

[Market Quality Information etc. for Emission Treatment Standard]

[Head Quarter Function]

1 General Provisions

1.1 Purpose

Market Quality Information etc. for Emission Treatment Standard is established to ensure legality of reporting of the market quality information related to emission and to encourage smooth operations of reporting by specifying basic points in accordance with regulations in North America (the U.S. and Canada) and South Korea.

1.2 Scope

This standard applies to operations regarding market quality information processing stipulated in the following reporting regulations on emission-related problems conducted by Honda headquarters function.

No.	Type	Description
1	Report on emission-related defect in the U.S. (on-road motorcycle, automobile)	Report that is made to the U.S. Environmental Protection Agency when the number of vehicles with a certain emission-related defect exceeds the criterion stipulated in the Code of Federal Regulations (Title-40, Part 85, Subpart-T) in specified classes or categories of motorcycles and automobiles sold in the U.S.
2	Report on emission-related defect in the U.S. (off-road motorcycle, ATV)	(* This article is to be issued after reflecting the revision of the Code of Federal Regulations.)
3	Report on failures of emission-related parts in the U.S. (on-road motorcycle, automobile)	Report that is made to the California Air Resource Board when the number of warranty claims and the number of vehicles with failures in terms of emission-related parts exceeds the criteria stipulated in the California Code of Regulations (Title-13, Chapter 2, Article 2.4) in specified engine families of motorcycles and automobiles sold in California, the U.S.
4	Report on emission-related defect in the U.S. (power equipment, etc.)	(* This article is to be issued after reflecting the revision of the Code of Federal Regulations.)
5	Report on emission-related defect in Canada (on-road motorcycle, automobile, power equipment, etc.)	Report that is made to Environment Canada when the amount of emission exceeds the criterion stipulated in Canada's federal law (On-Road Vehicle and Engine Emission Regulations (SOR/2003-2) and Off-Road Small Spark-Ignition Engine Emission Regulations (SOR/2003-355)) in specified classes or categories of motorcycles, automobiles, power equipment, etc. (small engines for non-public roads and products equipped with those engines) sold in Canada.

No.	Type	Description
6	Report on failures of emission-related parts in South Korea (on-road motorcycle, automobile)	Report that is made to Ministry of Environment, South Korea, when the number of warranty claims and the number of vehicles with failures in terms of emission-related parts exceeds the criteria stipulated in Enforcement Regulation of Air Environment Preservation Law of Korea in specified vehicle classification of motorcycles and automobiles sold in South Korea.

1.3 Terms

The terms and definitions used in this standard are as follows.

No.	Term	Definition
1	CFR	Abbreviation of Code of Federal Regulations in the U.S.
2	EPA	Abbreviation of Environmental Protection Agency in the U.S.
3	CCR	Abbreviation of California Code of Regulations.
4	CARB	Abbreviation of California Air Resources Board in the U.S.
5	CEPA	Abbreviation of Canadian Environmental Protection Act.
6	EC	Abbreviation of Environment Canada.
7	Enforcement Regulation of Air Environment Preservation Law, Chapter 4	Enforcement regulation in accordance with Air Environment Preservation Law of South Korean Law. This stipulates exhaust emission regulations for automobiles, etc. in general (emission standards, emission-related parts, warranty period, etc.).
8	MOE	Abbreviation of Korean Ministry of Environment.
9	NASC	Abbreviation of North America Steering Committee. This refers to the Market Quality Information Review Meeting where handling of market quality defects, etc. that may put the life or property of the customer in danger, that corporate social responsibility is questioned or that may develop into those problems is discussed as a region.
10	AQC	Abbreviation of Asia and Oceania Quality Committee. This refers to the Market Quality Information Review Meeting where handling of market quality defects, etc. that may put the life or property of the customer in danger, that corporate social responsibility is questioned or that may develop into those problems is discussed as a region.
11	- Test group - Engine family (U.S.)	Basic classification unit of production models determined in accordance with the criteria provided for selection of test vehicles (50K vehicles, 4K vehicles, etc.). Engines included in a test group are considered to be the same in emission characteristics. This unit is called “engine family” for motorcycles and “test group” for automobiles.
12	Vehicle class (South Korea)	Basic classification unit of production models determined in accordance with the criteria provided for selection of test vehicles. Engines included in a vehicle class are considered to be the same in emission characteristics.
13	Emission-related parts (North America)	Parts installed to control emission, or component, system or design factor required to operate properly in order to continuously assure vehicle emission compliance.

No.	Term	Definition
14	Emission-related parts (South Korea)	Parts specified as emission-related parts in Enforcement Regulation of Air Environment Preservation Law.
15	Emission-related defect (U.S.)	A defect in design, materials or workmanship in a device, system or assembly described in the approved Application for Emission Certification which affects any parameter or specification listed in Appendix VIII (a list of factors and specifications which affect emission) (refer to 40 CFR Part 85 Subpart T Emission Defect Reporting Requirement).
16	Emission-related defect (Canada)	Defect that affects or that is likely to affect compliance with specified criteria (refer to CEPA 1999, Section 157 (1)).
17	Emission warranty claim	Warranty claim filed by the customer regarding emission-related quality issues. Under the applicable warranty, defective emission-related parts specified in the emission-related regulations are warranted without charge including diagnostic fee in accordance with the period and the distance stipulated in the regulations in the case that problems are found in the parts specified in the regulations.
18	EDIR	Abbreviation of Emissions Defect Information Report. This report is submitted to EPA within 15 working days from the date the manufacturer acknowledges that a specific emission-related defect exists in twenty-five or more vehicles of the same model year (refer to 40 CFR Part 85 Subpart-T Emission Defect Reporting Requirements).
19	VERR	Abbreviation of Voluntary Emissions Recall Report. This report is submitted to EPA when the manufacturer initiates a voluntary emissions recall campaign within 15 working days from the date the manufacturer starts sending the notification to the vehicle owners to correct the vehicles affected by the emission-related defect (refer to 40 CFR Part 85 Subpart T Emission Defect Reporting Requirements).
20	EWIR	Abbreviation of Emission Warranty Information Report. This is a report submitted quarterly to CARB within 25 days from the date the subject quarter ended when the reporting level stipulated in the regulation is reached. Reporting level: the level that the cumulative total of unscreened warranty claims for a specific emission-related component exceeds 1% or 25 cases (whichever is greater).
21	FIR	Abbreviation of Field Information Report. This is a report submitted to CARB within 45 days from the date EWIR is submitted to the said authority when the reporting level stipulated in the regulation is reached. Reporting level: the level that the cumulative total of unscreened warranty claims for a specific emission-related component exceeds 4 percent or 50 cases (whichever is greater).

No.	Term	Definition
22	EIR	<p>Abbreviation of Emission Information Report. This is a report submitted to CARB when the reporting level stipulated in the regulation is reached.</p> <p>Reporting level: the level that the cumulative total of unscreened warranty claims for a specific emission-related component exceeds 4 percent or 50 cases (whichever is greater).</p> <p>Note that the submission shall not be requested by CARB for 45 days from the date FIR is submitted.</p>
23	VRP	Abbreviation of Voluntary Recall Plan. This is a plan submitted to CARB by 30 days prior to sending the notification to the vehicle owners when initiating a voluntary emissions recall campaign.
24	Defect information	Information that is reported to the Minister of the Environment within 15 working days from the date the manufacturer acknowledges emission-related defects and determines to initiate market actions.
25	Initial Report	<p>Primary report that is to be submitted to the Minister of the Environment, the vehicle owner and the owner of the OEM vehicle within 60 days from the date the defect information is notified when market actions are to be initiated.</p> <p>Note, however, that the vehicle owner and the owner of the OEM vehicle may be contacted separately.</p>
26	Failure Warranty Claims Situation Report	Report that is submitted to MOE within 30 days from the date the subject quarter ends when the cumulative total of unscreened failure warranty claims for a specific part of a specific vehicle type that has been sold in a specific year (a period from January 1 to December 31) exceeds 4% of the vehicle sales volume and 50 cases.
27	Part Failure Situation Report	Report that is submitted to MOE within 90 days from the date the subject quarter ends when the cumulative total of unscreened failure warranty claims for a specific part of a specific vehicle type that has been sold in a specific year exceeds 10% of the vehicle sales volume and 100 cases.
28	Mandatory corrective action	Corrective action conducted when the cumulative total of defects of a specific part of a specific vehicle type that has been sold in a specific year (quantity that parts are adjusted or replaced due to defect) exceeds 4% of the vehicle sales volume and 50 cases.
29	Quarter	One fourth of a year (the period from January to March shall be the first quarter).
30	QR (EPA)	Abbreviation of Quarterly Report. This report is submitted to EPA for six consecutive quarters to report on the progress of the market actions after VERR is submitted (refer to 40 CFR Part 85 Subpart T Emission Defect Reporting Requirements).
31	QR (CARB)	Abbreviation of Quarterly Report. This report is submitted to CARB for eight consecutive quarters to report on the progress of the market actions after VRP is submitted.
32	Quarterly report (Canada)	Report that is made quarterly on the progress of the market actions after the initial report is submitted (within 45 days from the last date of the subject quarter).
33	High-cost parts	<p>Parts which come under the case where total cost (part cost and labor cost) necessary for replacing the parts exceeds the specified amount (refer to CCR, Title 13, Chapter 1, Article 6 §2037 (c)).</p> <p>Note that this definition applies to automobiles only.</p>

No.	Term	Definition
34	Number of warranty claims	Number of warranty claims filed for each emission-related part by test group, engine family or vehicle class defined in No.11 and No.12 in this table.
35	Warranty claim rate	Rate of warranty claims filed for each emission-related part, which is calculated by test group, engine family or vehicle class defined in No.11 and No.12 in this table. Warranty claim rate = Number of warranty claims / Number of registered vehicles in the test group, engine family or vehicle classification defined in No.11 and No.12 x 100
36	Failures of emission-related parts	Failures with a specific symptom out of warranty claims filed for a specific emission-related part, which may affect parameters, components and specifications of the specified vehicles.
37	PZEV	Abbreviation of Partial Zero-Emission Vehicle. This is an advanced technology vehicle counted as partial credit towards automobile company's ZEV quota.
38	DMV	Abbreviation of Department of Motor Vehicles. This refers to the administration bureau of vehicles in California, etc.
39	Useful Life (CARB)	Warranty period for emission-related parts and emissions performance, which is either number of years or mileage listed below, whichever comes first. Automobile - LEV1 compliance vehicle: 10 years or 100,000 miles - LEV2 exhaust emission compliance vehicle: 10 years or 120,000 miles - LEV2 exhaust emission compliance vehicle with NMOG credit option: 15 years or 150,000 miles - LEV2 evaporative emission compliance vehicle: 15 years or 150,000 miles - PZEV compliance vehicle: 15 years or 150,000 miles Motorcycle - Class I (50cc - 169cc): 5 years or 12,000 km - Class II (170cc - 279cc): 5 years or 18,000 km - Class III (280cc or over): 5 years or 30,000 km
40	Useful Life (South Korea)	Warranty period for emissions performance, which is either number of years or mileage listed below, whichever comes first. Automobile - Vehicles sold until December 31, 2008: 10 years or 160,000 km - Vehicles sold after January 1, 2009: 10 years or 192,000 km Motorcycle 2 years or 10,000 km
41	T/L	Abbreviation of Tech Line. This is the function through which American Honda Motor Co., Inc. provides information on the method for repairing products with failures found in the market.
42	C/R	Abbreviation of Customer Relation. This is the function through which American Honda Motor Co., Inc. collects product failure information from the customers.

No.	Term	Definition
43	TSB and S/N	Abbreviation of Technical Service Bulletin and Service News respectively. These are the newsletters issued to notify the dealers of the method to improve product failures found in the market.
44	Emission tracking data base	This is a data base for the Certification and Regulation Compliance Division to centrally control the process from collection of information required for preparation of TSB or S/N and for certification application through to reporting of defect information to the authorities in order to confirm the progress.

1.4 Processing System and Reporting System

1.4.1 Types and descriptions of the treatment system and the reporting system specified in this standard are as follows.

No.	Type	Description
1	Report on emission-related defect in the U.S. (on-road motorcycle, automobile)	The processing system from obtaining market quality information, through determination of emission-related defect existence, through submission of EDIR, to submission of VERR after the market action is decided on in the Quality Committee is in conformity to Attachment-1 "Processing System of Report on Emission-Related Issues in the U.S. Market (On-Road Motorcycle)" and Attachment-2 "Processing System of Report on Emission-Related Issues in the U.S. Market (Automobile)", and the reporting system to Attachment-3 "Reporting System of Emission-Related Defect in the U.S. Market (On-Road Motorcycle, Automobile)".
2	Report on emission-related defect in the U.S. (off-road motorcycle, ATV)	(* This article is to be issued after reflecting the revision of the Code of Federal Regulations.)
3	Report on failures of emission-related parts in the U.S. (on-road motorcycle, automobile)	The processing system from monitoring warranty claim rate and failure rate of emission-related parts to reporting is in conformity to Attachment-6 "Processing System of Report on Emission-Related Part Failure Issues in the U.S. (On-Road Motorcycle)" and Attachment-7 "Processing System of Report on Emission-Related Part Failure Issues in the U.S. (Automobile)", and the reporting system to Attachment-8 "Reporting System of Emission-Related Part Failure Issues in the U.S. (On-Road Motorcycle, Automobile)".
4	Report on emission-related defect in the U.S. (power equipment, etc.)	(* This article is to be issued after reflecting the revision of the Code of Federal Regulations.)
5	Report on emission-related defect in Canada (on-road motorcycle, automobile, power equipment, etc.)	The processing system from obtaining market quality information, through judgment of compliance status, through reporting of the defect information in the case of noncompliance, to submission of the initial report after the market action is decided on in the Quality Committee and the reporting system are in conformity to Attachment-12 "Processing and Reporting System of Emission-Related Issues in Canadian Market (On-Road Motorcycle, Automobile, Small Engines for Non-Public Roads and Products Equipped with Those Engines)".

No.	Type	Description
6	Report on failures of emission-related parts in South Korea (on-road motorcycle, automobile)	The processing system from monitoring warranty claim rate and failure rate of emission-related parts to reporting is in conformity to Attachment-13 "Processing System of Report on Emission-Related Part Failure Issues in South Korea (Motorcycle, Automobile)" and the reporting system to Attachment-14 "Reporting System of Emission-Related Part Failure Issues in South Korea (Motorcycle, Automobile)".

1.4.2 The responsible person in each operation listed in "Processing System and Reporting System" is the head of the division in charge of the subject operation.

2 Roles

2.1 Roles of Emission Committee and Related Sections

2.1.1 Constitution of Emission Committee is as follows.

Emission Committee, having the head of Certification and Regulation Compliance Division as the chairperson, consists of Certification and Regulation Compliance Division, R&D, Quality Control Section and other HQ-related sections by product range.

2.1.2 The roles of the Emission Committee are as follows.

- (1) To determine existence of emission-related defects (in the U.S. only) and of emission-related part failures (in South Korea only) based on the investigation and analysis results of market quality information and the like.
- (2) To give directions to Certification and Regulation Compliance Division on preparation and submission of reports (emission-related reports stipulated in Article 3.3).
- (3) To judge compliance status of emission related issues based on the investigation and analysis results.
- (4) To request for holding the Market Quality Information Review Meeting and to report on the status of the negotiation with the authorities in the meeting in the case noncompliance was found in the compliance assessment.
- (5) To request additional testing and additional information collection to the related sections to determine existence of defects and to judge compliance status.
- (6) To give directions to Certification and Regulation Compliance Division on preparation and submission of materials for negotiation with EC regarding grounds that market action is not required and necessity of the initial report (in Canada only).

2.1.3 The roles of the Certification and Regulation Compliance Division are as follows.

- (1) To hold the Emission Committee.
- (2) To register the information on the emission-related parts, etc. on the Flexible Quality Information System or FQS (warranty claim extraction program).

- (3) To monitor the emission-related warranty claim rate.
- (4) To confirm issuance of the emission-related QIS.
- (5) To prepare the emission-related defect report and submit it to the facility which is responsible for notification to the authorities.
- (6) To present emission-related failure information to the Emission Committee.
- (7) To prepare materials for negotiation with EC regarding grounds that market action is not required and necessity of the initial report and to submit those to Honda Canada Inc.
- (8) To submit information on the vehicle classes and emission-related parts to Honda Korea Co., Ltd.

2.1.4 The roles of the Service Division are as follows.

- (1) To investigate occurrence status of failure and predict the occurrence.
- (2) To provide the information on the status of handling of market quality failures to the Emission Committee.
- (3) To carry out QIC issuance.

3 Procedure

3.1 Registration of Warranty Claims on the Count System

- 3.1.1 The Certification and Regulation Compliance Division prepares warranty claim lists for the engine family for motorcycles and for the test group for automobiles respectively.
- 3.1.2 The Certification and Regulation Compliance Division, the Service Division and the Parts Sales and Service Division obtain the emission-related parts list which includes high-cost parts of automobiles from PRO (Product Regulatory Office) of American Honda Motor Co., Inc.
- 3.1.3 The Certification and Regulation Compliance Division registers the warranty claim lists for the engine family and the test group, and the emission-related parts list for motorcycles and automobiles on the Flexible Quality Information System or FQS.

3.2 Monitoring of Warranty Claim Information

The Certification and Regulation Compliance Division monitors the emission-related warranty claim information.

- 3.2.1 The Certification and Regulation Compliance Division completes the monitoring of the emission-related parts of the engine family and the test group that the applicable reporting period expired.

3.2.2 The Certification and Regulation Compliance Division continues monitoring of the emission-related parts for a maximum of useful life in the case the number or the rate of the emission-related parts failures is likely to exceed the reporting level of EIR at the completion of applicable reporting period (of EWIR or FIR).

3.2.3 The Certification and Regulation Compliance Division requests the Service Division of Honda Korea Co., Ltd. to register the emission warranted parts information of the vehicle models sold in South Korea in the warranty claim processing and monitoring system and to monitor the emission-related warranty claim information.

3.3 Preparation and Submission of Emission-Related Reports

The division in charge prepares the emission-related report and submits it to the authorities when the subject report reaches the reporting level stipulated in Article 1.3.

No.	Report Type	Report Name	Authorities	Procedure
1	Report on emission-related defect in the U.S. (on-road motorcycle, automobile)	EDIR	EPA	Certification and Regulation Compliance Division prepares the report in response to Emission Committee's decision, gives approval of the person in charge of issuance and submits it to American Honda Motor Co., Inc.
		VERR		Certification and Regulation Compliance Division issues a slip in response to the Quality Committee's decision on taking market actions. American Honda Motor Co., Inc. prepares the report. Certification and Regulation Compliance Division gives approval to the report and submits it to American Honda Motor Co., Inc.
2	Report on emission-related defect in the U.S. (off-road motorcycle, ATV)	(* This article is to be issued after reflecting the revision of the Code of Federal Regulations.)		

No.	Report Type	Report Name	Authorities	Procedure
3	Report on failures of emission-related parts in the U.S. (on-road motorcycle, automobile)	EWIR	CARB	Certification and Regulation Compliance Division prepares the report in response to Emission Committee's decision, gives approval of the person in charge of issuance and submits it to American Honda Motor Co., Inc.
		FIR		
		EIR		
		VRP		Certification and Regulation Compliance Division issues a slip in response to the Quality Committee's decision on taking market actions. American Honda Motor Co., Inc. prepares the report. Certification and Regulation Compliance Division gives approval to the report and submits it to American Honda Motor Co., Inc.
4	Report on emission-related defect in the U.S. (power equipment, etc.)	(* This article is to be issued after reflecting the revision of the Code of Federal Regulations.)		
5	Report on emission-related defect in Canada (on-road motorcycle, automobile, power equipment, etc.)	Defect Information	EC	Certification and Regulation Compliance Division prepares the report in response to Quality Committee's decision on taking market actions, gives approval of the person in charge of issuance and submits it to Honda Canada Inc.
		Initial Report		Certification and Regulation Compliance Division prepares the report in response to Quality Committee's decision of taking market actions and submits it to Honda Canada Inc.

No.	Report Type	Report Name	Authorities	Procedure
6	Report on failures of emission-related parts in South Korea (on-road motorcycle, automobile)	Warranty Claims Situation	MOE	Certification and Regulation Compliance Division prepares the report in response to Emission Committee's decision, gives approval of the person in charge of issuance and submits it to Honda Korea Co., Ltd.
		Part Failure Situation		
		Mandatory Corrective Action		Certification and Regulation Compliance Division prepares the report in response to Quality Committee's decision on taking market actions and submits it to Honda Korea Co., Ltd.

3.4 Applicable reporting periods of emission-related reports are as follows.

No.	Report Type	Report Name	Applicable Reporting Period
1	Report on emission-related defect in the U.S. (on-road motorcycle, automobile)	EDIR	Later than the production dates of the engine and the vehicle and for 5 years from the first date of the following year of the model year (refer to 40 CFR Part 85 Subpart T §85. 1901 (b)).
		VERR	
2	Report on emission-related defect in the U.S. (off-road motorcycle, ATV)	(* This section is to be issued after reflecting the revision of the Code of Federal Regulations.)	
3	Report on failures of emission-related parts in the U.S. (on-road motorcycle, automobile)	EWIR	Applicable reporting period of the rate (the number) of warranty claims and failures starts from the following calendar year of the subject model year and is as described below.
		FIR	(1) For 3 years for general parts and for 5 years for high-cost parts of automobiles in terms of EWIR and FIR.
		EIR	(2) For the period of useful life for automobiles in terms of EIR. (3) For 12 years for PZEV of automobiles in terms of EWIR, FIR and EIR (refer to ARB MAC#94-06 for EWIR, FIR and EIR for automobiles and to ARB MAC#94-06 for PZEV). (4) For 5 years for motorcycles in terms of EWIR, FIR and EIR.
4	Report on emission-related defect in the U.S. (power equipment, etc.)	(* This article is to be issued after reflecting the revision of the Code of Federal Regulations.)	
5	Report on emission-related defect in Canada (on-road motorcycle, automobile, power equipment, etc.)	Defect Information	Later than the production date of the engine and the vehicle and for 2 years from the first date of the following year of the model year.
		Initial Report	

No.	Report Type	Report Name	Applicable Reporting Period
6	Report on failures of emission-related parts in South Korea (on-road motorcycle, automobile)	Warranty Claims Situation	Applicable reporting period of the rate (the number) of warranty claims and failures starts from the following calendar year of the subject model year and is as described below.
		Part Failure Situation	(1) For 3 years in terms of Warranty Claims Situation Report and Part Failure Situation Report of automobiles. Note, however, that it is for 5 years in terms of the catalytic converter and electronic emission control unit.
		Mandatory Corrective Action	(2) For 2 years in terms of Warranty Claims Situation Report and Part Failure Situation Report of motorcycles. (3) Limited to the emission warranty period (useful life) for both automobiles and motorcycles in terms of the mandatory corrective action status report.

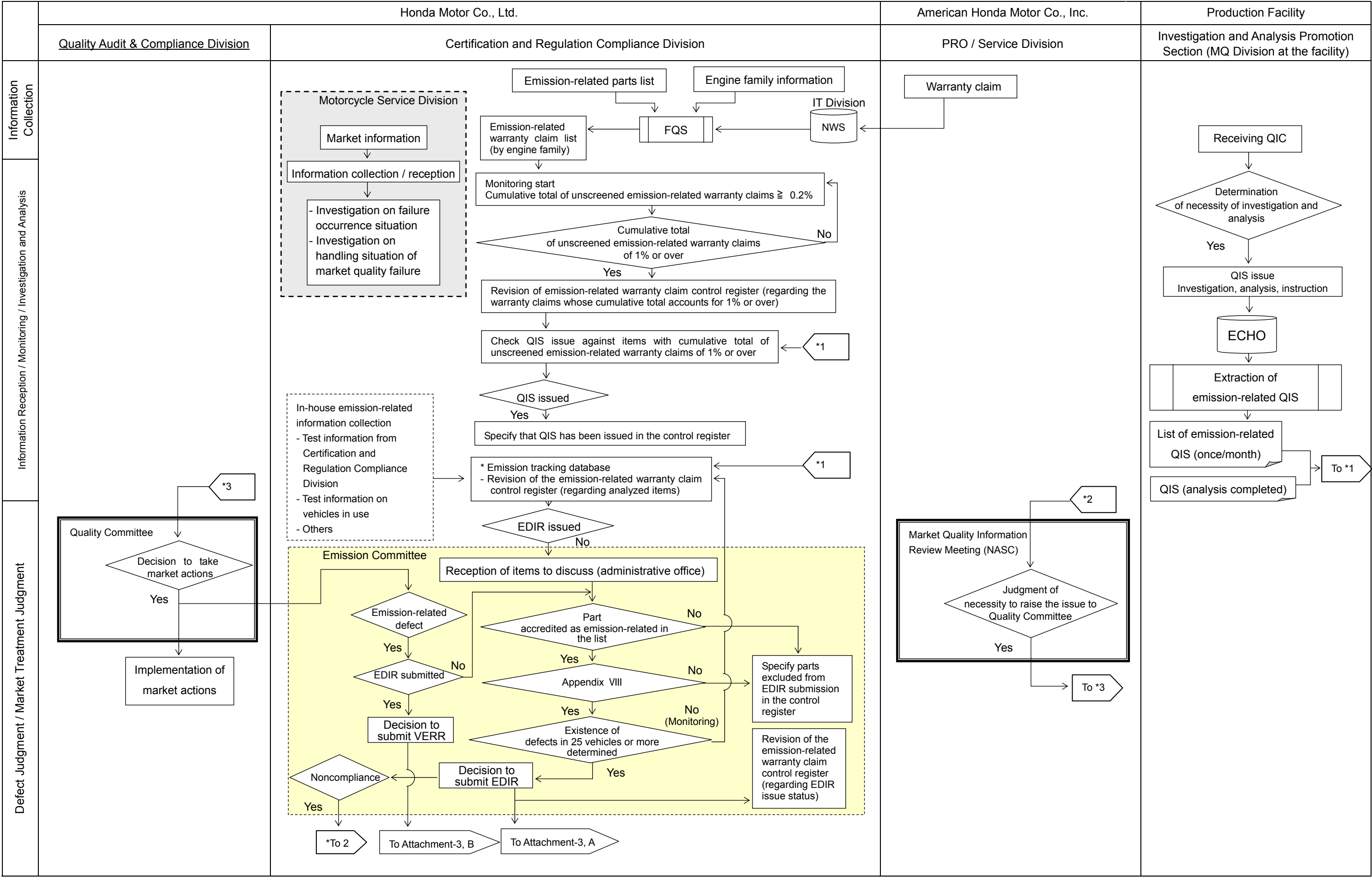
3.5 Record Storage

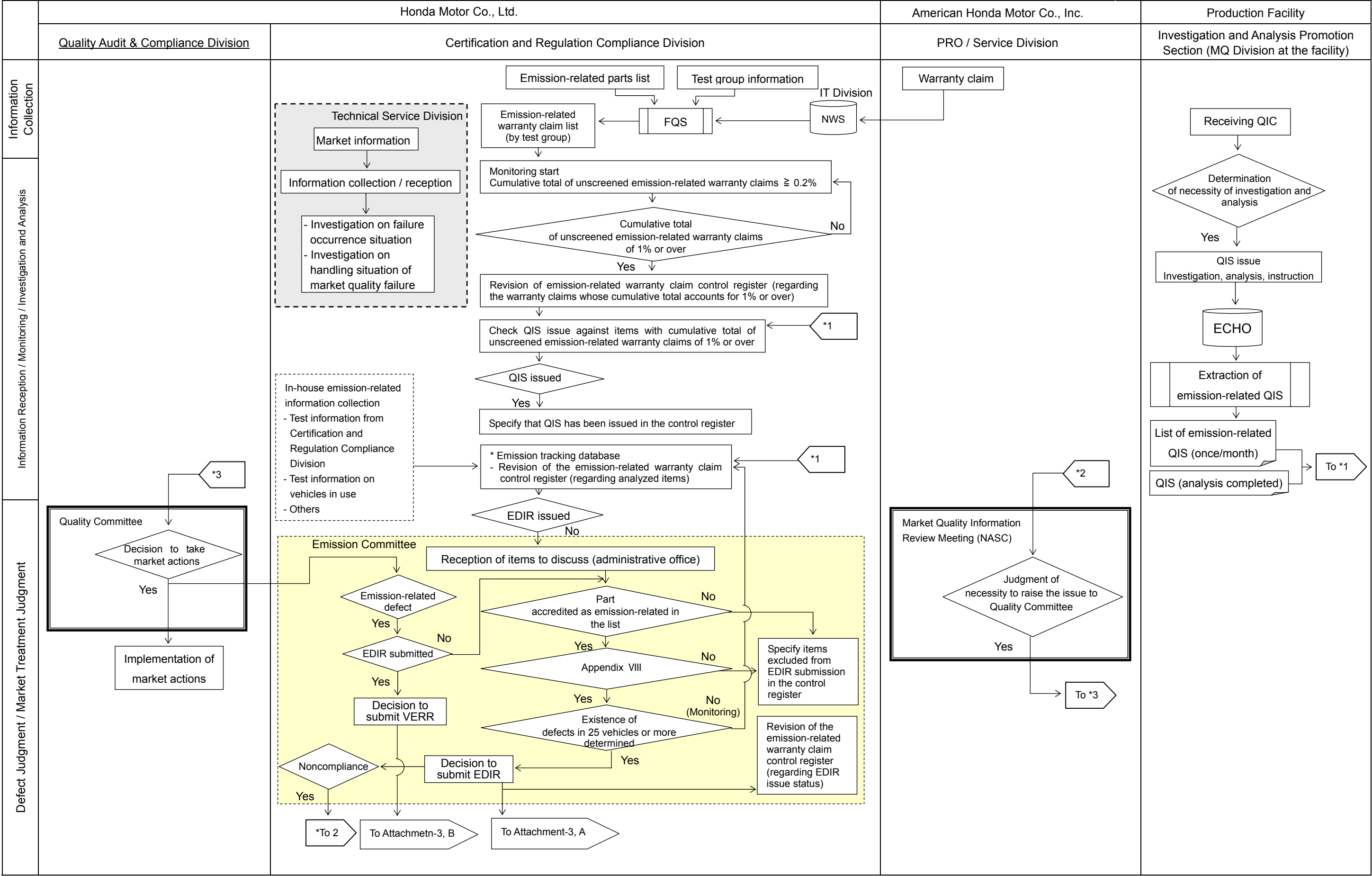
Information collected to prepare the defect report is to be stored for no less than 5 years from the production day of the subject engine (refer to 40 CFR Part 85 Subpart T §85. 1906 (b)).

4 Supplementary Provisions

4.1 Application Standard

Items regarding establishment, revision and use of this standard are in conformity to G-HQS [Honda Quality Management Standards Control Standard].





Emission Committee

Reception of items to discuss (administrative office)

Emission-related defect

Yes

No

EDIR submitted

Yes

No

Decision to submit VERR

Noncompliance

Yes

Decision to submit EDIR

Part accredited as emission-related in the list

Yes

No

Appendix VIII

Yes

No

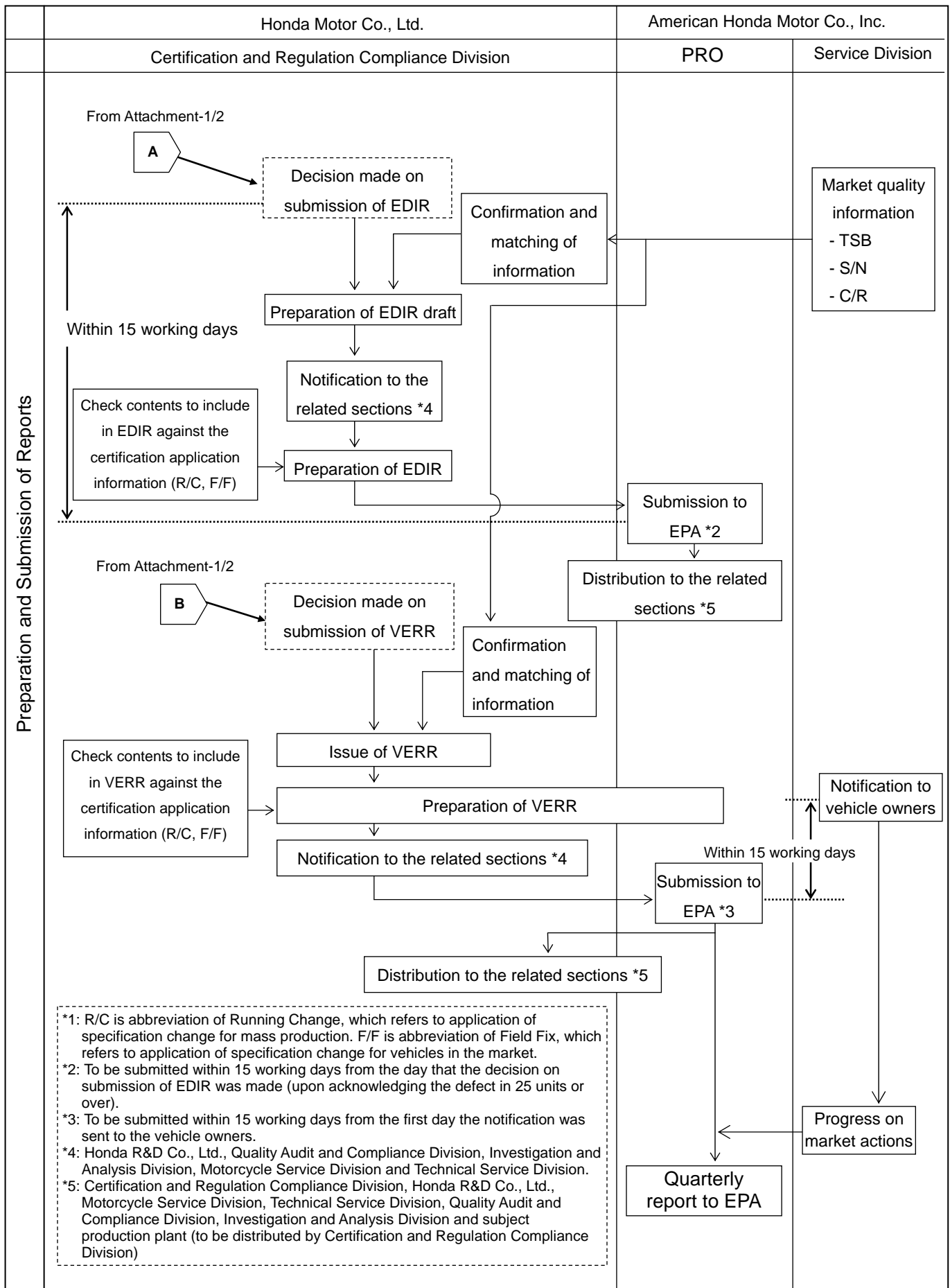
Existence of defects in 25 vehicles or more determined

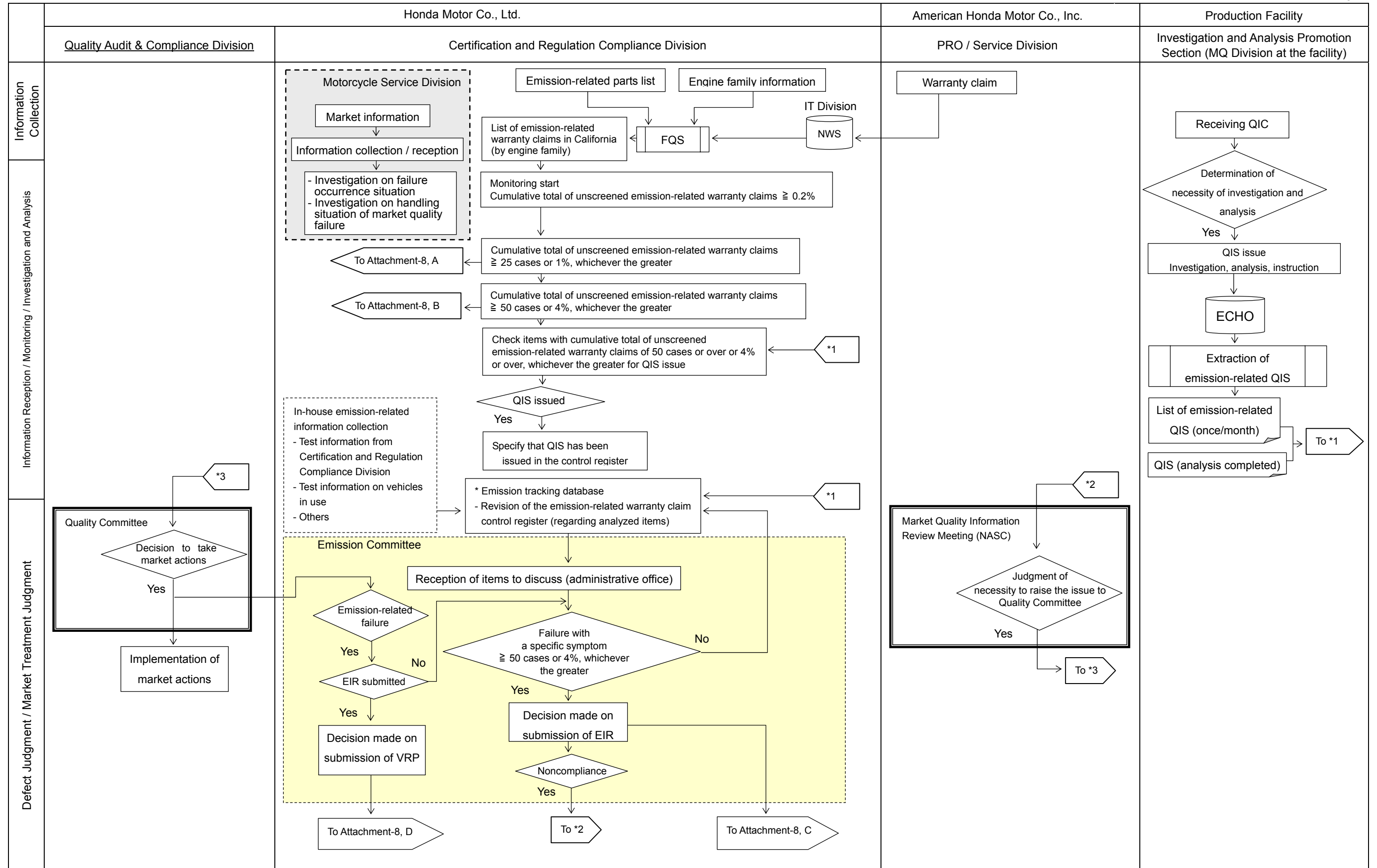
Yes

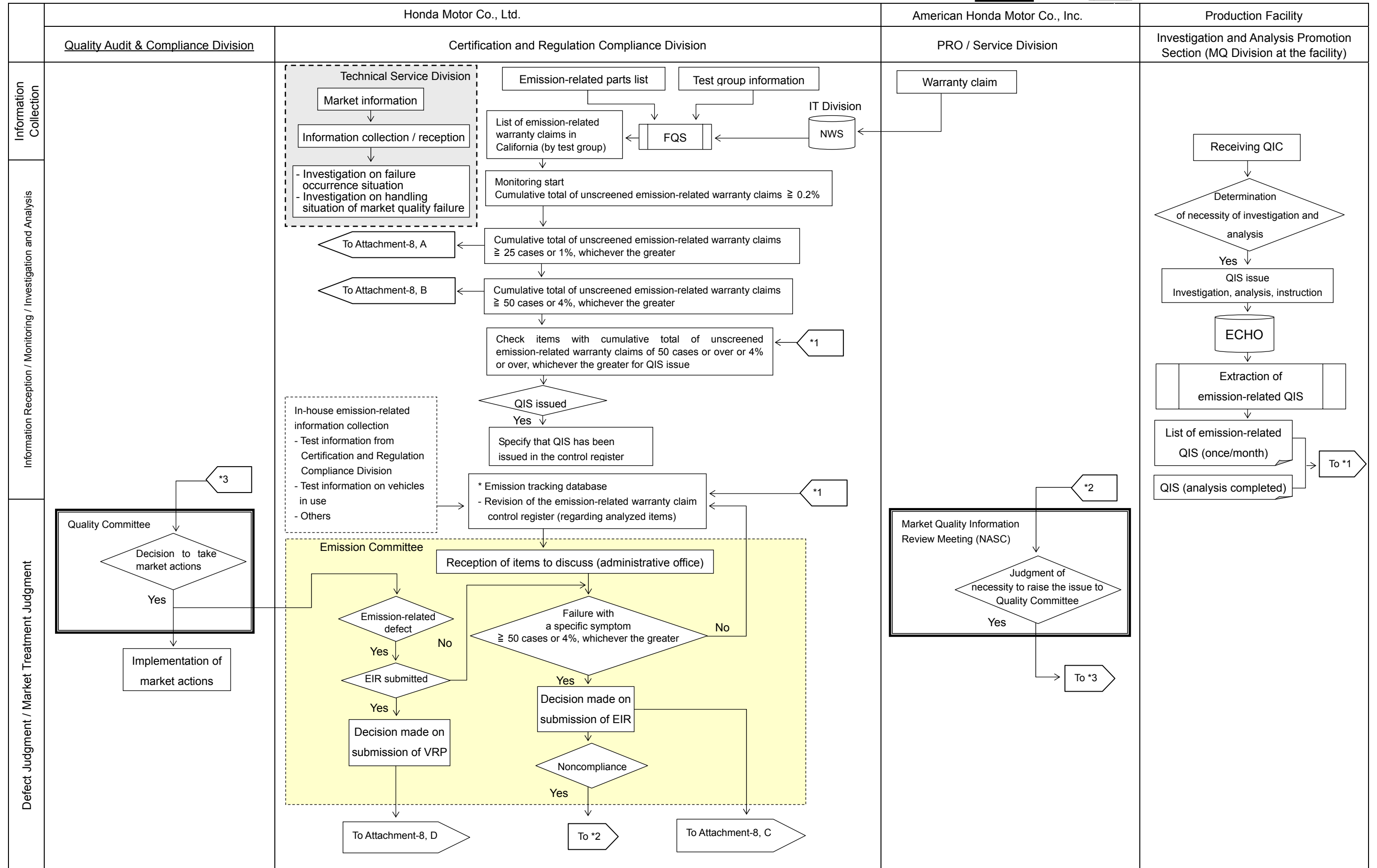
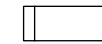
No (Monitoring)

Specify items excluded from EDIR submission in the control register

Revision of the emission-related warranty claim control register (regarding EDIR issue status)

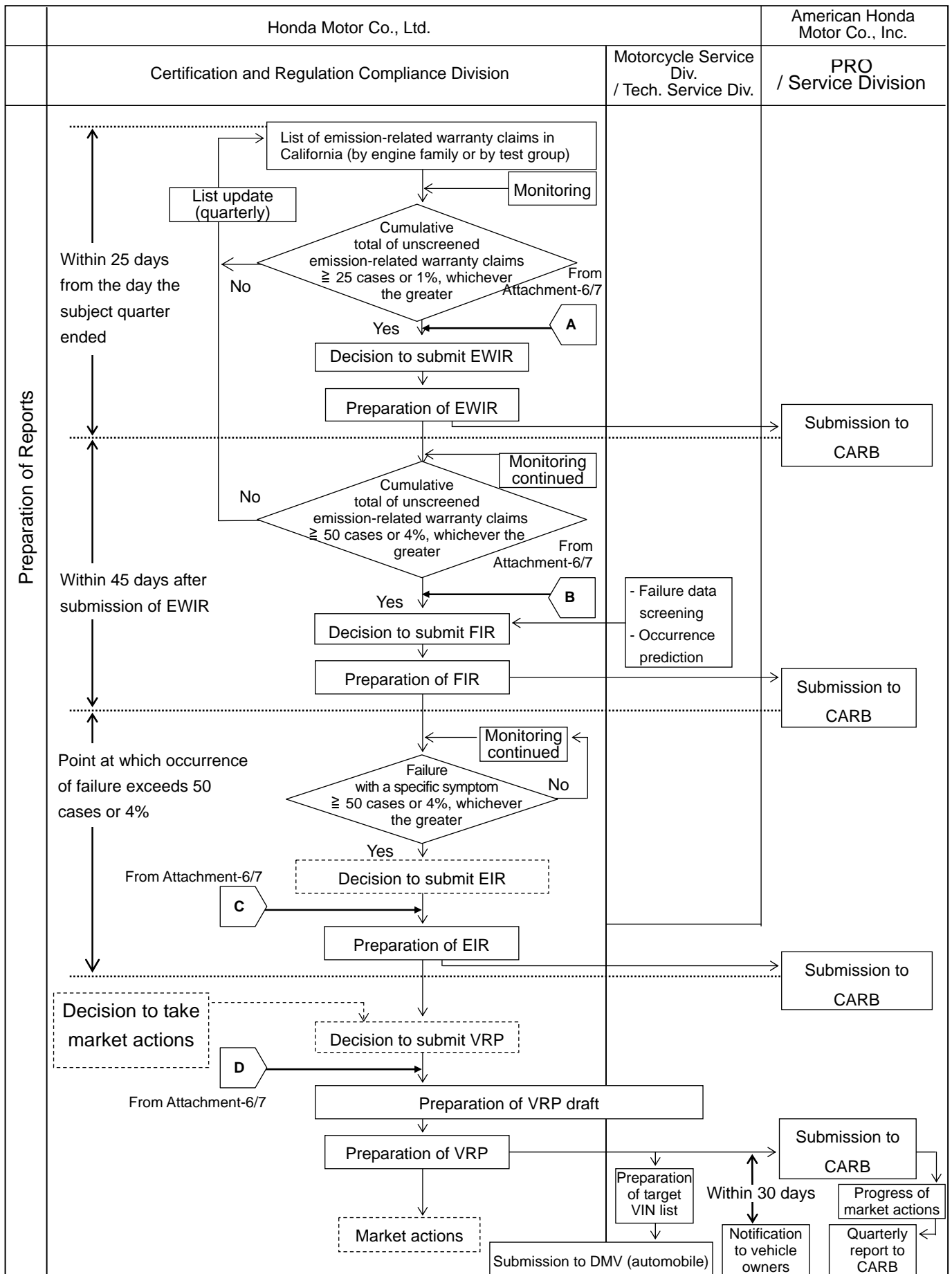


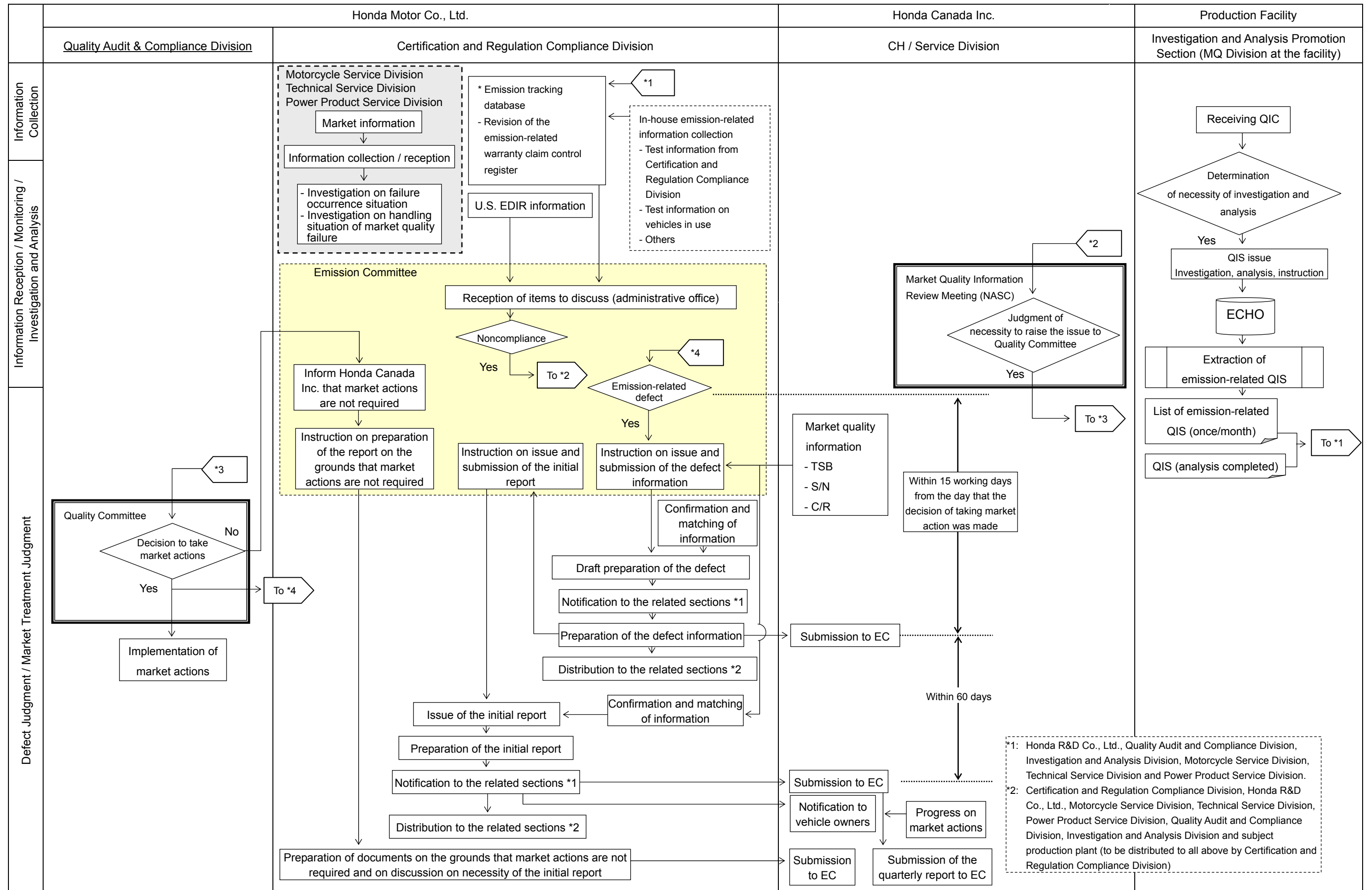


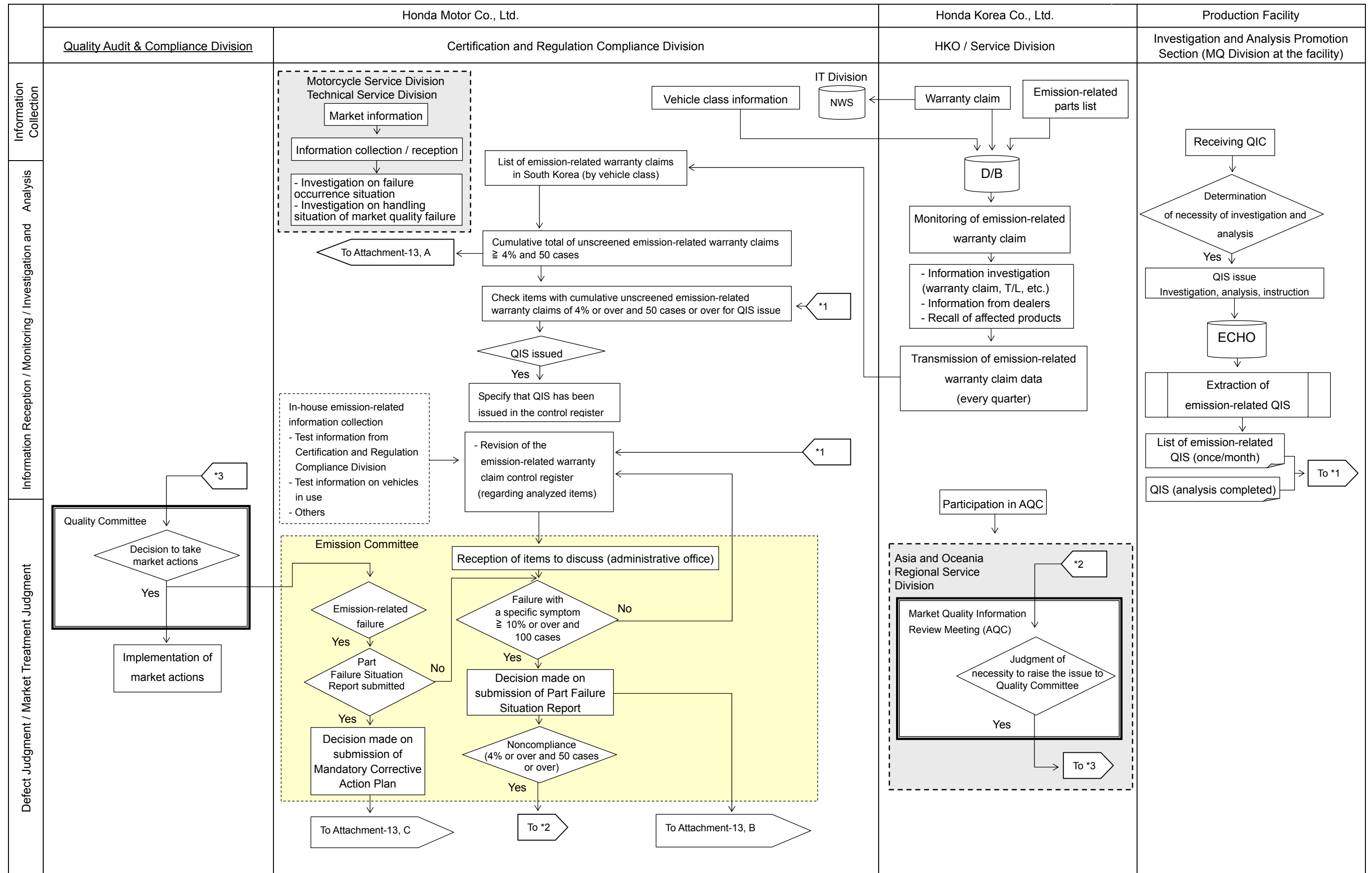


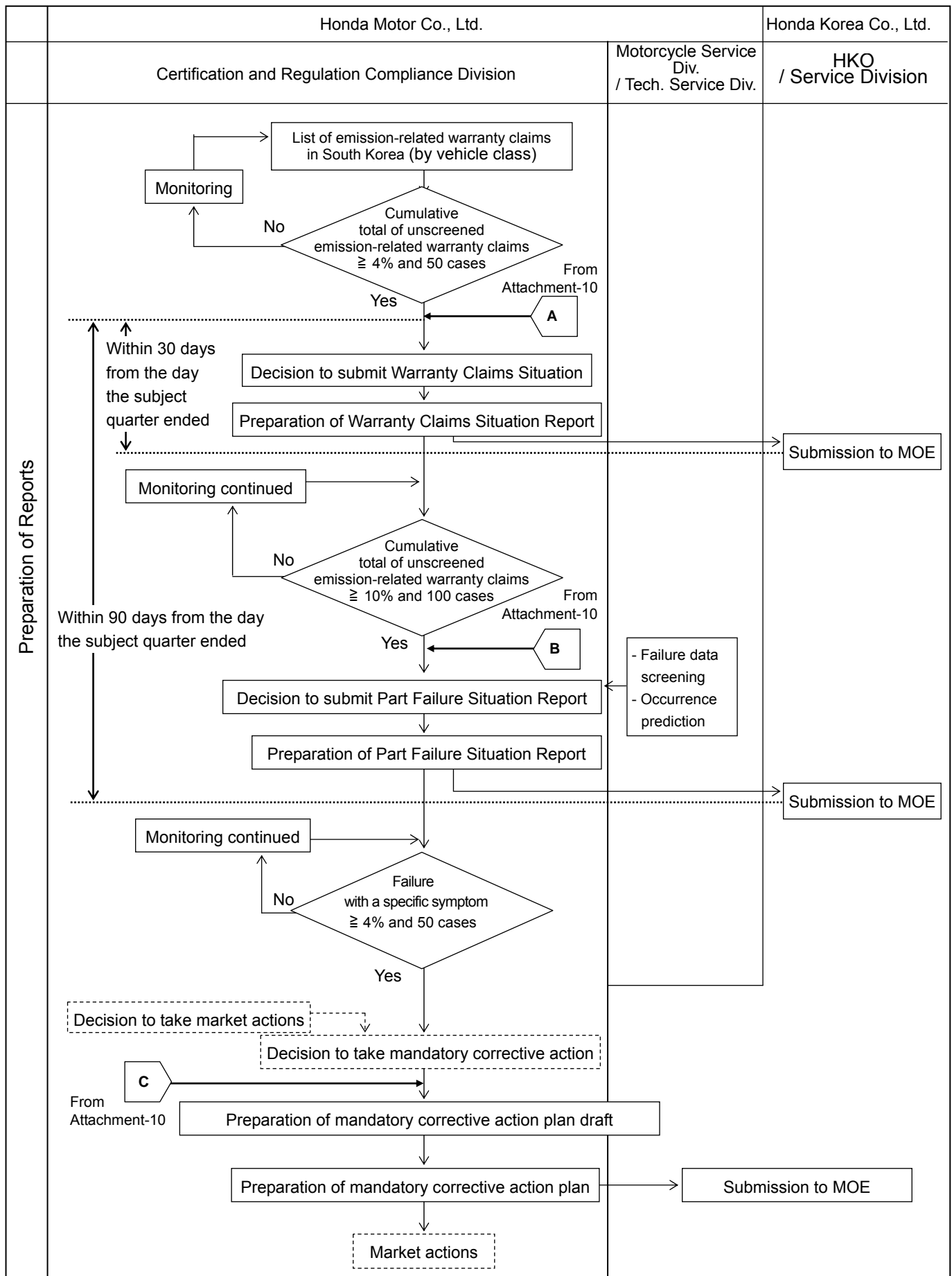
Attachment-8

Reporting System of Emission-Related Part Failure Issues in the U.S. (On-Road Motorcycle, Automobile)









[US Option]

1 General Provisions

1.1 Purpose

Market Quality Information etc. for Emission Treatment Standard is established to ensure legality of reporting of the market quality information related to emission and to encourage smooth operations of reporting by specifying basic points in accordance with regulations in the U.S.

1.2 Scope

This standard applies to operations regarding market quality information processing stipulated in the following reporting regulations on emission-related problems conducted by facilities.

No.	Type	Description
1	Report on emission-related defect in the U.S. (on-road motorcycle, automobile) <Article 2>	Report that is made to the U.S. Environmental Protection Agency when the number of vehicles with a certain emission-related defect exceeds the criterion stipulated in the Code of Federal Regulations (Title-40, Part 85, Subpart-T) in specified classes or categories of motorcycles and automobiles sold in the U.S.
2	Report on emission-related defect in the U.S. (off-road motorcycle, ATV) <Article 3>	(* This article is to be issued after reflecting the revision of the Code of Federal Regulations.)
3	Report on failures of emission-related parts in the U.S. (on-road motorcycle, automobile) <Article 4>	Report that is made to the California Air Resource Board when the number of warranty claims and the number of vehicles with failures in terms of emission-related parts exceeds the criteria stipulated in the California Code of Regulations (Title-13, Chapter 2, Article 2.4) in specified engine families of motorcycles and automobiles sold in California, the U.S.
4	Report on emission-related defect in the U.S. (power equipment, etc.) <Article 5>	(* This article is to be issued after reflecting the revision of the Code of Federal Regulations.)

2 Report on Emission-Related Defect in the U.S. (On-Road Motorcycle, Automobile)

2.1 Target Products

Report on emission-related defect in the U.S. (on-road motorcycle, automobile) applies to motorcycles (on-road motorcycles only) and automobiles sold in the U.S.

2.2 Terms

The terms and definitions used in this chapter are as follows.

No	Term	Definition
1	CFR	Abbreviation of Code of Federal Regulations in the U.S.
2	EPA	Abbreviation of Environmental Protection Agency in the U.S.
3	NASC	Abbreviation of North America Steering Committee. This refers to the Market Quality Information Review Meeting where handling of market quality defects, etc. that may put the life or property of the customer in danger, that corporate social responsibility is questioned or that may develop into those problems is discussed as a region.
4	- Test group - Engine family	Basic classification unit of production models determined in accordance with the criteria provided for selection of test vehicles (50K vehicles, 4K vehicles, etc.). Engines included in a test group are considered to be the same in emission characteristics. This unit is called "engine family" for motorcycles and "test group" for automobiles.
5	Emission-related parts	Parts installed to control emission, or component, system or design factor required to operate properly in order to continuously assure vehicle emission compliance.
6	Emission-related defect	A defect in design, materials or workmanship in a device, system or assembly described in the approved Application for Emission Certification which affects any parameter or specification listed in Appendix VIII (a list of factors and specifications which affect emission) (refer to 40 CFR Part 85 Subpart T Emission Defect Reporting Requirement).
7	Emission warranty claim	Warranty claim filed by the customer regarding emission-related quality issues. Under the applicable warranty, defective emission-related parts specified in the emission-related regulations are warranted without charge including diagnostic fee in accordance with the period and the distance stipulated in the regulations in the case that problems are found in the parts specified in the regulations.
8	EDIR	Abbreviation of Emissions Defect Information Report. This report is submitted to EPA within 15 working days from the date the manufacturer acknowledges that a specific emission-related defect exists in twenty-five or more vehicles of the same model year (refer to 40 CFR Part 85 Subpart-T Emission Defect Reporting Requirements).
9	VERR	Abbreviation of Voluntary Emissions Recall Report. This report is submitted to EPA when the manufacturer initiates a voluntary emissions recall campaign within 15 working days from the date the manufacturer starts sending the notification to the vehicle owners to correct the vehicles affected by the emission-related defect (refer to 40 CFR Part 85 Subpart T Emission Defect Reporting Requirements).
10	QR (EPA)	Abbreviation of Quarterly Report. This report is submitted to EPA for six consecutive quarters to report on the progress of the market actions after VERR is submitted (refer to 40 CFR Part 85 Subpart T Emission Defect Reporting Requirements).

No	Term	Definition
11	T/L	Abbreviation of Tech Line. This is the function through which American Honda Motor Co., Inc. provides information on the method for repairing products with failures found in the market.
12	C/R	Abbreviation of Customer Relation. This is the function through which American Honda Motor Co., Inc. collects product failure information from the customers.
13	TSB and S/N	Abbreviation of Technical Service Bulletin and Service News respectively. These are the newsletters issued to notify the dealers of the method to improve product failures found in the market.
14	Emission tracking data base	This is a data base for the Certification and Regulation Compliance Division to centrally control the process from collection of information required for preparation of TSB or S/N and for certification application through to reporting of EDIR and "Report on Failures of Emission-Related Parts" stipulated in Article 4 to the authorities in order to confirm the progress.

2.3 Processing System and Reporting System

2.3.1 The processing system from obtaining market quality information, through determination of emission-related defect existence, through submission of EDIR, to submission of VERR after the market action is decided on in the Quality Committee is in conformity to Attachment-1 "Processing System of Report on Emission-Related Issues in the U.S. Market (On-Road Motorcycle)" and Attachment-2 "Processing System of Report on Emission-Related Issues in the U.S. Market (Automobile)", and the reporting system to Attachment-3 "Reporting System of Emission-Related Defect in the U.S. Market (On-Road Motorcycle, Automobile)".

2.3.2 The responsible person in each operation listed in "Processing System and Reporting System" is the head of the division in charge of the subject operation.

2.4 Roles of Production Facility

The roles of the Investigation and Analysis Promotion Section (the Market Quality Division at the facility. Same hereafter) are as follows.

- (1) To issue the QIS and carry out the investigation and the analysis, to understand the degree of the effects that the subject problem has on emission and drivability and to present the countermeasure details and the coverage to the Emission Committee.
- (2) To issue the "QIS list of emission-related failures" and the "QIS that the analysis has been completed" to the Certification and Regulation Compliance Division.

2.5 Procedure (Articles 2.5 and 2.6 apply to American Honda Motor Co., Inc. only)

Report on emission-related defect and holding the Market Quality Information Review Meeting.

2.5.1 Presenting EDIR

American Honda Motor Co., Inc. confirms EDIR prepared by the Certification and Regulation Compliance Division and presents it to EPA.

2.5.2 Holding NASC

American Honda Motor Co., Inc. holds NASC as soon as noncompliance was found in the Emission Committee after submission of EIR was determined.

Note that items regarding operations of NASC are in conformity to G-HQS [Market Quality Information Review Meeting Standard].

2.5.3 Preparation and Presentation of VERR

- (1) American Honda Motor Co., Inc. additionally describes necessary information on VERR prepared by the Certification and Regulation Compliance Division in accordance with the decision of taking the market action made in the Quality Committee and sends it to the Certification and Regulation Compliance Division.

It further checks the VERR approved by the Certification and Regulation Compliance Division and presents it to EPA.

- (2) Details of VERR are in conformity to 40 CFR Part 85 Subpart T §85. 1904 (a).

2.5.4 Preparation and Presentation of QR

- (1) American Honda Motor Co., Inc. presents a report on the progress of the market actions given in VERR to EPA for six consecutive quarters starting from the immediate quarter after VERR was submitted.

- (2) Details of QR are in conformity to 40 CFR Part 85 Subpart T §85. 1904 (b).

2.6 Report Due Dates

American Honda Motor Co., Inc. submits the following reports to EPA within the period stipulated in the regulation.

- (1) EDIR : within 15 working days from the date the defect was acknowledged
- (2) VERR : within 15 working days from the first date the notification was sent to the vehicle owners
- (3) QR : within 25 working days from the date following the last day of the respective quarters of the calendar year

2.7 Applicable Period for Defect Report

Applicable period for the Defect Report is 5 years from the production date of the engine and the vehicle and from the first date of the following year of the subject model year (refer to 40 CFR Part 85 Subpart T §85. 1901 (b)).

3 Report on Emission-Related Defect in the U.S. (Off-Road Motorcycle, ATV)

* This article is to be issued after reflecting the revision of the Code of Federal Regulations.

4 Report on Failures of Emission-Related Parts in the U.S. (On-Road Motorcycle, Automobile)

4.1 Target Products

Report on failures of emission-related parts in the U.S. (on-road motorcycle, automobile) applies to motorcycles (on-road motorcycles only) and automobiles sold in California, the U.S.

4.2 Terms

The terms and definitions used in this chapter are as follows.

No	Term	Definition
1	CCR	Abbreviation of California Code of Regulations.
2	CARB	Abbreviation of California Air Resources Board in the U.S.
3	NASC	Abbreviation of North America Steering Committee. This refers to the Market Quality Information Review Meeting where handling of market quality defects, etc. that may put the life or property of the customer in danger, that corporate social responsibility is questioned or that may develop into those problems is discussed as a region.
4	Quarter	One fourth of a year (the period from January to March shall be the first quarter).
5	- Test group - Engine family	Basic classification unit of production models determined in accordance with the criteria provided for selection of test vehicles (50K vehicles, 4K vehicles, etc.). Engines included in a test group are considered to be the same in emission characteristics. This unit is called “engine family” for motorcycles and “test group” for automobiles.
6	Emission-related parts	Parts installed to control emission, or component, system or design factor required to operate properly in order to continuously assure vehicle emission compliance.

№	Term	Definition
7	Emission warranty claim	Warranty claim filed by the customer regarding emission-related quality issues. Under the applicable warranty, defective emission-related parts specified in the emission-related regulations are warranted without charge including diagnostic fee in accordance with the period and the distance stipulated in the regulations in the case that problems are found in the parts specified in the regulations.
8	High-cost parts	Parts which come under the case where total cost (part cost and labor cost) necessary for replacing the parts exceeds the specified amount (refer to CCR, Title 13, Chapter 1, Article 6, §2037 (c)). Note that this definition applies to automobiles only.
9	Number of warranty claims	Number of warranty claims filed for each emission-related part by engine family or test group.
10	Warranty claim rate	Rate of warranty claims filed for each emission-related part, which is calculated by engine family or test group. Warranty claim rate = Number of warranty claims / Number of registered vehicles in the engine family or the test group x 100
11	Failures of emission-related parts	Failures with a specific symptom out of warranty claims filed for a specific emission-related part, which may affect parameters, components and specifications of the specified vehicles (refer to CCR, Title 13, Chapter 2, Article 2.1, §2112 (d)).
12	EWIR	Abbreviation of Emission Warranty Information Report. This is a report submitted quarterly to CARB within 25 days from the date the subject quarter ended when the reporting level stipulated in the regulation is reached. Reporting level: the level that the cumulative total of unscreened warranty claims for a specific emission-related component exceeds 1% or 25 cases (whichever is greater).
13	FIR	Abbreviation of Field Information Report. This is a report submitted to CARB within 45 days from the date EWIR is submitted to the said authority when the reporting level stipulated in the regulation is reached. Reporting level: the level that the cumulative total of unscreened warranty claims for a specific emission-related component exceeds 4 percent or 50 cases (whichever is greater).
14	EIR	Abbreviation of Emission Information Report. This is a report submitted to CARB when the reporting level stipulated in the regulation is reached. Reporting level: the level that the cumulative total of unscreened warranty claims for a specific emission-related component exceeds 4 percent or 50 cases (whichever is greater). Note that the submission shall not be requested by CARB for 45 days from the date FIR is submitted.
15	VRP	Abbreviation of Voluntary Recall Plan. This is a plan submitted to CARB by 30 days prior to sending the notification to the vehicle owners when initiating a voluntary emissions recall campaign.
16	QR (CARB)	Abbreviation of Quarterly Report. This report is submitted to CARB for eight consecutive quarters to report on the progress of the market actions after VRP is submitted.

№	Term	Definition
17	PZEV	Abbreviation of Partial Zero-Emission Vehicle. This is an advanced technology vehicle counted as partial credit towards automobile company's ZEV quota.
18	Useful Life	<p>Warranty period for emission-related parts and emissions performance, which is either number of years or mileage listed below, whichever comes first.</p> <p>Automobile</p> <ul style="list-style-type: none"> - LEV1 compliance vehicle: 10 years or 100,000 miles - LEV2 exhaust emission compliance vehicle: 10 years or 120,000 miles - LEV2 exhaust emission compliance vehicle with NMOG credit option: 15 years or 150,000 miles - LEV2 evaporative emission compliance vehicle: 15 years or 150,000 miles - PZEV compliance vehicle: 15 years or 150,000 miles <p>Motorcycle</p> <ul style="list-style-type: none"> - Class I (50cc - 169cc): 5 years or 12,000 km - Class II (170cc - 279cc): 5 years or 18,000 km - Class III (280cc or over): 5 years or 30,000 km
19	DMV	Abbreviation of Department of Motor Vehicles. This refers to the administration bureau of vehicles in California, etc.
20	T/L	Abbreviation of Tech Line. This is the function through which American Honda Motor Co., Inc. provides information on the method for repairing products with failures found in the market.
21	Emission tracking data base	This is a data base for the Certification and Regulation Compliance Division to centrally control the process from collection of information required for preparation of TSB or S/N and for certification application through to reporting of FIR or EIR and "Report on Emission-Related Defect" stipulated in Article 2 to the authorities in order to confirm the progress.

4.3 Processing System and Reporting System

- 4.3.1 The processing system from monitoring warranty claim rate and failure rate of emission-related parts through to reporting is in conformity to Attachment-6 "Processing System of Report on Emission-Related Part Failure Issues in the U.S. (On-Road Motorcycle)" and Attachment-7 "Processing System of Report on Emission-Related Part Failure Issues in the U.S. (Automobile)", and the reporting system to Attachment-8 "Reporting System of Emission-Related Part Failure Issues in the U.S. (On-Road Motorcycle, Automobile)".
- 4.3.2 The responsible person in each operation listed in "Processing System and Reporting System" is the head of the division in charge of the subject division.

4.4 Roles of Production Facility

The roles of the Investigation and Analysis Promotion Section are as follows.

- (1) To issue the QIS and carry out the investigation and the analysis, to understand the degree of the effects that the subject problem has on emission and drivability and to present the countermeasure details and the coverage to the Emission Committee.
- (2) To issue the “QIS list of emission-related failures” and the “QIS that the analysis has been completed” to the Certification and Regulation Compliance Division.

4.5 Procedure (Articles 4.5 and 4.6 apply to American Honda Motor Co., Inc. only).

Defect report on emission-related parts and holding a review meeting.

4.5.1 Presenting Defect Report

American Honda Motor Co., Inc. confirms EWIR, FIR and EIR prepared by the Certification and Regulation Compliance Division and present it to CARB.

4.5.2 Holding NASC

American Honda Motor Co., Inc. holds NASC as soon as noncompliance was found in the Emission Committee after submission of EIR was determined.

Note that items regarding operations of NASC are in conformity to G-HQS [Market Quality Information Review Meeting Standard].

4.5.3 Preparation and Presentation of VRP

- (1) American Honda Motor Co., Inc. additionally describes necessary information on VRP prepared by the Certification and Regulation Compliance Division in accordance with the decision of taking the market action made in the Quality Committee and sends it to the Certification and Regulation Compliance Division.

It further checks the VRP approved by the Certification and Regulation Compliance Division and presents it to CARB.

- (2) Details of VRP are in conformity to CCR Title 13 Chapter 2 Article 2.1 §2113 and §2114.

4.5.4 Preparation and Presentation of QR

- (1) American Honda Motor Co., Inc. presents a report on the progress of the market actions given in VRP to CARB for eight consecutive quarters starting from the immediate quarter after VRP was submitted (refer to MAC #96-08).

- (2) Details of QR are in conformity to CCR Title 13 Chapter 2 Article 2.1 §2119.

4.5.5 Preparation and Submission of the Market Action Target VIN List

American Honda Motor Co., Inc. prepares the market action target VIN list and the repair status list and submits those to DMV for 12 consecutive months starting in 6 month after VRP was submitted (automobiles only).

Note that the lists should be submitted to the States of California and Massachusetts (refer to Mail out #91-31).

4.6 Report Due Dates

American Honda Motor Co., Inc. submits the following reports to CARB within the period or at the time stipulated in the regulation.

- (1) EWIR : within 25 days after the subject quarter ends
- (2) FIR : within 45 days after EWIR was submitted when FIR reporting level was reached
- (3) EIR : when EIR reporting level was reached
Note that the submission shall not be requested by CARB for 45 days after FIR was submitted.
- (4) VRP : by 30 days prior to sending the notification to the vehicle owners
- (5) QR : within 25 days from the date following the last day of the respective quarters of the calendar year

4.7 Applicable Period for Report

Applicable reporting period of the rate (the number) of warranty claims and failures starts from the following calendar year of the subject model year and is as described below.

- (1) For 3 years for general parts and for 5 years for high-cost parts of automobiles in terms of EWIR and FIR.
- (2) For the period of useful life for automobiles in terms of EIR.
- (3) For 12 years for PZEV, EWIR, FIR and EIR (refer to ARB MAC #94-06 for EWIR, FIR and EIR and ARB MAC #94-06 for PZEV).
- (4) For 5 years for motorcycles in terms of EWIR, FIR and EIR.

5 Report on Emission-Related Defect in the U.S. (Power Equipment, etc.)

* This article is to be issued after reflecting the revision of the Code of Federal Regulations.

6 Supplementary Provisions

6.1 Application of Standard

Items regarding establishment, revision and use of this standard are in conformity to G-HQS [Honda Quality Management Standards Control Standard].

[Canada Option]

1 General Provisions

1.1 Purpose

Market Quality Information etc. for Emission Treatment Standard is established to ensure legality of reporting of the market quality information related to emission and to encourage smooth operations of reporting by specifying basic points in accordance with regulations in Canada.

1.2 Scope

This standard applies to operations regarding market quality information processing stipulated in the following reporting regulations on emission-related problems conducted by facilities.

No.	Type	Description
1	Report on emission-related defect in Canada (on-road motorcycle, automobile, power equipment, etc.) <Article 2>	Report that is made to Environment Canada when the amount of emission exceeds the criterion stipulated in Canada's federal law (On-Road Vehicle and Engine Emission Regulations (SOR/2003-2) and Off-Road Small Spark-Ignition Engine Emission Regulations (SOR/2003-355)) in specified classes or categories of motorcycles, automobiles, power equipment, etc. (small engines for non-public roads and products equipped with those engines) sold in Canada.

2 Report on Emission-Related Defect in Canada (On-Road Motorcycle, Automobile, Power Equipment, etc.)

2.1 Target Products

Report on emission-related defect in Canada (on-road motorcycle, automobile, power equipment, etc.) applies to motorcycles (on-road motorcycles only), automobiles, small engines for non-public roads (rated output of 19KW or under) and products equipped with those engines.

2.2 Terms

The terms and definitions used in this chapter are as follows.

No	Term	Definition
1	CEPA	Abbreviation of Canadian Environmental Protection Act.
2	EC	Abbreviation of Environment Canada.
3	NASC	Abbreviation of North America Steering Committee. This refers to the Market Quality Information Review Meeting where handling of market quality defects, etc. that may put the life or property of the customer in danger, that corporate social responsibility is questioned or that may develop into those problems is discussed as a region.

No	Term	Definition
4	Emission-related defect	Defect that affects or that is likely to affect compliance with specified criteria (refer to CEPA 1999, Section 157 (1)).
5	Defect Information	Information that is reported to the Minister of the Environment within 15 working days from the date the manufacturer acknowledges emission-related defects and determines to initiate market actions.
6	Initial Report	Primary report that is to be submitted to the Minister of the Environment, the vehicle owner and the owner of the OEM vehicle within 60 days from the date the defect information is notified when market actions are to be initiated. Note, however, that the vehicle owner and the owner of the OEM vehicle may be contacted separately.
7	Quarterly report	Report that is made quarterly on the progress of the market actions after the initial report is submitted (within 45 days from the last date of the subject quarter).
8	T/L	Abbreviation of Tech Line. This is the function through which American Honda Motor Co., Inc. provides information on the method for repairing products with failures found in the market.
9	C/R	Abbreviation of Customer Relation. This is the function through which American Honda Motor Co., Inc. collects product failure information from the customers.
10	TSB and S/N	Abbreviation of Technical Service Bulletin and Service News respectively. These are the newsletters issued to notify the dealers of the method to improve product failures found in the market.
11	Emission tracking data base	This is a data base for the Certification and Regulation Compliance Division to centrally control the process from collection of information required for preparation of TSB or S/N and for certification application through to reporting of defect information to the authorities in order to confirm the progress.

2.3 Processing System and Reporting System

- 2.3.1 The processing system from obtaining market quality information, through judgment of compliance status, through reporting of the defect information in the case of noncompliance, to submission of the initial report after the market action is decided on in the Quality Committee and the reporting system are in conformity to Attachment-12 “Processing and Reporting System of Emission-Related Issues in Canadian Market (On-Road Motorcycle, Automobile, Small Engines for Non-Public Roads and Products Equipped with Those Engines)”.
- 2.3.2 The responsible person in each operation listed in “Processing System and Reporting System” is the head of the division in charge of the subject operation.

2.4 Roles of Production Facility

The roles of the Investigation and Analysis Promotion Section (the Market Quality Division at the facility) are as follows.

- (1) To issue the QIS and carry out the investigation and the analysis, to understand the degree of the effects that the subject problem has on emission and drivability and to present the countermeasure details and the coverage to the Emission Committee.
- (2) To issue the “QIS list of emission-related failures” and the “QIS that the analysis has been completed” to the Certification and Regulation Compliance Division.

2.5 Procedure (Articles 2.5 and 2.6 apply to Honda Canada Inc. only)

Holding committee and report on emission-related defect

2.5.1 Holding NASC

Honda Canada Inc. holds NASC as soon as noncompliance was found in the emission-related failure information in the Emission Committee.

Note that items regarding operations of NASC are in conformity to G-HQS [Market Quality Information Review Meeting Standard].

2.5.2 Presenting Defect Information

Honda Canada Inc. confirms defect information prepared by the Certification and Regulation Compliance Division in accordance with the Quality Committee's decision on the market action and presents it to EC.

2.5.3 Presenting Initial Report

Honda Canada Inc. confirms the initial report prepared by the Certification and Registration Compliance Division in accordance with the Quality Committee's decision on the market action and presents it to EC.

2.5.4 Honda Canada Inc., in the case the Quality Committee decides that that market actions are not required, informs the authorities of the decision and confirms the negotiation documents (for negotiation with EC on the grounds that market actions are not required and on necessity of the initial report) prepared by the Certification and Registration Compliance Division and presents it to EC.

2.5.5 Preparation and Presentation of Quarterly Report

- (1) Honda Canada Inc. presents a report on the progress of the market actions for 8 consecutive quarters to EC after the submission of the initial report.
- (2) Details of the quarterly report are in conformity to On-Road Vehicle and Engine Emission Regulations (SOR/2003-2) §45 (3).

2.6 Report Due Dates

Honda Canada Inc. presents the following reports to EC within the period stipulated in the regulation.

- (1) Defect Information : within 15 working days from the date that the decision of taking the market action was made (HM company regulation)
- (2) Initial Report : within 60 days from the date the defect information was reported
- (3) Quarterly Report : within 45 days from the date following the last day of the respective quarters of the calendar year

2.7 Applicable Period for Defect Report

Applicable period for the Defect Report is 2 years from the production date of the engine and the vehicle and from the first day of the following year of the model year.

3 Supplementary Provisions

3.1 Application of Standard

Items regarding establishment, revision and use of this standard are in conformity to G-HQS [Honda Quality Management Standards Control Standard].

[South Korea Option]

1 General Provisions

1.1 Purpose

Market Quality Information etc. for Emission Treatment Standard is established to ensure legality of reporting of the market quality information related to emission and to encourage smooth operations of reporting by specifying basic points in accordance with regulations in South Korea.

1.2 Scope

This standard applies to operations regarding market quality information processing stipulated in the following reporting regulations on emission-related problems conducted by facilities.

No.	Type	Description
1	Report on failures of emission-related parts in South Korea (on-road motorcycle, automobile) <Article 2>	Report that is made to Ministry of Environment, South Korea, when the number of warranty claims and the number of vehicles with failures in terms of emission-related parts exceeds the criteria stipulated in Enforcement Regulation of Air Environment Preservation Law of Korea in specified vehicle classification of motorcycles and automobiles sold in South Korea.

2 Report on Failures of Emission-Related Parts in South Korea (On-Road Motorcycle, Automobile)

2.1 Target Products

Report on failures of emission-related parts in South Korea (on-road motorcycle, automobile) applies to motorcycles (on-road motorcycles only) and automobiles sold in South Korea.

2.2 Terms

The terms and definitions used in this chapter are as follows.

No	Term	Definition
1	Enforcement Regulation of Air Environment Preservation Law, Chapter 4	Enforcement regulation in accordance with Air Environment Preservation Law of South Korean Law. This stipulates exhaust emission regulations for automobiles, etc. in general (emission standards, emission-related parts, warranty period, etc.).
2	MOE	Abbreviation of Korean Ministry of Environment.
3	AQC	Abbreviation of Asia and Oceania Quality Committee. This refers to the Market Quality Information Review Meeting where handling of market quality defects, etc. that may put the life or property of the customer in danger, that corporate social responsibility is questioned or that may develop into those problems is discussed as a region.
4	Quarter	One fourth of a year (the period from January to March shall be the first quarter).

№	Term	Definition
5	Vehicle class	Basic classification unit of production models determined in accordance with the criteria provided for selection of test vehicles. Engines included in a vehicle class are considered to be the same in emission characteristics.
6	Emission-related parts	Parts specified as emission-related parts in Enforcement Regulation of Air Environment Preservation Law.
7	Emission warranty	<p>Under the emission warranty, in the case problems are found in emission-related parts stipulated in the emission-related regulations, the parts with those problems are warranted without charge including diagnostic fee for either number of years or mileage listed below specified in the regulations, whichever comes first.</p> <p>Automobile</p> <p>The following parts are warranted for 7 years or 120,000 km, and for 5 years or 80,000 km for the rest.</p> <ul style="list-style-type: none"> - Catalytic converter - Electronic emission control unit <p>Motorcycle</p> <p>2 years or 10,000 km</p>
8	Number of warranty claims	Number of warranty claims filed for each emission-related part by vehicle class.
9	Warranty claim rate	<p>Rate of warranty claims filed for each emission-related part, which is calculated by vehicle class.</p> <p>Warranty claim rate</p> $= \text{Number of warranty claims} / \text{Number of registered vehicles in the vehicle class} \times 100$
10	Failures of emission-related parts	Failures with a specific symptom out of warranty claims filed for a specific emission-related part, which may affect parameters, components and specifications of the specified vehicles.
11	Failure Warranty Claims Situation Report	Report that is submitted to MOE within 30 days from the date the subject quarter ends when the cumulative total of unscreened failure warranty claims for a specific part of a specific vehicle type that has been sold in a specific year (a period from January 1 to December 31) exceeds 4% of the vehicle sales volume and 50 cases.
12	Part Failure Situation Report	Report that is submitted to MOE within 90 days from the date the subject quarter ends when the cumulative total of unscreened failure warranty claims for a specific part of a specific vehicle type that has been sold in a specific year exceeds 10% of the vehicle sales volume and 100 cases.
13	Mandatory corrective action	Corrective action conducted when the cumulative total of defects of a specific part of a specific vehicle type that has been sold in a specific year (quantity that parts are adjusted or replaced due to defect) exceeds 4% of the vehicle sales volume and 50 cases.
14	Useful Life	<p>Warranty period for emissions performance, which is either number of years or mileage listed below, whichever comes first.</p> <p>Automobile</p> <ul style="list-style-type: none"> - Vehicles sold until December 31, 2008: 10 years or 160,000 km - Vehicles sold after January 1, 2009: 10 years or 192,000 km <p>Motorcycle</p> <p>2 years or 10,000 km</p>

2.3 Processing System and Reporting System

- 2.3.1 The processing system from monitoring warranty claim rate and failure rate of emission-related parts through to reporting is in conformity to Attachment-13 “Processing System of Report on Emission-Related Part Failure Issues in South Korea (Motorcycle, Automobile)”, and the reporting system to Attachment-14 “Reporting System of Emission-Related Part Failure Issues in South Korea (Motorcycle, Automobile)”.
- 2.3.2 The responsible person in each operation listed in “Processing System and Reporting System” is the head of the division in charge of the subject operation.

2.4 Roles of Production Facility

The roles of the Investigation and Analysis Promotion Section (the Market Quality Division at the facility) are as follows.

- (1) To issue the QIS and carry out the investigation and the analysis, to understand the degree of the effects that the subject problem has on emission and drivability and to present the countermeasure details and the coverage to the Emission Committee.
- (2) To issue the “QIS list of emission-related failures” and the “QIS that the analysis has been completed” to the Certification and Regulation Compliance Division.

2.5 Monitoring of Warranty Claim Information

- 2.5.1 Honda Korea Co., Ltd. monitors the emission warranty claim information by registering the emission warranted parts information of the vehicle models sold in South Korea in the warranty claim processing and monitoring system.
- 2.5.2 Honda Korea Co., Ltd. submits the emission warranty claim information in respective quarters to the Certification and Regulation Compliance Division.

2.6 Procedure (Articles 2.6 and 2.7 apply to Honda Korea Co., Ltd. only)

Presentation of Failure Report on Emission-Related Parts and Participation in the Market Quality Information Review Meeting.

2.6.1 Presenting Warranty Claims Situation Report

- (1) Honda Korea Co., Ltd. confirms the Warranty Claims Situation Report prepared by the Certification and Regulation Compliance Division and presents it to MOE.
- (2) Details of the Warranty Claims Situation Report are in conformity to Enforcement Regulation of Air Environment Preservation Law, Chapter 4.

2.6.2 Presenting Part Failure Situation Report

- (1) Honda Korea Co., Ltd. confirms the Part Failure Situation Report prepared by the Certification and Regulation Compliance Division and presents it to MOE.
- (2) Details of the Part Failure Situation Report are in conformity to Enforcement Regulation of Air Environment Preservation Law, Chapter 4.

2.6.3 Participation in AQC

Honda Korea Co., Ltd. participates in AQC as it is held when noncompliance is found in the Emission Committee.

2.6.4 Presenting Mandatory Corrective Action Plan

- (1) Honda Korea Co., Ltd. confirms the mandatory corrective action plan prepared by the Certification and Registration Compliance Division in accordance with the Quality Committee's decision on the market action and presents it to MOE.
- (2) Details of the mandatory corrective action plan are in conformity to Enforcement Regulation of Air Environment Preservation Law, Chapter 4.

2.7 Report Due Dates

2.7.1 Honda Korea Co., Ltd. submits the following reports to MOE within the period stipulated in the regulation.

- (1) Warranty Claims Situation Report : within 30 days after the subject quarter ends
- (2) Part Failure Situation Report : within 90 days after the subject quarter ends

2.7.2 Honda Korea Co., Ltd. terminates monitoring of the emission-related parts of the vehicle class for which applicable reporting period expired.

2.8 Applicable Period for Report

Mandatory reporting period of the rate (the number) of warranty claims and failures starts from the following calendar year of the subject model year and is as described below.

- (1) For 3 years in terms of the Warranty Claims Situation Report and the Part Failure Situation Report of automobiles.
Note, however, that it is for 5 years in terms of the catalytic converter and electronic emission control unit.
- (2) For 2 years in terms of the Warranty Claims Situation Report and the Part Failure Situation Report of motorcycles.
- (3) Limited to the emission warranty period (useful life) for both automobiles and motorcycles in terms of the mandatory corrective action status report.

3 Supplementary Provisions

3.1 Application of Standard

Items regarding establishment, revision and use of this standard are in conformity to G-HQS [Honda Quality Management Standards Control Standard].

[illegible]