

HONDA

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OFFICE OF
DEFECTS INVESTIGATION

April 21, 2004

Mr. Kenneth Weinstein,
Associate Administrator
Office of Safety Assurance
NATIONAL HIGHWAY TRAFFIC SAFETY
ADMINISTRATION
400 Seventh St., S.W.
Washington, DC 20590

Dear Mr. Weinstein:

On April 13, 2004, Honda submitted a Part 573 notification containing preliminary information for campaign 04V-176 to inspect transmissions in certain Honda and Acura vehicles. We are now submitting the final information for this campaign pursuant to the requirements of 49 CFR 573.6.

573.6(c)(2)

Identification of potentially affected vehicles:

<u>Make/Model</u>	<u>Description</u>	<u>VIN/Dates of Manufacture</u>
Honda Odyssey	Certain 2002 model year	2HKRL180*2H500061 - 2HKRL187*2H501127 Jul. 31, 2001 to Aug. 22, 2002 5FNRL186*2B000062 - 5FNRL189*2B058064 Oct. 10, 2001 to Aug. 23, 2002
	Certain 2003 model year	2HKRL180*3H500011 - 2HKRL180*3H505981 Aug. 23, 2002 to Mar. 17, 2003 5FNRL189*3B000038 - 5FNRL186*3B160138 Aug. 21, 2002 to Aug. 25, 2003
	Certain 2004 model year	5FNRL180*4B000001 - 5FNRL189*4B051820 Aug. 20, 2003 to Dec. 15, 2003
Honda Pilot	Certain 2003 model year	2HKYF184*3H500102 - 2HKYF185*3H623209 Apr. 2, 2002 to Aug. 19, 2003
	Certain 2004 model year	2HKYF185*4H500013 - 2HKYF185*4H546877 Aug. 8, 2003 to Jan. 9, 2004
Acura MDX	Certain 2001 model year	2HNYD186*1H500182 - 2HNYD182*1H544596 Aug. 10, 2000 to Oct. 19, 2001
	Certain 2002 model year	2HNYD186*2H500008 - 2HNYD186*2H549088 Oct. 16, 2001 to Sept. 30, 2002

573.6(c)(6)

Chronology:

May 21, 2003	Honda of America Manufacturing, Inc. (HAM) opened an investigation of second gear heat discoloration and asked Honda Motor Co., Ltd. (HMC) to conduct an analysis. At this time, no occurrences of transmission lock-up had been reported. HAM had two reports of gear tooth breakage.
Jul. 29, 2003	HMC's investigation concluded that gear tooth breakage should be a rare occurrence so the investigation was closed.
Aug. 20, 2003	HAM asked HMC to re-open the analysis regarding second gear heat discoloration after observing additional discolored gears in transmissions replaced for other causes.
Sept. 29, 2003	HMC received the first report from Canada about transmission lock-up and initiated an analysis of lock-up.
Oct. 8, 2003	HMC received a second report of transmission lock-up, which was the first occurrence in the United States.
Oct. 28, 2003	HMC decided to implement a countermeasure to address gear discoloration. Although gear breakage resulting in lock-up was believed to be a rare event, the investigation of this issue continued.
Nov. 11, 2003 to Mar. 25, 2004	HMC conducted many reproducibility tests for gear breakage and lock-up using multiple transmissions and gears. Gear breakage was finally reproduced on March 16 using gears from the market that had experienced severe overheating.
Apr. 5, 2004	HMC determined that a safety-related defect exists for light trucks and multi-purpose vehicles.
Apr. 7, 2004	AHM notified NHTSA by telephone.

Sincerely,

AMERICAN HONDA MOTOR CO., INC.



William R. Willen
Managing Counsel
Product Regulatory Office

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