



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 essentially similar to units sold in the United States. The models are available in Japan, Thailand, Malaysia, Europe, Indonesia, Brazil etc. No campaign is to be conducted in the U.S. because the defect relates to components of the fuel injection system, while U.S. models are carbureted models.

- 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 2008, 2009, 2010 and 2011 model year KLX250S and KLX250V. The substantially similar U.S. models include the 2009 and 2010 model year KLX250W and KLX250T.
- 3) The total number of vehicles potentially containing the defect: 7,194
- 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: The engine could stall due to water leaks into the engine control unit (ECU).
Detailed: While washing the vehicle or riding in wet conditions, water can leak through a spliced area of electrical wiring and into the inside of the "vehicle down" sensor or ECU connector causing corrosion. This could result in the engine stalling due to an erroneous decision of the ECU that the vehicle down sensor circuit is abnormal or the vehicle has fallen down.
- 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:
August 2008 – KHI (Kawasaki Heavy Industries, Ltd., the vehicle designer) receives information from KMJ (Japanese distributor) concerning engine stalling due to water leaking into the inside of ECU connector. KHI investigates and determines that there is short-circuiting between the terminals inside of the ECU connector.
May 2010 – KHI is evaluating ways to increase the waterproof integrity of the main harness.

P. O. Box 25252
Santa Ana, California
92799-5252

949/770-0400
Fax 949/460-5600
www.kawasaki.com

9950 Jeronimo Road
Irvine, California
92618-2084

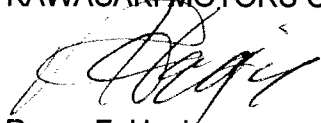
November 2010 – KHI receives additional reports from KMJ and investigates returned parts. KHI determines that the short-circuiting of vehicle down sensor caused by the water leak may result in the engine stalling.

May 2011 – KHI advises KMC of its intent to initiate recall in the affected markets.

- 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 terminal of the ECU connector and vehicle down sensor. Replace each part including electrical wiring if rust is found. Apply grease to the ECU connector and vehicle down sensor.

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

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



Roger F. Hagje
Director Public Affairs