

**DEFECT INFORMATION REPORT**

*REVIEWED BY:  
JOHN TURLEY  
JUN-4-2019  
John Turley*

573.6(c)(1)

**Name of manufacturer:** Thai Honda Manufacturing Co., 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>Model Year</u>	<u>Dates of Manufacture</u>	<u>Number of Vehicles</u>
Honda CB300R	2019	06/13/2018 to 12/08/2018	1,152
Honda CBR300R	2018	09/03/2018 to 09/03/2018	96
Honda CRF250L	2018	06/13/2018 to 11/09/2018	1,262
Honda CRF250L Rally	2018	06/02/2018 to 10/11/2018	868
Honda CMX300 (Rebel)	2018	06/05/2018 to 06/05/2018	96
Honda CMX300 (Rebel)	2019	10/26/2018 to 11/09/2018	424

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

The recall population was determined based on manufacturing records. The manufacturing range reflects all possible motorcycles 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 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.

**Identification of affected component:**

Component: Transmission Main Shaft

Part No.:	23211-K33-D000	23212-K33-D000	23211-KZZ-9000
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Country of Origin: Thailand

Manufacturer: Musashi Auto Parts Co., Ltd.

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**Total number of potentially affected vehicles:** 3,898

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

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**Defect description:**

A circlip used to secure a transmission gear to the main shaft could detach and allow for gear misalignment. A misaligned gear can: 1) shift the transmission from neutral into gear during engine start, potentially resulting in unexpected motorcycle movement, or 2) seize the transmission and rear wheel while the motorcycle is underway. Either condition increases the risk of crash or injury.

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**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

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.

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**Program for remedying the defect:**

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.

**The estimated date to start notification to dealers:** May 31, 2019  
**The estimated date to start notifications to owners:** June 28, 2019

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

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

A draft of the owner notification letter will be submitted to your office as soon as possible.

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**Manufacturer's campaign number:** KK3