



U.S. Department
of Transportation

National Highway
Traffic Safety
Administration

Part 573 Safety Recall Report

25V582

Manufacturer Name: Honda (American Honda Motor Co.)

Submission Date: Nov 13, 2025

NHTSA Recall No.: 25V582

Manufacturer Recall No.: GMS

Manufacturer Information

Population

Manufacturer Name: Honda (American Honda Motor Co.)

Address: 1919 Torrance Blvd.
Torrance CA, 90501

Total number of potentially involved: 17,330

Estimated percentage with defect: 0.3%

Vehicle Information

Vehicle 1: 2025-2025 ACURA RDX

Product Category: Light Vehicles

Product Type: Multipurpose Passenger Vehicle

Fuel / Propulsion: Compression Ignition Fuel

Production Dates: Jan 23, 2024 - Aug 18, 2025

Number of potentially involved: 17,330

Descriptive Information:

The recall population was determined based on manufacturing records. The production range reflects all possible vehicles that could experience the problem.

Defect / Noncompliance Description

Description of the defect or noncompliance:

An improper electronic power steering (EPS) software calibration may cause the EPS system to enter failsafe mode under certain vehicle operating conditions.

FMVSS1:

FMVSS2:

Description of the safety risk, including crash, fire, death, injury:

If the EPS system enters failsafe mode, power steering assist is disabled, and the EPS warning indicators illuminate in the instrument cluster. Without power assist, steering effort increases, which may reduce vehicle controllability, increasing the risk of a crash or injury.

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Description of the cause:

During development of the 2025 Acura RDX EPS software to comply with California Idle Stop OBD requirements, the Tier 2 supplier inadvertently set the EPS target returnability Integrated Dynamics System (IDS) gain to an incorrect value. Under certain driving conditions—specifically, when the driver applies a sharp steering input during a turn while the IDS is in Comfort mode and the Lane Keeping Assist System (LKAS) is active—this calibration can cause the EPS target returnability output to exceed the Safety Barrier threshold. When this occurs, the system may incorrectly detect a fault and enter failsafe mode.

Identification of any warning that can occur:

Component Manufacturer

Tier of Supplier: Tier 1

Supplier Type: OEM

Name: JTEKT North America Corporation

Address: 55 EXCELLENCE WAY
VONORE TN, 37885-9637

Country: United States

Involved Components

Component Name 1: MCU COMP, EPS

Component Description: MCU COMP, EPS

Component Part Number: 53660-TJB-A72

Component Name 2: MCU COMP, EPS

Component Description: MCU COMP, EPS

Component Part Number: 53660-TJB-A82

Component Name 3: MCU COMP, EPS

Component Description: MCU COMP, EPS

Component Part Number: 53660-TJB-A62

Chronology

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October 2024

Honda received the initial complaint of the issue and began to investigate.

March 2025

Honda continued to investigate and analyze the issue.

May 29, 2025

Through an investigation at a dealership, the customer driving mode was identified as a potential variable of the issue.

July 21, 2025

Honda and the supplier continued to investigate and analyze the issue.

August 19, 2025

After receiving additional information and completion of further investigation, Honda considered the issue may present a potential safety risk.

August 28, 2025

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

As of August 28, 2025, Honda has had 84 warranty claims and no reports of an injury or death related to this issue from August 14, 2024, through August 28, 2025.

November 6, 2025

Honda determined four vehicles were not part of the affected vehicle population, revising the total number of potentially involved vehicles to 17,330.

November 13, 2025

Honda amended the number of potentially involved vehicles to 17,330.

Related NHTSA Recall Number:

Description of Remedy

Remedy Type: Repair

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Consumer Advisories: Do Not Drive Park Outside

Description of remedy program:

Registered owners of all affected vehicles will be contacted by mail and asked to take their vehicle to an authorized Acura dealer. The dealer will reprogram the EPS memory layout with an improved software.

How remedy component differs from recalled component:

The remedy software will not cause the failsafe to activate under the specified conditions.

Identify how/when recall condition was corrected in production:

The supplier developed and implemented the improved EPS software into production on August 29, 2025

Reimbursement Plan

Manufacturer used general reimbursement plan on file.

Recall Schedule

Description of recall schedule:

Dealer notification is scheduled to begin and end on or about 9/6/2025. Owner notification is scheduled to begin and end on or about 10/20/2025.

Planned Dealer Notification Date: Sep 06, 2025 - Sep 06, 2025 No Dealers

Planned Interim Owner Notification Date: No Owners

Planned Remedy Owner Notification Date: Oct 20, 2025 - Oct 20, 2025 Phased Recall

Date when VIN will be searchable: Sep 17, 2025