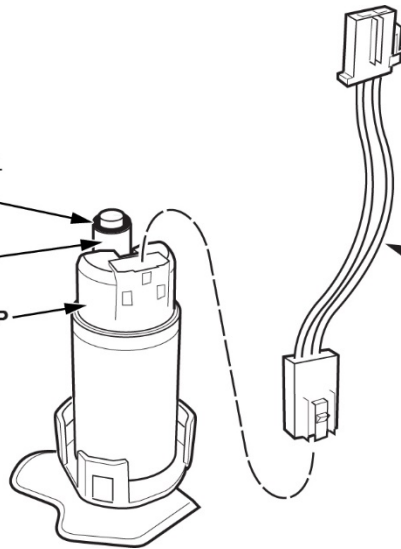
**NEW O-RING**

Lubricate after installing.  
Do not lubricate the  
inside of the o-ring.

**NEW SPACER**

**NEW FUEL PUMP**

**NEW HARNESS**



21. With the palm of your hand, press the fuel pump into the suction fuel filter.

[▶ PLAY VIDEO](#)

Click here to view the video:

**NOTICE**

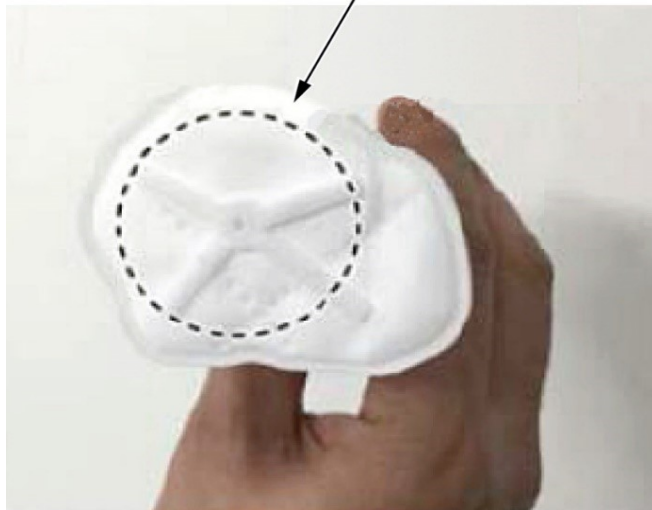
When pressing the fuel pump into the suction filter, make sure you do so with a single firm push. Failure to do so may damage the O-ring. If it is seated properly, you will hear a click.

If you do not hear the click, remove all parts and inspect the O-ring for damage. If the O-ring is damaged, it must be replaced. Reassemble using the above process.

**NOTE:**

- When inserting the pump, be careful not to break the suction filter.
- If the O-ring is damaged, replace it with a new one.
- After installing the fuel pump to the suction filter, make sure the clips are firmly attached to the new fuel pump.

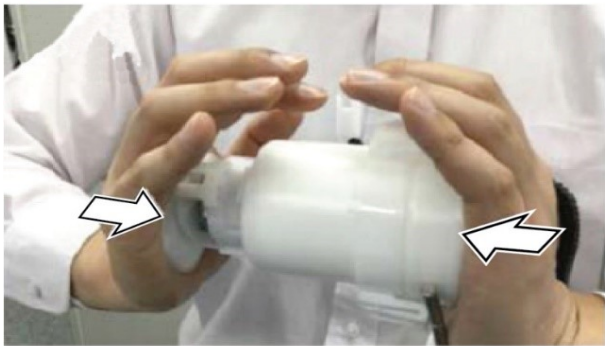
**SUCTION FILTER**



**GOOD**



**NO GOOD**



22. Install fuel filter assembly into the reservoir.

NOTE:

- Install the spring onto the sliding shaft and make sure it is lined up when installing the fuel filter.
- Make sure the fuel tube is routed exactly as shown in the photo taken before disassembly.
- Make sure all clips are fully engaged.

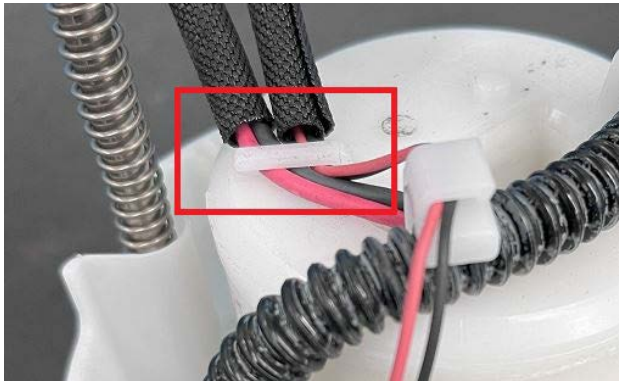
23. Install the new E-ring.

NOTE: After installing E-rings, make sure E-rings can be rotated with your finger. If the E-rings cannot be rotated, E-rings are not fully seated or installed incorrectly.

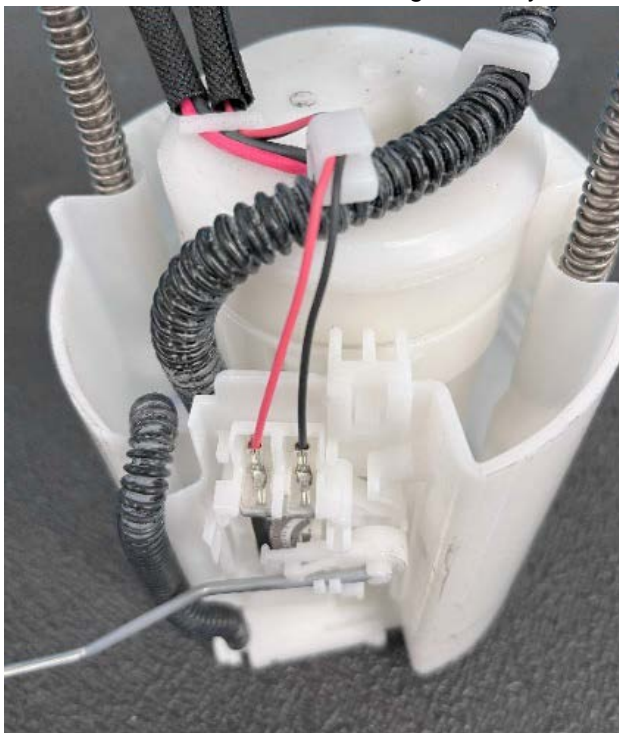
24. Install the fuel level sensor to the reservoir. Make sure the lock is engaged and the connection is secure.

NOTE: Do not bend or twist the fuel level sensor arm excessively. This may damage the fuel sensor or cause it to send inaccurate readings.

- Do not spread the clamps too wide. Spreading them too wide may damage them.
- Clip in the smaller harness wires followed by the larger wires.



- Make sure not to damage the wire harness.
- Make sure wire harness routing is exactly as shown in the photo taken before disassembly.

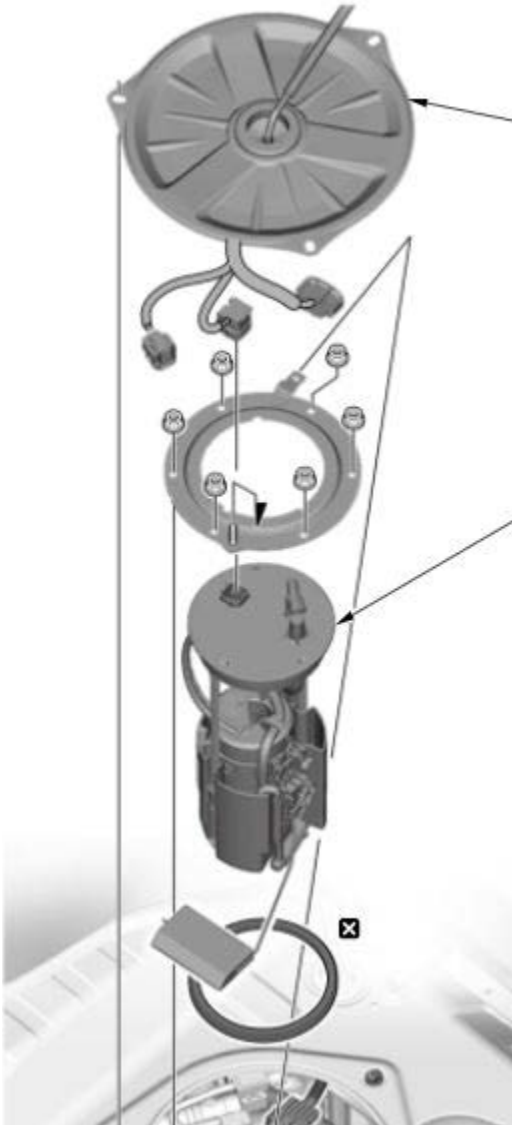


- The wire harness not tucked in the correct location will restrict the movement of the fuel level float arm and will cause the fuel gauge to not function correctly.

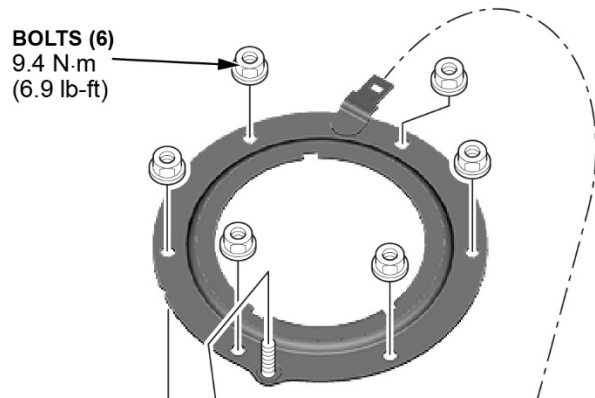
25. Partially insert the fuel tank unit into the fuel tank with a new base gasket.

NOTE: Do not bend or twist the fuel level sensor arm excessively. This may damage the fuel sensor or cause it to send inaccurate readings.

- Before installing the new seal, clean the fuel tank around the fuel pump opening where the seal will seat. The opening must be free of dirt, dust, and debris.
- Be careful not to damage the seal.
- Do not coat the seal with any oils.



26. Secure the fuel sending unit by torquing the 6 nuts in a crisscross pattern to **9.4 N·m (6.9 lb-ft)**.



27. Connect the quick connector for the fuel line and secure the bracket for the harness connector.

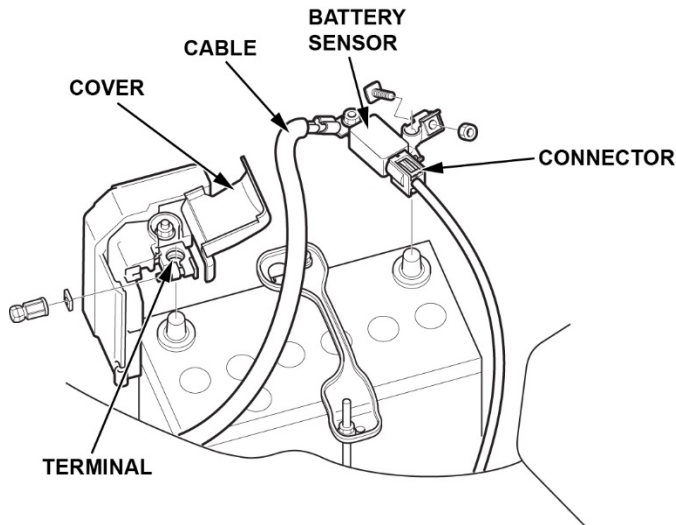


28. Connect all connectors at the sending unit access cover.

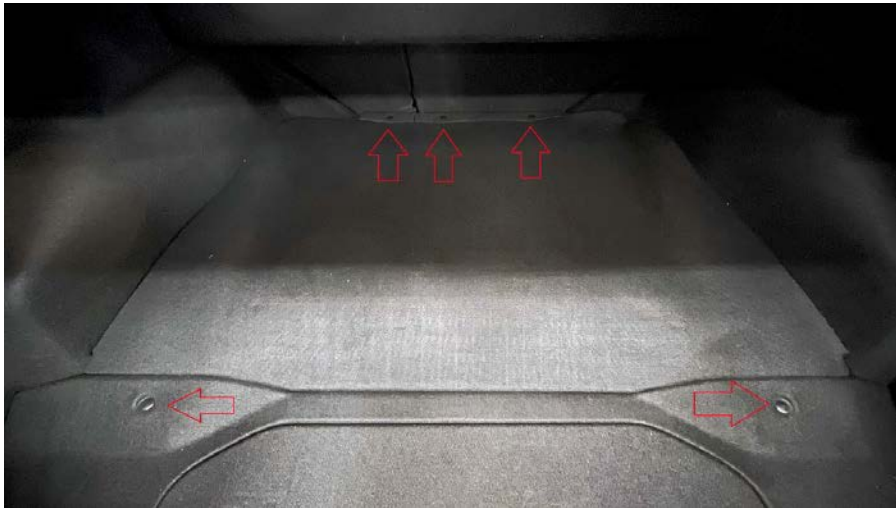




29. Install the fill cap.
30. Connect 12-volt negative battery cable **2.9-5.9 N·m (2.1-4.4 lb-ft)**.



31. Without applying the brakes, turn the vehicle to the ON mode. Do not turn the vehicle to the READY TO DRIVE mode. After the fuel pump runs for about **2 seconds**, the fuel line will be pressurized. Turn the ignition OFF.
32. Repeat the previous step 3 times.
33. Check fuel tank unit connections for fuel leaks. Continue to the next step if there are no leaks.
34. If there are no fuel leaks found, install the access cover.
35. Install the trunk front trim and all push pins.



36. Use i-HDS with the DST-i to do an all DTC check to make sure no DTCs were set during the fuel depressurizing procedure.
37. Do the steering angle neutral position relearn procedure.

