

10122605

Jordan, Michael

From: Anderson, Terry on behalf of Data, Odi
 Sent: Wednesday, May 11, 2005 1:20 PM *Date received*
 To: Jordan, Michael
 Subject: FW: [Fwd: Honda NX250 Motorcycle Serious Safety CDI Problem]

From:
 Sent: Monday, April 25, 2005 8:39 PM
 To: Data, Odi
 Subject: [Fwd: Honda NX250 Motorcycle Serious Safety CDI Problem]

----- Original Message -----

Subject: Honda NX250 Motorcycle Serious Safety CDI Problem

Date: Mon, 25 Apr 2005 12:09:21 -0700

From:

CC:

Dwight Clapper <Service@ApacheHonda.com>

"NHTSA Complaints <webmaster@nhtsa.dot.gov>" <webmaster@nhtsa.dot.gov>

American Honda Motor Corporation
 1990 Torrance Blvd.
 Torrance
 CA 90501

April 25, 2005

Subject: Honda NX250 Motorcycle Serious Safety CDI Problem

Dear Sirs,

Since 1991 I have owned a 1988 Honda NX250 motorcycle (vin JH2MD2109J). It is a wonderful vehicle with one, possibly fatal, flaw - the Capacitive Discharge Ignition (CDI).

Apache Honda (Phoenix) has just installed the forth CDI on 4/20/05:

1. Original CDI replaced at 11,200 miles
2. Third CDI installed at 15,794 miles
3. Forth CDI installed at 30,580 miles

It seems that Honda has not fixed this design problem.

The failure symptoms can vary from a simple inability to start. But more seriously it can show up as instant quitting of the engine while driving. Should this happen in dense traffic it could EASILY RESULT IN FATALITY!

The NX250 is a dual purpose, on/off road, bike and should failure occur leaving the rider stranded in a remote area the results could be equally

Michael
5/11/05

5/11/2005

serious.

Of secondary concern is the repair cost caused by this problem. The CDI units now cost about \$200 plus installation at \$80/hour. The CDI problem is sporadic; the bike can quit or not start and then later spontaneously cure itself. This can result in considerable misdiagnosis expense. In my recent case the engine would not start just a few weeks ago. Apache rebuilt the carburetor for \$300+. On reflection I wonder if the problem then was also the CDI. Apache Honda has my sympathy; the diagnosis of problem caused by an intermittent CDI can be most difficult. But this is due to inadequate and uncorrected design - which I find most surprising from such a fine company as Honda.

I currently own two other Hondas one of which is a 1989 TransAlp. This too has had one failed CDI. Fortunately this is less serious safety concern since the failure of one cylinder on a twin is less dangerous.

I am 71 and have 55 years of riding experience and this is my first complaint to a manufacturer so these comments are not offered lightly. I no longer allow my less experienced friends to ride the bike for fear of (CDI) accidents. I am a life long motorcycle (and Honda) enthusiast. I am also a Registered Professional Engineer so please let me know what you are doing to fix this problem.

Phoenix, AZ

PS. I reported this problem to your service agent "Angel?" at 1-866-784-1870 on 4/22/2005. Angel was unable to give me an email address for you so I am sending this snail-mail.

I will also cc Dwight Clapper at Apache Honda email Service@ApacheHonda.com. Dwight has been particularly responsive in this matter.

Also cc webmaster@nhtsa.dot.gov

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No virus found in this incoming message.

Checked by AVG Anti-Virus.

Version: 7.0.308 / Virus Database: 266.10.3 - Release Date: 4/25/2005

5/11/2005

