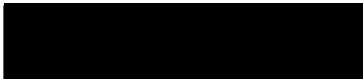




U.S. Department
of Transportation
**National Highway
Traffic Safety
Administration**

1200 New Jersey Avenue SE
Washington, DC 20590

JUN 5 2008



NVS-216 nlm
Ref. # 10226228

Dear 

Thank you for your email correspondence dated April 24 concerning your model year (MY) 2005 Honda Goldwing GL1800 motorcycle. The National Highway Traffic Safety Administration's (NHTSA) Office of Defects Investigation received your correspondence on April 28, 2008.

NHTSA is the Federal agency responsible for improving safety on our Nation's highways. We are authorized to order manufacturers to recall and repair vehicles or items of motor vehicle equipment when our investigations indicate that they contain serious safety defects in their design, construction, or performance. However, we cannot act on isolated problems or resolve disputes between individual owners, dealers, or manufacturers.

We have reviewed our database in an effort to identify whether a safety defect trend exists with regard to foot pegs, specifically a casting defect, in MY 2005 Honda Goldwing GL1800 motorcycles. We have no other complaints stipulating a failed foot peg on a 2005 Honda Goldwing. Therefore, we will not be opening an investigation. Although we are not opening a safety defect investigation at this time, we continually review all available data to determine whether an investigation may be warranted. Your email correspondence indicated that while browsing the Gold Wing Road Riders Association website, you became aware of other riders who experienced the same foot peg failure. It would be helpful for future monitoring of this issue if you suggest to these other riders that they document their complaints via our electronic Vehicle Owner's Questionnaire online at <http://www.nhtsa.dot.gov/ivoq>. Your assistance is greatly appreciated.



If further assistance is needed, please contact Ms. Kathleen C. DeMeter, Director of NHTSA's Office of Defects Investigation, at (202) 366-9700.

Sincerely,

A handwritten signature in black ink, appearing to read "Daniel C. Smith". The signature is fluid and cursive, with a large initial "D" and "S".

Daniel C. Smith
Associate Administrator
for Enforcement