

Part 573 Safety Recall Report

24V-820

Manufacturer Name : Honda (American Honda Motor Co.)**Submission Date :** OCT 31, 2024**NHTSA Recall No. :** 24V-820**Manufacturer Recall No. :** KQ9**Manufacturer Information :**

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 : 18,196

Estimated percentage with defect : 1 %

Vehicle Information :

Vehicle 1 : 2018-2021 Honda GL1800/Goldwing

Vehicle Type : MOTORCYCLES

Body Style : OTHER

Power Train : GAS

Descriptive Information : The recall population was determined based on manufacturing records and supplier part production records. The production range reflects all possible vehicles that could experience the problem.

Production Dates : NOV 08, 2017 - JUL 07, 2021

VIN Range 1 : Begin :

NR

End : NR

 Not sequential**Description of Defect :**

Description of the Defect : The primary drive gear bolt on the crankshaft may break, causing the pulse rotor to fall off and the ignition signal to fail. If the ignition signal fails, the engine may not start or stall and lock unexpectedly.

FMVSS 1 : NR

FMVSS 2 : NR

Description of the Safety Risk : If the engine stalls and locks unexpectedly, the rear wheel may lock while riding, increasing the risk of a crash or injury.

Description of the Cause : During vehicle development, the primary gear specifications did not account for certain riding conditions involving on-off throttle applications. The on-off throttle applications can cause high anti-drive torque on the crankshaft leading to bending moments from thrust load and increased stress on the primary gear bolt, resulting in fatigue failure of the bolt.

Identification of Any Warning that can Occur : NR

Involved Components :

Component Name 1 : BOLT, FLANGE UBS 12x30

Component Description : BOLT, FLANGE UBS 12x30

Component Part Number : 90005-MKC-A01

Supplier Identification :

Component Manufacturer

Name : Saga Tekkosho Co., Ltd.

Address : 4409-1 Ooaza-Kosamurai
Taku-city Foreign States 846-0002

Country : Japan

Chronology :

March 2020 – January 2021

Honda received quality reports of the issue and began to investigate.

January 2021 – February 2021

Honda analyzed the issue and decided to improve the toughness of the bolt, despite not knowing the cause of the issue, nor the potential incidences which may occur.

March 2, 2021

Honda received an additional quality report of the issue and continued to investigate.

February 2022 – August 2022

Honda received additional reports and began to reanalyze and investigate the issue, focusing on potential conditions causing vehicle stress.

September 2022 – November 2023

Honda obtained relevant data and continued to investigate and analyze the issue.

October 2022 – March 2024

Honda received additional quality reports of the issue.

March 25, 2024

Honda continued to investigate the cause of the issue.

May 22, 2024 – October 7, 2024

Honda continued to investigate, with a focus on the potential for and impact of bolt loosening. Honda

determined that bolt loosening was not an applicable variable for the issue.

August 12, 2024

Honda received NHTSA VOQ reports of a vehicle stalling and the rider falling. Honda continued to investigate the issue.

September 10-18, 2024

Honda received additional reports, including a NHTSA VOQ involving customer injury. Honda continued to investigate the issue.

September 18, 2024

NHTSA urged Honda to conduct a safety recall.

October 3, 2024

Honda refocused its investigation and analysis efforts from stress measurements of the vehicle to the bolt.

October 24, 2024

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

As of October 24, 2024, Honda has had 51 warranty claims, 1 report of injury and no deaths related to this issue from October 17, 2017 through October 11, 2024.

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 an authorized Honda Powersports dealer. The dealer will replace the primary drive gear bolt with an improved part.

Owners who have paid to have these repairs completed at their own expense may be eligible for reimbursement, in accord with the recall reimbursement plan on file with NHTSA.

How Remedy Component Differs from Recalled Component : Remedy parts have greater fatigue strength.

Identify How/When Recall Condition was Corrected in Production : The improved primary drive gear bolt was applied to production in July 2021.

Recall Schedule :

Description of Recall Schedule : Dealer notification began and ended on or about 10/24/2024. Owner notification is scheduled to begin and end on or about 12/20/2024.

Planned Dealer Notification Date : NR - NR

Planned Owner Notification Date : DEC 20, 2024 - DEC 20, 2024

* NR - Not Reported