



U.S. Department
of Transportation

National Highway
Traffic Safety
Administration

Part 573 Safety Recall Report

26V633

Manufacturer Name: Honda (American Honda Motor Co.)

Submission Date: Oct 05, 2026

NHTSA Recall No.: 26V633

Manufacturer Recall No.: KU9

Manufacturer Information

Population

Manufacturer Name: Honda (American Honda Motor Co.)

Address: 1919 Torrance Blvd.
Torrance CA, 90501

Total number of potentially involved: 4,206

Estimated percentage with defect: 1%

Vehicle Information

Vehicle 1: 2023-2025 Honda VT1300CX

Product Category: Motorcycles

Product Type: Motorcycles

Fuel / Propulsion: Spark Ignition Fuel

Production Dates: Mar 28, 2023 - Mar 12, 2025

Number of potentially involved: 820

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: 2024-2025 HONDA VT750

Product Category: Motorcycles

Product Type: Motorcycles

Fuel / Propulsion: Spark Ignition Fuel

Production Dates: Mar 24, 2023 - Jan 17, 2025

Number of potentially involved: 3,386

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:

Due to a manufacturing defect, the fuel pump can malfunction.

FMVSS1:**FMVSS2:****Description of the safety risk, including crash, fire, death, injury:**

If the fuel pump malfunctions, the engine can stall or fail to start, increasing the risk of a crash or injury.

Description of the cause:

During manufacturing of the fuel pump, degradation of processing equipment used in the surface-finishing operation of the carbon and phenol commutator resulted in chuck wobble and tool center misalignment. A contributing factor was the relocation of the processing equipment during this period. As a result, phenol fragments generated during the processing operation could become lodged within the commutator slits.

During fuel pump operation, the lodged fragments could abrade the carbon brush and generate carbon powder. In certain conditions, the carbon powder could form a conductive bridge between adjacent commutator segments, reducing inter-segment resistance and increasing current flow. The resulting localized heating could cause melting of resin components and accelerated wear of the brush holder and commutator, potentially leading to loss of electrical continuity and fuel pump stoppage.

Identification of any warning that can occur:

Component Manufacturer

Tier of Supplier: Tier 1**Supplier Type:** OEM**Name:** Astemo Lamphun Ltd.**Address:** 298 Moo 13, Northern Region Industrial E
Makhuajae Subdistrict, Mueang Lamphun Di
Lamphun Foreign States, 51000**Country:** Thailand

Involved Components

Component Name 1: Fuel Pump Module

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Component Description: Fuel Pump Module
Component Part Number: 16700-HN8 -6011-M1

Chronology

April 5, 2024

Honda received a report on the issue and began to investigate.

July 28, 2024

Honda received a report of the issue after it was identified during final vehicle inspection at the manufacturing plant.

July 2024 – May 2025

Honda received additional reports on the issue and continued to investigate with the component supplier.

August 7, 2025

On-going investigations were able to reproduce carbon filling the commutator slits. Honda and the supplier continued to investigate the issue.

January 16, 2026

Investigations found the carbon powder was forming a conductive bridge. Honda and the supplier continued to investigate the issue.

February 24, 2026

Investigations found phenol fragments were abrading the carbon brush. Honda and the supplier continued to investigate the issue.

March 30, 2026

Investigations found the brush wear was caused by clogs in the commutator slits. Honda and the supplier continued to investigate the issue.

June 10, 2026

Inspection of the Tier 2 supplier's brush and commutator components found no abnormalities.

July 2026

Honda investigated and analyzed the affected vehicle population and the potential safety risk.

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September 24, 2026

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

As of September 24, 2026, Honda has had 48 warranty claims with no report of injuries or death related to this issue, from April 5, 2024, through September 24, 2026.

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 fuel pump with an improved part.

How remedy component differs from recalled component:

The remedy component was produced with an improved process.

Identify how/when recall condition was corrected in production:

The fuel pump supplier improved the commutator surfacing process from cutting to grinding on September 9, 2026.

Reimbursement Plan

Manufacturer used general reimbursement plan on file.

Recall Schedule

Description of recall schedule:

Dealer notification began and ended on or about 9/25/2026. Remedy owner notification is scheduled to begin and end on or about 11/27/2026 for owners of certain 2024-2025 VT750 models. Interim owner notification is scheduled to begin and end on or about 11/27/2026 for owners of certain 2024 VT750 and all 2023-2025 VT1300 models.

Part 573 Safety Recall Report**26V633****Planned Dealer Notification Date:** Sep 25, 2026 - Sep 25, 2026☐ No Dealers**Planned Interim Owner Notification Date:** Nov 27, 2026 - Nov 27, 2026☐ No Owners**Planned Remedy Owner Notification Date:** Nov 27, 2026 - Nov 27, 2026☐ Phased Recall**Date when VIN will be searchable:**