

**DEFECT INFORMATION REPORT**

REVIEWED BY:  
JOHN TURLEY  
SEP-27-2018  
*John Turley*

573.6(c)(1)

**Name of manufacturer:** Honda Manufacturing of Indiana, LLC  
Honda of America Mfg., Inc.  
Honda of Canada Mfg.  
Honda of the UK Manufacturing Ltd.

**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>Description</u>      | <u>Dates of Manufacture</u> |
|-------------------|-------------------------|-----------------------------|
| Honda Civic       | Certain 2017 model year | 09/05/2017 to 10/04/2017    |
| Honda Civic       | Certain 2018 model year | 10/04/2017 to 01/22/2018    |
| Honda CR-V        | Certain 2017 model year | 09/18/2017 to 10/27/2017    |
| Honda CR-V        | Certain 2018 model year | 10/09/2017 to 10/23/2017    |

573.6(c)(2)(iv)

**Identification of affected component:**

Component: Gearbox Assy, Steering EPS (LH)

|           |        |               |               |               |
|-----------|--------|---------------|---------------|---------------|
| Part No.: | Civic: | 53600-TBA-A04 | 53600-TBG-A04 | 53600-TBJ-A01 |
|           | CR-V:  | 53600-TLB-A07 |               |               |

Country of Origin: Mexico  
Manufacturer: Showa Autoparts Mexico  
Contact Name: Greg Harvey  
Address: Av Mineral De Penafiel. No.77, Parque Industrial Santa Fe IV Puerto Interior  
Silao, Guanajuato CP36275, Mexico  
Telephone No.: 937-783-1873

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

The recall population was determined based on manufacturing records. The production 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:**

Supplier manufacturing records identified a specific production period of steering gearbox assemblies that were affected by the improper manufacturing process. There is 100% traceability between the suspect assemblies and the VIN so similar vehicles not included in the recall were equipped with good parts.

573.6(c)(3)

**Total number of potentially affected vehicles:** 54

| <u>Make/Model</u> | <u>Model Year</u> | <u>Number of Vehicles</u> |
|-------------------|-------------------|---------------------------|
| Honda Civic       | 2017              | 14                        |
| Honda Civic       | 2018              | 11                        |
| Honda CR-V        | 2017              | 25                        |
| Honda CR-V        | 2018              | 4                         |

573.6(c)(4)

**Percentage of affected vehicles that contain the defect:** 100%

573.6(c)(5)

**Defect description:**

Due to an improper manufacturing process, the magnet that controls the torque sensor output signal for the electronic power steering system was not properly staked to the input shaft. If significant steering force is applied at full lock position, the magnet can become dislodged and generate an output signal to apply steering assist in the opposite direction. Once the steering position reaches full lock on the opposite side, the magnet once again becomes dislodged and applies steering assist in the opposite direction, resulting in an infinite loop of steering assist from lock-to-lock position. This unintended steering input reduces vehicle maneuverability and increases the risk of a crash.

573.6(c)(6)

**Chronology:**

February to March 2018

Honda received the first market claim of unintended steering. The failed part was returned to American Honda for testing and analysis however, the failure mode could not be duplicated.

April to June 2018

The failed part was returned to the vehicle's original manufacturing plant, Honda of the UK Manufacturing (HUM) for additional testing and analysis. HUM was successful in duplicating the failure mode. The failed part was sent to the steering gearbox supplier for root cause analysis.

July 2018

The supplier investigated the failed part and manufacturing records and found that the magnet was not staked to the input shaft.

August to September 2018

Honda conducted onsite investigation at the supplier and investigated the range of potentially affected vehicles.

September 20, 2018

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

As of September 20, 2018 Honda has received one warranty claim, and no field reports or reports of crashes or injuries related to this issue.

573.6(c)(8)(i)

**Program for remedying the defect:**

Registered owners of all affected vehicles will be contacted by mail and asked to take their vehicle to a Honda automobile dealer. The dealer will replace the steering gearbox assembly for free.

573.6(c)(8)(ii)

**The estimated date to start notification to dealers:** September 28, 2018

**The estimated date to start notifications to owners:** November 5, 2018

573.6(c)(9)

**Representative copies of all notices, bulletins and other communications:**

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

573.6(c)(10)

**Proposed owner notification letter submission:**

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:**

C2N: Civic

P2O: CR-V