



U.S. Department
of Transportation
National Highway
Traffic Safety
Administration

DOT Auto Safety Hotline

Vehicle Owner's Questionnaire
To Report Vehicle Safety Defects
1-888-DASH-2-DOT
(1-888-327-4236)
INTERNET: www.nhtsa.dot.gov/hotline

FOR AGENCY USE ONLY 100148

Date Received

2005 NOV 29 PM 1:02
07-NOV-2005

Repository ☐

Reference No.
10141805

OWNER INFORMATION (Type or Print)

Name

Address

City

MADISON

State MS

Zip Code

Daytime Telephone Number

E-mail Address

Evening Telephone Number

Do you authorize NHTSA to provide a copy of this report to the manufacturer of your vehicle? ☐ YES ☒ NO
In the absence of an authorization, NHTSA WILL NOT provide your name or address to the vehicle manufacturer.

Signature of Owner

Date / /

VEHICLE INFORMATION

17 digit Vehicle Identification Number Located at bottom of windshield on driver's side

JYAVPOZEDKA

Make

YAMAHA

Model

ROAD STAR

Model Year

1999

Date Purchased
11 JUN 99

Dealer's Name and Telephone Number
NORTH JACKSON HONDA YAMAHA

Engine:
No. Cylinders

2

Fuel Type:
Gas

Original Owner
☒

Dealer's City
JACKSON

State
MS

Zip Code

Transmission Type

☐ Antilock Brakes

Powertrain

☐ Cruise Control

Vehicle Component Code

181000 STRUCTURE:FRAME AND MEMBERS

Multiple Failure: 1

FAILED COMPONENT(S)/PART(S) INFORMATION

Incident Date(s)
18-OCT-2005

Failure Mileage
66000

Failure Speed
~40 mph

ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A TIRE FAILURE

Tire Make

Tire Model (Name or Number)

Tire Size (Example P215/65R15)

DOT No. (Example: DOTM18BAC036)

☐ Original Equipment
☐ Prior Repair

Failure Location:

Tire Component Code

Tire Failure Type

ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A CHILD SEAT FAILURE

Make:

Date Manufactured:

Model No./Name:

Seat Type:

Installation System:

Child Seat Component Code:

Failed Part:

APPLICABLE INCIDENT INFORMATION

(Please describe in detail the incident(s), failure(s), condition, and how it occurred.)

Crash

Fatality

Number of Persons Injured

Number of Deaths

Reported to Police

☐ Yes ☒ No

☐ Yes ☒ No

☐ Yes ☒ No

☐ Yes ☒ No

☐ Yes ☒ No

Narrative Description of Incident(s), Crash(es), and Injury(ies).

Please describe (1) events leading up to the failure, (2) failure and its consequences, and (3) what was done to correct the failure; i.e. parts repaired or replaced (and if old part is available).

SEVERELY
DT: CONTACT STATED THE FRAME ON MOTORCYCLE CRACKED AT THE REAR SHOCK MOUNT. THIS HAPPENED WITHOUT WARNING AND HAS NOT CAUSED A PROBLEM AT THIS TIME. DEALER CONTACTED THE MANUFACTURER, AND WAS INFORMED THAT THERE WERE NO RECALLS ON THE FRAME. THEY OFFERED NO FREE REMEDY. *AK INDIVIDUAL ALSO CONTACTED MANUFACTURER, AND THEY DECLINED ANY ASSISTANCE OR KNOWLEDGE OF A PROBLEM.

The vehicle to be unsafe to ride at this time.
THIS PROBLEM WAS FIRST OBSERVED IN 2002 AS NOTED ON INTERNET POSTS. THE CRACKING PROBLEM CANNOT BE SEEN UNTIL IT REACHES AN UNSAFE POINT. IT IS HIDDEN BENEATH THE ENGINE, ONCE COMPLETE

Include, if available: Police/Fire Department Report, Photos, and Repair Invoice.

ATTACH ADDITIONAL SHEETS IF NECESSARY

The Privacy Act of 1974, Public Law 93-579 This information is requested pursuant to authority vested in the National Highway Traffic Safety Act and subsequent amendments. You are under no obligation to respond to this questionnaire. Your response may be used to assist the NHTSA in determining whether a manufacturer should take appropriate action to correct a safety defect. If the NHTSA proceeds with administrative enforcement or litigation against a manufacturer, your response, or a statistical summary thereof, may be used in support of the agency's action.

FAILURE IS IMMINENT, FRAME DEFORMATION BECOMES VISIBLE UNDER NEARLY THE VEHICLE. HIGH RESOLUTION PHOTOGRAPHS OF THE CRACKS (AFTER REMOVAL - SHOW CRACK PATTERNS AS WELL AS BRITTLE FRACTURES, AND SO ON

Narrative Description of Incident(s), Failure(s), Crash(es), and Injury(ies)

THE PRESENCE OF RUST ON PART OF THE FRACTURE CONFIRMS
PARTIAL CRACKING HAD PREVIOUSLY OCCURRED. AS THIS LOCATION
IS ON TOP OF THE FRAME CROSSMEMBER IT WOULD BE
VIRTUALLY IMPOSSIBLE TO DETECT VISUALLY ESPECIALLY BY UNTRAINED
CONSUMERS. NON-DESTRUCTIVE TECHNIQUES LIKE MAGNETIC PARTICLE (MP) TESTING
WOULD BE NECESSARY TO CONFIRM THE PRESENCE OF CRACKING. THE BRIGHT
METAL FACE OF CRACK INDICATES RECENT, SUDDEN FAILURE.
ENCLOSED IS A PHOTO OF THE AFFECTED AREA. THE FILE IS OF
HIGH RESOLUTION AND IS AVAILABLE VIA E-MAIL FROM ME. OTHER PHOTOS
ARE ALSO AVAILABLE. THERE ARE SEVERAL INSTANCES OF SIMILAR
FAILURES DOCUMENTED ON YOUR WEBSITE AS WELL ON INTERNET FORUMS.

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U.S. Department
of Transportation

National Highway
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400 Seventh St., S.W.
Washington, D.C. 20590

Official Business
Penalty for Private Use \$300



BUSINESS REPLY MAIL

FIRST CLASS PERMIT NO 78173 WASHINGTON, D.C.

POSTAGE WILL BE PAID BY NATL. HWY. TRAFFIC SAFETY ADMIN.

U.S. Department of Transportation
National Highway Traffic Safety Administration
Office of Defects Investigation, NVS-216
400 7th Street, SW
Washington, DC 20590



VEHICLE

OWNER'S

QUESTIONNAIRE

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(DASH) 2 DOT



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