



Kawasaki Motors Corp., U.S.A.

June 16, 2011

Mr. Daniel Smith
Associate Administrator for Enforcement
National Highway Traffic Safety Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Report Pursuant to 49 CFR Part 579.11

Dear Mr. Smith:

Kawasaki Motors Corp., U.S.A. (KMC) hereby advises NHTSA of a repair campaign being conducted in foreign markets on certain Kawasaki motorcycles substantially similar to units sold in the United States. The motorcycles are available in Japan, Thailand and Malaysia. No campaign is to be conducted in the U.S. because U.S. models have a different headlight system.

- 1) The manufacturer's name: Kawasaki Motors Enterprise Thailand (KMT).
- 2) Identification of the affected vehicles potentially containing the defect: The affected models are the Kawasaki 2008, 2009, 2010 and 2011 model year KLX250V and KLX250S. The substantially similar U.S. models are the 2009 and 2010 model year KLX250W and KLX250T.
- 3) The total number of vehicles potentially containing the defect: 7,146
- 4) A description of the defect including both brief summary and a detailed description, with graphic aids as necessary, of the nature and physical location of the defect: Brief: Inadequate contact with socket can cause low beam bulb to fail to illuminate.
Detailed: Poor assembly of the bulb terminal and socket terminal causes the arcing between the bulb terminals and the oxide layer on the socket. As a result, resistance in the circuitry and temperature increase, preventing the headlamp from illuminating.
- 5) A chronology of all principal events that were the basis for the determination that the defect related to motor vehicle safety, including a summary of all warranty claims, field or service reports, and other information with their dates of receipt:
June 2008 – KHI receives information from KMJ (Japanese distributor) of the failure of low beam illumination. KHI receives reports of blown fuses for the headlamp, and intermittent illumination of the headlight when the motorcycle handlebars are turned to the right.
June 2008 – KHI checks inventory units but finds no similar failure, but notes examples of interference with light function with turning of the handlebar. KHI starts investigation.
September 2009 – KHI decides to apply a countermeasure action to prevent interference of electrical wiring. The number of complaints received is two so KHI continues to watch the market.

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October 2009 – KHI applies countermeasure action to mass production.
September 2009 – KHI receives information from KMJ of a complaint of headlight bulb not illuminating. KHI reviews prior investigation.
March 2010 – KHI duplicates the alleged failure by shaking test when socket wiring is pulled.
December 2010 – KHI starts to study the countermeasure action since there is a possibility of front light goes off due to poor contact of bulb terminal and socket terminal.
May 2011 – KHI initiating a recall campaign.

- 6) The manner in which and the date when the information about the defect was obtained: see #5 above
- 7) A description of the manufacturer's program for remedying the defect: Check the condition of the bulb and if there is damage at the bulb contact point then replace with a new one. Replace the low beam bulb electrical wiring socket and install guard preventing the interference and tighten guard by using countermeasure bolt.

Please contact the undersigned if there are any questions in this matter.

Sincerely,
KAWASAKI MOTORS CORP., U.S.A.



Roger F. Hagle
Director Public Affairs