#### OMB Control No.: 2127-0004

# Part 573 Safety Recall Report

Manufacturer Name :Honda (American Honda Motor Co.)Submission Date :JUN 04, 2019NHTSA Recall No. :19V-412Manufacturer Recall No. :KK3



Manufacturer Name : Honda (American Honda Motor Co.) Address : 1919 Torrance Blvd. Torrance CA 90501 Company phone : 1-888-234-2138

### **Population :**

Number of potentially involved : 3,898 Estimated percentage with defect : 100 %

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NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

**19V-412** 

### Vehicle Information :

Vehicle 1:	2018-2018 H	Ionda CMX30	0 (Rebel)	
Vehicle Type :				
Body Style :				
Power Train :	NR			
Descriptive Information :	The recall population was determined based on manufacturing records. The manufacturing range reflects all possible motorcycles that could potentially experience the problem. Supplier manufacturing records identified a specific production period of transmission main shafts that were affected by an improper manufacturing process. There is 100% traceability between the suspect parts and the VIN such that similar motorcycles not included in the recall were equipped with good parts. The number of affected units is 96.			
Production Dates :	JUN 05, 2018	3 - JUN 05, 201	8	
VIN Range 1:	Begin :	NR	End: NR	□ Not sequential
Vehicle Type : Body Style : Power Train :	2019-2019 Honda CMX300 (Rebel) NR The recall population was determined based on manufacturing records. The manufacturing range reflects all possible motorcycles that could potentially experience the problem. Supplier manufacturing records identified a specific production period of transmission main shafts that were affected by an improper manufacturing process. There is 100% traceability between the suspect parts and the VIN such that similar motorcycles not included in the recall were equipped with good parts. The number of affected units is 424.			
Production Dates :	OCT 26, 201	8 - NOV 09, 20	18	
VIN Range 1:	Begin :	NR	End: NR	□ Not sequential
		Ionda CB300I		

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Body Style : Power Train :	NR			
Descriptive Information :	manufacturi experience t production p manufacturi VIN such tha	ng range refle he problem. S period of trans ng process. Th it similar moto	here is 100% traceability be	that could potentially
Production Dates :	JUN 13, 2018	8 - DEC 08, 20	18	
VIN Range 1:	Begin :	NR	End: NR	☐ Not sequential
Vehicle 4:	2018-2018 H	Honda CBR30	OR	
Vehicle Type :				
Body Style :				
Power Train :	NR			
-	manufacturi experience t production p manufacturi	ng range refle he problem. S period of trans ng process. Tl		that could potentially ords identified a specific ere affected by an improper stween the suspect parts and th
			cted units is 96.	recail were equipped with good
Production Dates :	parts. The nu	umber of affeo	cted units is 96.	recail were equipped with goo
Production Dates : VIN Range 1 :	parts. The nu SEP 03, 2018	umber of affeo	cted units is 96.	
VIN Range 1 : Vehicle 5 : Vehicle Type : Body Style :	parts. The nu SEP 03, 2018 Begin : 2018-2018 H	umber of affeo 8 - SEP 03, 20 NR	eted units is 96. 18 End : NR	
VIN Range 1 : Vehicle 5 : Vehicle Type : Body Style : Power Train :	parts. The nu SEP 03, 2018 Begin : 2018-2018 H NR The recall po manufacturi experience t production p manufacturi VIN such tha	umber of affec 3 - SEP 03, 20 NR Honda CRF25 opulation was ng range reflection he problem. Solution period of trans ng process. The the similar motor	etted units is 96. 18 End : NR OL OL ettermined based on manu ects all possible motorcycles upplier manufacturing reco smission main shafts that we here is 100% traceability be	☐ Not sequential nfacturing records. The that could potentially ords identified a specific ere affected by an improper etween the suspect parts and th
VIN Range 1 : Vehicle 5 : Vehicle Type : Body Style : Power Train :	parts. The nu SEP 03, 2018 Begin : 2018-2018 F NR The recall po manufacturi experience t production p manufacturi VIN such tha parts. The nu	umber of affec 3 - SEP 03, 20 NR Honda CRF25 opulation was ng range reflection he problem. So period of trans ng process. The similar motoumber of affection	etted units is 96. 18 End : NR OL OL determined based on manu ects all possible motorcycles upplier manufacturing reco smission main shafts that we here is 100% traceability be orcycles not included in the etted units is 1,262.	☐ Not sequential Ifacturing records. The that could potentially ords identified a specific
VIN Range 1 : Vehicle 5 : Vehicle Type : Body Style : Power Train : Descriptive Information :	parts. The nu SEP 03, 2018 Begin : 2018-2018 H NR The recall por manufacturi experience to production p manufacturi VIN such tha parts. The nu JUN 13, 2018	umber of affec 3 - SEP 03, 20 NR Honda CRF25 opulation was ng range reflection he problem. So period of trans ng process. The similar motoumber of affection	etted units is 96. 18 End : NR OL OL determined based on manu ects all possible motorcycles upplier manufacturing reco smission main shafts that we here is 100% traceability be orcycles not included in the etted units is 1,262.	□ Not sequential If acturing records. The that could potentially ords identified a specific ere affected by an improper etween the suspect parts and th recall were equipped with goo
VIN Range 1 : Vehicle 5 : Vehicle Type : Body Style : Power Train : Descriptive Information : Production Dates : VIN Range 1 :	parts. The nu SEP 03, 2018 Begin : 2018-2018 H NR The recall por manufacturi experience to production p manufacturi VIN such tha parts. The nu JUN 13, 2018	umber of affec 3 - SEP 03, 20 NR Honda CRF25 opulation was ng range reflection he problem. Solution ng process. The similar mote umber of affection 8 - NOV 09, 20 NR	ted units is 96. Rend: NR DL determined based on manu- ects all possible motorcycles upplier manufacturing reco smission main shafts that we here is 100% traceability be orcycles not included in the cted units is 1,262. 18 End: NR	☐ Not sequential nfacturing records. The that could potentially ords identified a specific ere affected by an improper etween the suspect parts and th

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Production Dates : JL	JN 02, 2018 - OCT 11, 2	018	
VIN Range 1 : Be	gin : NR	End: NR	□ Not sequential
<b>Description of Defect :</b>	A similar used to see	no o transmission good to the	main shaft sould datash and
Description of the Defect :	allow for gear misalig from neutral into gea	gnment. A misaligned gear ca r during engine start, potent nt, or 2) seize the transmissio	main shaft could detach and an: 1) shift the transmission ially resulting in unexpected on and rear wheel while the
FMVSS 1 :	: NR		
FMVSS 2 :	: NR		
Description of the Safety Risk :	: Either condition incr	eases the risk of crash or inju	ıry.
Description of the Cause :	: NR		
Identification of Any Warning	g NR		

that can Occur :

#### **Supplier Identification :**

#### **Component Manufacturer**

Name: Musashi Auto Parts Co., Ltd.

Address :60/27 Moo19 Navanakorn Industrial Estate<br/>Phaholyothin Road Tumbol Klong Neung Amphur Klong Luang Pathumthani FOREIGN STATES<br/>12120Country :Thailand

#### **Chronology** :

January 2019

The first claim of rear wheel lock was received in the Japanese market. Failed parts analysis confirmed the groove for a gear circlip on the transmission main shaft was out-of-spec. Honda and the transmission main shaft supplier launched a joint investigation.

February 2019

The information contained in this report was submitted pursuant to 49 CFR §573

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A review of manufacturing processes identified the lathe used to machine the transmission main shaft was programmed incorrectly, resulting in an out-of-spec groove. Further process review also revealed the jig used to mount the circlip to the transmission main shaft was inappropriate, which deformed the circlip during assembly. Re-creation tests were performed with the suspect transmission main shafts assembled with a deformed circlip to determine potential consequences.

#### March 2019

The first claim from the U.S. market was received, which claimed the motorcycle unexpectedly moved during engine start. Additional investigation was performed at the transmission main shaft supplier as the motorcycle involved in the U.S. market claim was not within the suspect range of potentially affected motorcycles. A separate production period was identified where the programming for the lathe was also incorrect.

#### April to May 2019

Re-creation tests concluded that a deformed circlip secured to an inappropriately machined transmission main shaft could detach and result in gear misalignment.

May 28, 2019 Honda determined that a defect related to motor vehicle safety existed and decided to conduct a safety recall.

As of May 28, 2019, Honda has received two warranty claims and no reports of injuries or crashes related to this issue.

#### **Description of Remedy :**

Description of Remedy Program :	Registered owners of all affected motorcycles will be contacted by mail and asked to take their motorcycle to a Honda powersports dealer. The dealer will replace the transmission main shaft for free. Because the new motorcycle limited warranty on all affected motorcycles would have provided a free repair for the problem addressed by this recall, without any payment by the owner, reimbursement for pre-notification repairs will not be offered.
5 1	Transmission main shaft, transmission main shaft, part number: 23211- K33-D000, 23212-K33-D000, 23211-KZZ-9000.
Identify How/When Recall Condition was Corrected in Production :	NR

#### **Recall Schedule :**

Description of Recall Schedule :	Dealer notification began on May 31, 2019. Owner notification is
	expected to begin on or about June 28, 2019.
Planned Dealer Notification Date :	NR - NR
Planned Owner Notification Date :	JUN 28, 2019 - NR

\* NR - Not Reported

The information contained in this report was submitted pursuant to 49 CFR §573