

Part 573 Safety Recall Report

25V-210

Manufacturer Name : Honda (American Honda Motor Co.)

Submission Date : APR 04, 2025

NHTSA Recall No. : 25V-210

Manufacturer Recall No. : KS0



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 : 7,212

Estimated percentage with defect : 1 %

Vehicle Information :

Vehicle 1 : 2018-2025 Honda CB300R

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 : APR 26, 2018 - AUG 26, 2024

VIN Range 1 : Begin :

NR

End : NR

☐ Not sequential

Description of Defect :

Description of the Defect : Due to improper design of the headlight assembly, vibrations from the engine and road during normal use could cause resonance on the circuit boards' substrates that leads to bending of the wire cores at the terminal base. With continued use, a fatigue break of the wire cores may result, causing the headlight to flicker or shut off during use.

FMVSS 1 : NR

FMVSS 2 : NR

Description of the Safety Risk : If the headlight shuts off while riding, the rider's visibility of the road and the motorcycle's visibility to other drivers may be reduced or lost, increasing the risk of a crash or injury.

Description of the Cause : Wire core breakage from engine and road vibrations is caused by several interrelated factors. The high and low beam circuit board substrates are mounted on a bracket connected to the reflector assembly at only one end, making a cantilevered assembly that is prone to resonance. Additionally, the wires connecting the high and low beam boards are arranged without a defined routing path and are unsecured, which can lead to interference with other

components or wiring.

These factors allow resonance/vibrations to create differing movements between the wires' terminal base and the point of wire interference, resulting in repeated bending at the terminal base. Since the wiring is connected to the substrates using terminals that are inserted and soldered, any bending or movement of the wires in directions different from the substrate boards concentrates stress at the wiring terminal base. Over time, this bending and movement weaken the wire cores, eventually causing them to break and failure of the headlight.

Identification of Any Warning NR
that can Occur :

Involved Components :

Component Name 1 : LIGHT ASSY, HEAD

Component Description : LIGHT ASSY, HEAD

Component Part Number : 33100-K94-T02

Supplier Identification :

Component Manufacturer

Name : THAI KOITO CO., LTD.

Address : 370 Moo 17

Bangplee Industrial Estate Bansaothong Foreign States 10540

Country : Thailand

Chronology :

March 22, 2019

Honda received a quality report from the Mexico market regarding a motorcycle with the headlight flickering at mid-range RPMs.

July 24, 2019

Honda received market quality reports from the US and other markets indicating the headlight was flickering. Honda began to investigate and analyze the issue.

April 8, 2020

Honda continued to investigate and analyze the issue.

September 2, 2020

After initial errors in the assessment of the headlight flickering issue and the international distribution of the affected component, the scope of the investigation was re-evaluated and expanded. To improve product durability, the supplier strengthened the wires cores.

November 11, 2021

Honda received additional market reports of the issue and continued to investigate and analyze.

June 24, 2022 – April 12, 2023

Honda continued to investigate and analyze the issue, focusing on potential resonance as the cause of the headlight issues.

August 9, 2023 – June 18, 2024

Honda R&D worked with the supplier to analyze the issues to develop a remedy to improve durability against resonance issues.

September 2, 2024

Honda implemented the improved durability measures into mass production as a quality improvement effort against resonance issues.

November 25, 2024

Honda received additional market reports of the issue, including an incident involving a crash with injuries in the US where the headlight's low beam became inoperable.

January 29, 2025

Honda conducted an analysis to determine whether the issue was a defect which could result in a complete failure of all headlight functions.

March 27, 2025

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

As of March 27, 2025, Honda has had 16 warranty claims in the US, one report of an injury, and no deaths related to this issue from April 26, 2018, through March 27, 2025.

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 headlight assembly 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 :	The remedy headlight assembly is redesigned with wiring path that is secured with clamps near the roots of the terminals.
Identify How/When Recall Condition was Corrected in Production :	The remedy component was applied to production on September 2, 2024.

Recall Schedule :

Description of Recall Schedule :	Dealer notification began and ended on or about 4/1/2025. Owner notification is scheduled to begin on or about 5/30/2025 and end on or about 7/31/2025.
Planned Dealer Notification Date :	NR - NR
Planned Owner Notification Date :	MAY 30, 2025 - JUL 31, 2025

* NR - Not Reported