



U.S. Department
of Transportation

National Highway
Traffic Safety
Administration

Part 573 Safety Recall Report

25V583

Manufacturer Name: Honda (American Honda Motor Co.)

Submission Date: Oct 13, 2025

NHTSA Recall No.: 25V583

Manufacturer Recall No.: KS8

Manufacturer Information

Population

Manufacturer Name: Honda (American Honda Motor Co.)

Address: 1919 Torrance Blvd.
Torrance CA, 90501

Total number of potentially involved: 7,492

Estimated percentage with defect: 5%

Vehicle Information

Vehicle 1: 2024-2025 HONDA CRF1100

Product Category: Motorcycles

Product Type: Motorcycles

Fuel / Propulsion: Compression Ignition Fuel

Production Dates: Feb 09, 2024 - Feb 06, 2025

Number of potentially involved: 3,155

Descriptive Information:

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

Vehicle 2: 2020-2022 HONDA CRF1100

Product Category: Motorcycles

Product Type: Motorcycles

Fuel / Propulsion: Compression Ignition Fuel

Production Dates: Aug 28, 2019 - Jul 21, 2022

Number of potentially involved: 4,337

Descriptive Information:

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

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Defect / Noncompliance Description

Description of the defect or noncompliance:

During normal use, the left handlebar switch harness can generate oxide, potentially resulting in the loss of horn function and/or the ability to switch the headlight from low beam to high beam.

FMVSS1: 108 - Lamps, reflective devices, and assoc. Equipment

FMVSS2:

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

If the horn does not function, a rider may be unable to warn other drivers of potentially hazardous situations, increasing the risk of a crash or injury.

If the ability to switch from low beam to high beam is lost, the rider's visibility of the road can be lost/reduced, increasing the risk of a crash or injury.

Description of the cause:

During normal vehicle operation, movement of the handlebar causes the left handlebar switch harness to bend repeatedly at the terminal joint locations. This repeated bending leads to small, localized movements at the joints, a phenomenon known as fretting wear. Fretting wear promotes the formation of oxide on the contact surfaces within the joint terminals, a process referred to as fretting corrosion. Over time, this corrosion can disrupt the electrical connection and result in continuity failures within the harness.

Identification of any warning that can occur:

Intermittent loss of the horn and/or headlight high beam switch function.

Component Manufacturer

Tier of Supplier: Tier 1

Supplier Type: OEM

Name: TOYODENSO CO., LTD. Technical Center

Address: 1053 Otagaya
Tsurugashima-shi, Saitama Foreign States, 350-2280

Country: Japan

Involved Components

Component Name 1: SW ASSY, WINKER

Component Description: SW ASSY, WINKER

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Component Part Number: 35200-MKS-A011-M1

Component Name 2: SW ASSY, WINKER & E-SUS

Component Description: SW ASSY, WINKER & E-SUS

Component Part Number: 35200-MKS-JN11-M1

Component Name 3: SW ASSY, WINKER & HAND SHIFT

Component Description: SW ASSY, WINKER & HAND SHIFT

Component Part Number: 35200-MKS -A511-M1

Component Name 4: SW ASSY, WINKER, E-SUS&HS

Component Description: SW ASSY, WINKER, E-SUS&HS

Component Part Number: 35200-MKS-JQ11-M1

Component Name 5: SW ASSY, WINKER & E-SUS

Component Description: SW ASSY, WINKER & E-SUS

Component Part Number: 35200-MLN-AQ10-M1

Component Name 6: SW ASSY, WINKER, E-SUS&HS

Component Description: SW ASSY, WINKER, E-SUS&HS

Component Part Number: 35200-MLN-AX10-M1

Chronology

June 15, 2022

Honda received report of an intermittent horn malfunction in Europe but was unable to confirm the issue.

September 5, 2022

Honda received a report of switch assembly issues in Europe and despite collecting and analyzing parts, no abnormalities were observed.

March – May 2023

Honda received additional reports of similar issues in Europe and began to investigate.

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July 7 – September 4, 2023

Honda continued to investigate and analyze the issue.

October 13, 2023

Honda initially found abnormal resistance values at the horn joint and suspected the issue may be the crimped joint of the blinker switch; however, the increased resistance later disappeared.

December 20, 2023

Honda began to investigate the handlebar switch as a potential concern related to the issue.

March 6, 2024

Honda met with suppliers to further investigate and analyze the issue and ruled out the concern of crimping as the cause.

June 10, 2024

Honda and suppliers continued to investigate the issue.

August 2, 2024

Oxide was found on the inner surface of a terminal crimp and the investigations continued.

August 28, 2024

Honda discovered information on fretting wear and the formation of oxides in terminal crimps which can increase conduction resistance and continued to investigate and analyze the issue.

November 13, 2024

Through testing with strain gauges, Honda confirmed that relative motion occurs at the crimp under load. Stress measurements showed this motion creates conditions that cause fretting wear, directly linking applied loads at the crimp to harness continuity failures.

March 3, 2025

Honda investigated the population of vehicles affected by the issue.

August 28, 2025

Honda determined that a defect related to motor vehicle safety and Federal Motor Vehicle Safety Standards noncompliance existed and decided to conduct a safety and noncompliance recall.

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As of August 28, 2025, Honda has had no warranty claims and no reports of an injury or death in the US related to this issue from August 19, 2019, through June 10, 2025.

Related NHTSA Recall Number:

Description of Remedy

Remedy Type: Repair

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 Honda Powersports dealer. The dealer will replace the left handlebar switch assembly with an improved part.

How remedy component differs from recalled component:

The remedy component has been redesigned and discontinues the use of joint terminals in the harness.

Identify how/when recall condition was corrected in production:

The recall condition will be corrected beginning with the production of 2026 CRF1100 Africa Twin motorcycles on September 17, 2025.

Reimbursement Plan

Manufacturer used general reimbursement plan on file.

Recall Schedule

Description of recall schedule:

Dealer notification began and ended on or about 9/2/2025. Owner notification is scheduled to begin on or about 11/3/2025 and end on or about 1/30/2026.

Part 573 Safety Recall Report**25V583****Planned Dealer Notification Date:** Sep 02, 2025 - Sep 02, 2025☐ No Dealers**Planned Interim Owner Notification Date:** Oct 10, 2025 - Oct 10, 2025☐ No Owners**Planned Remedy Owner Notification Date:** Jan 30, 2026 - Jan 30, 2026☐ Phased Recall**Date when VIN will be searchable:** Sep 15, 2025