

 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 JUL 12 2012 11-JUN-2012	Repository ☐ Reference No. 10461186
OWNER INFORMATION (Type or Print)			
Name		Daytime Telephone Number	
Address		E-mail Address	
City	State	Zip Code	Evening Telephone Number
FAYETTEVILLE	AR		
The information you provide will be used to identify potential safety-related defects. We may share your information with the applicable vehicle manufacturer during an investigation or recall in accordance with the routine uses described in the agency's Privacy Act notice. See 49 FR 53971 (Sep. 3, 2004).			
VEHICLE INFORMATION			
17 digit Vehicle Identification Number Located at bottom of windshield on driver's side		Make	Model
1HFSC 47M08A		HONDA	GOLD WING
Model Year		2008	
Date Purchased	Dealer's Name and Telephone Number		Engine:
			No: Cylinders
Original Owner	Dealer's City	State	Zip Code
☐			
Transmission Type	☐ Antilock Brakes	Powertrain	Multiple Failure:
	☐ Cruise Control		Incident Date(s)
			27-MAY-2012
FAILED COMPONENT(S)/PART(S) INFORMATION			
Vehicle Component Code: 100000 POWER TRAIN		Failure Mileage	Failure Speed
		21000	65
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: DOTM19ABC036)	☐ 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), crash(es), and injury(ies).)			
Crash	Fire	Number of Persons Injured	Number of Deaths
☐ Yes ☒ No	☐ Yes ☒ No	0	0
Reported to Police		N	
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).			
TL* THE CONTACT OWNS A 2008 HONDA GOLDWING MOTORCYCLE. THE CONTACT WAS DRIVING 65 MPH WHEN SHE ATTEMPTED TO PUT SHIFT INTO FIFTH GEAR BUT THE VEHICLE LURCHED FORWARD, BEGAN TO DOWNSHIFT AND EXHIBITING AN ABNORMAL GRINDING NOISE. THE CONTACT WAS CONCERNED OF POSSIBLY BEING INVOLVED IN A CRASH AS A RESULT OF THE FAILURE. THE DEALER WAS NOTIFIED BUT OFFERED NO ASSISTANCE. THE VEHICLE HAD NOT BEEN REPAIRED. THE VIN WAS NOT AVAILABLE. THE FAILURE VEHICLE WAS 21,000. <i>Incident occurs after putting it in 5th gear. Then it lurches & drops back gears with alot of grinding noise. Very unreliable. Please see attached statment from my husband & a similar problem with the 2001 Yamaha Rood Star.</i>			
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 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.			

On Sunday, May 27, 2012 a group of us were returning from the District H GWRRA Convention in Harrison, AR. Not far out of Harrison my wife, riding her '08 Gold Wing came on the CB and informed the group something strange was going on when the Wing was in 5th gear.

It sounded as though the Wing was trying to shift into 5th gear even though it was solidly in 5th.

It did not downshift to 4th, nor did it come out of 5th. It was just a slip and a catch. We decided it would be best to ride the Wing on home in 4th (approx 75 miles) and have it looked at.

We discovered this problem was somewhat common in '06 - '10 models. In discussing this with a few Honda professionals we were told that even though they knew of several that did this, they had never known one to fail. But, it seems the ones they were aware of would slip then catch and hold.

Since we were planning a 5000 mile ride in less than two weeks. We asked a Honda Service Manager to ride our Wing because it was not catching and holding.

After riding the Wing he said he would not ride it anywhere in 5th gear, as it was not a matter of would the transmission go, but when. He said he had never rode, or heard of one that was that bad.

I'm not a mechanic so it is difficult for me to really understand what is going on with the transmission, and will be difficult for me to explain just what he explained to us. He did take us to the shop and show us parts that demonstrated what was going on with the 5th gear. It seems the 5th gear has high and low dogs on the gear that for some reason tend to get rounded off. This causes the fork to get thinner and make it difficult for the gear to stay engaged. It seems the common thing that happens is the low dog does not hold and it slips to the high dog. This is where the gear usually holds. It our case that does not occur, and the gear continues to slip ever dog it catches on.

This makes a critical safety hazard. Imagine riding through a major city in 6 to 8 lanes of traffic and the transmission explodes. One of two situations will occur.

- 1) You will essentially be in neutral and having only steering and brakes to get you safely to the shoulder.
- 2) The drive gear will lock up, the rear-end will skid and you have no control of the Wing at all.

Either situation practically guarantees a fatal outcome.

Honda has been aware of this anomaly. No 2011 was made and the reason they gave was they were moving the production to Japan; however, the 2012's have a new 5th gear and a new drum. These changes imply that Honda has been well aware of the problem..

gear

[Show Details](#)

Recall ID #49795

Recall ID #49795 - POWER TRAIN:MANUAL TRANSMISSION

Recall Date

AUG 26, 2003

Motorcycle Affected

2001 YAMAHA ROAD STAR

Summary

IN THE TRANSMISSION ON CERTAIN MOTORCYCLES, THE SECOND/THIRD PINION GEAR MAY BE INCORRECTLY MACHINED WHICH COULD CAUSE ABNORMAL WEAR THAT EVENTUALLY RESULTS IN A BROKEN RETAINER CIRCLIP.

Consequence

IF THE CIRCLIP BREAKS, THE TRANSMISSION COULD LOCK UP, WHICH WOULD ALSO CAUSE THE REAR WHEEL TO LOCK UP. THIS COULD RESULT IN LOSS OF CONTROL AND A CRASH, POSSIBLY RESULTING IN SERIOUS INJURY OR DEATH.

Remedy

YAMAHA WILL REPLACE THE TRANSMISSION GEARS AND SHAFTS WITH NEW ONES. OWNER NOTIFICATION BEGAN ON SEPTEMBER 9, 2003. OWNERS WHO TAKE THEIR VEHICLES TO AN AUTHORIZED DEALER ON AN AGREED UPON SERVICE DATE AND DO NOT RECEIVE THE FREE REMEDY WITHIN A REASONABLE TIME SHOULD CONTACT YAMAHA AT 1-800-88-YAMAHA OR VISIT THEIR WEBSITE AT [WWW.YAMAHA-MOTOR.COM](http://www.yamaha-motor.com).

Potential Motorcycles Affected

29139

Notes

YAMAHA MOTOR CORPORATION, USA M2004-001

Read more:

http://www.motorcyclistonline.com/motorcycle_recalls/49/2001/yamaha/road_star/49795.html#ixzz1yC1n8svg

[REDACTED]

[REDACTED]

Fayetteville, AR [REDACTED]

✉ Reply to [REDACTED]

Send

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