PE14-032

HNDA

12-19-2014

Q8 REDACTED

QIS REDACTED

QSM REDACTED PAGE 20

ACTUAL PLACE VISIT REPORT REDACTED PG 38

GQM REDQACTED PAGE 58

PE14-032

HNDA

12-19-2014

Q8 REDACTED

QIS_REDACTED

Q8-10 - TH2WE2011 060 Engine Cut - Engine Will Not Idle_English_REDACTED

THIS ENTIRE PAGE CONTAINS BUSINESS CONFIDENTIAL INFORMATION

PE14-032

HNDA

12-19-2014

Q8 REDACTED

QIS_REDACTED

Q8-10 - TH2WE2011 060 Engine Cut - Engine Will not Idle_Thai_REDACTED

THIS ENTIRE PAGE CONTAINS BUSINESS CONFIDENTIAL INFORMATION

PE14-032

HNDA

12-19-2014

Q8 REDACTED

QIS_REDACTED

Q8-11 - TH2WE2011 085 Insufficient valve clearance causes engine to cut out whith clutch disengaged_English_REDACTED

THIS ENTIRE PAGE CONTAINS BUSINESS CONFIDENTIAL INFORMATION

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PE14-032

HNDA

12-19-2014

Q8 REDACTED

QIS_REDACTED

Q8-11 - TH2WE2011 085 Insufficient valve clearance causes engine to cut out whith clutch disengaged_Thai_REDACTED

PE14-032

HNDA

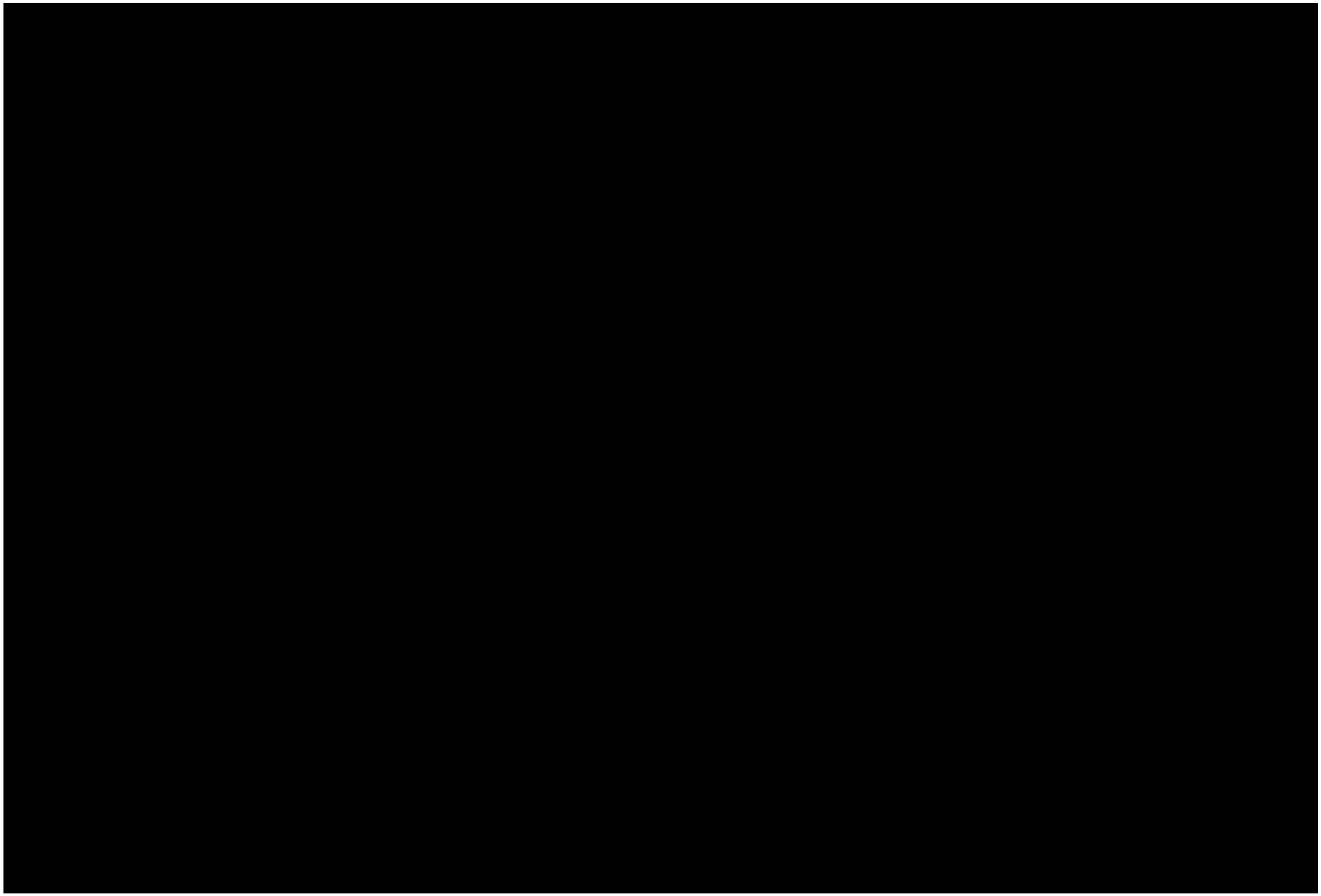
12-19-2014

Q8 REDACTED

QIS_REDACTED

Q8-12 - TH2WE2012 047 Insufficient Valve Clearances Caused Engine Stall While Riding, After Countermeasure_Thai_English_ REDACTED

THIS ENTIRE PAGE CONTAINS BUSINESS CONFIDENTIAL INFORMATION



PE14-032

HNDA

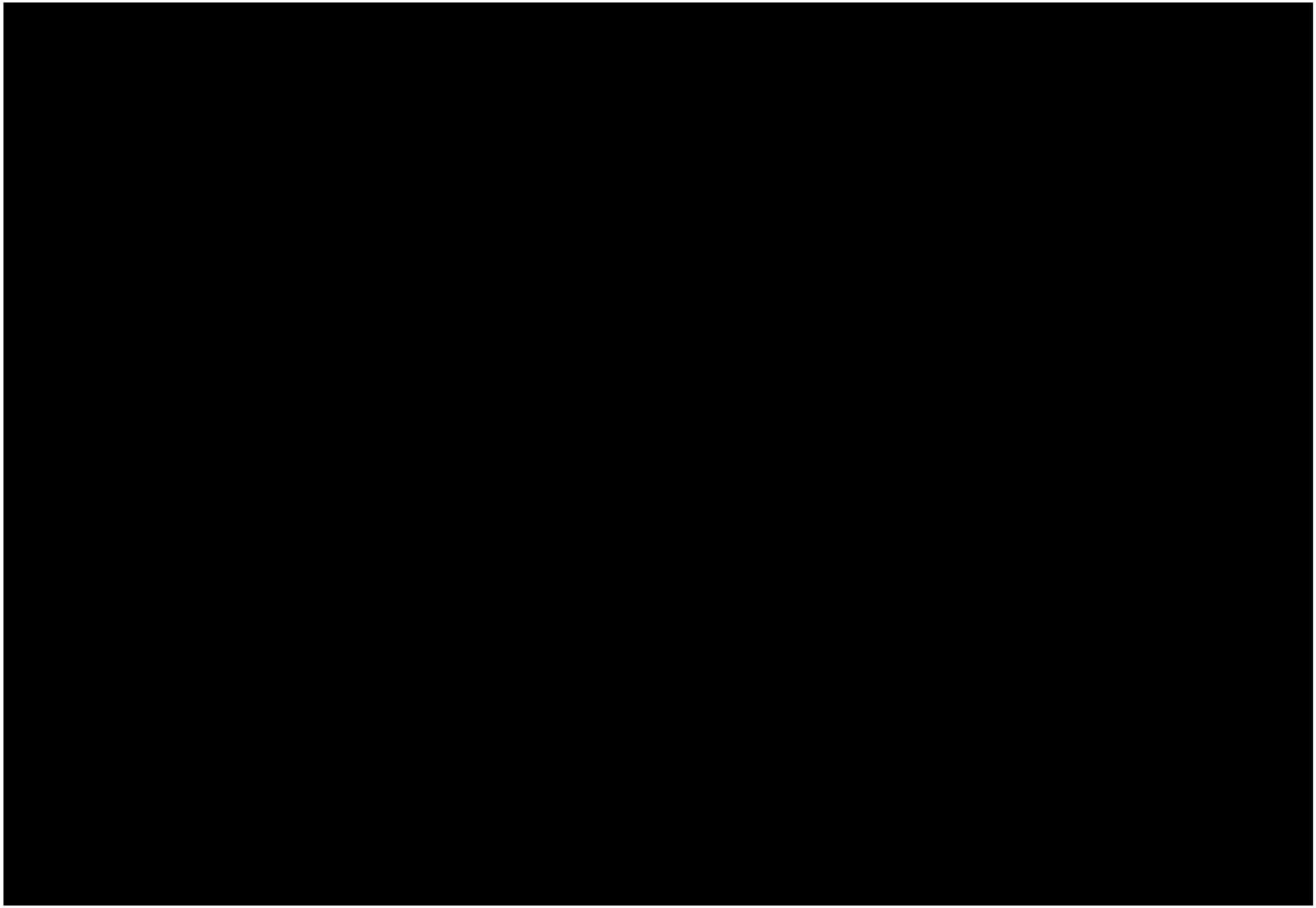
12-19-2014

Q8 REDACTED

QIS_REDACTED

Q8-13 - TH2WE2012 066 Ground bolt at regulatorrectifier loose engine cuts out after CM_Thai_English_REDACTED

THIS ENTIRE PAGE CONTAINS BUSINESS CONFIDENTIAL INFORMATION



PE14-032

HNDA

12-19-2014

Q8 REDACTED

QIS_REDACTED

Q8-14 - TH2WE2012 091 Engine stall While Riding_English_REDACTED

THIS ENTIRE PAGE CONTAINS BUSINESS CONFIDENTIAL INFORMATION

[redacted]

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Q8-14 - TH2WE2012 091 Engine Stalls While Riding_Thai_REDACTED

PE14-032

HNDA

12-19-2014

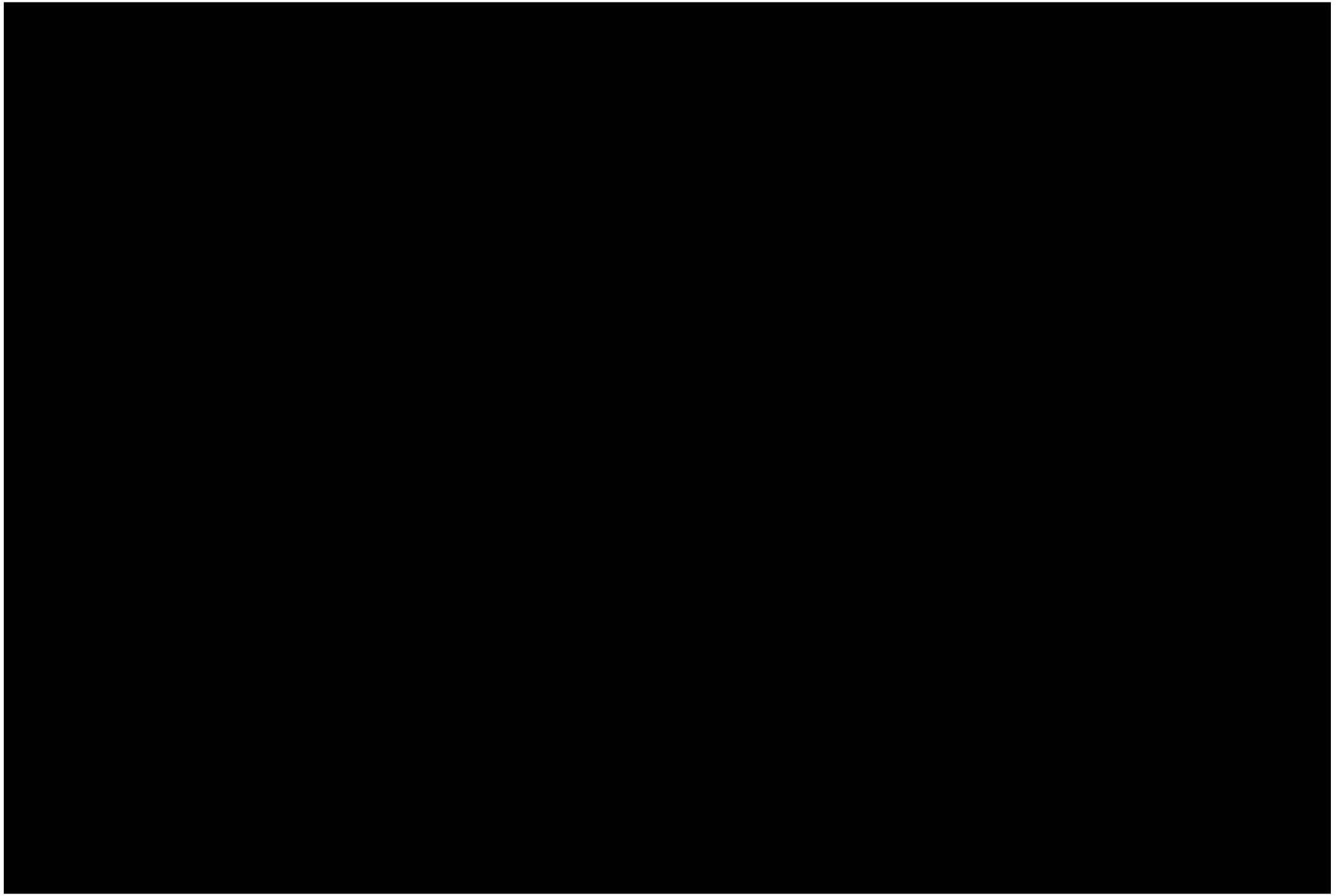
Q8 REDACTED

QIS_REDACTED

Q8-9 - TH2WE2011 034 Ground Bolt Crossthreaded Engine

Cuts_Thai_English_REDACTED

THIS ENTIRE PAGE CONTAINS BUSINESS CONFIDENTIAL INFORMATION



PE14-032

HNDA

12-19-2014

Q8 REDACTED

Actual place visit report_REDACTED

Q8-1 - Report CBR250R Genba(US) visit_English_REDACTED

CBR250R
Actual Place Visit Report

CBR250R Genba (US) visit Result

1.Purpose：Confirmation of claim at Genba

2.Location：USA (Connecticut or HRA-O depend on the situation)

3.Participant

①Mr. Kenji Kakuda（ASH A-QIC）

②Mr. Yoshiaki Nakajima（HRA-O）

③Mr. Jeremy Hoerning/ Masashi Yahata（AH-Service）

4.Confirmation Items

① Reproduce the Engine stall symptom

② ECU-data Logging and Record

③ Unit check

(Compression, valve timing, valve clearance, spark plug, plug cap, fuel pump, etc.)

5.Schedule (plan)

2012/03/13～2012/03/16

11 (Sun)	12 (Mon)	13 (Tue)	14 (Wed)	15 (Thur)	16 (Fri)
	 In	Checked items ③ ①	Check items ① ②	Sum mtg. 	 Out

CBR250R Genba(US) visit Result

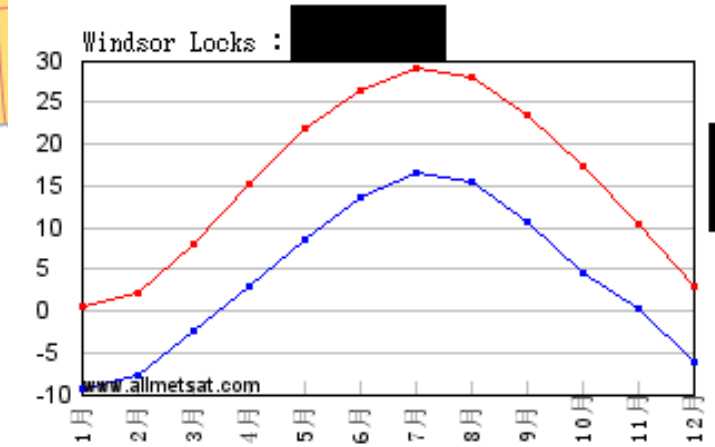
[redacted]

ansas / KS

/ Kentucky / KY

Connecticut / CT

[redacted]



[redacted]

°C/°F

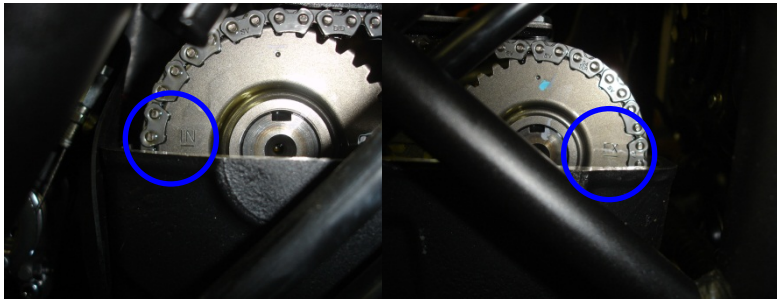
Visit to DLR

LIBBY'S MOTOWORLD
60 PRINTERSLN, NEW HAVEN, CT
06519-1812
TEL (203) 772-1112

CBR250R Actual place (US) visit Result : confirmed the affected vehicle

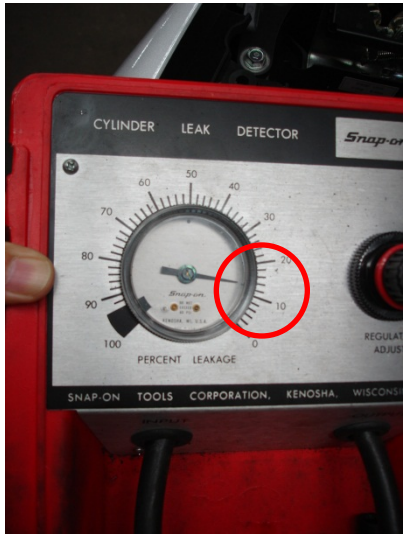
- Tappet C/L [redacted]

- Valve Timing was normal



[redacted]

- Plug Cap did not have any cracks or damage
- grounding wire condition was normal
- Result of Leak Test is [redacted] back and forth)



CBR250R Genba(US) visit Result : [redacted]





A running test was performed on the same road as the complaint. The outside temp. is about 58F～64F, with a distance of about 5.2miles up and downhill with traffic lights. The running test was performed with about 60 miles following the same steps as described in the allegation. The engine stall was not able to be recreated.

CBR250R Actual place (US) visit Result : Simulation test 2

Test Place ：Hardfolk
Test in front of the dealers shop 、clear、dry
Outside temp. 14℃～17℃

Not to able get the distance between the actual place and the customer’s home, and because of the need to keep the engine cool, decided to perform a running test on a private road near the dealer.

Engine Stall – Not Found

[redacted]

CBR250R Actual place (US) visit Result : Measured result

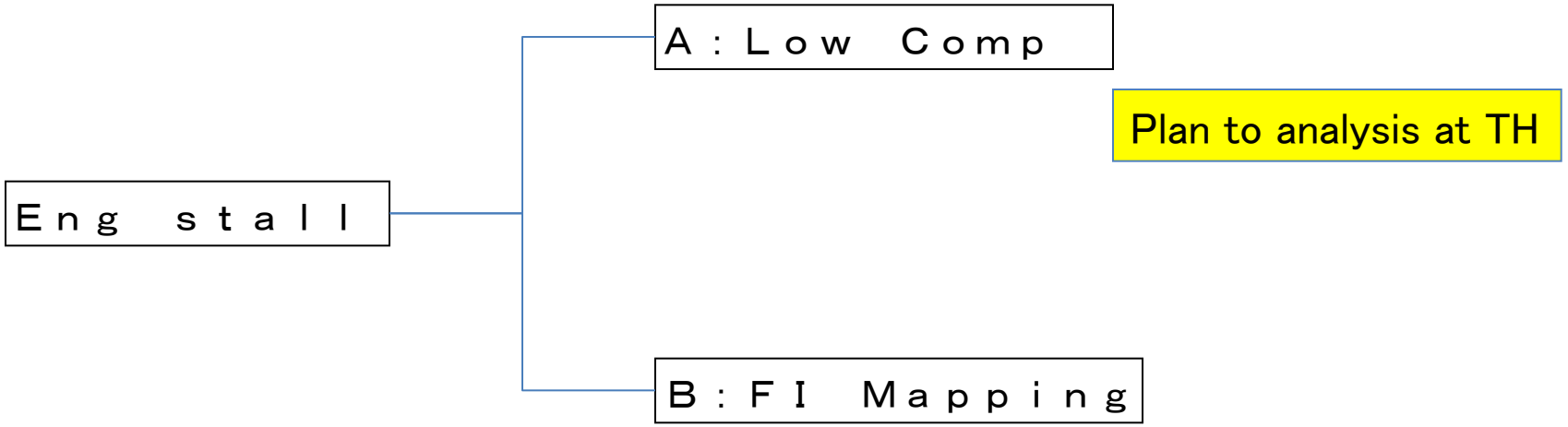
Perform test with the same condition – 3 times.

CBR250R Actual place (US) visit Result : Next direction

◆The next direction to analysis (from now onward)

Team estimated the causes of engine stall to be from 2 reasons.
However, the team can't judge if the cause of problem occurred from individual or several problems. After this, Thai Honda will analyze the cause of low compression pressure in the engine head. In addition to lower idle, it will be compared with the mass prod. of other models. A-QIC will be the one who requests HRS-T, HGA, MQID to analyze the cause of this problem

・Used motorcycle will be sent to Thai Honda



CBR250R (US) : Visiting an actual place Result : Customer feedback information

・Purchase date 23 Aug.
・ 1st inspection at dealer on Sept. 27 and customer complained that the engine stalled
↓
The result of 1st inspection –> adjusted the tappet clearance (no data, but found stuck)
After adjustment, dealer did not verify the symptom

Oil replacement on 1st inspection ⇒ GN4 of 10W-40 (Genuine product of AH)
・ 6 Oct. – User took MC to dealer
・7 Oct. – Informed to dealer that engine stall happened again
⇒ Dealer did not check the tappet clearance
Dealer conducted simulation test, but the symptom did not reoccur.
・7-12 Oct. – Customer took MC to DLR again, and confirmed with DLR that the symptom occurred only one time.
・27 Oct. – Mr. Jeremy of AH-Service conducted the simulation running test with the customer information, but the symptom did not reoccur. The DLR request to customer to check the condition a little more
・8 Nov. – Mr. Jeremy of AH-Service borrowed the affected vehicle for testing and conducted running test (cold start) 4 times, the symptom did not reoccur and the affected vehicle was not adjusted.
・Then customer took the affected vehicle to DLR and recorded a video and uploaded it to You tube (Out side air temperature when taken the video is 40-50F(4.4-10℃).

PE14-032

HNDA

12-19-2014

Q8 REDACTED

Actual place visit report_REDACTED

Q8-1 - Report CBR250R Genba(US) visit_Japanese_REDACTED

CBR250R [redacted]

CBR250R Genba(US) visit Result

1.Purpose：Confirmation of claimed unit at Genba

2.Location：USA (Connecticut or HRA-O depend on the situation)

3.Participant

①Mr. Kenji Kakuda（ASH A-QIC）

②Mr. Yoshiaki Nakajima（HRA-O）

③Mr. Jeremy Hoerning/ Masashi Yahata（AH-Sv.）

4.Confirmation Items

① Reproduce the Engine stall symptom

② ECU-data Logging and Record

③ Unit check

(Compression, valve timing, valve clearance, spark plug, plug cap, fuel pump, etc.)

5.Schedule (plan)

2012/03/13～2012/03/16

11 (Sun)	12 (Mon)	13 (Tue)	14 (Wed)	15 (Thur)	16 (Fri)
	 In	Checked items ③ ①	Check items ① ②	Sum mtg. 	 Out

CBR250R Genba(US) visit Result

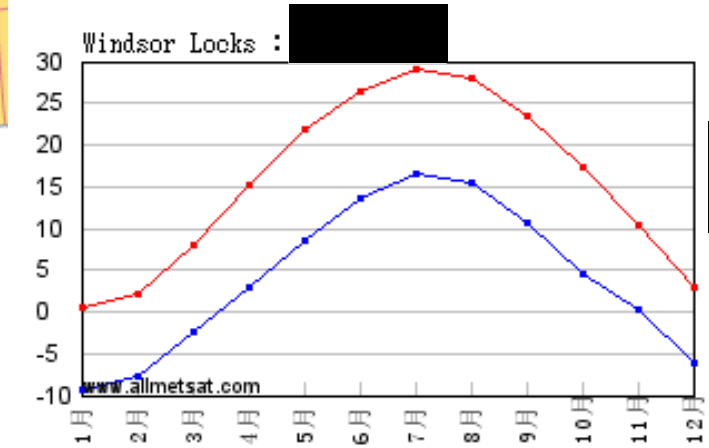
[redacted]

ansas / KS

/ Kentucky / KY

Connecticut / CT

[redacted]



[redacted]

°C/°F

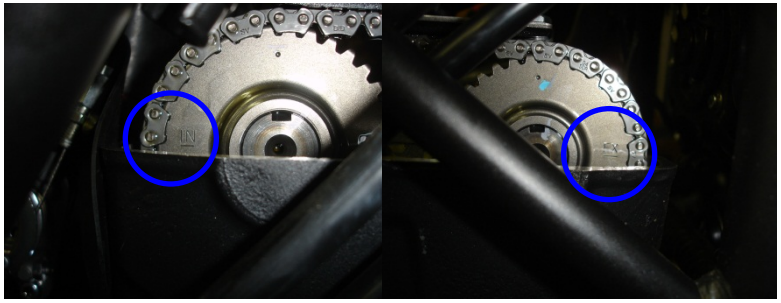
[redacted]

LIBBY'S MOTOWORLD
60 PRINTERSLN, NEW HAVEN, CT
06519-1812
TEL (203) 772-1112

CBR250R Genba(US) visit Result：現車確認結果

[redacted]

[redacted]



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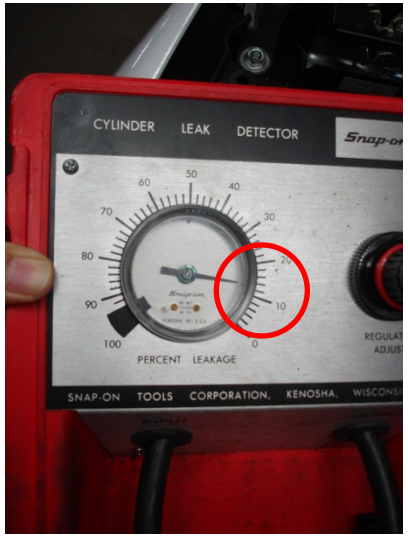


CBR250R Genba(US) visit Result : [redacted]

[redacted]

CBR250R Genba(US) visit Result : 再現テスト2

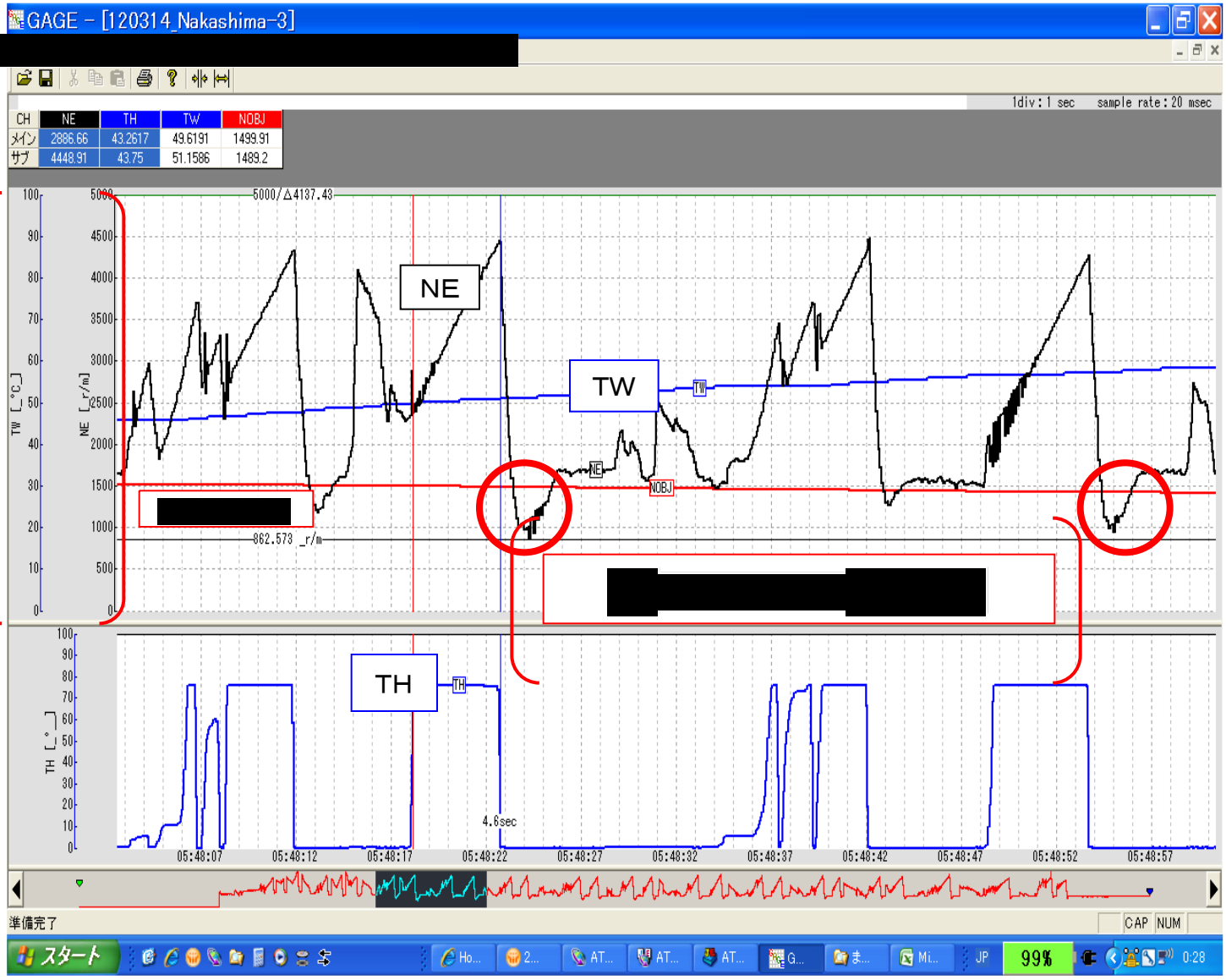
[redacted]

[redacted]

[redacted]

CBR250R Genba(US) visit Result：測定結果

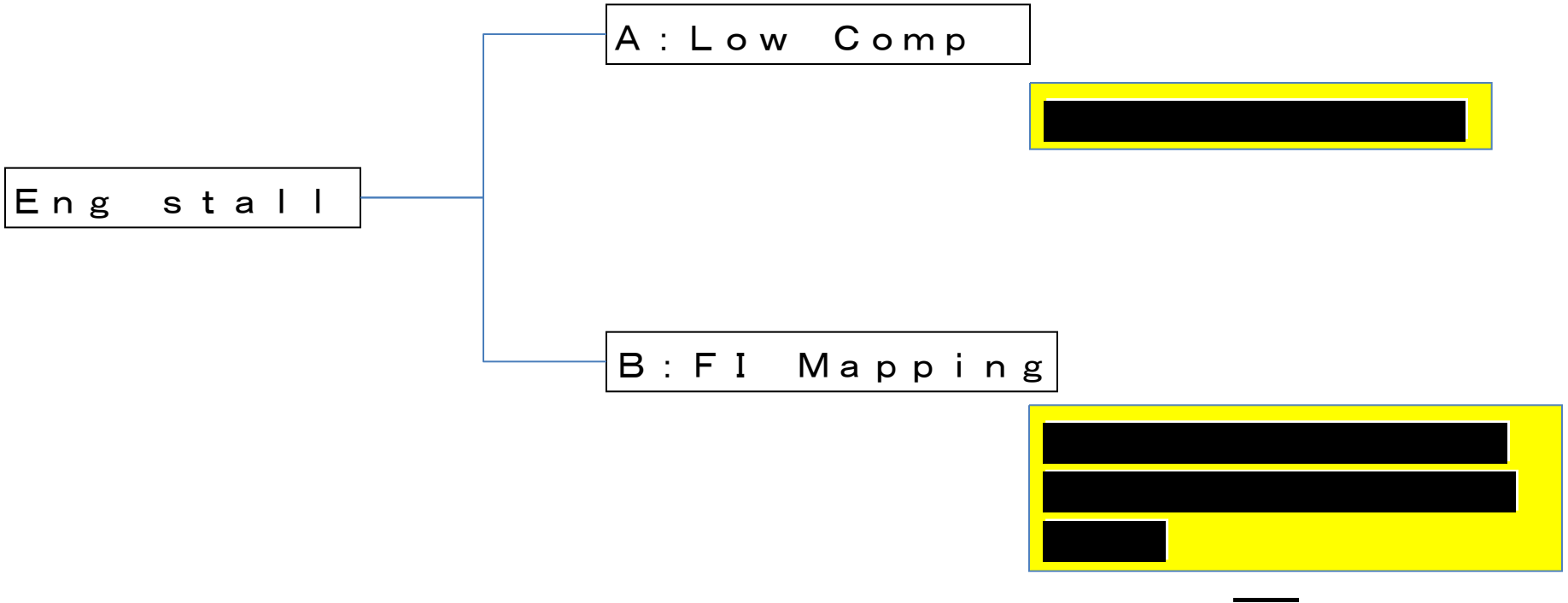
[redacted]



[redacted]

CBR250R Genba(US) visit Result : [redacted]

[redacted]



[redacted]

[redacted]

CBR250R Genba(US) visit Result : [redacted]

[redacted]

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HNDA

12-19-2014

Q8 REDACTED

QSM_REDACTED

ENGLISH

JAPANESE PAGE 79

PE14-032

HNDA

12-19-2014

Q8 REDACTED

QSM_REDACTED

ENGLISH

Q8-15 - QSM 71th Report& Minute Meeting 20111130_English_REDACTED

71st QSM progress report

30 . Nov. 11

[redacted]

PAGE CONTAINS BUSINESS CONFIDENTIAL INFORMATION

71st QSM progress report

30 . Nov. 11

No	Theme	Detail	Future development	PIC	Due date
4	Engine stall NG Plug cap leak CBR250R TH Rank A Manufacturer : NGK 2CSO2011118 <Analysis request projects> 	・Engine stall while riding, replace IG coil and Plug cap and then symptom disappear ・Occurred at TH, KOR, EU, JPN 10 items ・First analysis result is normally in size and material quality. ・Finished meeting with NGK(28/Jun) ・The root cause is coming from plug cap specification toughness shortages and TH assembly during oblique mounting, there is a countermeasure already. ・Test current receiving of Plug cap and no trouble found. ・Already issue TH QID (TH2WE2011 060)	Countermeasure is revise specification and special follow up	A-QIC Kakuda	30/Nov.

71st QSM progress report

30 . Nov. 11

[redacted]

71st QSM progress report

30 . Nov. 11

[redacted]

PE14-032

HNDA

12-19-2014

Q8 REDACTED

QSM_REDACTED

ENGLISH

Q8-16 - QSM 77th Report& Minute Meeting 20120229_English_REDACTED

ENTIRE PAGE CONTAINS BUSINESS CONFIDENTIAL INFORMATION

77th QSM progress report

29. Feb. 12

No	Theme	Detail	Future development	PIC	Due date
[redacted]					

ENTIRE PAGE CONTAINS BUSINESS CONFIDENTIAL INFORMATION

77th QSM progress report

29. Feb. 12

No.	Theme	Detail	Future	PIC	Due date
[redacted]					

ENTIRE PAGE CONTAINS BUSINESS CONFIDENTIAL INFORMATION

77th QSM progress report

29. Feb. 12

No	Theme	Detail	Future	PIC	Due

ENTIRE PAGE CONTAINS BUSINESS CONFIDENTIAL INFORMATION

77th QSM progress report

29. Feb. 12

[redacted]

PAGE CONTAINS BUSINESS CONFIDENTIAL INFORMATION

77th QSM progress report

29. Feb. 12

No	Theme	Detail	Future development	PIC	Due date
10	Engine stall when riding KYJA CBR250R TH, Rank B M11THM054 (29/Nov/2011) 	・Occurred in USA market Engine stall when riding (MLHMC4117B5003360) ・Adjusting tappet C/L within STD. but symptom not improve without known cause of problem ・Information meeting with AH on 15/Feb	・Buy back the affected vehicle ・Identifying the root cause of a problem	Kakuda	9/Mar

ENTIRE PAGE CONTAINS BUSINESS CONFIDENTIAL INFORMATION

77st QSM Minute note

29. Feb. 12

[redacted]

77st QSM Minute note

29. Feb. 12

[redacted]

10. Engine stall when riding　CBR250R(KYJA)

・understanding of report

・Please quick preparation of plan and Identifying the root cause of a problem ASAP.

[redacted]

PE14-032

HNDA

12-19-2014

Q8 REDACTED

QSM_REDACTED

ENGLISH

Q8-17 - QSM 78th Report& Minute Meeting 20120314_English_REDACTED

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78st QSM Progress Report

14. Mar. 12

No	Theme	Detail	Future development	PIC	Due date
1	PCX Idle round speed up TH , Rank A Maker: KEHIN (TH: Th-body) 2QSO2011038 2QSO2011220 (6/Apr/2011) <Request for Analysis>	• After October 2010 , We found the problem of Idle round speed up in Japan only. • This problem was occurred a dent on TH body • Cause : Found the sand and glass fragments accumulate at Inner and fender. It affected to vibration and the stop screw was damaged so the body wasn't be closed • Countermeasure : open the hole at inner fender from this case ,the customer who appealed about the unusual case, that was affected the body demaged . • Requesting us to find the countermeasure of this problem	• TH issue	Kaneko Uthen Prasert	20/Mar
2	Noise unusual tension lift can't be operated CBR250R/CBR150R TH , Rank C Maker: NHKTH) 2APH2011123 (23/Mar/2011)	• We diagnostic had found the unusual noise of engine which affected from SPG of tension slide out. Found 22 items: Thailand 14 items (add 6 items, JPN 7 items (2 items re-occurred), IND 1 item) collect the problem of parts(8 items) • We can solve the first problem (SPG Slide out and shaft recovery) • The re-occurred case (Motorcycle HM PR) was sent it for analysis at NHKJPN and report the unusual noise from sound of the chain(6 FEB) • Inspection the details result of increase torque value test from each units.	• Meeting with analysis result with HGA (~ 21/Mar)	Uthen Prasert	21/Mar
3	The engine stall during driving but can start up again ECM Performance NG(Step4) NS110 (KWWM) CN110B (KVBV) TH , Rank B Maker: KEIHIN 2APH2011055-00 2APH2011545-00 2APH2011552-00 (5/Feb/2011) <Request for Analysis>	• This case found in Thailand , can be judged this problem was occurred when started engine in the morning, the idle stop was working unstable which affect to engine stall • We found the problem of KWW5 items(Warranty 57 items)/KVB 1 item (warranty 20 items) The results confirm with dealer : the Idle working under 850~1000 rpm so it was affected to engine working unstable and after Idle 44 sec. the engine was stall • Change ECM • Meeting with MOD/HGA/AGSO (07/Sep) were finished -Collect NG for analysis(ECM,TH body , INJ) sent to HGA(28/Sep)-(7 DEC) Buy back NG motorcycle, and arrived at HGA • HGA analysis result : the engine stall was happened from the dealer which didn't modify the idle with the right processes • HGA meeting follow up (6 Mar)	• Check the current situation	Kaneko	5/Mar

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78st QSM Progress Report

14. Mar. 12

No	Theme	Detail	Future development	PIC	Due date
4	Air Blade(KVGS) HVN Rank A The break PAD was easy to damaged (Fr. break) Maker : NISSIN(Vietnam) 2HVN2011256 (24/Oct/2011)	• Judge : The customer use the product about 14 days/ 16 km but the break pad was damaged. • QIC1 topics : found the problem 8 items (warranty 307 items) Situation analysis ; the correct of case, don't found the problem of quality PAD • Reviewed the Kakogawa we found the same problem ever occurred , and have designate the countermeasure at Vietnam • To use Spec of Base 2POT Caliper to decrease the proportion of problem, so it was supposed to eqpossibly occur with HVN Spec • Adjust meeting with HVN (~8/Feb) • Considered Countermeasure temporary service parts was rub until the break PAD was damaged Confirm Spec (~ 16/Mar) • HVN clearly explained about mechanism and effect to the coil stuck at FR Fender (~29/Feb)	• The latest Data Specify Mechanism • Follow Test Result with HVN	HRST HVN ADIO Kakuda	30/Mar.
5	AHL Model (CD70, CG125) coating caused rusty-NG Shaft Pedal-NG meter operation -NG Meter Crank (15/Dec/2011) Rank B, C	• Received parts (TTL = 53 pcs.) • Set schedule of analysis • NG Shaft Pedal : Analyzed:Maker produced the bead welding with insufficient length, that caused a problem of too tight fastes. • NG Meter operation : Analyzed (There still remains some NG -> AHL already fixed) • Rust Muffler,Wheel Rim,/ Fender: Thin coating before production ceused the rapidly rust	• Follow the analysis concerned with coating • Set FTA concerned with NG coating	Kaneko Kakuda Uthen Preserti James	20/Mar.
6	Fuel Pump NG KYJA : CBR250R TH : Rank B 2CSD2011172, 185 2HM2011040 2AUH2011034 2HMSI2012009B (18/Jul/2011)	• Occurred in Japan (3items), Australia (2items), India (2items) Total = 7 items • Analysis Result • Filter tip eroded at rotor : 5 items • NG Regulator Performance : 1 item • Cause not found : 1 item • Plate Filter Maker : Malaysia (India: Part Case2)	• Meeting to follow up with HMSI (~17/Mar.) • Misuda Meeting (20/Mar)	Kaneko	26/Mar.

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78st QSM Progress Report

14. Mar. 12

No	Theme	Detail	Future development	PIC	Due date
7	Final shaft NG KWP : SQV110 HMSI Rank A Maker: Musashi-India 2HMSI2011197-00~05 (22/Oct/2011) 	・In India ① When DLR received the new motorcycles and unloaded from truck, found that RR wheel slip out. From inspection, NG final shaft were found for 25 cases. ② While user was driving test, the RR wheel was slip out. ・Inspection Result: NG due to slowly damage occurred ・Internal hardness of part is over the DWG standard, and over torque in the assembly process, and while torqueing, put in the grease at shaft. That made the grease more stain ・Set countermeasure of grease stain, torque setting, reduce the internal hardness. (2/Feb~ VIN : ME4JC448BC8759635~) ・Meeting to follow up with HMSI ・Collect HMSI document.	・Meeting with HMSI (~21/Mar.)	Kaneko	31/Mar.
8	Engine can't be started. Non-working fuel pump(STEP4) KWWM : Wave110i TH Rank B 2APH2012087 (13/Mar/2012)	・While PDI found that engine is not working. ・150 cases found in Thailand ・Fuel Pressure : Lower than standard 294kPa (100kPa)	・Conclude the current situation (~20/Mar) Meeting with KTL (~20/Mar.)	Kaneko	28/Mar.

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78st QSM Progress Report

14. Mar. 12

No	Theme	Detail	Future development	PIC	Due date
9	Eng. Oil leak TMX165 HPI, Rank B 2HPI2011020 (25/Aug/2011)	• In Philippines, we found the problem of fuel leak from engine and this problem had the claim from customer. • OCT'2014 Change H-NA6→NA1 but still NG appeared. Cause : HP Analysis results: The gasket be correct position and try to Assembly not found the problem at SS. Part Structure not over Standard from DWG. API repeating results. Test this differ gasket spec. 30,000 times Countermeasure : Using the spec of gasket before latest version in mass production	• Follow the countermeasur • Follow up meeting with HPI (～28/Mar)	Kakuda	28/Mar
10	RR Wheel damage KWP SCVT10 HMSI, Rank A Maker: SSWL 2HMSI2012081~00, 01 (2/Feb/2012)	Occurred in India •The rim of wheel was blow off during try DPI •Confirm situation: Welding spot of wheel rim was NG. •Check with mass pro. Part : found NG Part and 2 maker prepared •Check on making process and use only 1 maker for guarantee part •Guarantee the welding process all the lot. •Follow up meeting with HMSI (2/Feb)	• Check situation	Kaneko	29/Mar

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78st QSM Progress Report

14. Mar. 12

No	Theme	Detail	Future development	PIC	Due date
11	Engine Stall KYJA CBR250R TH, Rank B M11THM054 (29/Nov/2011) 	・Occurred in USA market Engine stall when riding (MLHMC4117B5003360) Information Meeting with AH on 9 Mar. ・Analysis conduct at actual place(13～14 Mar.) ① The symptom not reoccurred ② Pug cap, ground bolt not found abnormality, TP/CL within STD. ③Compression : values less than STD base on OM	・Logging the data of ECU of the affected vehicle ・Identify Occurred mechanism	Kakuda	28/Mar
12	Unusual sound happened when start the engine KWB AFP110 BSH, Rank B 2BSH2012006-00 (11/Jan/2012) 	・In Malaysia market, customer claimed that they heard the loud sound level from L crankcase cover during starting engine when PDI operated (5 cases) ・When open L side crank case cover, Flange nut loose 10 mm ・Result : confirm : The woodruff key was damage ・Crank shaft key over standard (Test result: 0.4~0.8 / SPEC : 0.1~0.2) ※Processing in Hicom-Honda ・Mechanism : Key of C chamfering is big that made the flywheel and crank shaft non-adhered with Taper, so, nut is loosen while riding	・Meeting to update the progress with BSH (16/Mar.)	Kaneko	16/Mar
13	Unusual sound at muffler KYL Wave125 TH Rank B 2APH2011383-00 2APH2011511-00 (15/Jul/2011) 	・ unusual sound at muffler happen when driving ・ Results Check : found the rust inside the muffler to occurred the loud noise. ・ Analysis Results ・ The size and materials of measure was OK ・ Checking from warranty data : had setting CAT and reoccurred from Spec KYL 10 models ・ KYZ MY12 will link EXP and CAT by changing to use the muffler's internal raw material to SUS application	・ Countermeasure examination ・ Specific NG Cause	Kakuda	21/Mar

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78st QSM Minute Note

14. Mar. 12

(Attendance) Hoshino AQR , HRST: Fukamachi CE ,TH-MQC: Tomita MG, A-QIC : Tokita BM ,Kakuda Co, Kaneko ACo,
Mr.Prasert ,Mr.Uthen ,Miss Rujira

Mtg. Place : TH NMC QSM Mtg.

1. Idle round speed up PCX(KWNA)

- : Understand the report
- : Please close QIS

2. Noise unusual tensionary lift can't operated. CBR250R(KYJA)

- : Understand the report

3. ECM Performance NG(Step4)Wave110 (KWWM), CN110B(KVBV)

- : Understand the report
- : Please monitor market situation
- : PR development information of STEP4

4. The break PAD was easy to damaged (Fr. break) Air Blade(KVGS)

- : Understand the report
- : Review result of temporary countermeasure with HRST/NISSIN
- : Informed countermeasure and Pad Brake usage to HVN service

5. Plated rust shift pedal damage meter crack defect AHL model (CD70, CG125)

- : Understand the report
- : Consider with AHL for QAV, TH will participate as well
- : Mechanism has deterioration, please make countermeasure

6. Fuel Pump NG : KYJA : CBR250R

- : Understand the report
- : Check abnormality in production process of TH
- : After sell this product to the market, please check for abnormality
- : Please present production process of related part and pump that easy to understand

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78st QSM Minute Note

14. Mar. 12

(Attendance) Hoshino AQR , HRST: Fukamachi CE ,TH-MQC: Tomita MG, A-QIC : Tokita BM ,Kakuda Co, Kaneko ACo,
Mr.Prasert ,Mr.Uthen ,Miss Rujira Mtg. Place: TH NMC QSM Mtg.

7. Final shaft damage KWP SCV110

・Understand the report

8. Eng. startup failure _ fuel pump malfunction (STEP4) KWWM Wave110i

・Understand the report
・For fuel pump (Step4), please summarize the occurrence and analysis situation of Fuel Pump (Step4)
・STEP4, how to handle related parts, please coordinate with the APH : TH.

9. Eng. Oil leaks TMX155

・Understand the report

10. RR wheel damage KWP SCV110

・Understand the report
・Monitor Market Continuously

11.Engine stall KYJA CBR250R

・Approval

12 Abnormal sound happen when start engine KWB AFP110

・Understand the report

13. Abnormal sound at muffler KYL Wave125

・Understand the report
・When analysis result is issued, please report.

PE14-032

HNDA

12-19-2014

Q8 REDACTED

QSM_REDACTED

ENGLISH

Q8-18 - QSM 79th Report& Minute Meeting 20120418_English_REDACTED

ENTIRE PAGE CONTAINS BUSINESS CONFIDENTIAL INFORMATION

79st QSM Progress Report

18. Apr. 12

No	Theme	Detail	Future development	PIC	Due date
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ENTIRE PAGE CONTAINS BUSINESS CONFIDENTIAL INFORMATION

79st QSM Progress Report

18. Apr. 12

No	Theme	Detail	Future development	PIC	Due date

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79st QSM Progress Report

18. Apr. 12

No	Theme	Detail	Future development	PIC	Due date
[redacted]					

79st QSM Progress Report

18. Apr. 12

No	Theme	Detail	Future development	PIC	Due date
7	Engine Stall when riding KYJA CBR250R TH, RankB M11THM054 (29/Nov/2011) 	Occurred in USA market Engine stall when riding (MLHMC4117B5003360) ・Analysis conduct at actual place(13～14 Mar.) ① The symptom not reoccurred ② Pug cap, ground bolt not found abnormality , TP/CL within STD. ③Compression : values less than STD base on OM ・Wait for the affected vehicle occurred in USA market ・Under investigation the affected vehicle that occurred in KOR market ・MQAD and AQSC already info. Meeting on 6/Apr.	・Identify Occurred mechanism	Kakuda	30/Apr.

ENTIRE PAGE CONTAINS BUSINESS CONFIDENTIAL INFORMATION

79st QSM Progress Report

18. Apr. 12

No	Theme	Detail	Future development	PIC	Due date
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79st QSM Progress Report

18. Apr. 12

No	Theme	Detail	Future development	PIC	Due date

79st QSM Minute Note

18. Apr. 12

[redacted]

79st QSM Minute Note

18. Apr. 12

[redacted]

7. Engine Stall when riding CBR250R(KYJA)

・All understanding of report
・Please summary occurrence situation soon
・Please judgment of necessity by team for sold out of vehicle

[redacted]

PE14-032

HNDA

12-19-2014

Q8 REDACTED

QSM_REDACTED

ENGLISH

Q8-19 - QSM 80th Report& Minute Meeting 20120425_English_REDACTED

ENTIRE PAGE CONTAINS BUSINESS CONFIDENTIAL INFORMATION

80th QSM Progress Report

25. Apr. 12

No	Theme	Detail	Future development	PIC	Due date
[redacted]					

80th QSM Progress Report

25. Apr. 12

No	推進テーマ	内 容	今後の展開	担当	完了 予定日
[redacted]					

80th QSM Progress Report

25. Apr. 12

No	Theme	Detail	Future development	PIC	Due date
7	Engine stall when riding KYJA CBR250R TH, RankB M11THM054 (29/Nov/2011) 	Occurred in USA market Engine stall when riding (MLHMC4117B5003360) ・Analysis conduct at actual place(13～14 Mar.) ① The symptom not reoccurred ② Pug cap, ground bolt not found abnormality , TP/CL within STD. ③Compression : values less than STD base on OM ・Under investigation the affected vehicle that occurred in KOR market ・MQAD and AQSC already info. Meeting on 6/Apr. ・Under shipment the affected vehicle that occurred in USA to JPN (23/Apr. ～) ・Under investigation the affected vehicle occurred USA	・Identify Occurred mechanism	Kakuda	30/Apr.

80th QSM Progress Report

25. Apr. 12

No	Theme	Detail	Future development	PIC	Due date
[redacted]					

80th QSM Progress Report

25. Apr. 12

No	Theme	Detail	Future development	PIC	Due date
[redacted]					

80th QSM Minute Note

25. Apr. 12

[redacted]

80th QSM Minute Note

25. Apr. 12

[redacted]

7. Engine stall when riding CBR250R(KYJA)

・All understanding of report
・Please summary occurrence situation soon
・Please judgment of necessity by team for sold out of vehicle

[redacted]

PE14-032

HNDA

12-19-2014

Q8 REDACTED

QSM_REDACTED

ENGLISH

Q8-20 - QSM 81th Report& Minute Meeting 20120509_English_REDACTED

ENTIRE PAGE CONTAINS CONFIDENTIAL BUSINESS INFORMATION

81th QSM Progress Report

9. May. 12

No	Theme	Detail	Future development	PIC	Due date
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81th QSM Progress Report

9. May. 12

No	Theme	Detail	Future development	PIC	Due date
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81th QSM Progress Report

9. May. 12

No	Theme	Detail	Future development	PIC	Due date
7	Engine stall when riding KYJA CBR250R TH, Rank B M11THM054 (29/Nov/2011) 	Occurred in USA market Engine stall when riding (MLHMC4117B5003360) ・Analysis conduct at actual place(13～14 Mar.) ① The symptom not reoccurred ② Pug cap, ground bolt not found abnormality , TP/CL within STD. ③Compression : values less than STD base on OM ・Under investigation the affected vehicle that occurred in KOR market ・MQAD and AQSC already info. Meeting on 6/Apr. ・Under investigation the affected vehicle occurred in USA to JPN (23/Apr.～)	・Identify Occurred mechanism	Kakuda	30/May.

81th QSM Progress Report

9. May. 12

No	Theme	Detail	Future development	PIC	Due date
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81th QSM Progress Report

9. May. 12

No	Theme	Detail	Future development	PIC	Due date
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81th QSM Progress Report

9. May. 12

No	Theme	Detail	Future development	PIC	Due date
[redacted]					

81st QSM Minute Note

9. May. 12

[redacted]

7. Engine Stall when riding CBR250R(KYJA)

・All understanding of report

[redacted]

81st QSM Minute Note

9. May. 12

[redacted]

PE14-032

HNDA

12-19-2014

Q8 REDACTED

QSM_REDACTED

ENGLISH

Q8-21 - QSM 82th Report& Minute Meeting 20120523_English_REDACTED

ENTIRE PAGE CONTAINS CONFIDENTIAL BUSINESS INFORMATION

82th QSM Progress Report

23. May. 12

No	Theme	Detail	Future development	PIC	Due date
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82th QSM Progress Report

23. May. 12

No	Theme	Detail	Future development	PIC	Due date
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82th QSM Progress Report

23. May. 12

No	Theme	Detail	Future development	PIC	Due date
7	Engine stall when riding KYJA CBR250R TH, Rank B M11THM054 (29/Nov/2011) 	・Occurred in USA market Engine stall when riding (MLHMC4117B5003360) ・Analysis conduct at actual place(13～14 Mar.) ① The symptom not reoccurred ② Pug cap, ground bolt not found abnormality , TP/CL within STD. ③Compression : values less than STD base on OM ・Under investigation the affected vehicle that occurred in KOR market ・MQAD and AQSC already info. meeting on 6/Apr. ・Under shipment the affected vehicle that occurred in USA to JPN (23/Apr.～)	・Identify Occurred mechanism	Kakuda	30/May.

ENTIRE PAGE CONTAINS CONFIDENTIAL BUSINESS INFORMATION

82th QSM Progress Report

23. May. 12

No	Theme	Detail	Future development	PIC	Due date
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82th QSM Progress Report

23. May. 12

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82th QSM Progress Report

23. May. 12

No	Theme	Detail	Future development	PIC	Due date

82st QSM Minute Note

23. May. 12

[redacted]

7. Engine Stall when riding CBR250R(KYJA)
   - ・Understanding of report
   - ・Please summary the final report soon

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82st QSM Minute Note

23. May. 12

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PE14-032

HNDA

12-19-2014

Q8 REDACTED

QSM_REDACTED

ENGLISH

Q8-22 - QSM 83th Report& Minute Meeting 20120620_English_REDACTED

ENTIRE PAGE CONTAINS CONFIDENTIAL BUSINESS INFORMATION

83rd QSM Progress Report

20. Jun. 12

No	Theme	Detail	Future development	PIC	Due date
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83rd QSM Progress Report

20. Jun. 12

No	Theme	Detail	Future development	PIC	Due date
[redacted]					
5	Engine stall when riding CBR250R(KYJA) TH, Rank B M11THM054 (29/Nov/2011) <Analysis request issue> 	Occurred in USA market Engine stall when riding (MLHMC4117B5003360) ・Analysis conduct at actual place(13～14 Mar.) ① The symptom not reoccurred ② Pug cap, ground bolt not found abnormality , TP/CL within STD. ③Compression : values less than STD base on OM Asia & Oceania information exchange Mtg.on19Jun. Cause of symptom is FI program	・C/M , changing FI Program with KZZ ・Theme up to GQM Meeting	Kakuda	30/Jul.
[redacted]					

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83rd QSM Progress Report

20. Jun. 12

No	Theme	Detail	Future development	PIC	Due date

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83rd QSM Progress Report

20. Jun. 12

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83rd QSM Progress Report

20. Jun. 12

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83rd QSM Progress Report

20. Jun. 12

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83rd QSM Progress Report

20. Jun. 12

No	Theme	Detail	Future	PIC	Due
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83st QSM Progress Minute Note

20.June. 12

[redacted]

5. Engine Stall when riding CBR250R(KYJA)
   - ・All understanding of report
   - ・Please closely contact with JPN side

[redacted]

All understanding of report.

83st QSM Progress Minute Note

20. June. 12

[redacted]

83st QSM Progress Minute Note

20. June. 12

[redacted]

PE14-032

HNDA

12-19-2014

Q8 REDACTED

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ENGLISH

Q8-23 - QSM 84th Report& Minute Meeting 20120627_English_REDACTED

84st QSM Progress Report

27.Jun. 12

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84st QSM Progress Report

27.Jun. 12

No	Theme	Detail	Future development	PIC	Due date
4	Engine stall when riding CBR250R(KYJA) TH, Rank B M11THM054 (29/Nov/2011) <Analysis request issue> 	・Occurred in USA market Engine stall when riding (MLHMC4117B5003360) ・Analysis conduct at actual place(13～14 Mar.) ① The symptom not reoccurred ② Pug cap, ground bolt not found abnormality , TP/CL within STD. ③Compression : values less than STD base on OM ・ATAI Information Exchange Meeting on19Jun, The symptom caused by FI Program ・GQM_Q on 26Jun.)	・C/M , changing FI Program with KZZ	Kakuda elapsed days 210	30/Jun

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84st QSM Progress Report

27.Jun. 12

No	Theme	Detail	Future development	PIC	Due date
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84st QSM Progress Report

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84st QSM Progress Report

27.Jun. 12

No	Theme	Detail	Future development	PIC	Due date

84st QSM Minute note

27.Jun. 12

[redacted]

4. Engine stall when riding CBR250R(KYJA)

・Understanding of report
・Please report with GQM meeting by TV

[redacted]

84st QSM Minute note

27.Jun. 12

PE14-032

HNDA

12-19-2014

Q8 REDACTED

QSM_REDACTED

JAPANESE

Q8-15 - QSM 71th Report& Minute Meeting 20111130_Japanese_REDACTED

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No	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]

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4. [redacted]

[redacted]

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PE14-032

HNDA

12-19-2014

Q8 REDACTED

QSM_REDACTED

JAPANESE

Q8-16 - QSM 77th Report& Minute Meeting 20120229_Japanese_REDACTED

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29. Feb. 12

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29. Feb. 12

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29. Feb. 12

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29. Feb. 12

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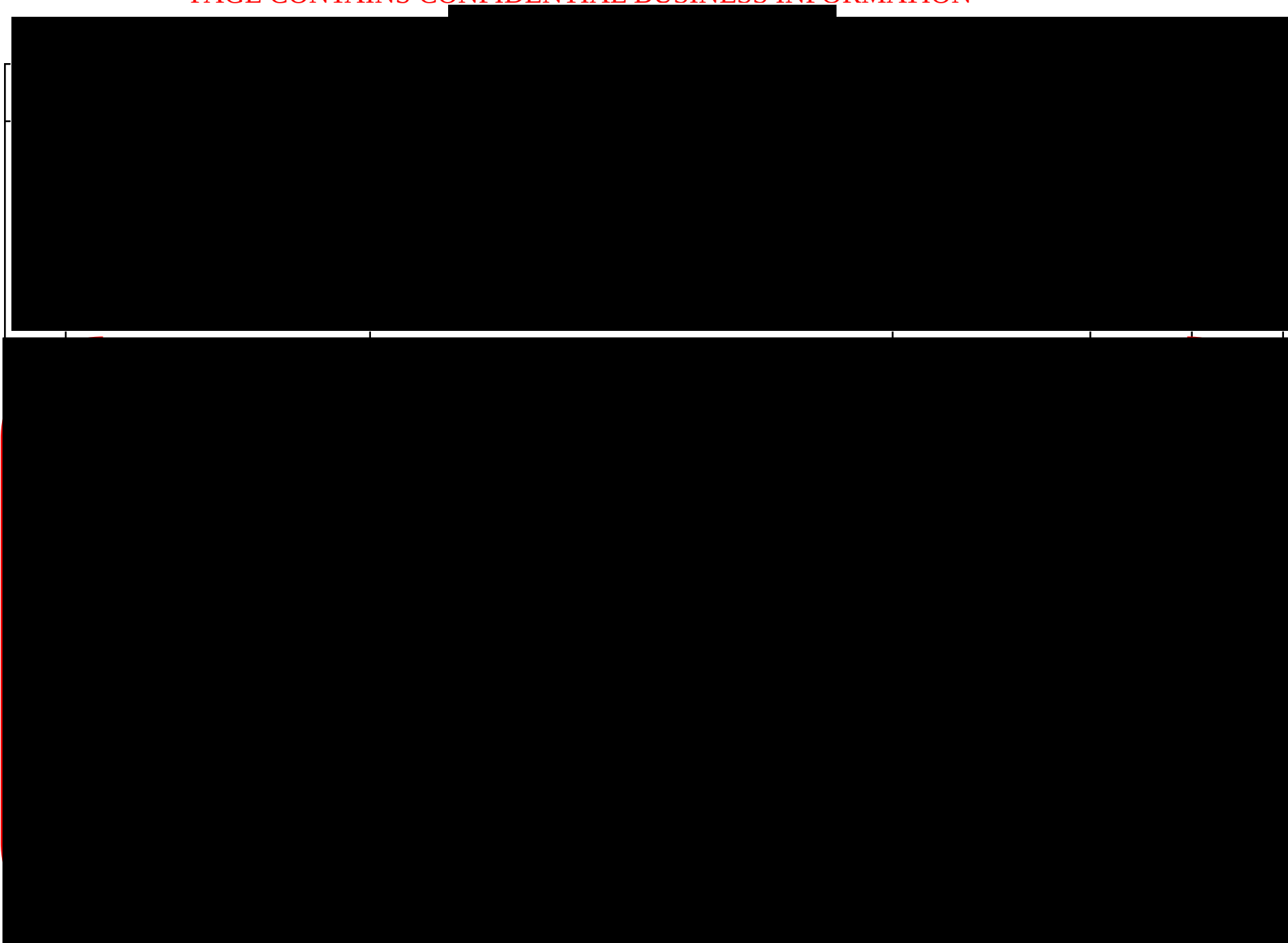

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29. Feb. 12

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29. Feb. 12

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12-19-2014

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JAPANESE

Q8-17 - QSM 78th Report& Minute Meeting 20120314_Japanese_REDACTED

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14. Mar. 12

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14. Mar. 12

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14. Mar. 12

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12-19-2014

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JAPANESE

Q8-Q8-18 - QSM 79th Report& Minute Meeting 20120418_Japanese_REDACTED

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18. Apr. 12

No	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]
[redacted]					

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18. Apr. 12

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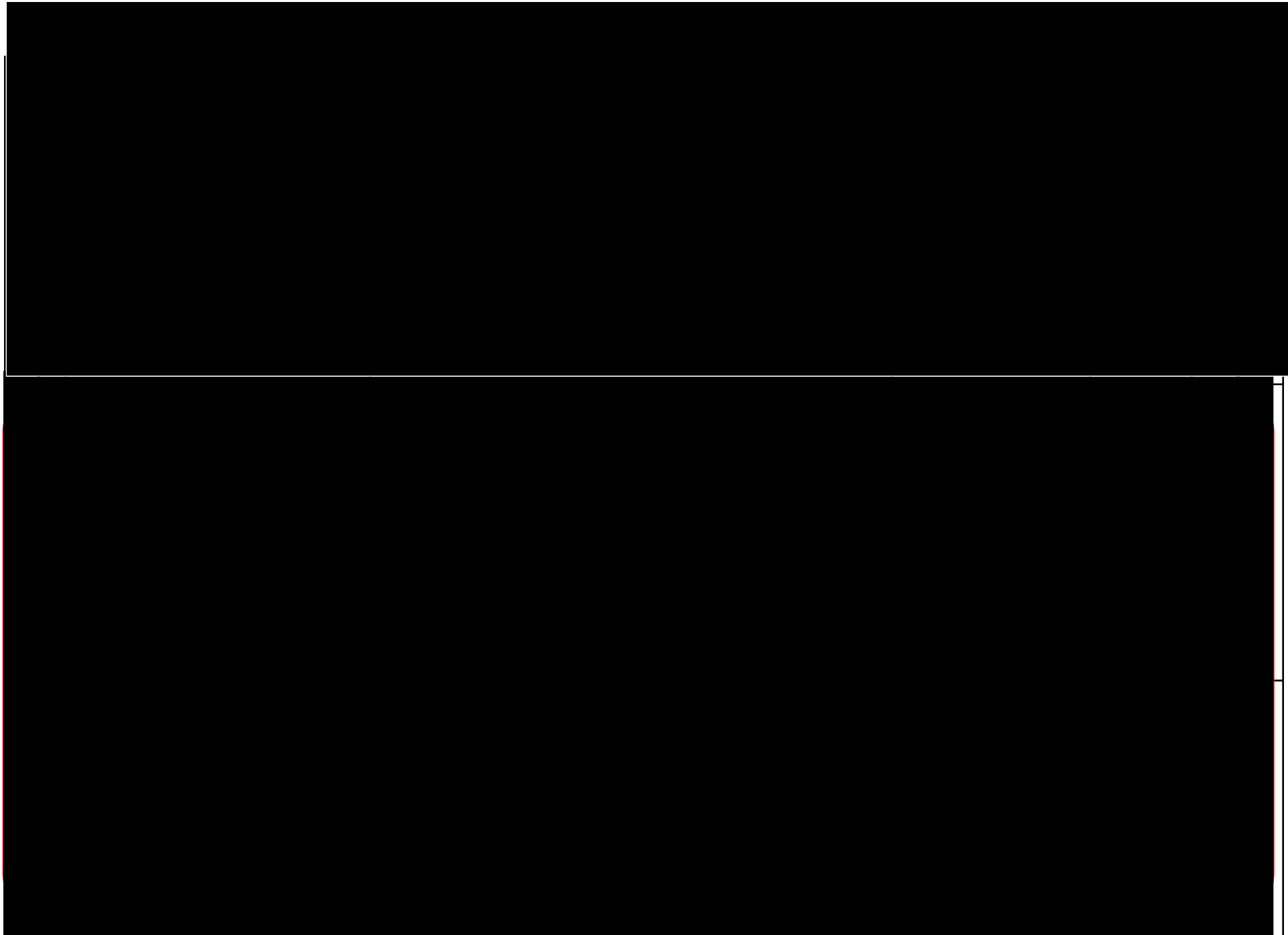

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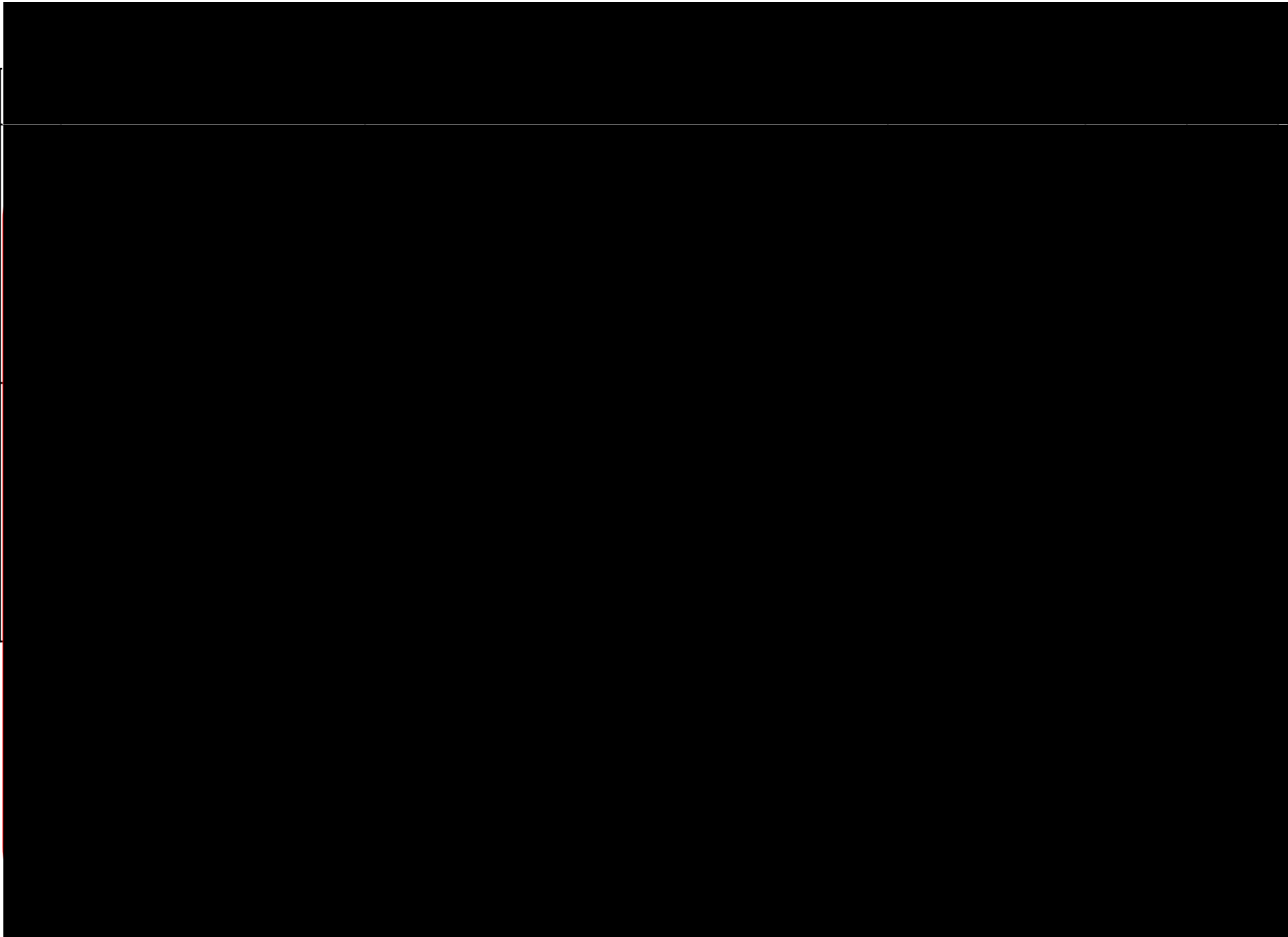

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18. Apr. 12

PE14-032

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12-19-2014

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JAPANESE

Q8-19 - QSM 80th Report& Minute Meeting 20120425_Japanese_REDACTED

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25. Apr. 12

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PE14-032

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12-19-2014

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JAPANESE

Q8-20 - QSM 81th Report& Minute Meeting 20120509_Japanese_REDACTED

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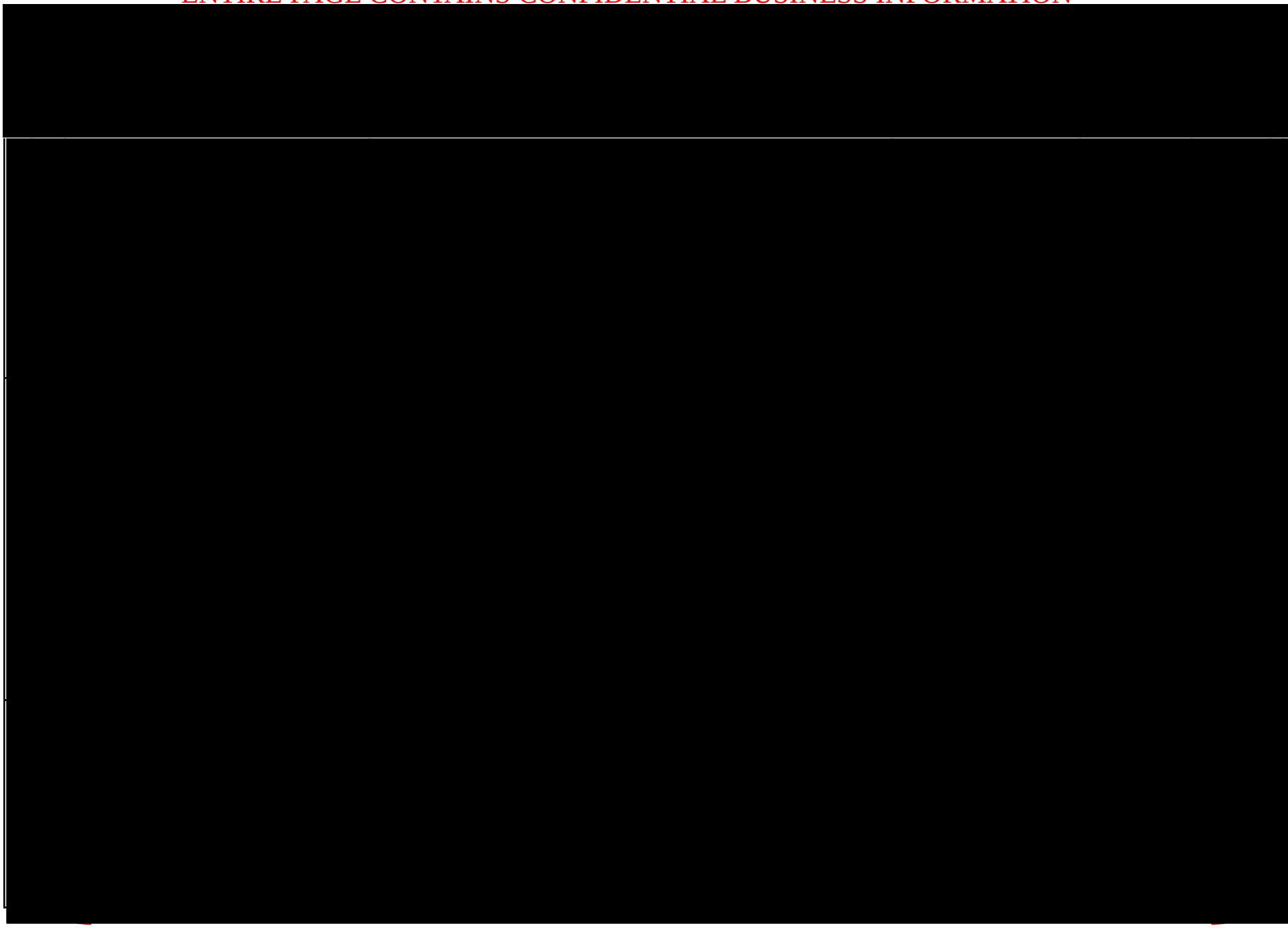

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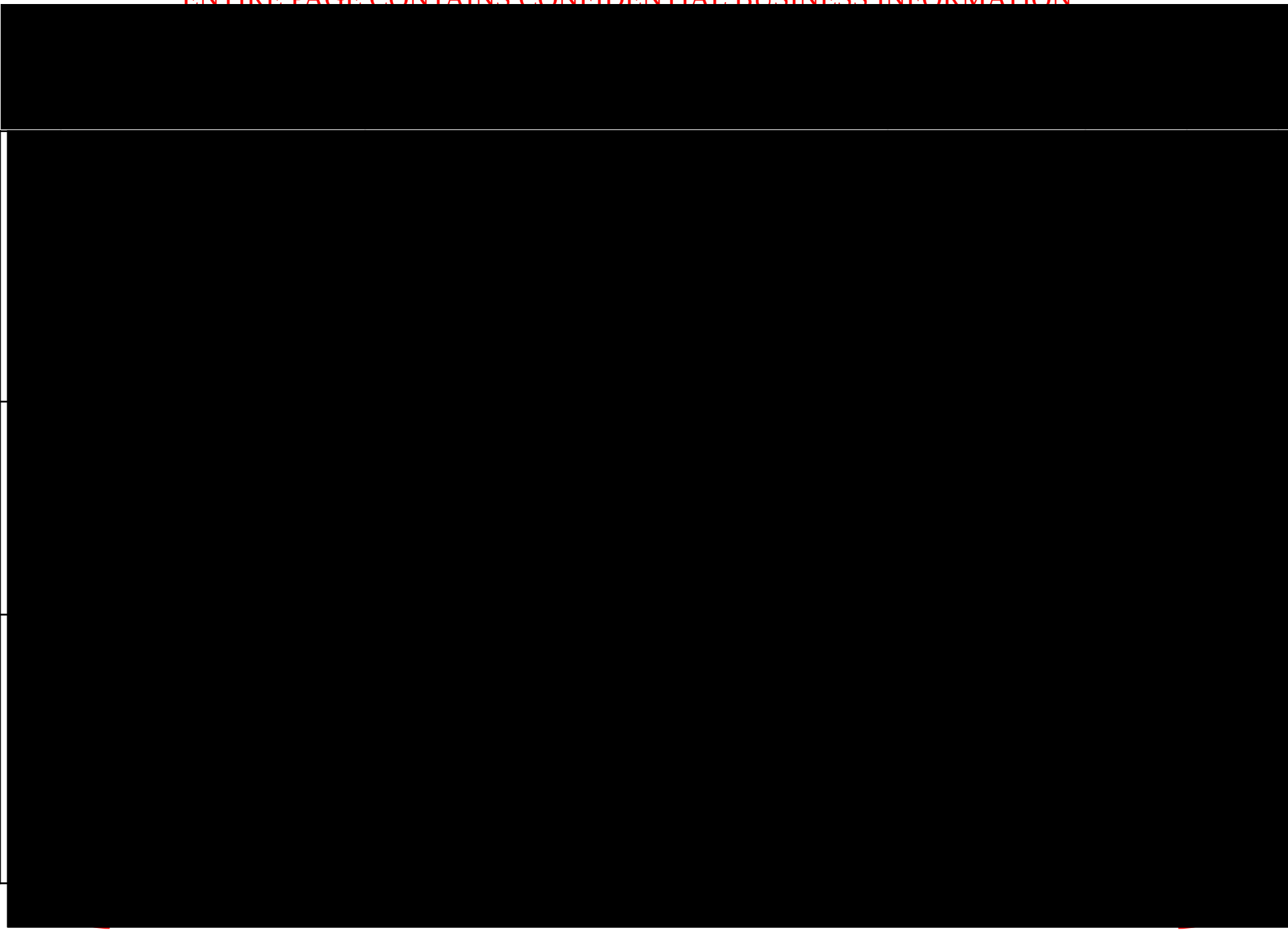

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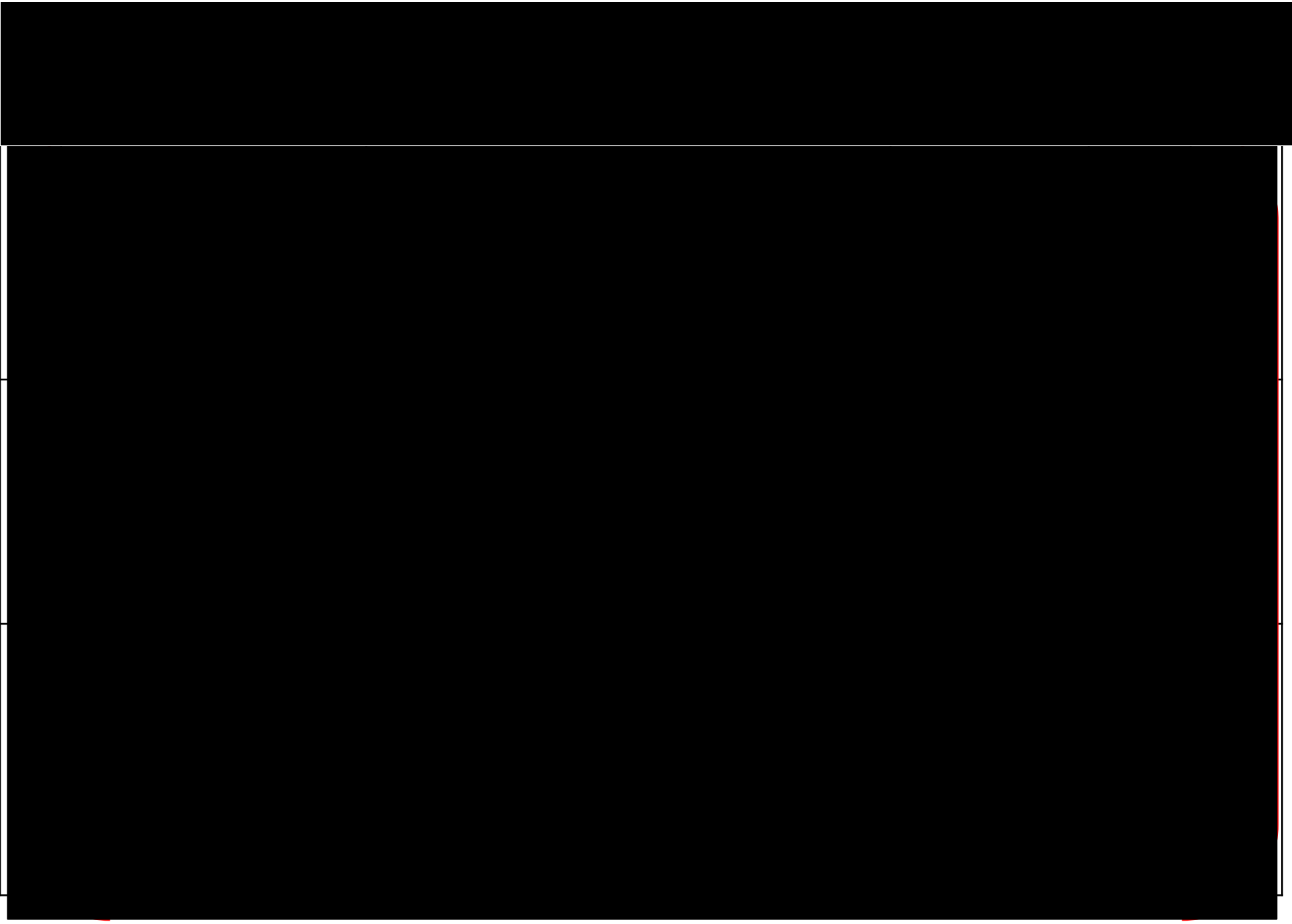

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9. May. 12

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7. [redacted]

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9. May. 12

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12-19-2014

Q8 REDACTED

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JAPANESE

Q8-21 - QSM 82th Report& Minute Meeting 20120523_Japanese_REDACTED

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23. May. 12

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JAPANESE

Q8-22 - QSM 83th Report& Minute Meeting 20120620_Japanese_REDACTED

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20.June. 12

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20. June. 12

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12-19-2014

Q8 REDACTED

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JAPANESE

Q8-23 - QSM 84th Report& Minute Meeting 20120627_Japanese_REDACTED

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27.Jun. 12

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GQM_REDACTED

ENGLISH

JAPANESE PAGE 115

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HNDA

12-19-2014

Q8 REDACTED

GQM_REDACTED

Q8-2 - 516th GQM report_English_REDACTED

11～12M [redacted]/CBR250R(MC41) Engine Stop

[redacted]

[redacted]

＜Contents＞

QIS：TH2WE2011085

2012.6.26

516th GQM QP,Q1 Report

2、3 Complained of events & Number of occurrences

Vehicle	[redacted]	CBR250R MC41 [redacted]
Occurrence Situation Summary	[redacted]	Problem is happening intermittently, will occur within 10 minutes after the engine is started. At a reduced speed and happens only when you are off the clutch. Number of revolutions that have cut the clutch is low 3000r / m, is high and 8000r / m.
QIC	[redacted]	QIC:M11THM 054-00
Occ. No.	[redacted]	**USA:1、Korea:1**
Unit Sales	[redacted]	**USA:7187、Korea:335 Whole of the World；27,670(28countries)**
Occurrence ratio	[redacted]	**USA:0.01%、Korea:0.30% Whole of the World:0.01%**
Mileage	[redacted]	**USA:425mile(684km)、Korea:546km**

4. Analysis Result

Specification of Problem Vehicle

		[redacted]	CBR250R (MC41 [redacted]		
			SPEC	L	R
Tp,Cl (mm)	IN		0.16±0.03	0.18	0.18
	EX		0.27±0.03	0.26	0.26
Valve Timing			IN 20 | 0 EX (8.60) 35 | 40 (8.30)	21.5 | 3 (8.45) 30.5 | 40 (8.14)	
Compresion Ratio			10.7±0.2	10.63	
COMP (kPa)			1300	1294	
IDLE Speed(r/min)			1400±100	1400	
IDLE PB(kPa)/Gair(g/sec)			Less than 72kpa /0.90	69.1/0.91	
ENG OIL Volume			Upper level(1.8L)		
Plug Cap			Nothing abnormal		
Plug condition					
Connecting Earth					

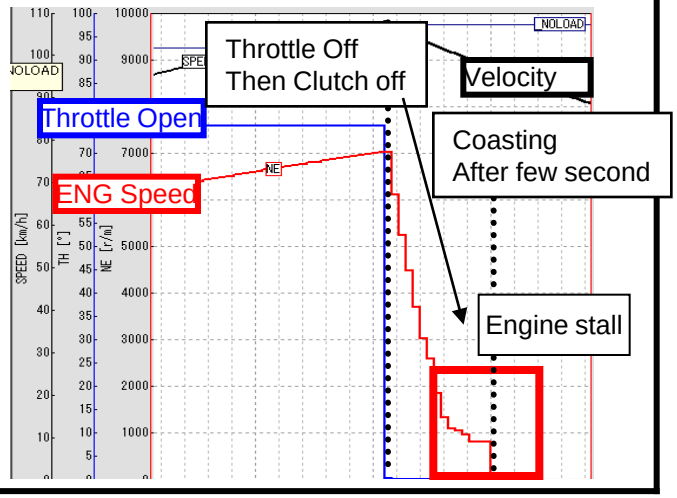
There is a slight shift of Valve Timing in CBR250R, but Vehicle abnormality can not be seen without the items in problem both [redacted] and CBR250R.

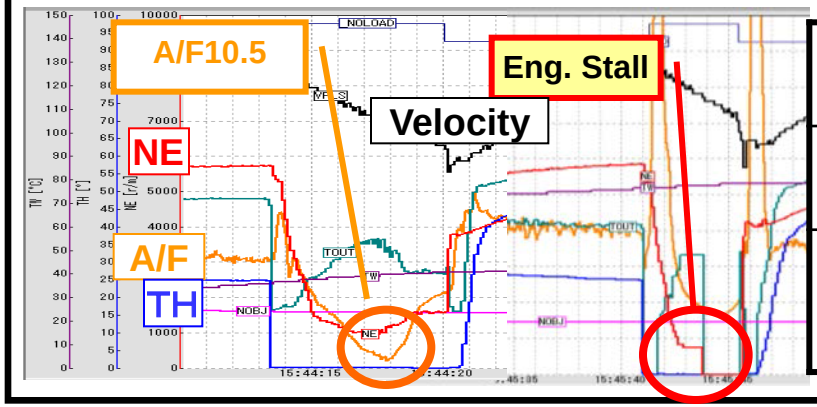
4. Analysis Result Problem Vehicle （Reproduction, Engine Stall Temp. Range）

[redacted]

CBR250R (MC41 [redacted]

TW:23～85℃
Gear Position：6th
Clutch disengage
at 70～90km/h
（7,000r/min）
Temperature：10℃
0.5sec/div





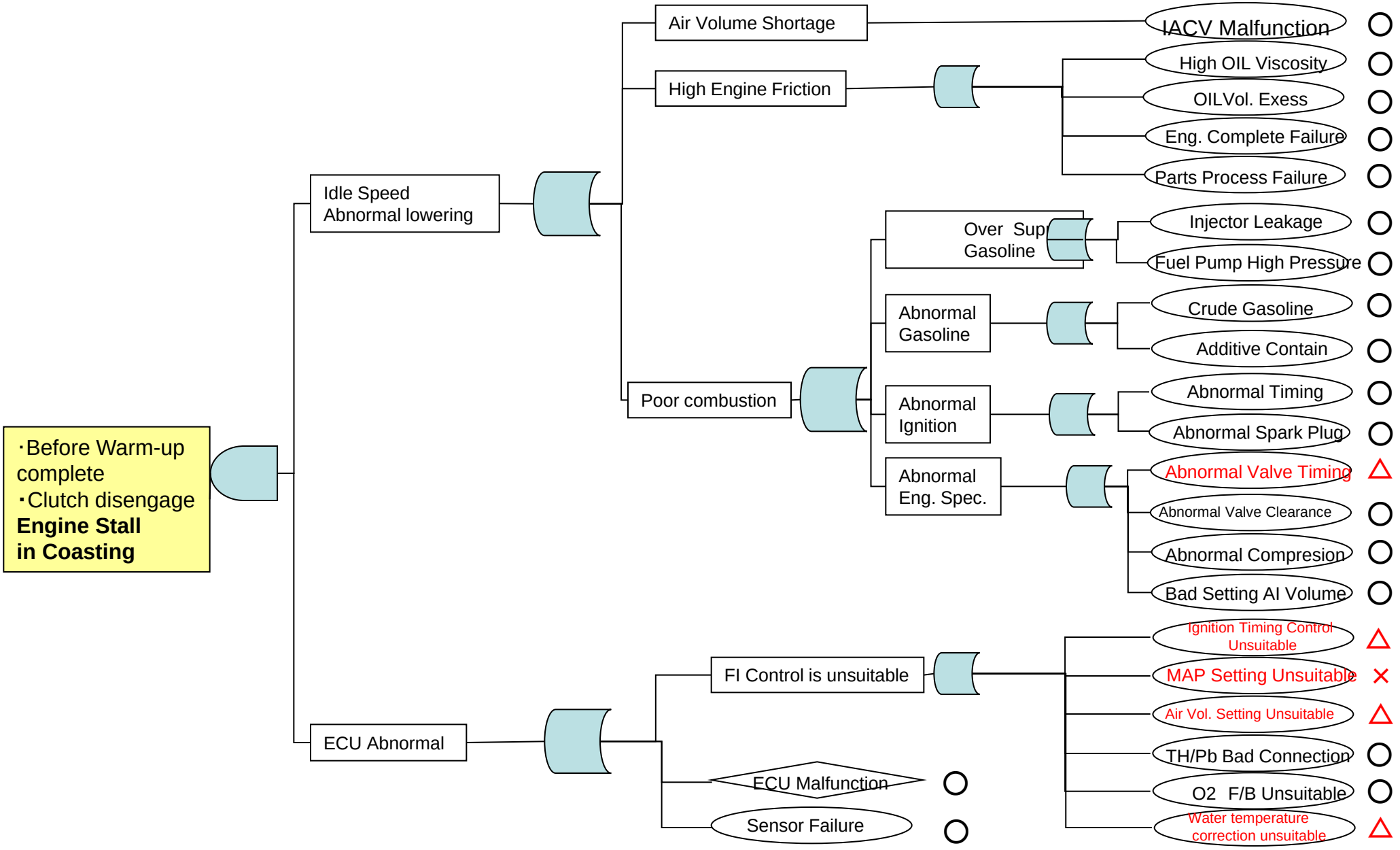
	T.Water：less than 40℃、T.Oil：less than 25℃	T.Water：40～82℃、T. Oil：25～60℃	T.Water：Over 85℃、T.Oil：Over 60℃
Eng Stall	No	Yes	No
A/F	10.5	unkown （may be less than 10.5）	13

・[redacted]CBR Engine Stall occurs both at the same time the clutch disengage to coasting with the throttle fully closed from the Engine high speed range.
・The idling Speed drops below 1450r / min in the warm-up process, A/F becomes rich, occur engine Speed drop and engine stall.
・Engine stall has occurred in the Range in the middle of completion of the warm-up of the Oil Temperature 25 ~ 60 ℃.

4. Analysis Result

[redacted]

4. Analysis Result



4. Analysis Result

Occurrence Mechanism

Poor Rich A/F toughness of Low Speed/Load range

①Simultaneous operation Throttle Off / Disengage Clutch at High Speed/Load Range

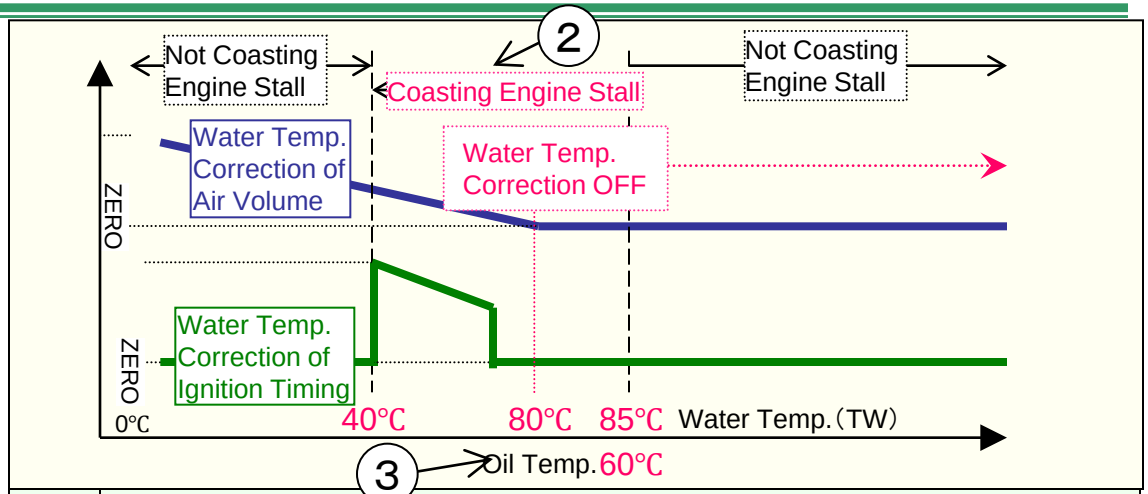
②Correction control amount Shortage

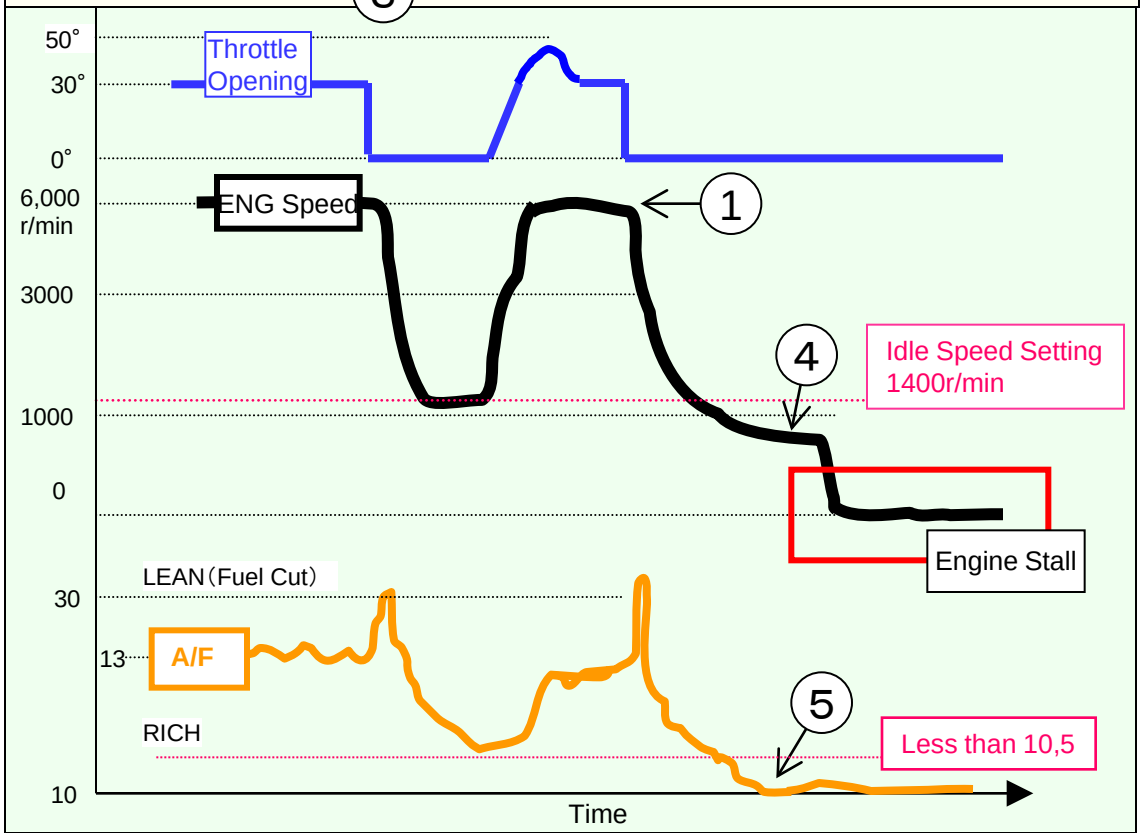
③High Friction At Low Oil Temperature

④Engine Speed goes down under 1,000 r/min

⑤Worsening Combustion by Over Rich (A/F less than 10.5)

Coasting Engine Stall





7. Schedule

Item	Responsible	Schedule	
		June	July
GQM Promotion Plan	QAD	26 ▽ Q-planning/Q1	9 ▽ Q2 16 ▽ Q-End
Reproduction Test	QAD	▼——▼ 11 15	
Cause investigation Countermeasure Effect confirmation Negative confirmation	HGA QAD	CBR US Buy-Back ▼——▽ ▼——▽ ▽——▽ ▽——▽	Analysis ▽ ■■■■■■■■■■ ▽ ▽ ▽
Occurrence prediction Final event Market corresponding	Service QAD		▽——▽ ▽——▽ ▽——▽

END

PE14-032

HNDA

12-19-2014

Q8 REDACTED

GQM_REDACTED

Q8-3 - 518th GQM report_English_REDACTED

[redacted]

＜Contents＞

QIS：TH2WE2011085

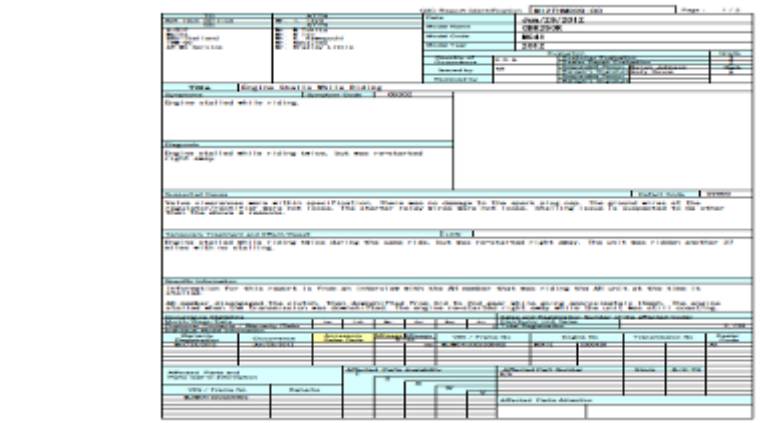
2012.7.9
518thGQM
Q1-1st Report

1. Previous pointed out

＜Previous GQM　Q-Planning＞　（2012.6.26）

Pointed Out Item	Correspondence
・Scrutinize the situation of occurrence number. ・Review occurrence mechanism.	⇒P 3 ⇒P 8

2、3 Complained of events & Number of occurrences

Vehicle	[redacted]	CBR250R MC41 [redacted]
Occurrence Situation Summary	[redacted]	Problem is happening intermittently, will occur within 10 minutes after the engine is started. At a reduced speed and happens only when you are off the clutch. Number of revolutions that have cut the clutch is low 3000r / m, is high and 8000r / m.
QIC	[redacted]	QIC:M11THM 054-00、M12THM 009-00 

Occ. Country	USA	KOREA	Whole World
Occ. / TTL Sales	2 /7187	9/335	27,670
Occurrence Ratio	0.03%	2.7%	0.04%
Mileage（km）	USA:425mile(684)、882、KOREA:546		

4. Analysis Result

Specification of Problem Vehicle

		[redacted]	CBR250R (MC41 [redacted]		
			SPEC	L	R
Tp,Cl (mm)	IN	[redacted]	0.16±0.03	0.18	0.18
	EX	[redacted]	0.27±0.03	0.26	0.26
Valve Timing		[redacted]	IN 20 | 0 EX (8.60) 35 | 40 (8.30)	21.5 | 3 (8.45) 30.5 | 40 (8.14)	
Compresion Ratio		[redacted]	10.7±0.2	10.63	
COMP (kPa)		[redacted]	1300	1294	
IDLE Speed(r/min)		[redacted]	1400±100	1400	
IDLE PB(kPa)/Gair(g/sec)		[redacted]	Less than 72kpa/0.90	69.1/0.91	
ENG OIL Volume		[redacted]	Upper (1.8L)		
Plug Cap		[redacted]	Nothing abnormal		
Plug condition		[redacted]			
Connecting Ground		[redacted]			

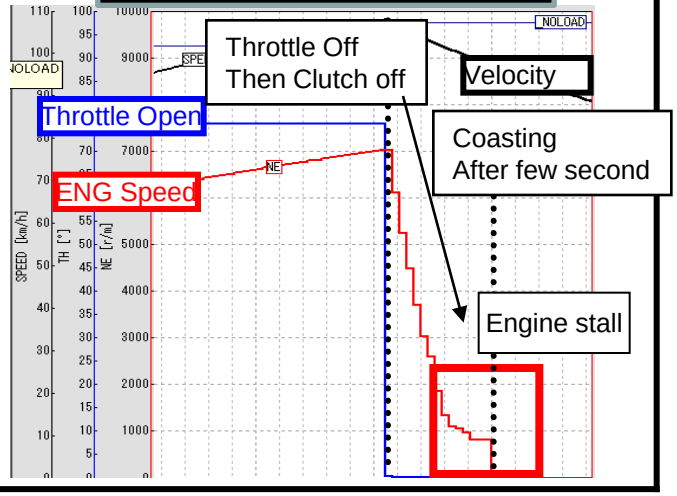
There is a slight shift of Valve Timing both [redacted] and CBR250R.
Vehicle abnormality can not be seen without the items in problem both [redacted] and CBR250R.

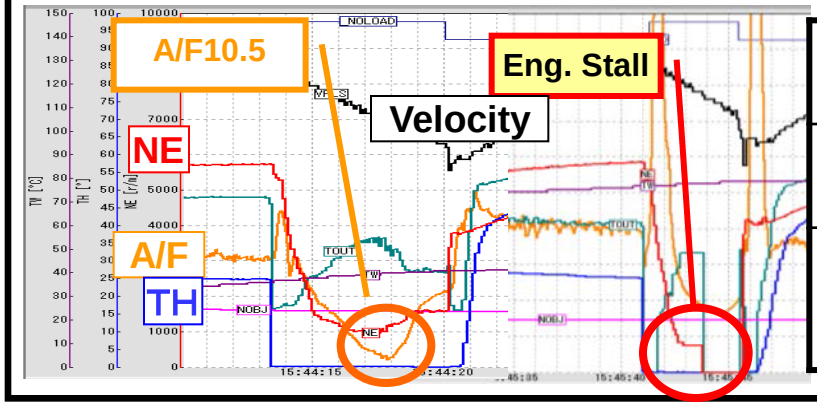
4. Analysis Result Problem Vehicle （Reproduction, Engine Stall Temp. Range）

[redacted]

CBR250R (MC41 [redacted]

TW:23～85℃
Gear Position:6th
Speed:Clutch disengage at 70～90km/h (7,000r/min)
Temperature:10℃
0.5sec/div





	T.Water:less than 40℃、T.Oil:less than 25℃	T.Water:40～82℃、T. Oil:25～60℃	T.Water:Over 85℃、T.Oil:Over 60℃
Eng Stall	No	Yes	No
A/F	10.5	unkown (may be less than 10.5)	13

- Engine Stall occurs at the same time the clutch disenage to coasting with the throttle fully closed from the Engine high speed range.
- No occurrence of engine stall in a state the clutch enage.
- Restart after engine stall is easy.
- The idling Speed drops below 1450r / min in the warm-up process, A/F becomes rich, occur engine Speed drop and engine stall.
- Engine stall has occurred in the middle of completion of the warm-up of in the Range the Oil Temperature 25 ~ 60 ℃.

4. Analysis Result

CBR250R Eng. Parts replace, Tightening Torque change (Chassis) [redacted]

CBR250R Replace; Cylinder・Piston・Head・Cam shaft Result（Test Vehicle：US Buy Back）

No	Head	Cam Shaft	Cylinder	Piston	←Other	Eng. Speed Drop	Eng. Stall	A/F	NOTES
①	M/P	←	←	←	M/P	7/10	**3/10**	11.3	Eng. Stall
②	T/P	←	←	←	Develop	3/10	0/10	11.8	Not Eng. Stall
③	T/P	←	←	←	M/P	4/10	0/10	11.7	Not Eng. Stall after replace Head, Camshaft, Cylinder, Piston
④	T/P	←	M/P	←	M/P	5/10	0/10	11.3	No effect Cylinder and Piston⇒Head & Camshaft Effect
⑤	M/P	T/P	M/P	←	M/P	7/10	**2/10**	11.3	Head Effect

CBR250R Tightening Torque change Result（Head, Camshaft, Cylinder, Piston⇒M/P）

No	Head Tightening Torque（51N・m±3N・m）	Eng. Speed Drop	Eng. Stall	A/F	Results and Notes
①	60.5	7/10	**3/10**	11.3	Eng. Stall
⑦	40	9/10	0/10	11.3	Do not stall Lowering the tightening torque
⑧	51	8/10	**1/10**	11.3	To stall If you increase the tightening torque

[redacted]

・Engine Speed Drop and Engine Stall level changes by tightening torque of the cylinder head. Head Distortion can be considered as a probable cause.

[redacted]

4. Analysis Result

Ability confirmation of valve seating failure

1. Head leakage quantity measurement

CBR250R Development (sand mold)

Only HEAD		steady flow jig		トルク：51N.m)		ENG_Assy(40N.m)		ENG_Assy(51N.m)	
kPa	c,3/min	kPa	c,3/min	kPa	c,3/min	kPa	c,3/min	kPa	c,3/min
11.78	254	10.52	206					7.13	74
20.01	436	19.99	395					10.89	129
50.03	1128	50.01	1025					20.03	237

CBR250R US Buy Back (M/P)

Only HEAD		steady flow jig		トルク：51N.m)		ENG_Assy(40N.m)		ENG_Assy(51N.m)	
kPa	c,3/min	kPa	c,3/min	kPa	c,3/min	kPa	c,3/min	kPa	c,3/min
10.51	4	10.99	24	7.39	90	7.94	175		
20.86	9	21.02	53	10.26	114	10.86	231		
50.24	21	50.04	139	20.11	236	20.09	434		

[redacted]

- Development (sand mold) head is bad alone leakage quantity, leakage quantity is reduced by tightening.
- US Buy Back and Fukui vehicles (M/P) head leak amount is increasing by tightening.

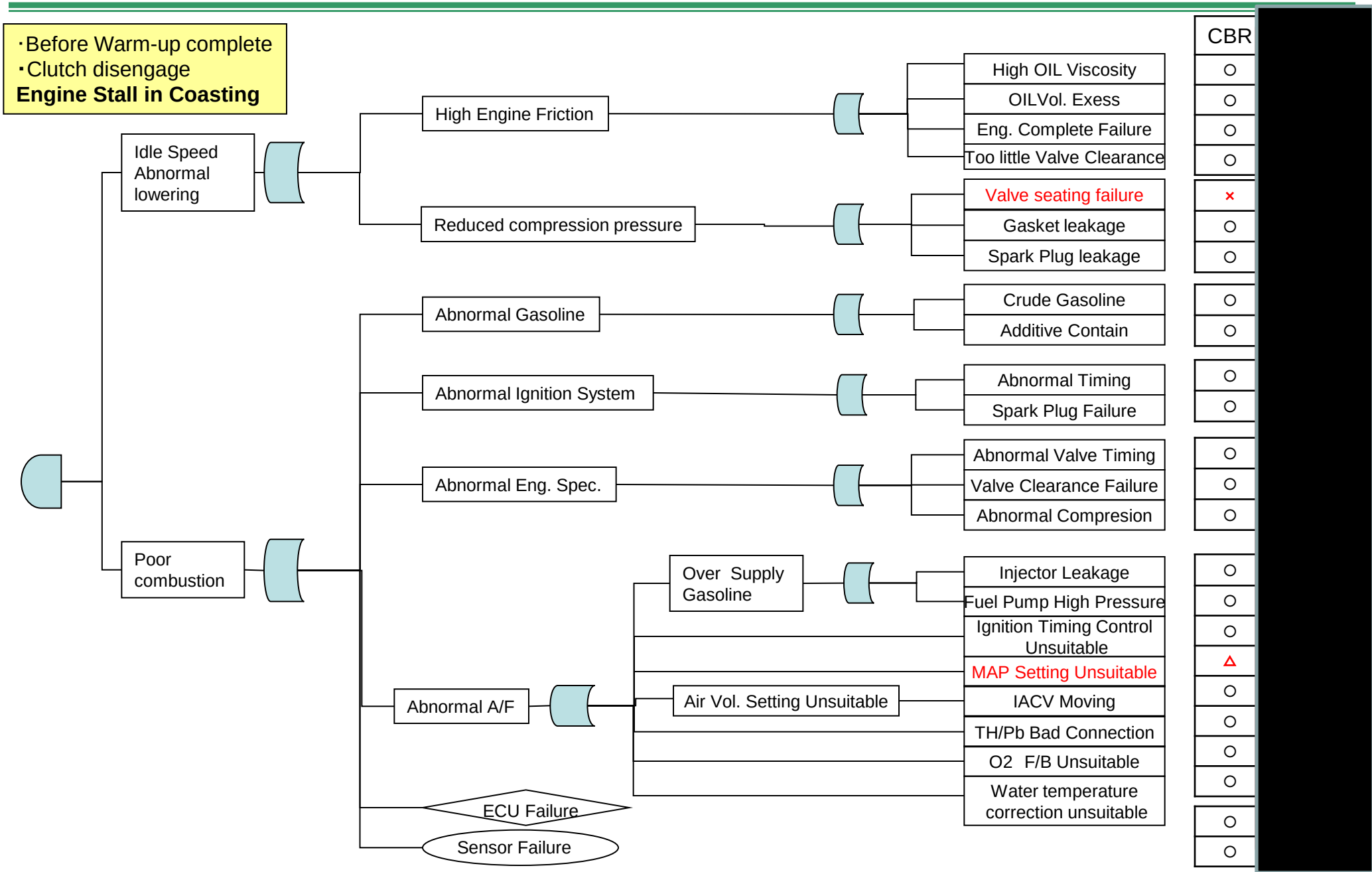
Head leak amount difference need further analysis.
- Head stiffness
- The initial distortion
- Ground-effect of valve　etc.

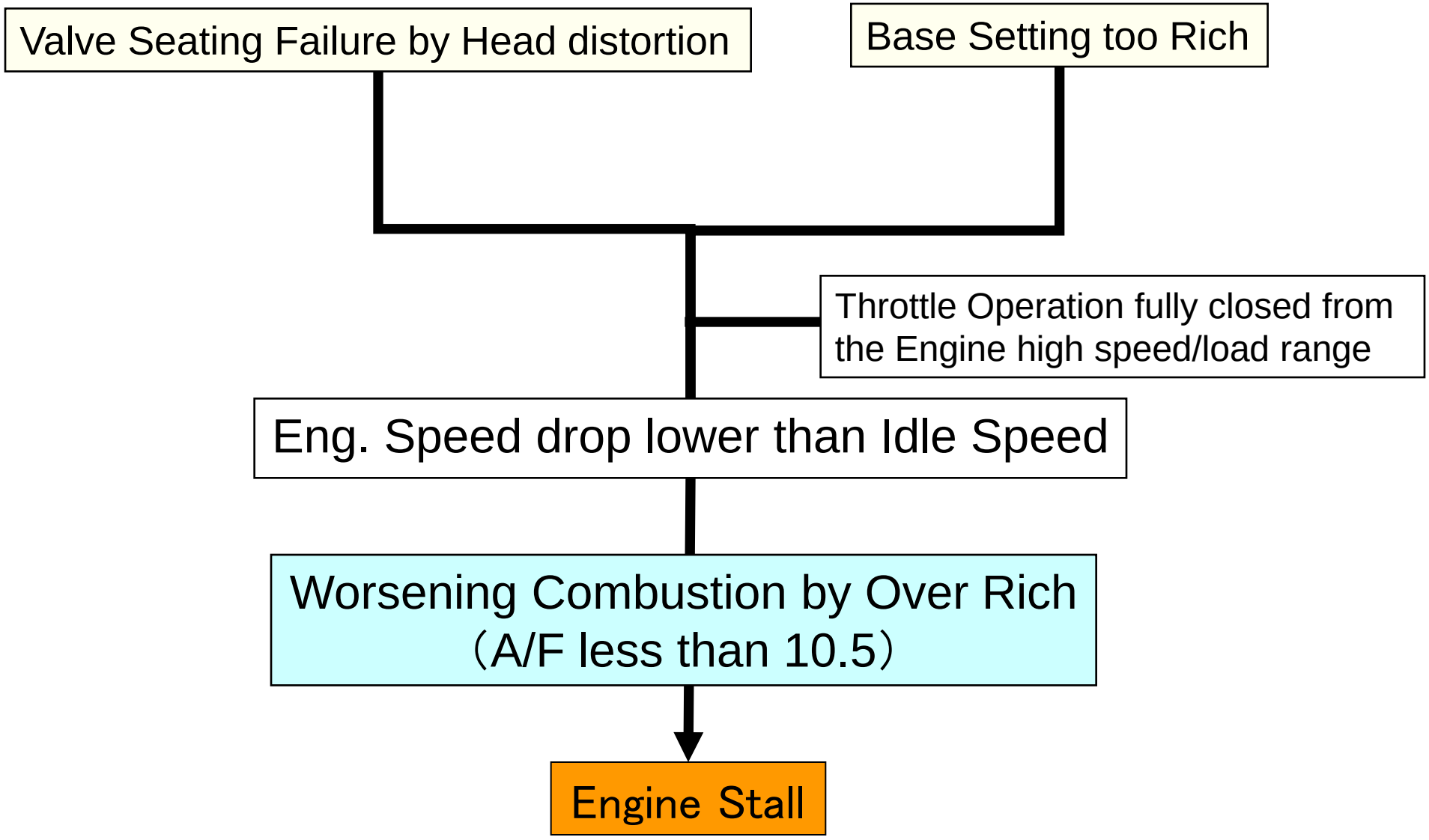
- leakage quantity measurement of mounting the steady flow jig.

- leakage quantity measurement of ENG_Assy.

4. Analysis Result

FTA




Valve Seating Failure by Head distortion
Base Setting too Rich
Throttle Operation fully closed from the Engine high speed/load range
Eng. Speed drop lower than Idle Speed
Worsening Combustion by Over Rich
（A/F less than 10.5）
Engine Stall

7. Schedule

Item	Responsible	Schedule
GQM Promotion Plan	QAD	26 ▼ Q-Planning/Q1 ; 9 ▽ Q2 ; 16 ▽ Q-End
GQM Amendment		26 ▼ Q-Planning ; 9 ▽ Q1-1st ; 16 ▽ Q1-2nd ; 30 ▽ Q1～Q-End
Reproduction Test	QAD	11 ▼ – 15 ▼
Cause investigation（HEAD distortion）	HGA QAD	Comparison of CBR US Buy Back Eng. and Development Eng.
Countermeasure		
Effect confirmation		Countermeasure / Direction ・HEAD distortion [redacted]
Negative confirmation		
Occurrence prediction	Service QAD	
Final event		
Market corresponding		

END

PE14-032

HNDA

12-19-2014

Q8 REDACTED

GQM_REDACTED

Q8-4 - 519th GQM report_English_REDACTED

[redacted]

QIC.NO [redacted]

＜Contents＞

QIC.NO : M11THM 054-00
M12THM 009-00
2HKO2012001-00

2012.7.16
519thGQM
Q1-2nd Report

1. Previous pointed out

＜Previous GQM Q1-1st＞ （2012.7.9）

Pointed Out Item	Correspondence
1. Also confirm the occurrence from the customer phase information and Tech line information, scrutinize occurrence number / incidence.	⇒P 3～6
2. Summarized to organize it as the difference between CBR and [redacted] is seen in the analysis and Occurrence mechanism.	⇒Review Implementation of materials
3. Although the full extent of the cause has not been elucidated, because to respond to urgent market need, next time, show the proposed countermeasures.	⇒P 10

2、3 Complained of events & Number of occurrences

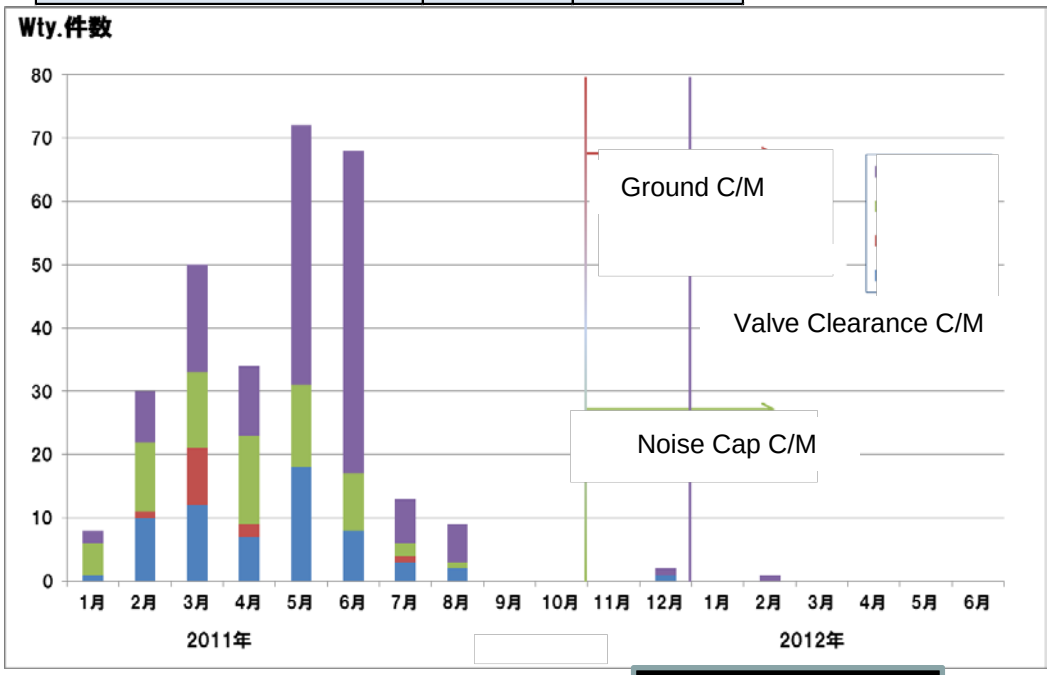
[redacted]

2、3 Complained of events & Number of occurrences

CBR250R QIC, Wty, TL,CR Scrutiny

Item	Unit of Occured	QIC Number
Engine Stall	11	3
Grand Failure	3	2
Noise Cap Broken	11	11
Valve Clearance Failure	59	22
After Valve Clearance Adjust	2	2
Others	16	16
Grand Total	102	56

What led to the stall for reasons other than Grand Failure, Noise Cap Broken, Valve Clearance Failure is 11 units / QIC 3 items.



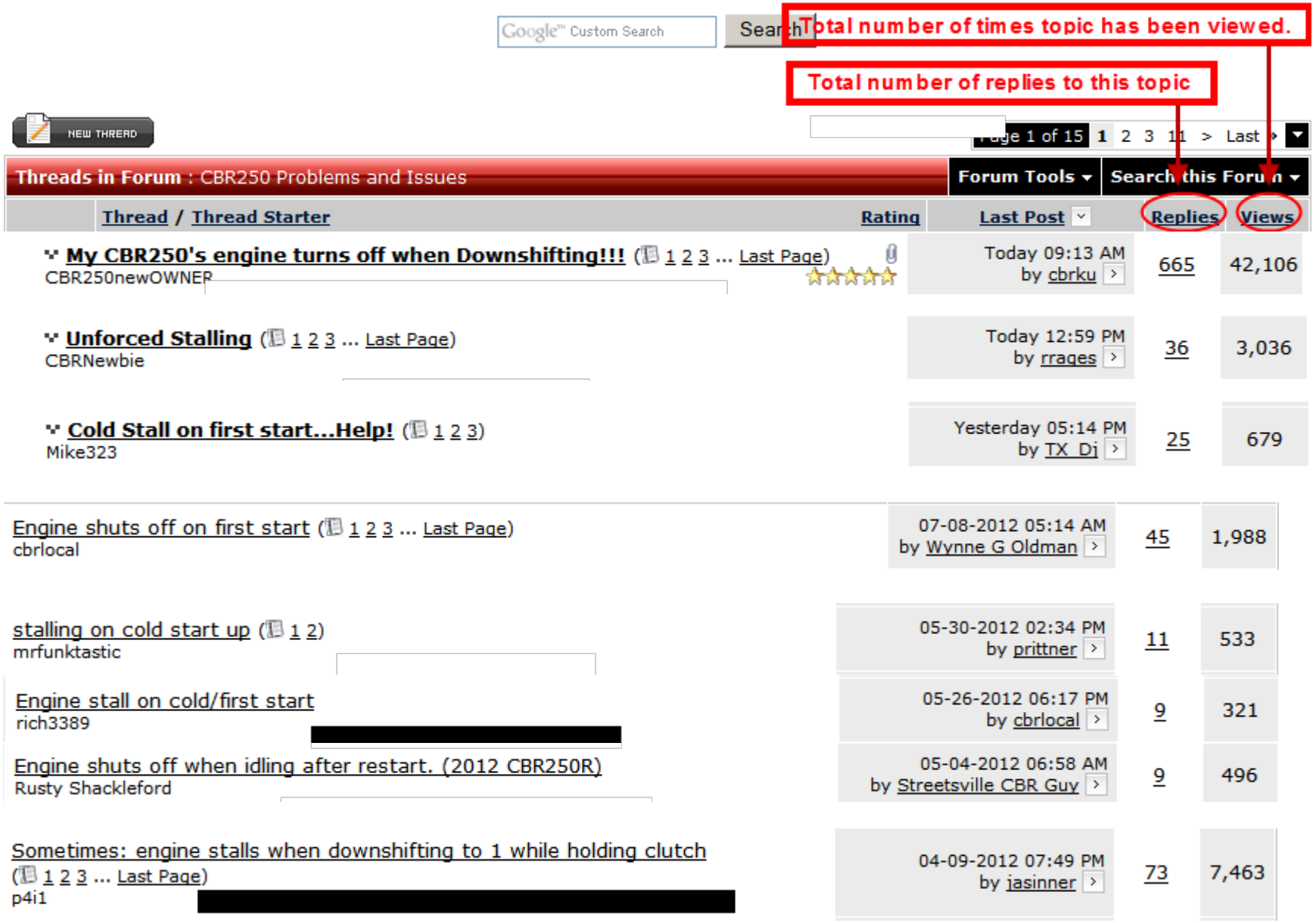
After 3 items Countermeasure, 1 unit occured Eng. Stall in Japan.

There are 5 units of GQM Eng. Stall complained appeared in the USA CR 177 items and TL 66 items .

Date	YM	CR	TL	QIC	Model	[redacted]	Mile	Complaint
2012/5/21	2011	○			CBR250R		2000	After Eng. Warm Up 1 to 2 minutes, disengage clutch and Shift Down Gear, Stall occured.
2012/7/6	2012	○			CBR250RA		?	Shift Gear into 1st then Eng. Stall, Eng. Speed was 1000 or 1100 r/min.
2012/4/30	2011		○		CBR250R		2800	When Stop the motorcycle with disengage clutch, Stall occured.
2012/3/7	2011		○	M11THM054-00	CBR250R		450	Buy Back
2012/4/19	2011		○		CBR250R		7785	After 5 to 15minutes running. When Eng. during cold. 3 times Stall occured. Restart posible.
2012/5/22	2012		○		CBR250R		572	Stall occured during warm up. Restart possible. After Warm Up is no problem. Ignition is good.

2、3 Complained of events & Number of occurrences

CBR250R Internet Investigation（USA）



2、3 Complained of events & Number of occurrences

Vehicle	[redacted] CBR250R MC41 [redacted]
Occurrence Situation Summary	Problem is happening intermittently, will occur within 10 minutes after the engine is started. At a reduced speed and happens only when you are off the clutch. Number of revolutions that have cut the clutch is low 3000r / m, is high and 8000r / m.
QIC	M11THM 054-00 M12THM 009-00 2HKO2012001-00

Country		Japan	USA	Korea	Whole World
Occ. No.／Eng. Stall Complaint [Unit]	QIC	**0** / 20	**2** / 34	**9** / 18	**11** / 102
	Wty.	**1** / 195	**0** / 16	**9** / 25	**10** / 313
	TL	**0** / 198	**4** / 177	—	**4** / 400
	CR	**0** / 17	**2** / 66	—	**2** / 85
Occ. No.[Unit]		**1**	**7**	**9**	**17**
Sales Units (end of June) [Unit]		**6,917**	**8,459**	**335**	**30,777**
Occurrence Ratio[%]		**0.01**	**0.08**	**2.69**	**0.06**

4. Analysis Result

Specification of Problem Vehicle

No Change Prenious Report

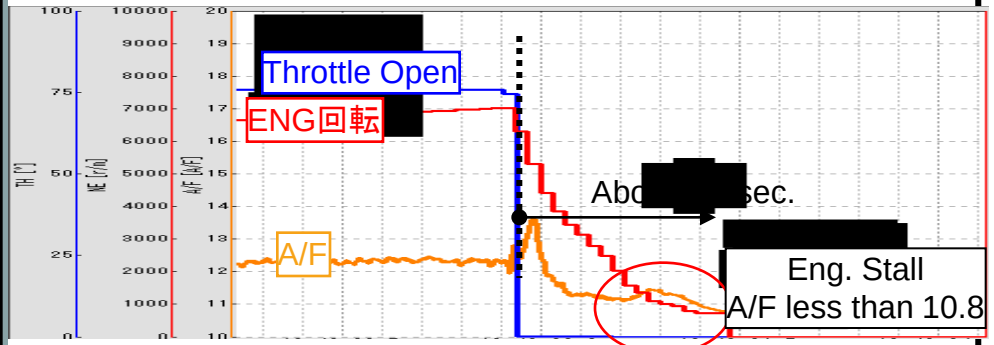
		[redacted]	CBR250R (MC41 [redacted]		
			SPEC	L	R
Tp,Cl (mm)	IN		0.16±0.03	0.18	0.18
	EX		0.27±0.03	0.26	0.26
Valve Timing			IN 20 / 0 EX (8.60) 35 / 40 (8.30)	IN 21.5 / 3 EX (8.45) 30.5 / 40 (8.14)	
Compresion Ratio			10.7±0.2	10.63	
COMP (kPa)			1300	1294	
IDLE Speed(r/min)			1400±100	1400	
IDLE PB(kPa)/Gair(g/sec)			Less than 72kpa/0.90	69.1/0.91	
ENG OIL Volume			Upper (1.8L)		
Plug Cap			Nothing abnormal		
Plug condition					
Connecting Ground					

There is a slight shift of Valve Timing both [redacted] and CBR250R.
Vehicle abnormality can not be seen without the items in problem both [redacted] and CBR250R.

4. Analysis Result

Problem Vehicle （Reproduction, Engine Stall Temp. Range）

[redacted]

Reproduction Result	CBR250R (MC41 [redacted]
	23～85℃
	100km/h／7.000r/min
	10℃
	
Eng. Stall Temp. Range	No
	1,020r/min **(A/F11.2)**
	Yes（**A/F less than 10.8)**
	870r/min **(A/F 10.8)**
	No
	1,300r/min **(A/F 11.5)**

・Both [redacted] and CBR, Engine Stall occurs after few seconds the clutch disengage to coasting with Throttle fully closed from Engine high speed range.
・No occurrence of engine stall in a state the clutch engage, and restart after engine stall is easy.
・In the process of the warm-up (In the Range Oil Temp. 25 ~ 60 ℃), the idling Speed drops below setting, A/F becomes rich and Engine stall has occurred .

4. Analysis Result

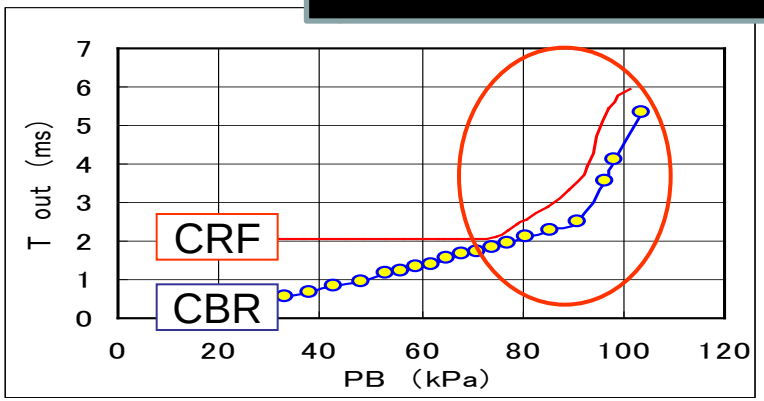
Comparison Head tightening torque

[redacted]

Compariso
Data

PB Map at
Eng. Speed
1,000r/min

CBR250R (MC41 [redacted]



CRF250L
Cange FI
Mapping
(Left)

CBR250R
Changing
Head
tightening
torque
(Right side)

Stall	No ○	No ○	Yes ×	Unconfirmed (Plan)	Yes ×
ng. Speed fter dropping	900r/min	1,050r/min	980r/min		970r/min
A/F	11.1	11.2	11.2		11.2
Leakage Volume cm3/min (@20kPa)	236	79(New HEAD)	434	1,564	1,700
Head tightening torque	40N・m Ref.	48N・m Upper Tolerance	51N・m Setting	35KN (Axial Force ⇒56N・m	60.5N・m (Ave.) Buy Back EX 58.7 61.1 69.3 52.8

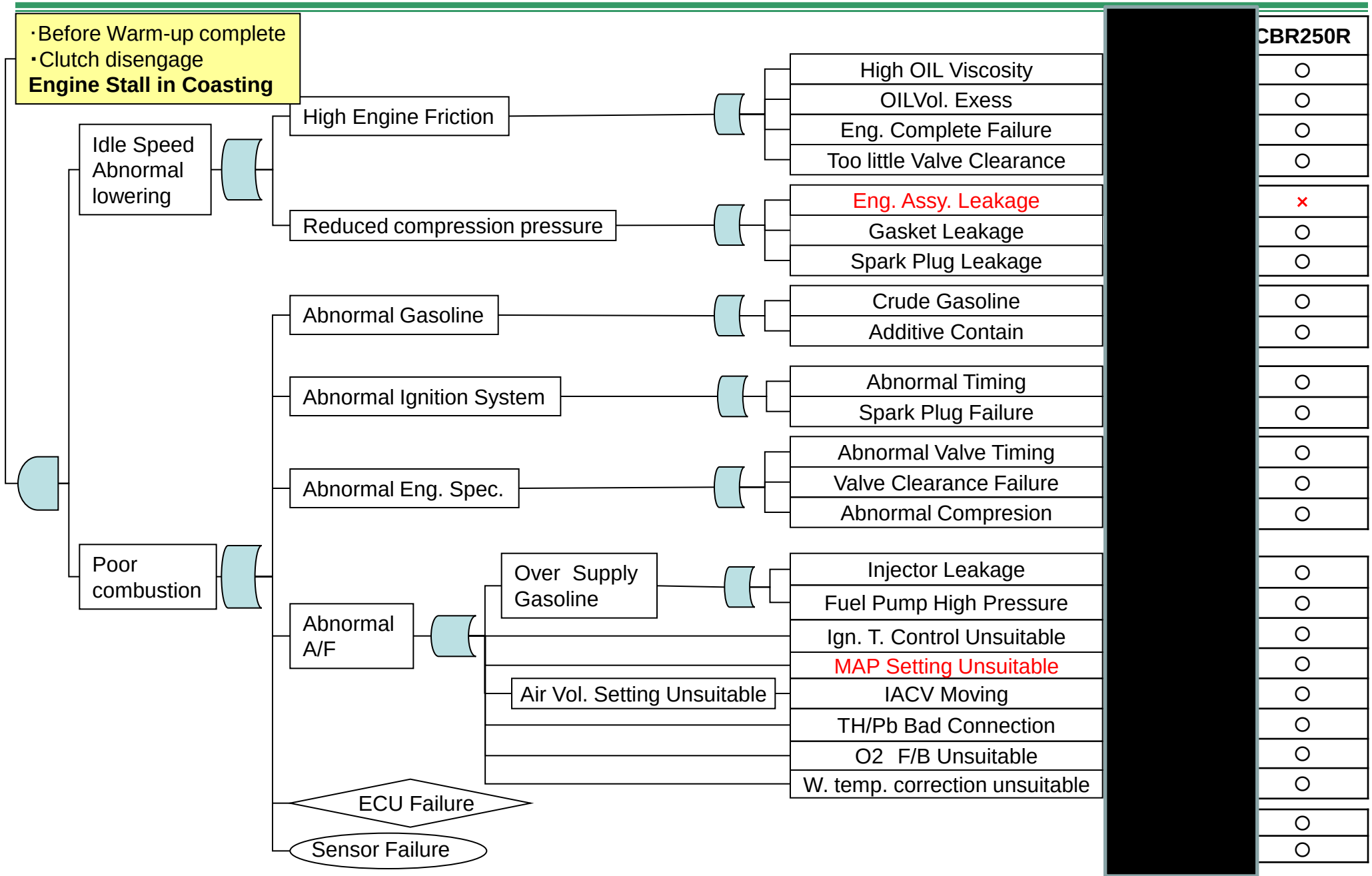
・There is specifications difference (fuel pressure, bore diameter, the intake and exhaust System), it is not possible numerical comparison, [redacted]

・CRF, the engine stall does not occur when Lean fuel setting under Idle Speed

・Amount of leakage is changed by the Head Tightening Torque, CBR Stall becomes not occur.

4. Analysis Result

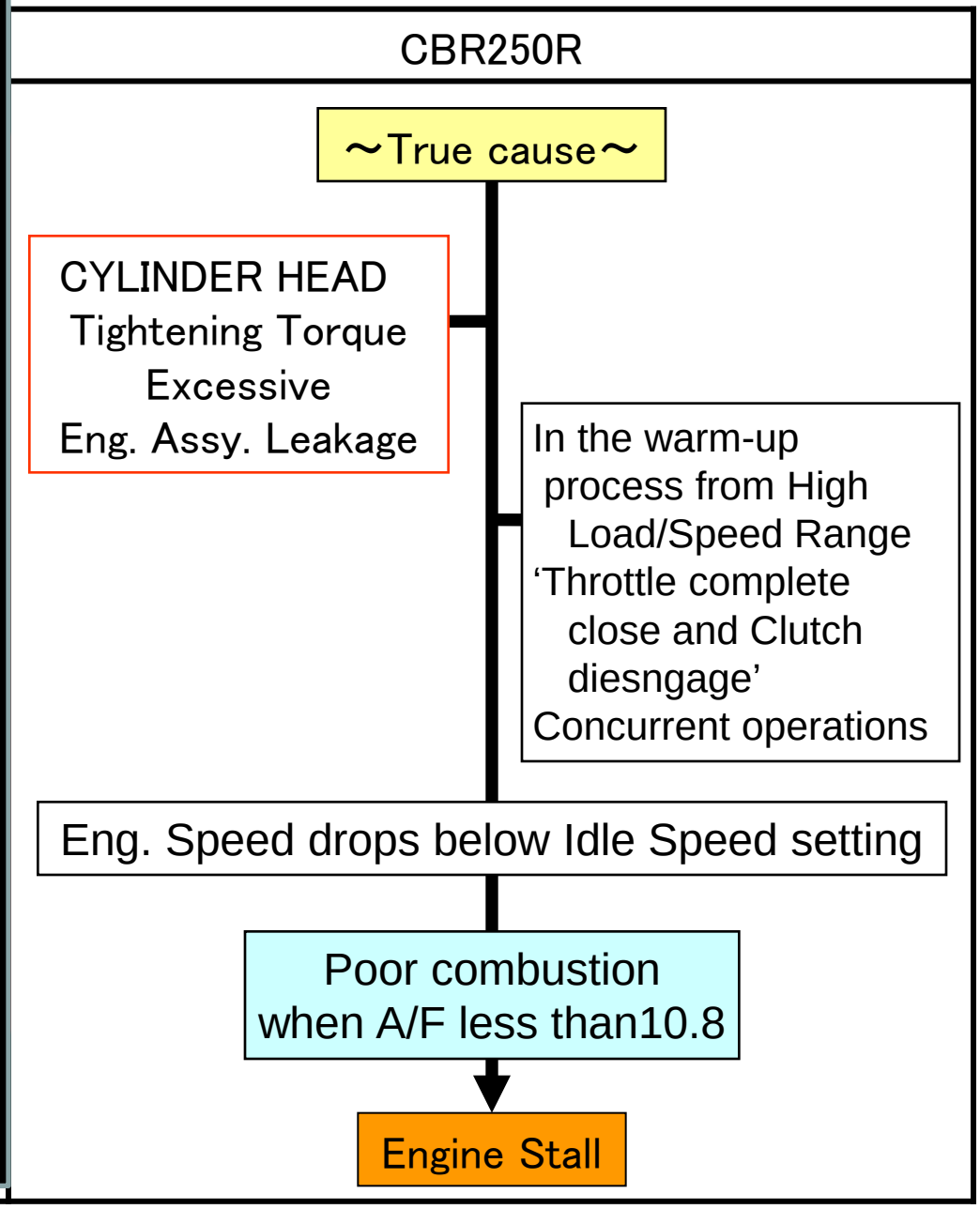
FTA



4. Analysis Result

Occurrence mechanism (estimated)

[redacted]



5. Countermeasure

countermeasure for Engine Stall

[redacted]

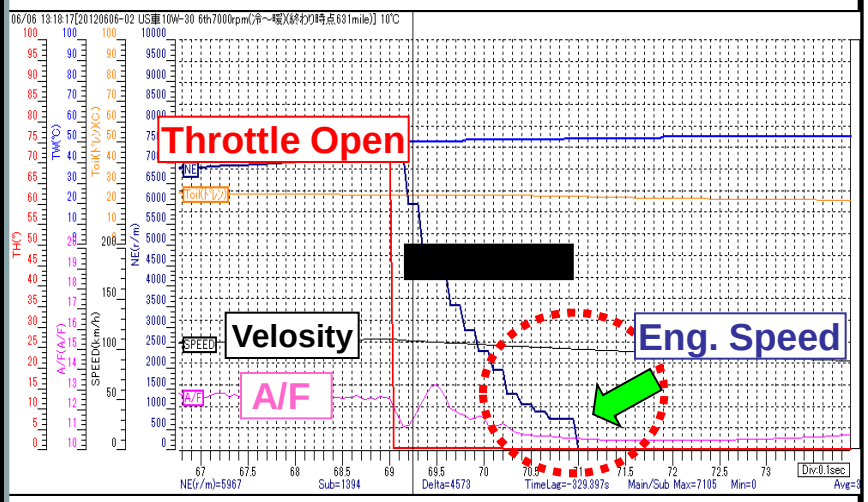
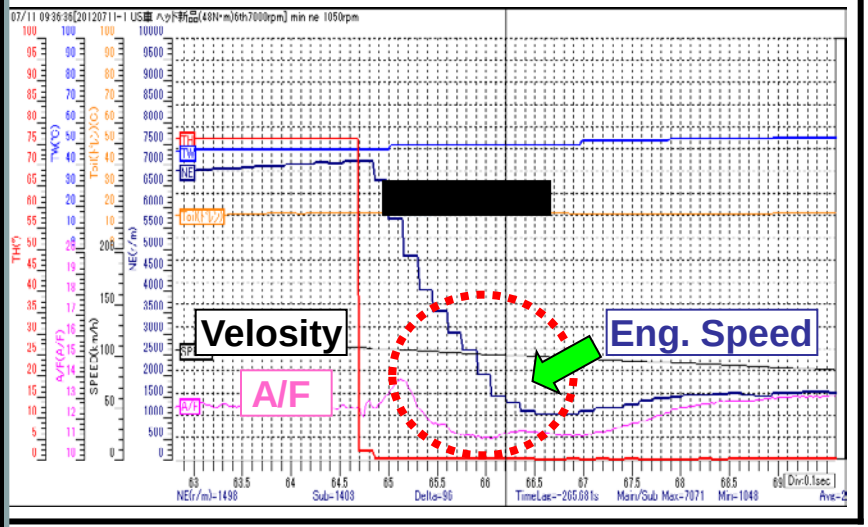
Content	CBR250R		
	Change	Content	Effect
ENG Parts and Tightening Torque Change	①Cylinder Head ②Stud Bolt ③、④Cylinder/Head Gasket ⑤Nut ⑥Washer ⑦Tightening Torque	New ↑ ↑ ↑ ↑ 51N・m →48N・m	Improve distortion of cylinder Head and Eng. Assy. Leakage by Tightening Torque Excessive

・CRF: ENG Parts & ECU Data Change
・CBR：ENG Parts Change
To the countermeasure specification the above correspondence.

5. Countermeasure

Effect of countermeasure

[redacted]

	CBR250R
Before	
After	

Both [redacted] and CBR, the introduction of countermeasure specification, is no longer the occurrence of engine stall

5. Countermaesure

Negative Confirmation

Item	[redacted]	CBR250R
ENG Parts・Tightening Torque Change	・No change to performance only the parts are changed ・Tightening torque is also no problem a correspondence by setting width.	

[redacted]

[redacted] CBR not negative measures specification for each

7. Schedule

Item	Responsible	Schedule		
		June	July	August
GQM Promotion Plan	QAD	26 ▼ Q-p/Q1	9 ▼ Q2 / 16 ▽ Q-e	
GQM Amendment		26 ▼ Q-p	9 ▼ Q1-1st / 16 ▽ Q1-2nd / 31 ▽ Q1～Q-e	
Reproduction Test	QAD	11 ▼ – 15 ▼		
Cause investigation（HEAD distortion）	HGA QAD	M/P Mold Head Confirm（Reration of Tightening Torque and Axial Force） ▼	▽	
Countermeasure		▼	▼	
Effect confirmation		▼	▼	
Negative confirmation		▼	▼	
[redacted]				
Occurrence prediction	Service QAD		▽	
Final event			▽	
Market corresponding			▽	

END

PE14-032

HNDA

12-19-2014

Q8 REDACTED

GQM_REDACTED

Q8-5 - 520th GQM report_English_REDACTED

[redacted]

QIC.NO [redacted]

＜Contents＞

QIC.NO : M11THM 054-00
M12THM 009-00
2HKO2012001-00

2012.7.31
520th GQM
Q1～Qend Report

1. Previous pointed out

＜Previous GQM　Q1-2nd＞ （2012.7.16）

Pointed Out Item	Correspondence
1. Summarize the occurrence mechanism did on assess the true cause.	⇒P 9
2. Consider the necessity of the corresponding did on understanding the ability of the Head Tightening Torque in mass production line.	⇒P 7、14
3. I understand about the measures release of drawing.	⇒7/20（Fri）Release of drawing completion

2、3 Complained of events & Number of occurrences

Vehicle	[redacted]
Occurrence Situation Summary	Problem is happening intermittently, will occur within 10 minutes after the engine is started. At a reduced speed and happens only when you are off the clutch. Number of revolutions that have cut the clutch is low 3000r / m, is high and 8000r / m.
QIC	M11THM 054-00 M12THM 009-00 2HKO2012001-00

Country		JAPAN	USA	KOREA	Whole World
Occ. No.／Eng. Stall Complaint [Unit]	QIC	0 / 20	2 / 34	9 / 18	11 / 102
	Wty.	1 / 195	0 / 16	9 / 25	10 / 313
	TL	0 / 198	4 / 177	—	4 / 400
	CR	0 / 17	2 / 66	—	2 / 85
Occ. No.[Unit]		1	7	9※	17
Sales (end of June) [Unit]		6,917	8,459	335	30,777
Occurrence Ratio[%]		0.01	0.08	2.69	0.06
Plans to sell country		No unreleased countries.			

※No subsequent recurrence information with the launch of winter

4. Analysis Result

Specification of Problem Vehicle

No changes from Previous Report

[redacted]

		BR250R (MC41 [redacted]		
		SPEC	L	R
Tp,Cl (mm)	IN	0.16±0.03	0.18	0.18
	EX	0.27±0.03	0.26	0.26
Valve Timing		N 20 | 0 EX .60) 35 | 40 (8.30)	IN 21.5 | 3 EX (8.45) 30.5 | 40 (8.14)	
Compresion Ratio		10.7±0.2	10.63	
COMP (kPa)		1300	1294	
IDLE Speed(r/min)		1400±100	1400	
IDLE PB(kPa)/Gair(g/sec)		Less than 72kpa/0.90	69.1/0.91	
ENG OIL Volume		Upper (1.8L)		
Plug Cap		Nothing abnormal		
Plug condition				
Connecting Ground				

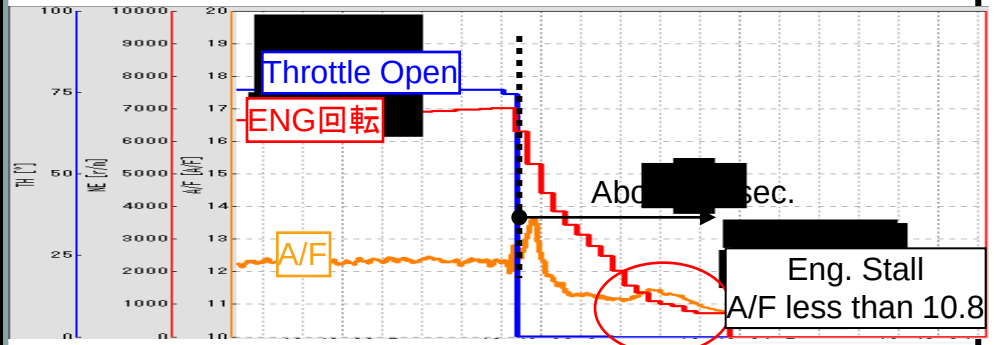
There is a slight shift of Valve Timing, but Vehicle abnormality can not be seen without the items in problem.

4. Analysis Result

Problem Vehicle
（Reproduction, Engine Stall Temp. Range）

No changes from Previous Report

[redacted]

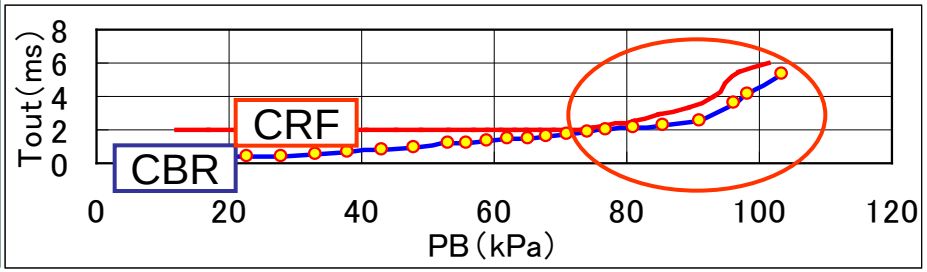
	CBR250R (MC41 [redacted]
Reproduction Result	23～85℃
	100km/h／7.000r/min
	10℃
	
Eng. Stall Temp. Range	No
	1,020r/min **(A/F11.2)**
	Yes（**A/F less than 10.8)**
	870r/min **(A/F 10.8)**
	No
	1,300r/min **(A/F 11.5)**

・Both [redacted] and CBR, Engine Stall occurs after few seconds the clutch disengage to coasting with Throttle fully closed from Engine high speed range.
・No occurrence of engine stall in a state the clutch engage, and restart after engine stall is easy.
・In the process of the warm-up (In the Range Oil Temp. 25 ~ 60 ℃),
the idling Speed drops below setting, A/F becomes rich and Engine stall has occurred .

4. Analysis Result Fuel setting lean/ Comparison Head tightening torque

Item	[redacted]	CBR250R (MC41	[redacted]

Comparison Data (PB Map at Eng. Speed 1,000r/min)



[redacted]

CBR250R Changing Head tightening torque (Right)

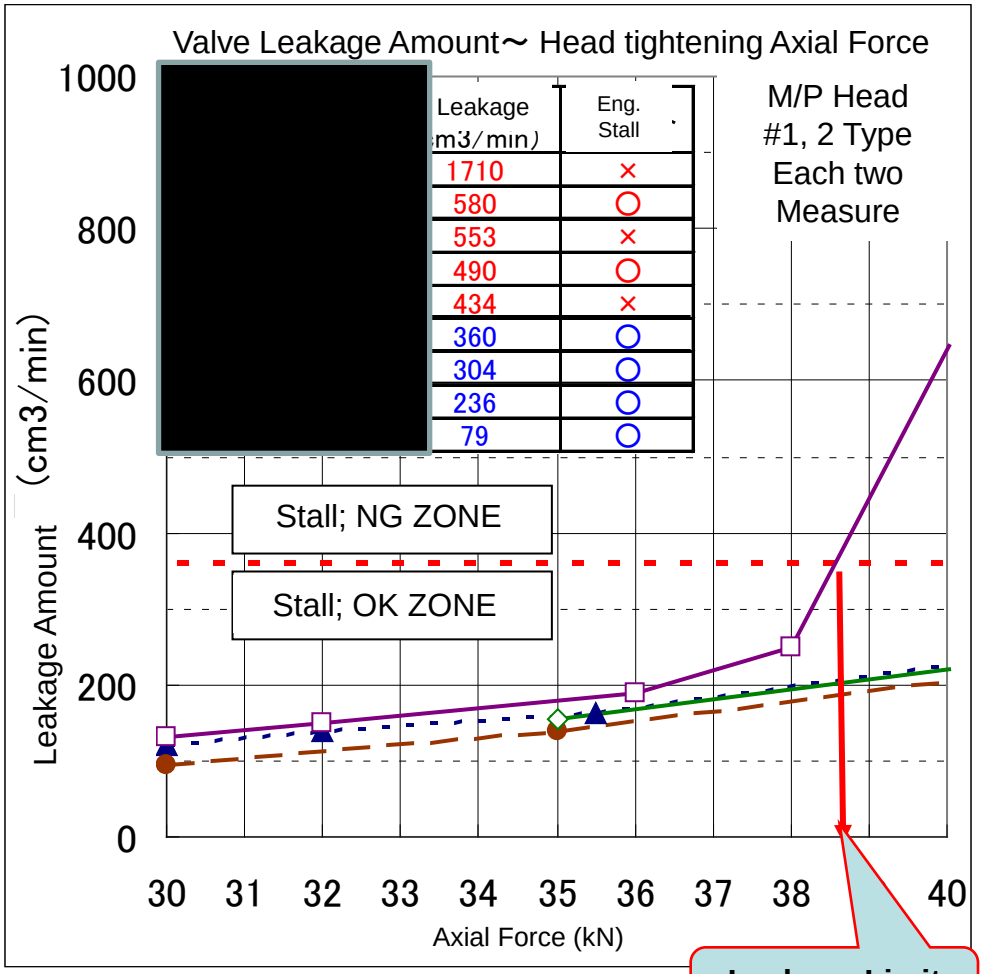
		[redacted]				
Eng. Stall	BuyBack	No ○	—	Yes ×	—	Yes ×
	New	—	No ○	—	No ○	No ○
g. Speed r dropping A/F	BuyBack	900r/min 11.1	—	980r/min 11.2	—	970r/min 11.2
	New	—	1,050r/min 11.2	—	1,230r/min 11.8	1,160r/min 11.8
eakage olume n3/min @20kPa)	BuyBack	236	—	434	—	1,700
	New	—	79	—	580	610
Head ghtening orque		40N・m Ref.	48N・m Under Torrerance	51N・m Setting	54N・m Upper Torrerance	60.5N・m(Ave.) EX 58.7 | 61.1 IN 69.3 | 52.8 Buy Back

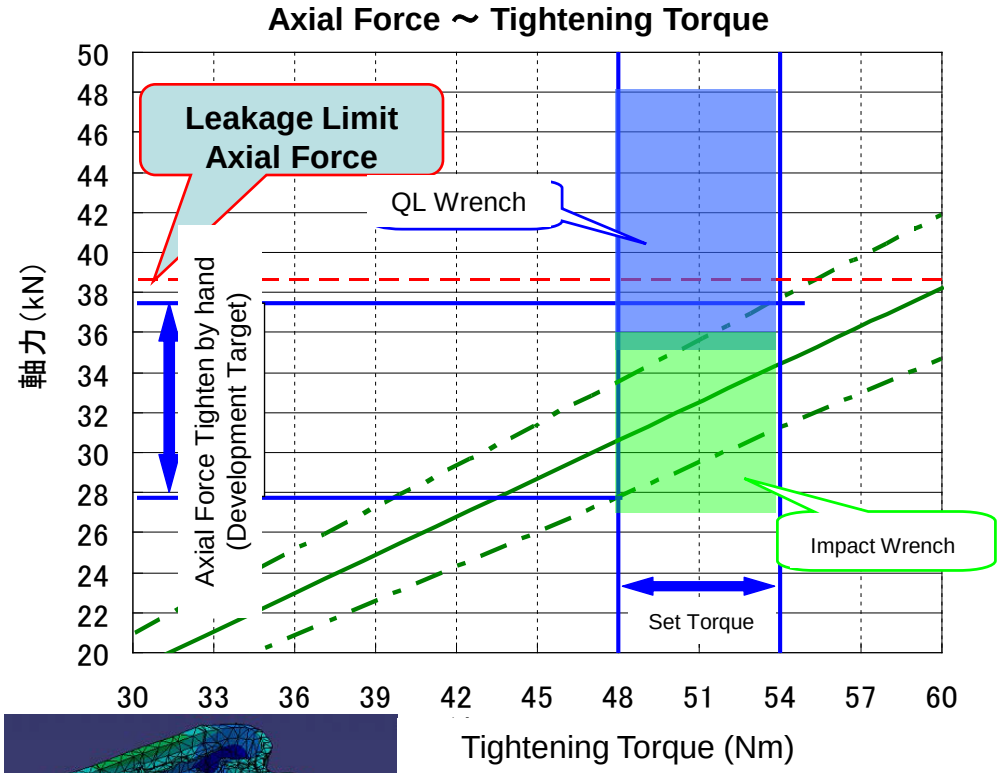
There is specifications difference (fuel pressure, bore diameter, the intake and exhaust System), it is not possible numerical comparison,

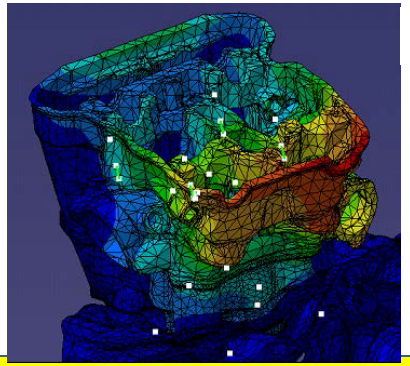
[redacted]

・CBR250R leak amount is reduced and not stall occurs Lowering the tightening torque of the head attached clamping by Overspecified.
・CBR250R is stalling does not occur in the exchange to the new head.

4. Analysis Result Valve Leakage amount～Head tightening Axial Force







CAE analysis results Valve Seat Leakage occurs deformed by with Head Tightening Axial Force

CAE Conditions：Axial Force 37.7kN

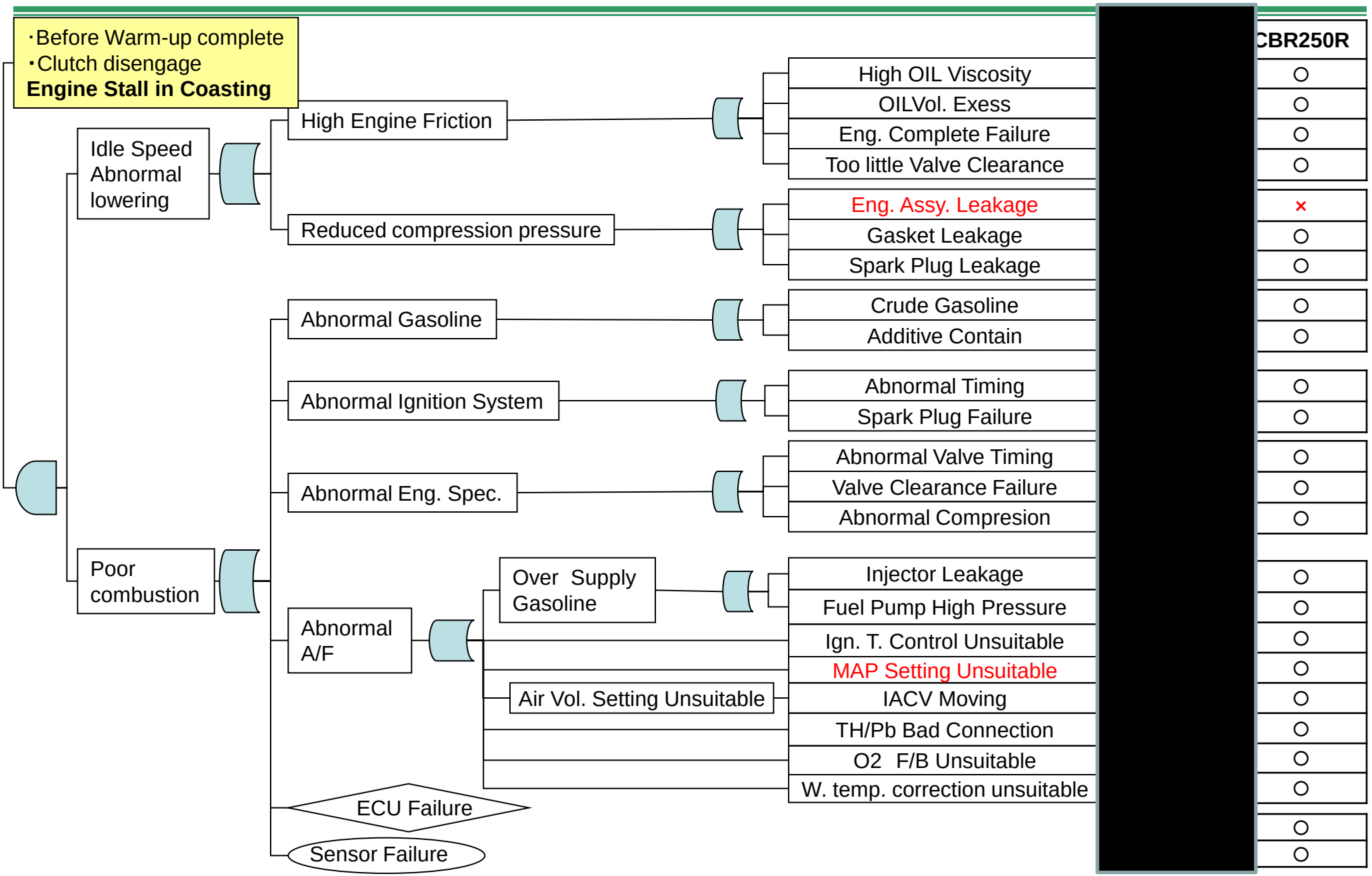
・Axial Force of more than aim at the Development has occurred within the Set Torque Range due to the difference of how Tightening.

⇒ Mass Production Management Techniques to achieve, including separate adjustment change of setting torque to be the axial force of the aim.

4. Analysis Result

FTA

No changes from Previous Report



4. Analysis Result

Occurrence Mechanism

There is a divergence in the drawings tightening torque and line tightening ability axial force had been over the target.

<[redacted] CBR250R>

Valve leakage increase by deformed valve seat.

In the warm-up process from High Load/Speed Range
'Throttle complete close and Clutch diesngage' Concurrent operations

Engine Speed drops below the Idle Speed by Valve Leakage

[redacted]

Poor combustion

[redacted]

CBR250R
Market incidence
0.06%(Whole World)
Reproduction test incidence：40%

Engine Stall

5. Countermeasure

countermeasure for Engine Stall

No changes from Previous Report

Content	[redacted]	CBR250R
[redacted]		
ENG Parts and Tightening Torque Change	[redacted]	

Change	Content	Effect
①Cylinder Head	New	Improve distortion of cylinder Head and Eng. Assy. Leakage by Tightening Torque Excessive
②Stud Bolt	↑	
③、④Cylinder/Head Gasket	↑	
⑤Nut	↑	
⑥Washer	↑	
⑦Tightening Torque	51N・m →48N・m	

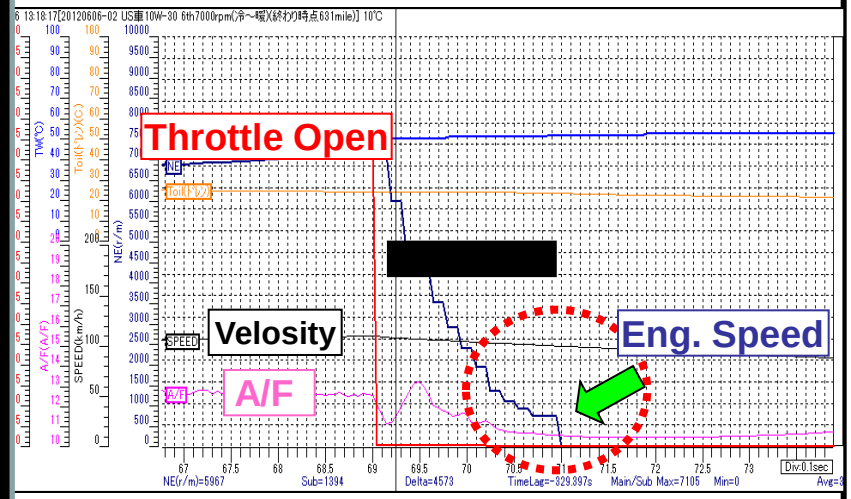
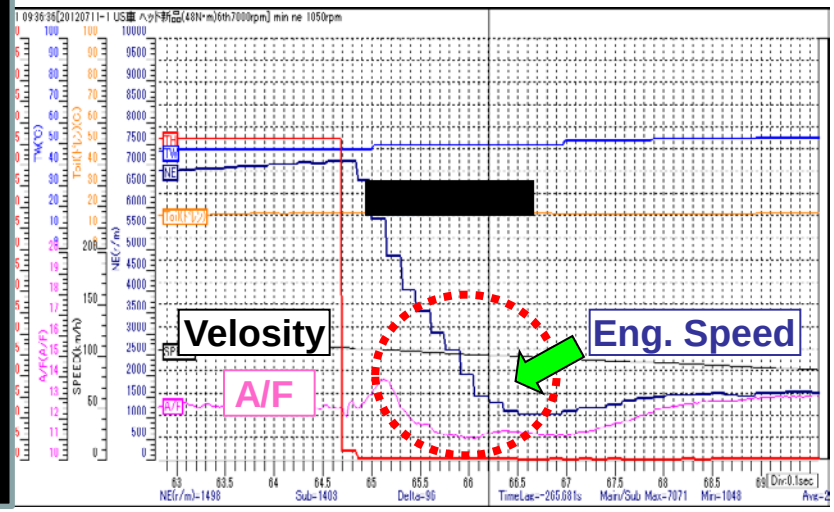
・CBR：ENG Parts Change

To the countermeasure specification the above correspondence.

5. Countermeasure

Effect of countermeasure

No changes from Previous Report

	[redacted]	CBR250R
Before	[redacted]	
After	[redacted]	

Both [redacted] and CBR, the introduction of countermeasure specification, is no longer the occurrence of engine stall

5. Countermaesure

Negative Confirmation

Item	[redacted]	CBR250R
ENG Parts・Tightening Torque Change	・No change to performance only the parts are changed ・Tightening torque is also no problem a correspondence by setting width.	

[redacted]

[redacted] CBR not negative measures specification for each

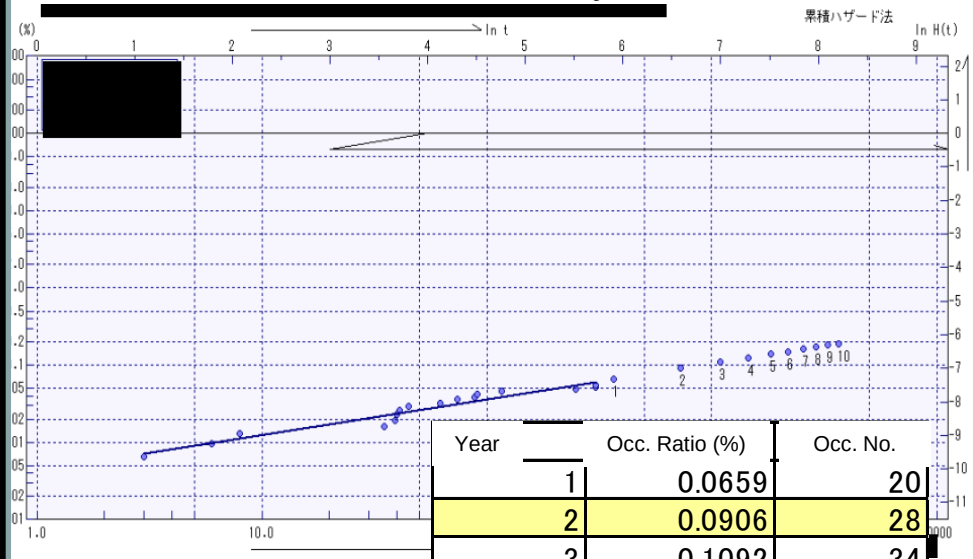
6. Proposal

Occurrence Prediction

[redacted]

CBR250R

■Weibull: user (N = 17) released one year 9 months



Year	Occ. Ratio (%)	Occ. No.
1	0.0659	20
2	0.0906	28
3	0.1092	34
4	0.1246	38
5	0.1381	42
6	0.1501	46
7	0.1611	50
8	0.1713	53
9	0.1809	56
10	0.1899	58

・M＝0.4596
Early Type

[redacted]

・CBR250R：Incidence of after two years is 0.09%,and the occurrence number expected to be 28 units.

6. Proposal

Market corresponding proposal
The final event confirmation

PAGE CONTAINS BUSINESS CONFIDENTIAL INFORMATION

Market corresponding [redacted] CBR250R; the general claims handling

Corresponding contents （1）ENG Parts Exchange・Tightening to the specified torque [redacted] CBR250R)

[redacted]

『Reason』

Market Complaine 「To stall when disengage the clutch closes the throttle during deceleration」
「To stall when hold long disengage clutch」 「At the Cold, it is not nearly occur」

Reproducible results Only occurs in the process of warm-up, clutch disengage from Engine high speed range.

It is in the event that limited conditions and rare usability are combined to occurs.

Final event
■Case of the continued Engine Stall while disengage the clutch.
Change of slowdown feeling, rapid deceleration, disturbance of body behavior does not occur, can be restarted in starter switch.

■Case of engage clutch while Engine Stall.
Engine restart by rear wheel drive. Behavior unexpected vehicle does not occur.

◆During stalling, lighting equipment is functioning, enables the detection of the following vehicle.

Among the usual convenient, functional inhibition is not occur.

Market incidence It considered early type. Incidence is lov [redacted] / CBR250R:0.06%)

7. Schedule

Item	Responsible	Schedule		
		June	July	August
GQM Promotion Plan	QAD	26 Qp/Q1	9 Q2 / 16 Qe	
GQM Amendment		26 Qp	9 Q1-1次 / 16 Q1-2次 / 31 Q1～Qe	
Reproduction Test	QAD	11 – 15		
Cause investigation (HEAD distortion)	HGA QAD	M/P Mold Head Confirm（Reration of Tightening Torque and Axial Force）		
Countermeasure				
Effect confirmation				
Negative confirmation				
[redacted]				
Occurrence prediction	Service QAD			
Final event				
Market corresponding			▽Create a head replacement work manual	
CRF250L USA W/H rewrite	TH		JAPAN Vr. Rewrite verification 26 27 ▽ Plan	During the adjustment (about 2,000) ▽

END

PE14-032

HNDA

12-19-2014

Q8 REDACTED

GQM_REDACTED

Q8-6 - 523th GQM report_English_REDACTED

Engine Stall will be occured if clutch is disengaged for a long time during riding.

[redacted]

QIC.NC [redacted]

＜Contents＞

QIC.NO : M11THM 054-00
M12THM 009-00
2HKO2012001-00

2012.8.20
523th GQM
Qend 2nd Report

1. Previous pointed out

＜Previous GQM　Q1-Qend＞ （2012.7.31）

Pointed Out Item	Correspondence
1. With respect to the axial force target value of the specification on the upper and lower limit, determine the tools and torque setting value in the market.	⇒P15
2. In Impact Wrench / QL Wrench in the TH, to clarify the relationship between the Tightening Torque and Axial Force, determine the tightening in procedure line.	⇒Will report Next Qend-3rd
3. Reflection of the permanent plan for the next model, and please to reflect the consolidation of the base model in Schedule.	⇒P16

2、3 Complained of events & Number of occurrences

No Change from Previous Report

Vehicle	CBR250R MC41 [redacted]
Occurrence Situation Summary	Problem is happening intermittently, will occur within 10 minutes after the engine is started. At a reduced speed and happens only when you are off the clutch. Number of revolutions that have cut the clutch is low 3000r / m, is high and 8000r / m.
QIC	M11THM 054-00 M12THM 009-00 2HKO2012001-00

Country		JAPAN	USA	KOREA	Whole World
Occ. No.／Eng. Stall Complaint [Unit]	QIC	0 / 20	2 / 34	9 / 18	11 / 102
	Wty.	1 / 195	0 / 16	9 / 25	10 / 313
	TL	0 / 198	4 / 177	—	4 / 400
	CR	0 / 17	2 / 66	—	2 / 85
Occ. No.[Unit]		1	7	9※	17
Sales (end of June) [Unit]		6,917	8,459	335	30,777
Occurrence Ratio[%]		0.01	0.08	2.69	0.06
Plans to sell country		No unreleased countries.			

※No subsequent recurrence information with the launch of winter

4. Analysis Result

Specification of Problem Vehicle

No changes from Previous Report

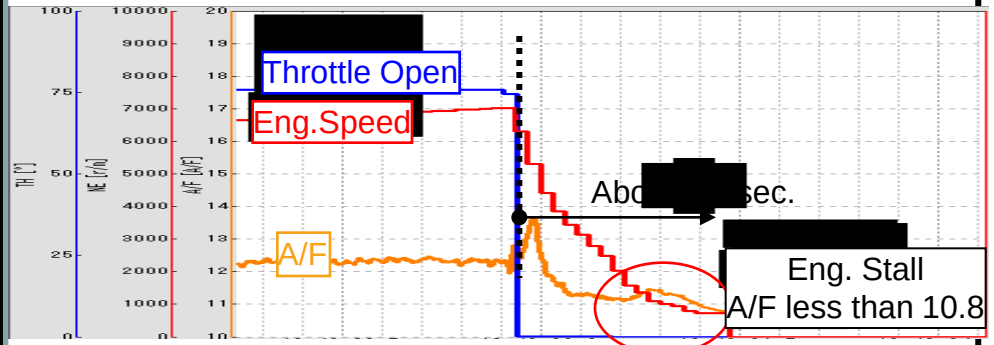
		[redacted]	CBR250R (MC41[redacted])		
			SPEC	L	R
Tp,Cl (mm)	IN		0.16±0.03	0.18	0.18
	EX		0.27±0.03	0.26	0.26
Valve Timing			IN 20 | 0 EX (8.60) 35 | 40 (8.30)	IN 21.5 | 3 EX (8.45) 30.5 | 40 (8.14)	
Compresion Ratio			10.7±0.2	10.63	
COMP (kPa)			1300	1294	
IDLE Speed(r/min)			1400±100	1400	
IDLE PB(kPa)/Gair(g/sec)			Less than 72kpa/0.90	69.1/0.91	
ENG OIL Volume			Upper (1.8L)		
Plug Cap			Nothing abnormal		
Plug condition					
Connecting Ground					

There is a slight shift of Valve Timing, but Vehicle abnormality can not be seen without the items in problem.

4. Analysis Result

Problem Vehicle
（Reproduction, Engine Stall Temp. Range）

No changes from Previous Report

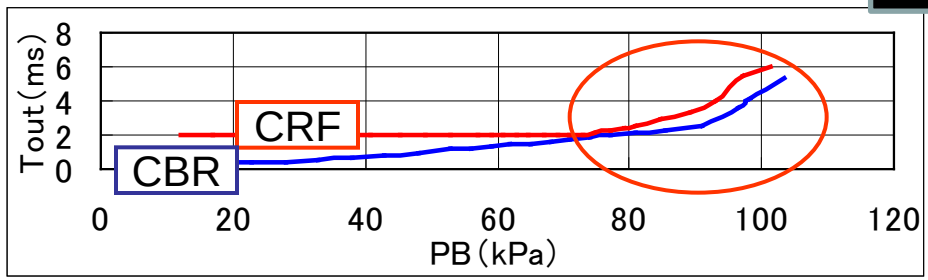
	[redacted]	CBR250R (MC41 [redacted]
Reproduction Result	[redacted]	23～85℃
		100km/h／7.000r/min
		10℃
		
Eng. Stall Temp. Range	[redacted]	No
		1,020r/min **(A/F11.2)**
		Yes（**A/F less than 10.8)**
		870r/min **(A/F 10.8)**
		No
		1,300r/min **(A/F 11.5)**

・Engine Stall occurs after few seconds the clutch disengage to coasting with Throttle fully closed from Engine high speed range.
・No occurrence of engine stall in a state the clutch engage, and restart after engine stall is easy.
・In the process of the warm-up (In the Range Oil Temp. 25 ~ 60 ℃), the idling Speed drops below setting, A/F becomes rich and Engine stall has occurred .

4. Analysis Result Fuel adjustment lean/ Comparison Head tightening torque

内容	[redacted]	CBR250R (MC41 [redacted]

Comparison Data (PB Map at Eng. Speed 1,000r/min)



[redacted]

[redacted]

CBR250R Changing Head tightening torque (Right)

Eng. Stall	BuyBack	No ○	—	Yes ×	—	Yes ×
	New	—	No ○	—	No ○	No ○
Eng. Speed after dropping A/F	BuyBack	900r/min 11.1	—	980r/min 11.2	—	970r/min 11.2
	New	—	1,050r/min 11.2	—	1,230r/min 11.8	1,160r/min 11.8
eakage olume m3/min @20kPa)	BuyBack	236	—	434	—	1,700
	New	—	79	—	580	610
ad htening que		Ref. 40N・m	Under Torrerance 48N・m	Setting 51N・m	Upper Torrerance 54N・m	Buy Back 60.5N・m（Ave.）

	L	R
EX	58.7	61.1
IN	69.3	52.8

・There is specifications difference (fuel pressure, bore diameter, the intake and exhaust System), it is not possible numerical comparison [redacted]

[redacted]

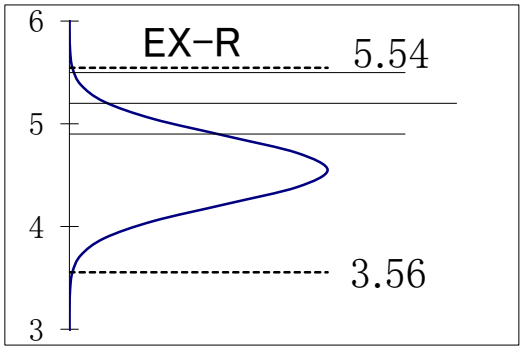
・CBR250R is Engine stall does not occur Lowering the tightening torque of the actual item to 40N·m

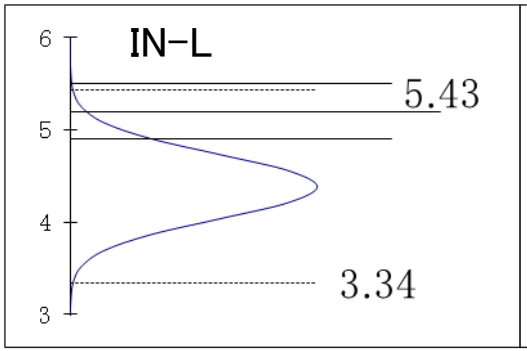
・CBR250R is stalling does not occur in the exchange to the new head.

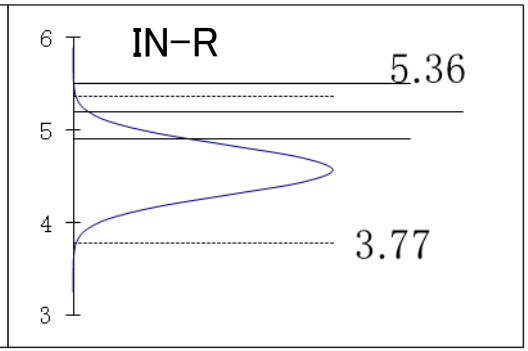
Since with the aim of fastening axial force can not be obtained, component reuse of nut bolts is not allowed

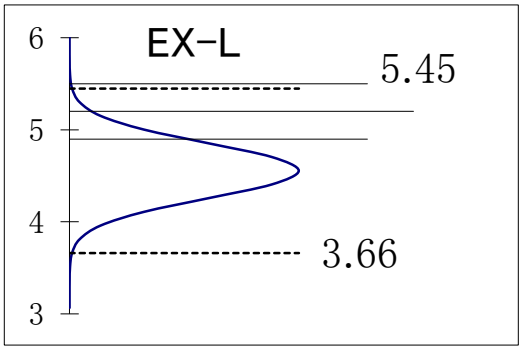
4. Analysis Result CBR250R Factory line Tightening Torque Check Result

After with oil pulse wrench tighten（n=20 Unit）

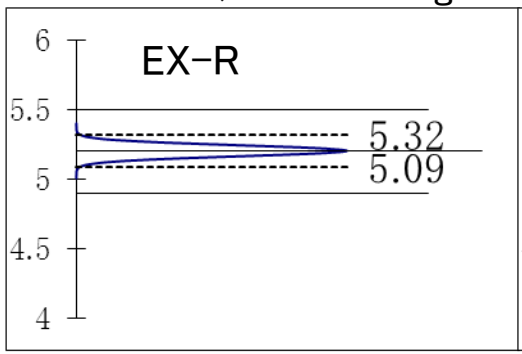


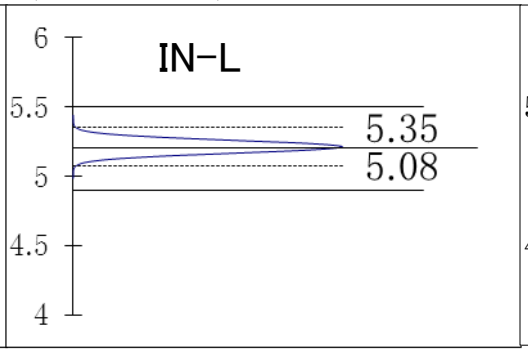


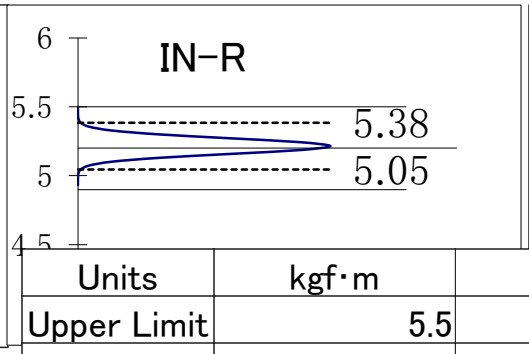


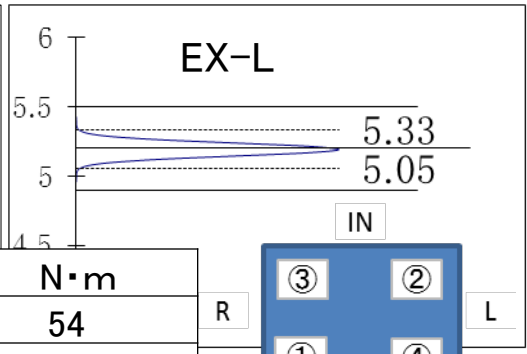


After with QL Wrench tighten（n=20 Unit）

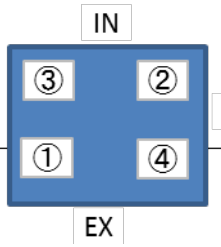




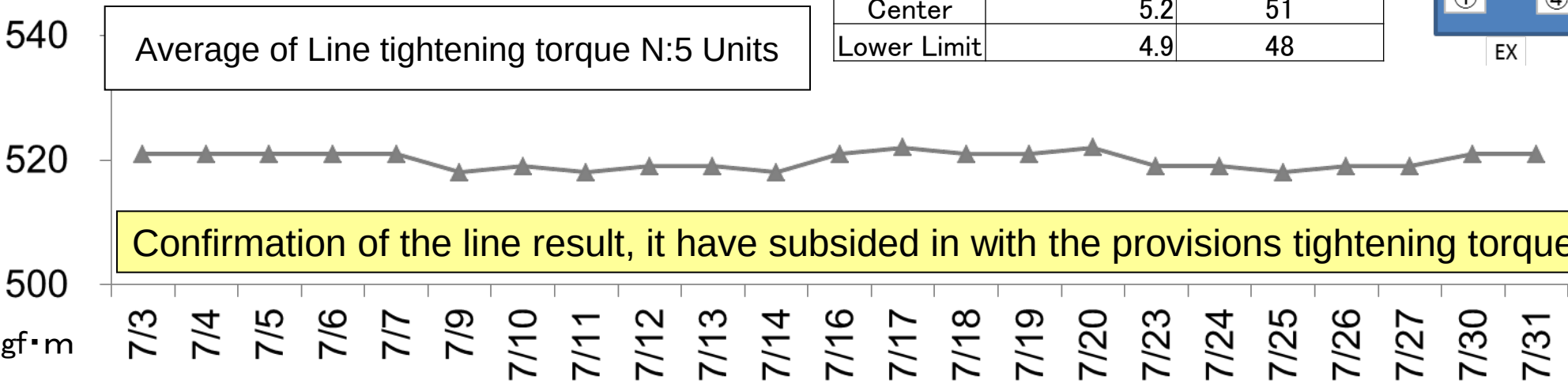




Units	kgf･m	N･m
Upper Limit	5.5	54
Center	5.2	51
Lower Limit	4.9	48



Average of Line tightening torque N:5 Units

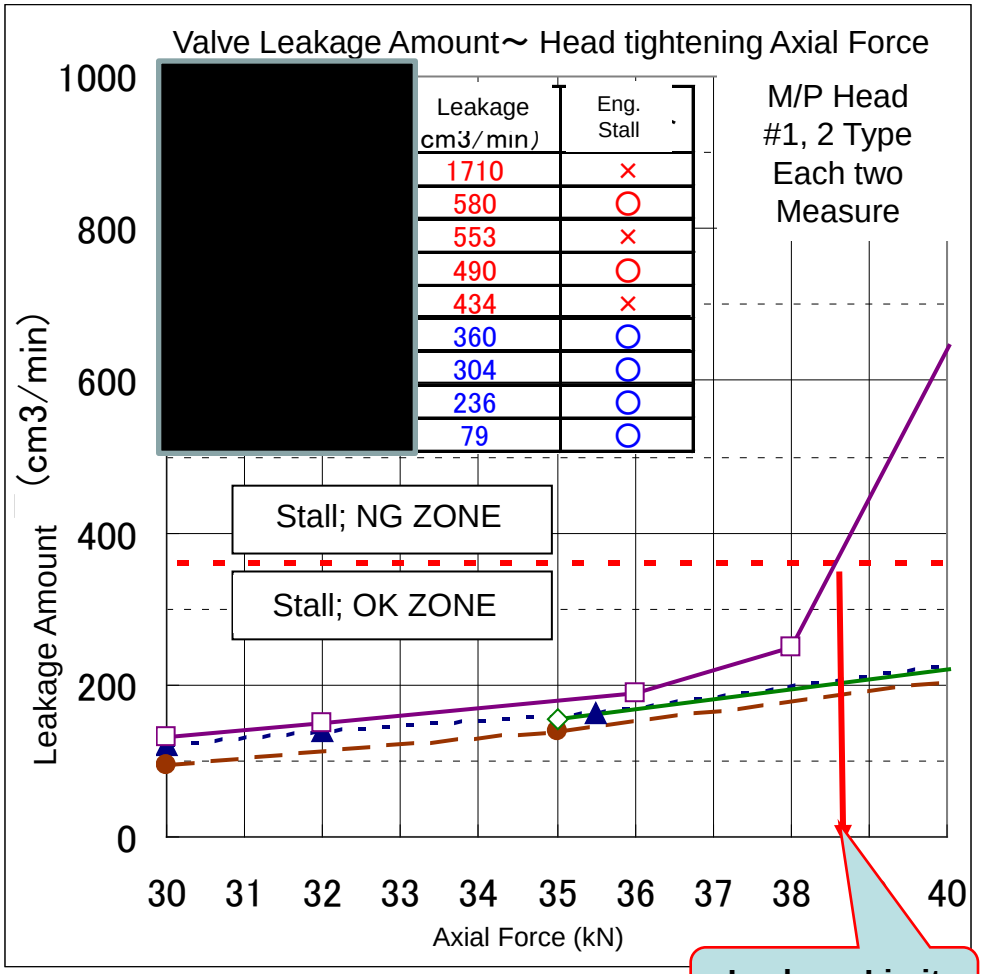


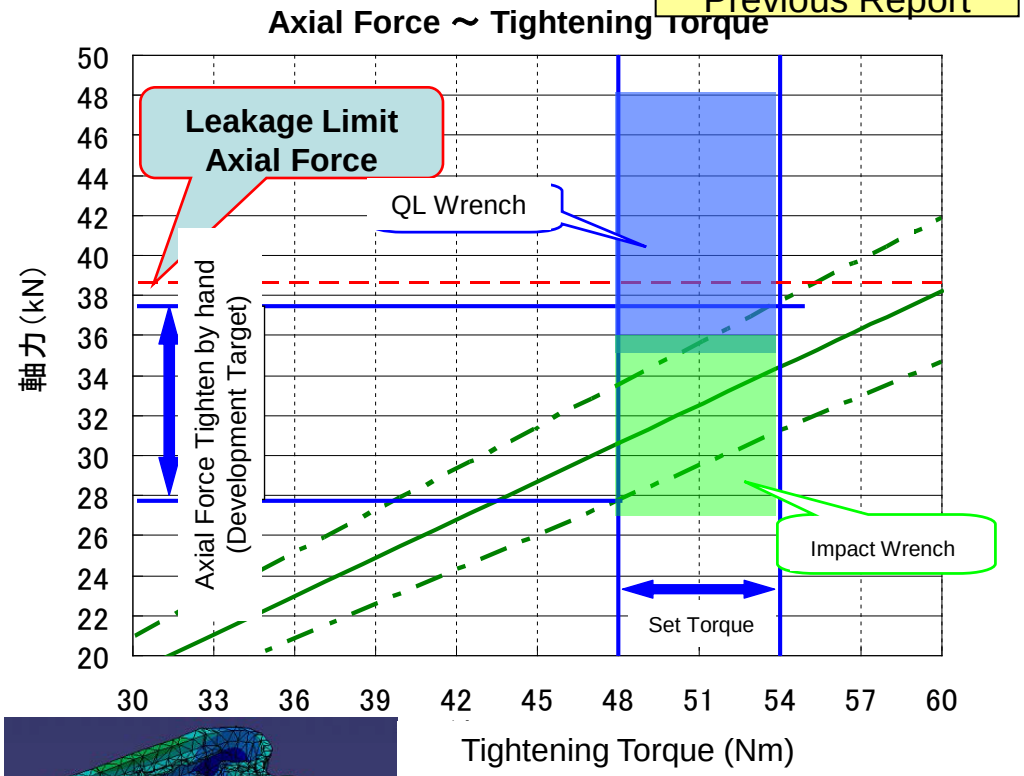
Confirmation of the line result, it have subsided in with the provisions tightening torque.

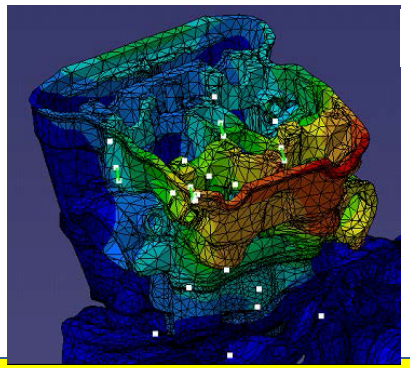
4. Analysis Result

Valve Leakage amount～Head tightening Axial Force

No changes from Previous Report







CAE analysis results Valve Seat Leakage occurs deformed by with Head Tightening Axial Force

CAE Conditions：Axial Force 37.7kN

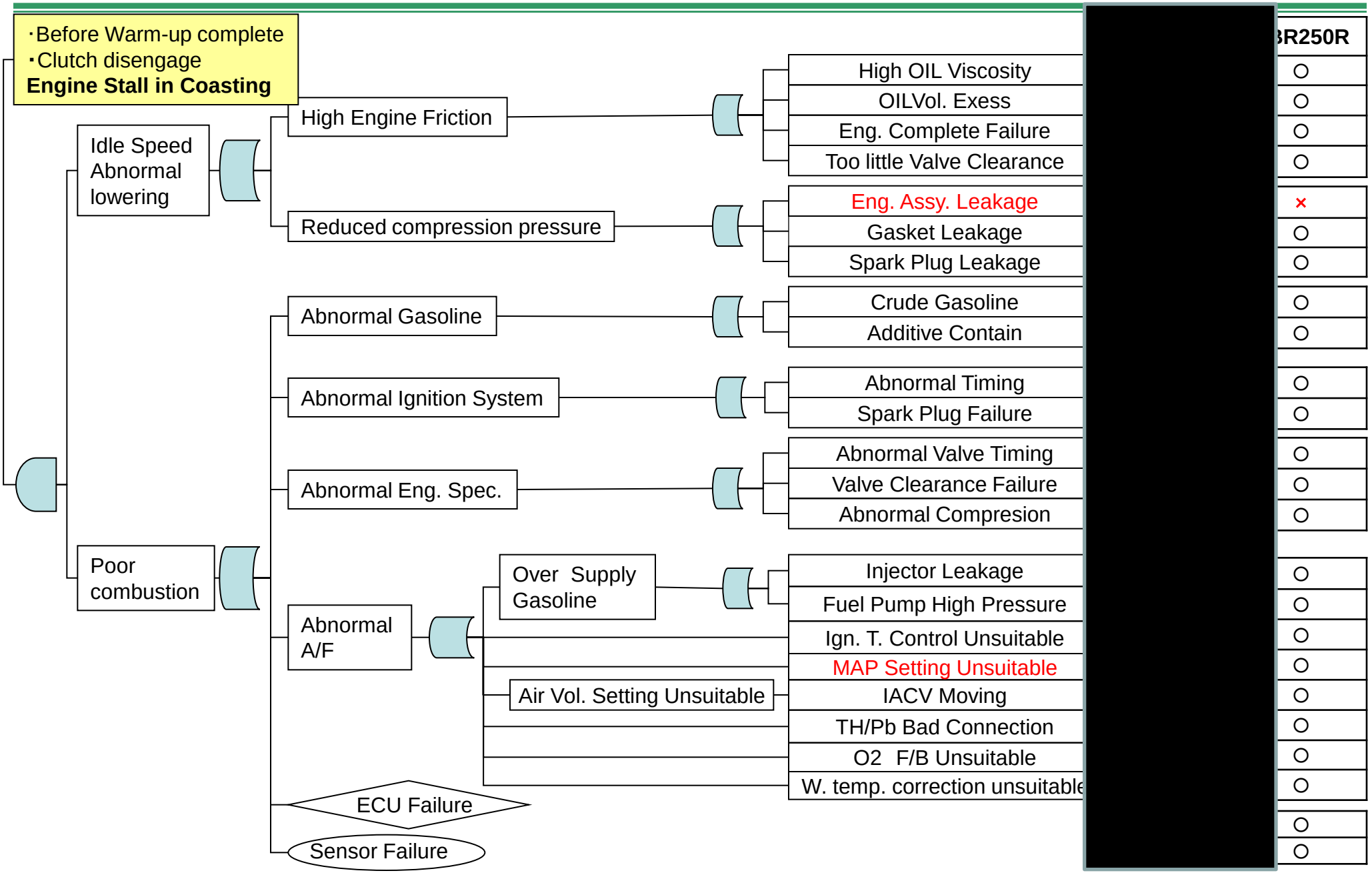
・Axial Force of more than aim at the Development has occurred within the Set Torque Range due to the difference of how Tightening.

⇒ Mass Production Management Techniques to achieve, including separate adjustment change of setting torque to be the axial force of the aim.

4. Analysis Result

FTA

No changes from Previous Report



4. Analysis Result

Occurrence Mechanism (Draft)

[redacted]CBR250R＜Common Factor ＞

Axial force had been over the target when tightened in line with drawings torque.

Cylinder Head
Spec. over in Tightening Torque
(Confirm result re-tightening by Buyback)

Valve leakage increase by Valve Seat Distortion

In the warm-up process from High Load/Speed Range
'Throttle complete close and Clutch diesngage'
Concurrent operations

(Tightening Torque 51N・m±3)

[redacted]	CBR250R	
	L	R
E	58.7	61.1
I	69.3	52.8

Engine Speed drops below the Idle Speed by Valve Leakage

[redacted]

Poor combustion

[redacted]

Engine Stall

CBR250R
Market incidence
0.06%(Whole World)
Reproduction test incidence：40%

5. Countermeasure

Content	[redacted]	CBR250R

[redacted]

	Item	Change	Effect
（2）ENG Parts and Tightening Torque Change	1－①Cylinder Head	新品	Improve distortion of cylinder Head and Eng. Assy. Leakage by Tightening Torque Excessive
	②Stud Bolt	↑	
	③Cylinder Gasket	↑	
	④Head Gasket	↑	
	⑤Nut	↑	
	⑥Washer	↑	
	2 Tightening Torque	51N・m	

[redacted]

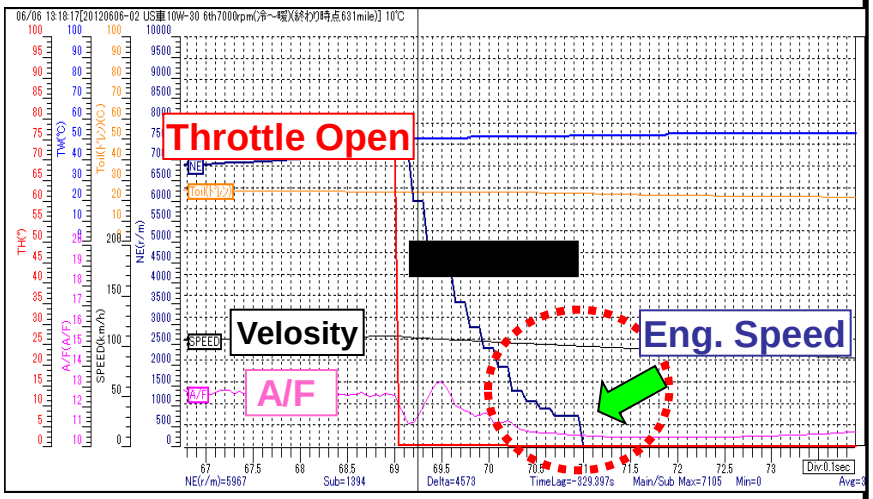
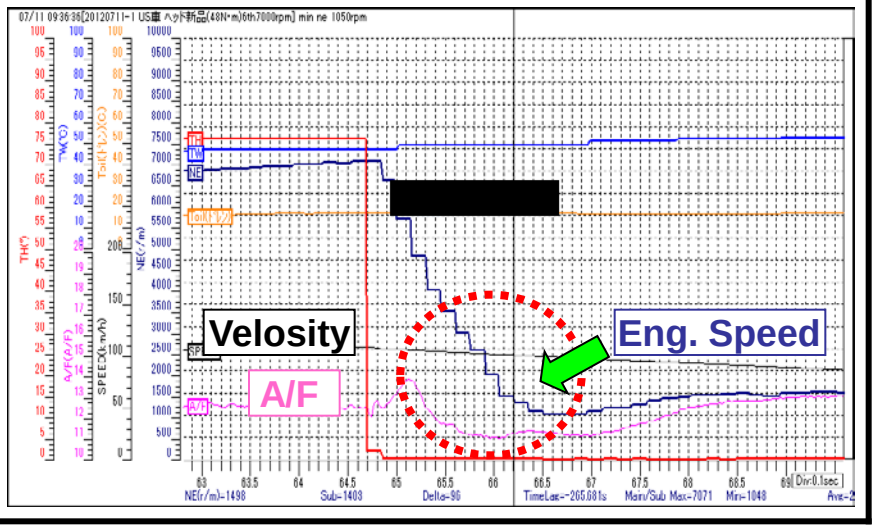
・CBR(2)ENG Parts Change

To the above combination correspond to the countermeasures specifications of both models.

5. Countermeasure

Effect of countermeasure

No changes from Previous Report

		CBR250R
Before	[redacted]	
After		

Both [redacted] and CBR, the introduction of countermeasure specification, is no longer the occurrence of engine stall.

5. Countermeasure

Negative Confirmation

No changes from Previous Report

Item		[redacted]		CBR250R
[redacted]				
ENG Parts・Tightening Torque Change		・No change to performance only the parts are changed		

[redacted] CBR not negative measures specification for each

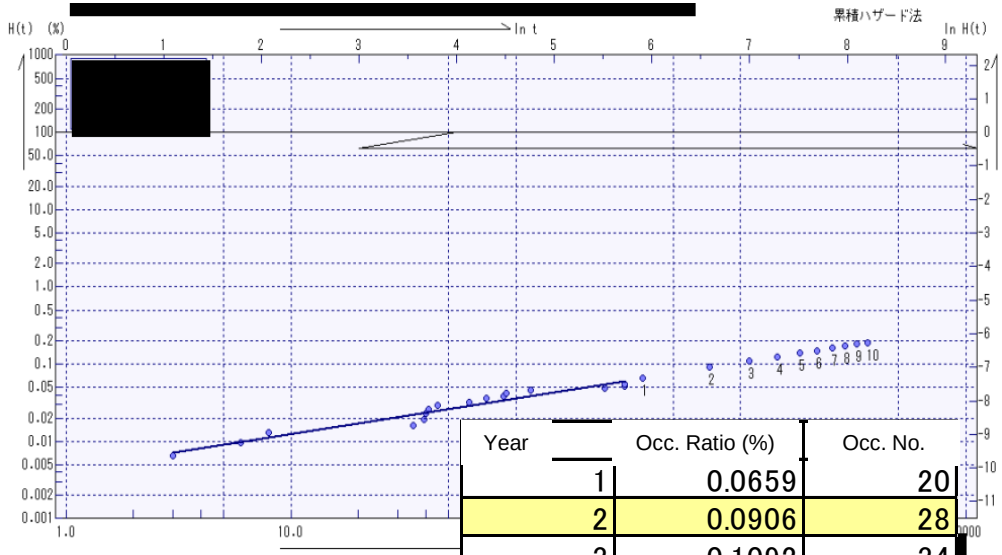
6. Proposal

Occurrence Prediction

[redacted]

CBR250R

[redacted] Weibull: user (N = 17) released one year 9 months



Year	Occ. Ratio (%)	Occ. No.
1	0.0659	20
2	0.0906	28
3	0.1092	34
4	0.1246	38
5	0.1381	42
6	0.1501	46
7	0.1611	50
8	0.1713	53
9	0.1809	56
10	0.1899	58

・M＝0.4596
Early Type

・CBR250R：Incidence of after two years is 0.09%, and the occurrence number expected to be 28 units.

6. Proposal Details

Market Action	Handle as Normal Warranty Claim for both [redacted] and CBR250
C/M Detail	(1)Replacement of the specified Engine parts (only head comp can be reused after valve seat correction), and clamping by the designated torque of45N・m (for [redacted] CBR250R)

[redacted]

『Reasons』

Customer Contention	“Engine stall occurs when I close a throttle during slowdown with clutch off.” “Engine stall occurs when a clutch is pulled for a while.”, “It is unlikely to occur in in cold condition.”
Recurrence test results	It occurs only in the condition from high rev with clutch pulled in warm-up process. The phenomenon occurs only when a limited condition and a rare operation are put together.
Definitive phenomenon	■ Even if engine stall condition with clutch pulled was continued,,, Change of slowdown feeling, rapid deceleration, and body behavior disturbance will not occur, and by pushing starter switch engine can be restarted. ■ If a driver engaged clutch durinh engine stall,,, Engine will be restarted by rear wheel traction. On this occasion no unpredictable body behavior will occur. ◆Light device functions during engine stall. Detection from following car is possible. In ordinary driving, no functional defect occurs.
Market incidence	Seems to be early occur type and has low incidence. C[redacted] CBR250R(Whole World):0.06%

7. Schedule

Item	Respo nsible	Schedule					’13
		June	July	August	Sep.	Oct.	Sep.
GQM Promotion Plan	QAD	26 Qp	9 Q1-1st / 16 Q1-2nd / 31 Qe1st	20 Qe2nd / 27 Qe3rd			
Reproduction Test	QAD	11 15					
Cause investigation	HGA QAD	Reration of Tightening Torque and Axial Force					
Countermeasure				Tightening torque setting examination HGA to TH business trip			
Effect and Negative confirmation							
[redacted]							
Occurrence prediction Final event	Servic e QAD	Rewrite Design Change					
Market corresponding							
[redacted]							
CBR250R Toughness improvement study	HGA					Applied mass production in the next model	

END

PE14-032

HNDA

12-19-2014

Q8 REDACTED

GQM_REDACTED

Q8-7 - 524th GQM report_English_REDACTED

11～12M [redacted] CBR250R(MC41) Engine stalling during drive with clutch pulled in for a while.

[redacted]

[redacted]

<Index>

QIC.NO : M11THM 054-00
M12THM 009-00
M12THM 009-01
2HKO2012001-00

2012/ Aug./27
No.524th GQM
Q-Complete Report

1. Instruction of last meeting

＜Last GQM　Q Comp.-2nd＞ （2012/Aug/20）

Instruction contents	Reply
1. According to verified results of torque/axial power in TH factory, report about measures of market action/factory line in the next GQM.	⇒P14
2. As for stock control instruction associated with a drawing issue of design change, clarify the contents of measures in abroad.	Application Request, Supplement to Mfg., HS & HB [redacted] To SS: Please apply rewriting method to warehouse stocks. To HS: please revise and issue part List To HB: please integrate into new parts Coordinate the contents in a information share meeting. Instruct the measures of Japan and USA by “Mass Production Spec Notice” according to the above notes.

2、3 Customer Contention, Number of claims

Model	CBR250R MC41 [redacted]
Summary of occurrence situation	Problem occurred intermittently within 10 min. after engine start. It occurred only when MC was decelerating and a clutch pulled in. The engine rev speeds when a clutch was pulled in were at the lowest of 3000rpm and the highest of 8000rpm.
QIC	M11THM 054-00 M12THM 009-00 M12THM 009-01 2HKO2012001-00

[redacted]

Occur. Country	Japan	USA	Korea	Whole World
No. of Claims/ No. of claims for Engine stop [no. of Units] QIC	**0** / 20	3 / 35	**9** / 18	**12** / 103
No. of Claims/ No. of claims for Engine stop [no. of Units] Wty.	**1** / 195	**0** / 16	**9** / 25	**10** / 313
No. of Claims/ No. of claims for Engine stop [no. of Units] TL	**0** / 198	**4** / 177	—	**4** / 400
No. of Claims/ No. of claims for Engine stop [no. of Units] CR	**0** / 17	**2** / 66	—	**2** / 85
No. of Claims [No. of unit]	**1**	**8**	**9※**	**18**
No. of sales (at the end of Jun)[no. of unit]	**6,917**	**8,459**	**335**	**30,777**
Ocurrence rate [%]	**0.01**	**0.09**	**2.69**	**0.06**
Planned sales Country	No planned sales country			

※claims were alleged in winter, and no additional claim after that.

No change from the last report

4. Analysis Results

Verification results of Specification conformance of actual vehicle

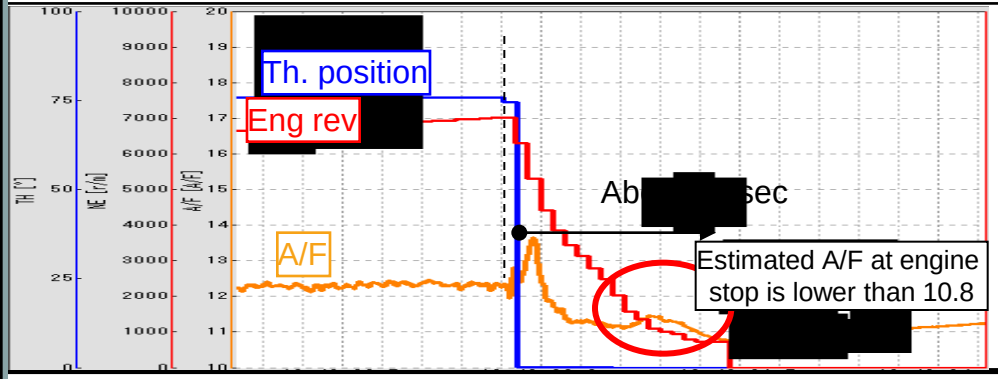
		[redacted]	CBR250R (MC41 [redacted]		
			SPEC	L	R
Tp,Cl (mm)	IN	[redacted]	0.16±0.03	0.18	0.18
	EX	[redacted]	0.27±0.03	0.26	0.26
Valve timing°		[redacted]	IN 20 / 0 EX (8.60) 35 / 40 (8.30)	IN 21.5 / 3 EX (8.45) 30.5 / 40 (8.14)	
Compression ratio		[redacted]	10.7±0.2	10.63	
COMP (kPa)		[redacted]	1300	1294	
IDLE 回転数(r/min)		[redacted]	1400±100	1400	
IDLE PB(kPa)/Gair(g/sec)		[redacted]	Below 72kpa /0.90	69.1/0.91	
ENG OIL vol		[redacted]	Upper level (1.8L)		
Plug Cap		[redacted]	No abnormalities		
Plug burning		[redacted]			
Ground connection		[redacted]			

[redacted] and CBR250R have small deviation of valve timing, but it is not a cause of the occurrence.

[redacted] and CBR250R have no other problem to inspect, no abnormalities are seen in the vehicles.

4. Analysis Results

Actual Vehicle verification results （Reproductive test, in the range of temp. where a engine rev stop occurs.

	[redacted]	CBR250R (MC41[redacted]
Reproductive test results		23～85℃
		100km/h／7.000r/min
		10℃
		
Temp. range of occur.		No stall occurs
		1,020r/min **(A/F11.2)**
		Occurs（Estimated A/F is about 10.8）
		870r/min **(A/F 10.8)**
		No stall occurs
		1,300r/min **(A/F 11.5)**

- Engine stop occurs during inertia run 2-3 seconds after clutch is pulled in with throttle fully closed from a high engine rev situation.
- Engine stop doesn’t occur under the situation with clutch engaged. Even if the engine stop occurs, it is easy to restart engine.
- *Engine rev decreases less than setting idol rev in warm-up process (oil temp is 25~65℃), and A/F becomes rich, and engine stall occurs.*

No change from the last report

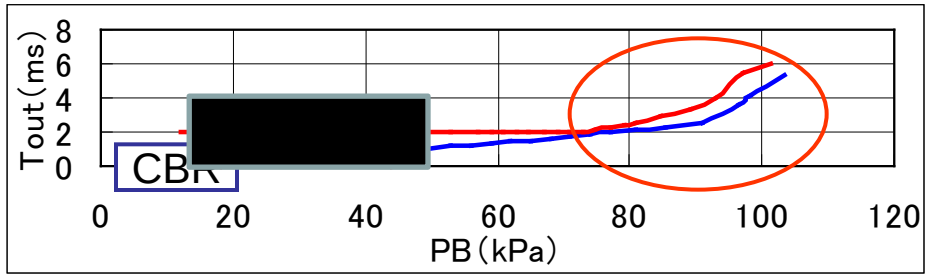
4. Analysis Results

Comparison for A/F ratio lean control and Head comp tightening Torque

Item	[redacted]	CBR250R (MC41 [redacted]

comparative data

(PB Map at Eng rev 1000rpm)



[redacted]

CBR250R Tightening Torque changing (Right table)

[redacted]

Engine stall	Actual Unit	Not occur ○	—	Occur ×	—	Occur ×
	New Unit	—	Not occur ○	—	Not occur ○	Not occur ○
rpm at stall	Actual Unit	900r/min 11.1	—	980r/min 11.2	—	970r/min 11.2
A/F	New Unit	—	1,050r/min 11.2	—	1,230r/min 11.8	1,160r/min 11.8
ak amount engine sy 3/min 20kPa)	Actual Unit	236	—	434	—	1,700
	New unit	—	79	—	580	610
Tightening torque		For reference 40N・m	lower limit tolerance 48N・m	Set value 51N・m	Upper limit tolerance 54N・m	Outcome of Actual Unit 60.5N・m(Ave.)

	L	R
EX	58.7	61.1
IN	69.3	52.8

・It can not be compared numerically because of the difference of specifications (Fuel pressure, Bore diameter, Intake & Exhaust sys.)b[redacted]

[redacted]

・CBR250R will not occur engine stall after the tightening torque of Actual unit is released to 40N・m.

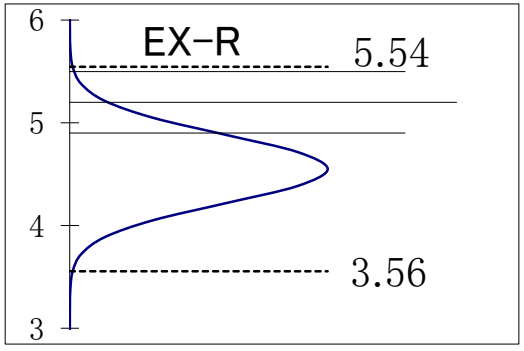
・CBR250R will not occur engine stall after the engine head is replaced to new one.

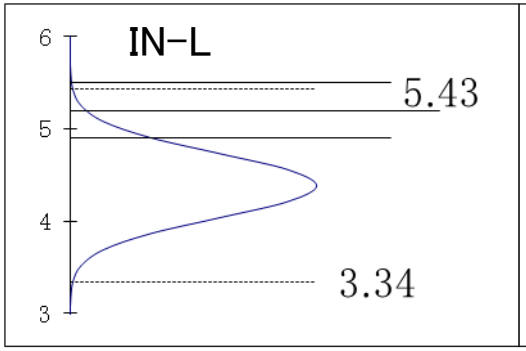
Used parts such as nut and bolt can not reuse because aimed clamping axial power is not be gotten.

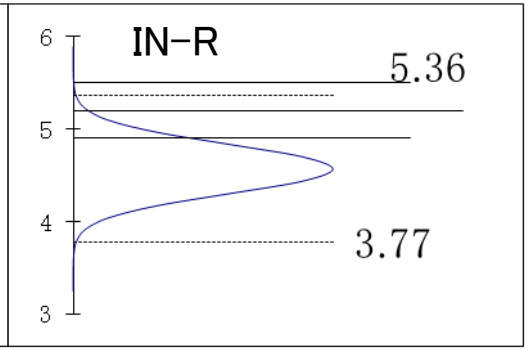
4. Analysis Results

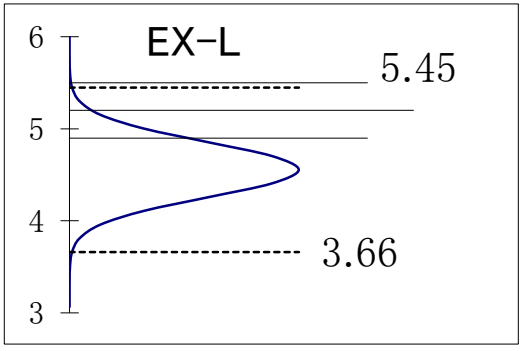
CBR250R Verification results of clamping torque in factory line.

After clamping with oil pulse wrench (n=20units)

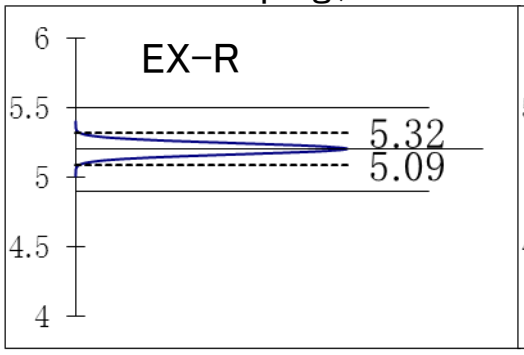


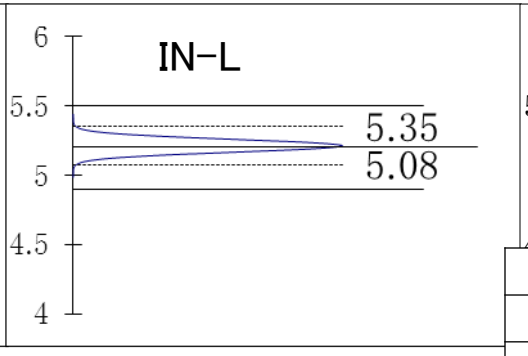


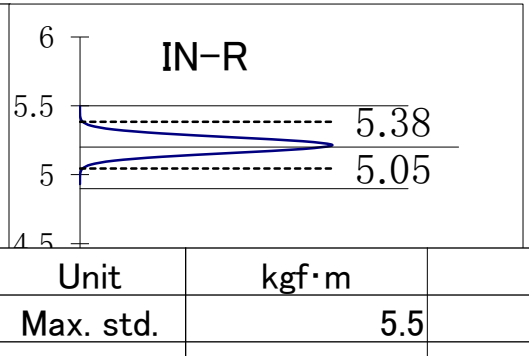


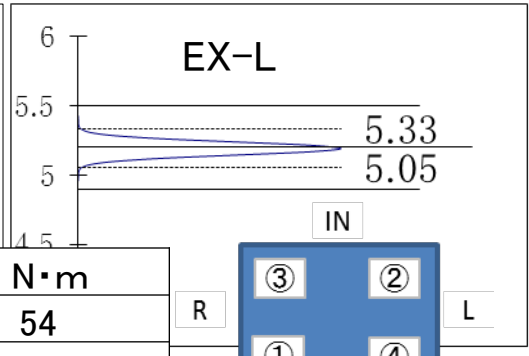


After QL clamping(n=20 units)

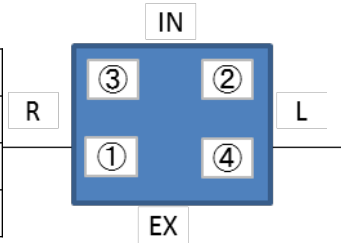




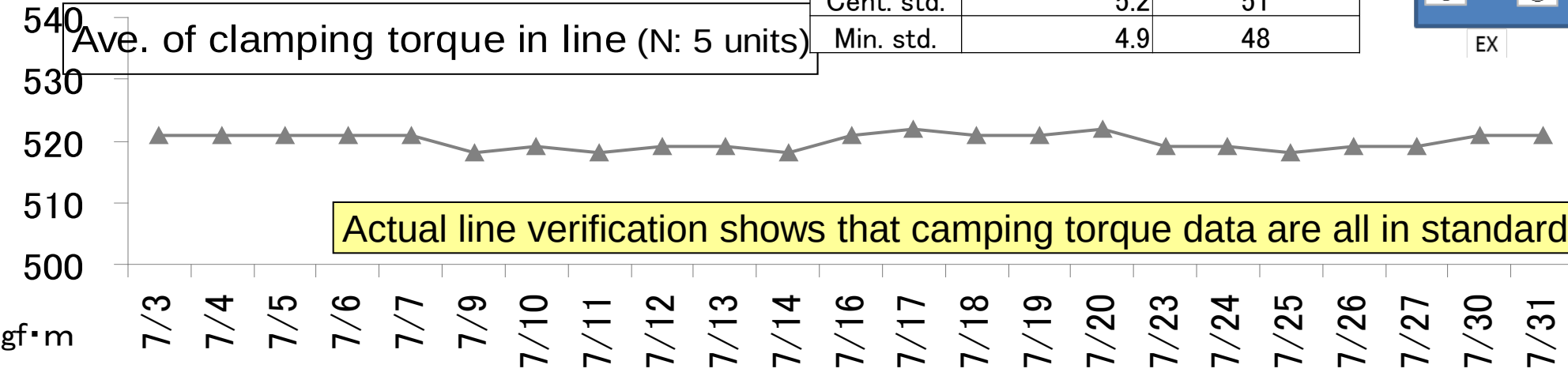




Unit	kgf･m	N･m
Max. std.	5.5	54
Cent. std.	5.2	51
Min. std.	4.9	48



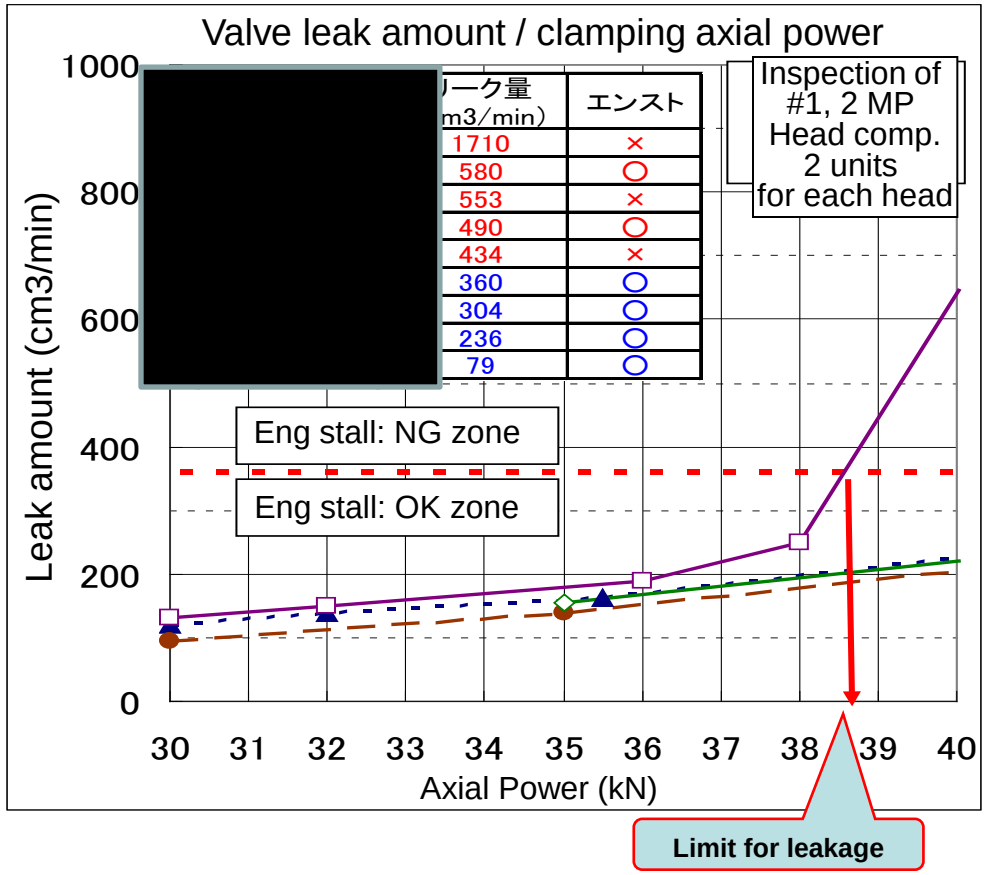
Ave. of clamping torque in line (N: 5 units)

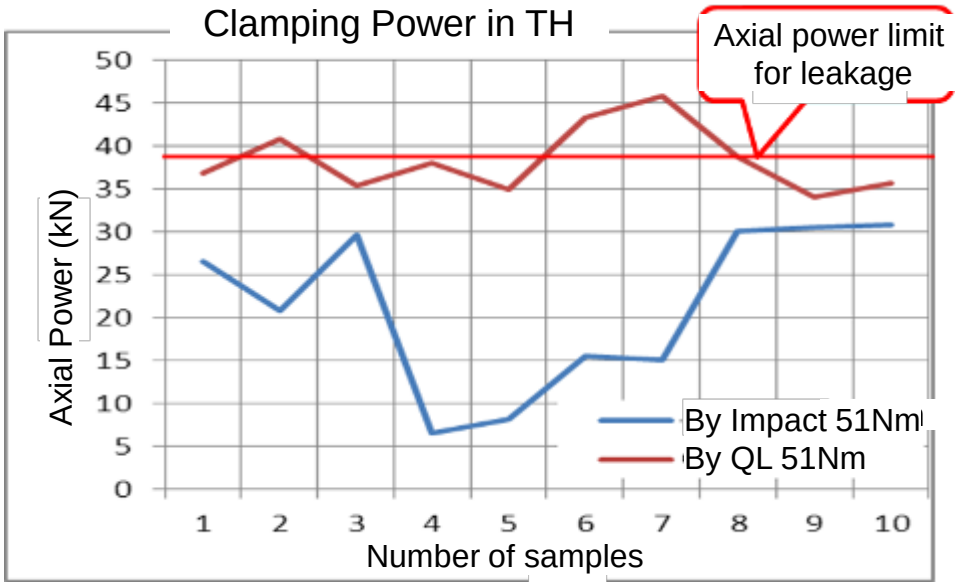


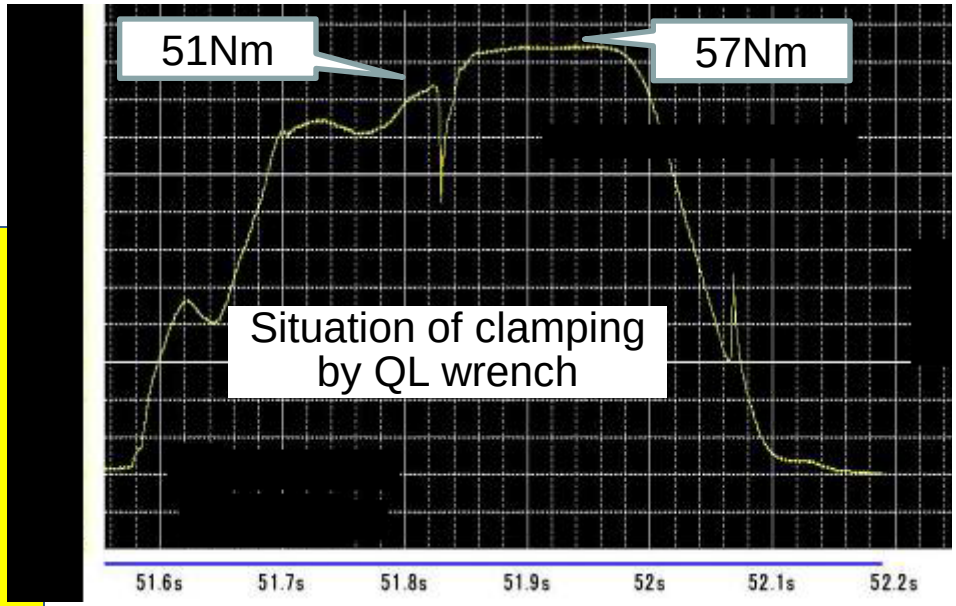
Actual line verification shows that camping torque data are all in standard.

4. Analysis Results

Correlation between valve air leakage, head clamping axial power





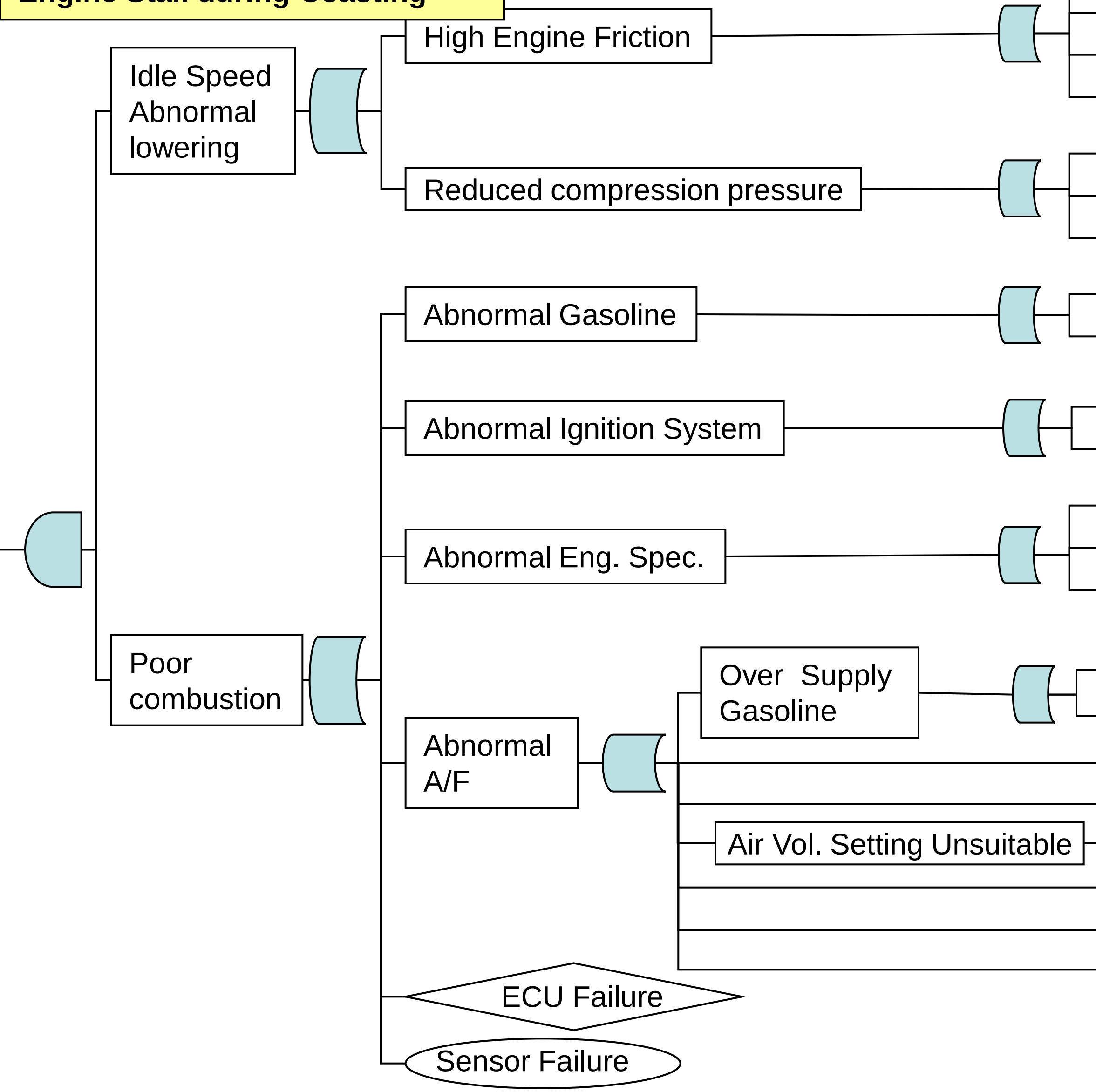


- The axial power which does not cause engine stall is under 38.6 kN.
- Clamping of TH(Impact & QL)may surpass axial power limit for leakage.
  - ·Variation of axial power by impact wrench clamping.
  - ·Overstroke by QL wrench clamping

FTA

No changes from Previous Report

・In Warm-up process
・Clutch disengage
Engine Stall during Coasting



	[redacted]	CBR250R
High OIL Viscosity		○
OILVol. Exess		○
Eng. Complete Failure		○
Too little Valve Clearance		○
Valve Leakage		×
Gasket Leakage		○
Spark Plug Leakage		○
Crude Gasoline		○
Additive Contain		○
Abnormal Timing		○
Spark Plug Failure		○
Abnormal Valve Timing		○
Valve Clearance Failure		○
Abnormal Compresion		○
Injector Leakage		○
Fuel Pump High Pressure		○
Ign. T. Control Unsuitable		○
MAP Setting Unsuitable		○
IACV Moving		○
TH/Pb Bad Connection		○
O2 F/B Unsuitable		○
W. temp. correction unsuitable		○
		○
		○

4. Analysis Results

Mechanism of Occurrence

For a work process by impact +QL clamping, the setting torque (51 ± 3Nm) had no marginat the view point of axial power limit for leakage (38.6kN).

By QL clamping method set in TH, it may sometimes exceed the marginal axial power for leakage (38.6kN).

AND

Valve sheet deformed and valve leakage increased

In warm-up process, simultaneous operation of “throttle closed and clutch pulled in" from high load and high rev.

By valve leakage, engine rev falls below idling rev.

[redacted]

Combustion turns worse

[redacted]

Engine stall

CBR250R
Market incidence
0.06%(whole world)
Recreate test
incidence：40%

5. Countermeasure Details

Market action proposal C/M contents

content	[redacted]	CBR250R
[redacted]		
(2) Engine Part replacement	[redacted]	
[redacted]		

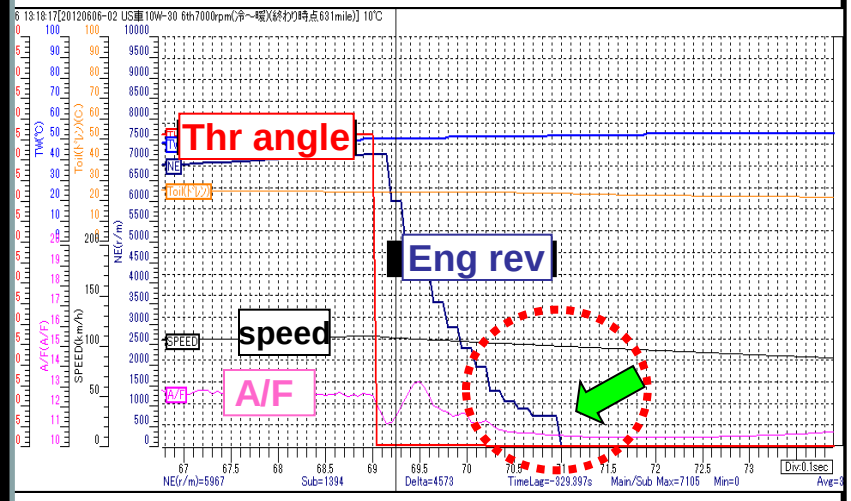
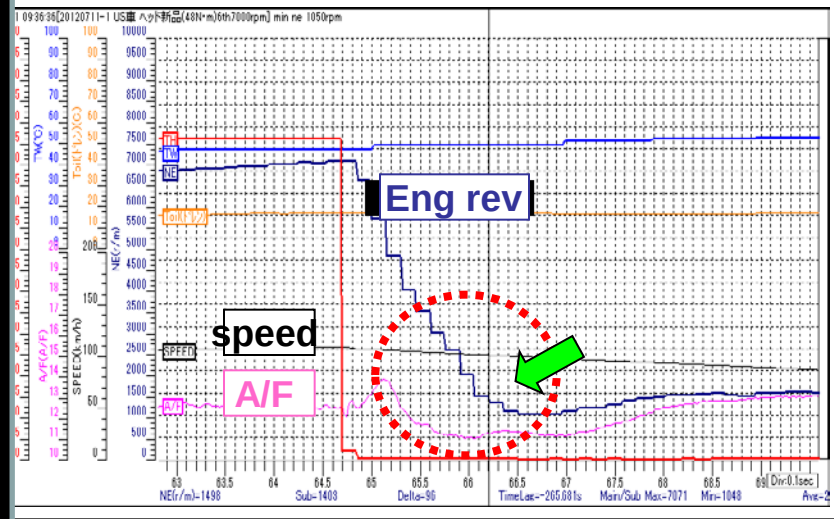
・CBR250R: (2)Engine parts replacement

Countermeasure for both models will be the combinations mentioned above.

No change from the last report

5. Countermeasure Details

Proposed market action、 Confirmation of the measures effect

	[redacted]	CBR250R
Before C/M	[redacted]	
After C/M	[redacted]	

No engine stall occurs by means of countermeasures for both [redacted] and CBR250R.

5. Countermeasure Details

[redacted]

Proposed market action、 Confirmation of negative effect

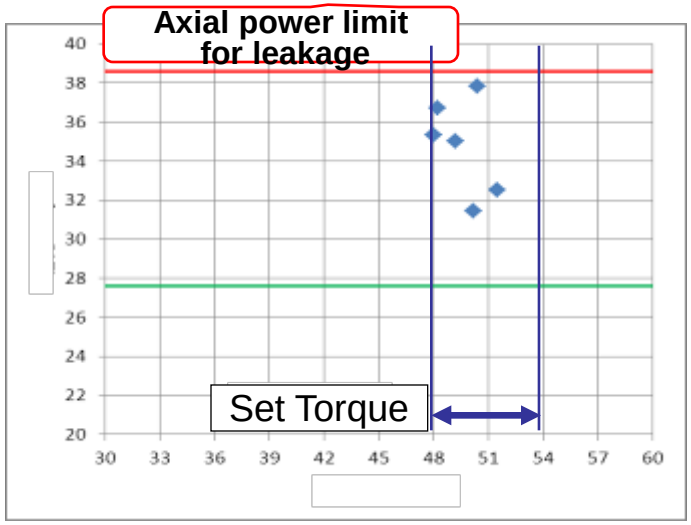
content	[redacted]	CBR250R
[redacted]		
Engine part replacement	Only part modification. No performance affected.	

No negative effect from modification was confirmed for both [redacted] and CBR250R

5. Countermeasure

Clamping according to demanded axis power

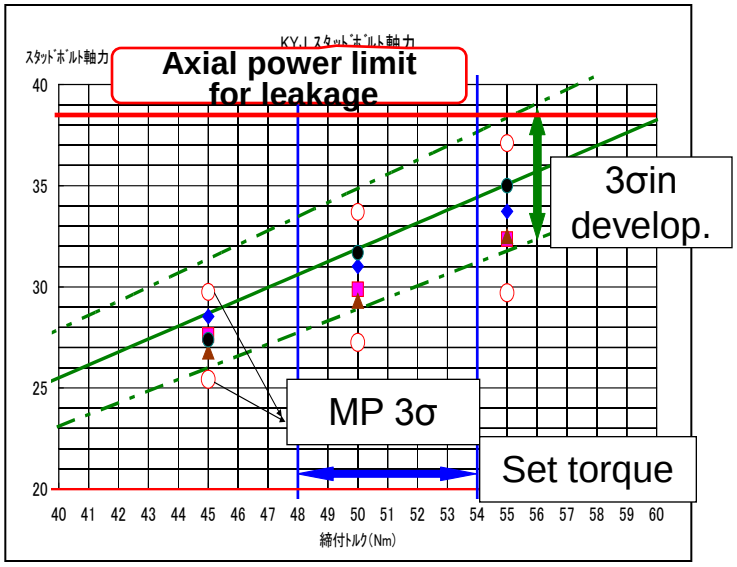
Head comp clamping in TH line



Change the set torque for impact wrench: 51→33N・m
Change a QL wrench: adopt a over less type wrench (set torque is 51N・m, no change)

It was confirmed that axial power comes in target range by changing the setting

Head comp clamping in measures



Impact wrench is not available.
Set torque is 51N・m instructed in Service Manual. No change.

It was confirmed that no engine stall occurs at the upper limit torque by hand clamping.

- Impossible to use impact wrench because of its variation.
- Wearout parts, such as stud bolt, washer, nut, Cylinder gasket, and head gasket, will be replaced to new one.

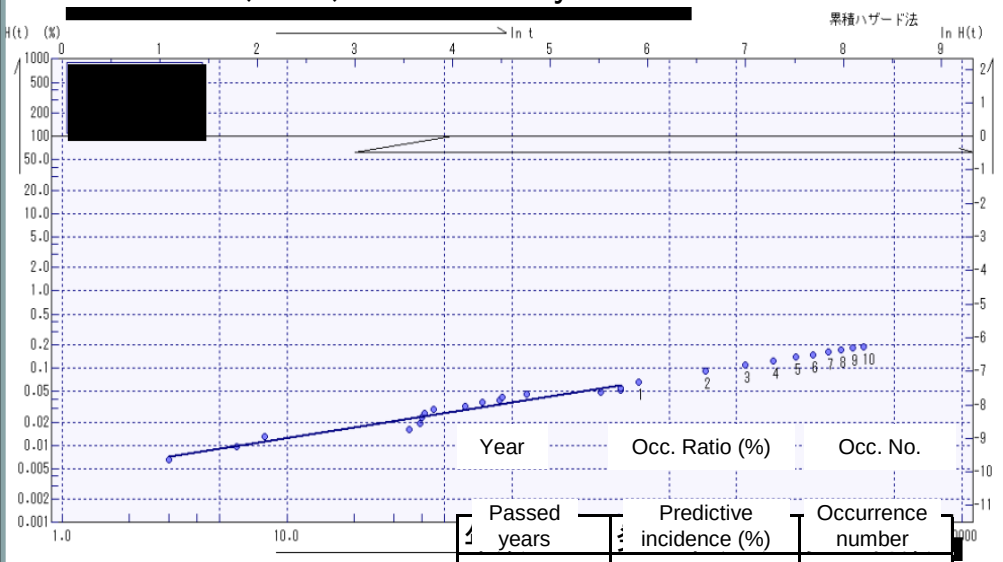
6. Proposal

Occurrence Prediction

[redacted]

CBR250R

■Weibull: user(N=17)released one year & 9 months before



Passed years	Predictive incidence (%)	Occurrence number
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8	0.1713	53
9	0.1809	56
10	0.1899	58

・M＝0.4596
Early Type

・CBR250R：Incidence of after two years is 0.09%, and the occurrence number expected to be 28 units.

6. Proposal Details

Proposal of Market Action, Definitive phenomenon

Market Action	Handle as Normal Warranty Claim for both [redacted] and CBR250
C/M Detail	(1)Replacement of the specified Engine parts (only head comp can be reused after valve seat correction), and clamping by the designated torque of45N・m (fo[redacted]CBR250R) [redacted]

『Reasons』

Customer Contention	“Engine stall occurs when I close a throttle during slowdown with clutch off.” “Engine stall occurs when a clutch is pulled for a while.”, “It is unlikely to occur in in cold condition.”
Recurrence test results	It occurs only in the condition from high rev with clutch pulled in warm-up process. The phenomenon occurs only when a limited condition and a rare operation are put together.
Definitive phenomenon	■ Even if engine stall condition with clutch pulled was continued,,, Change of slowdown feeling, rapid deceleration, and body behavior disturbance will not occur, and by pushing starter switch engine can be restarted. ■ If a driver engaged clutch durinh engine stall,,, Engine will be restarted by rear wheel traction. On this occasion no unpredictable body behavior will occur. ◆Light device functions during engine stall. Detection from following car is possible. In ordinary driving, no functional defect occurs.
Market incidence	Seems to be early occur type and has low incidence.[redacted]CBR250R(Whole World):0.06%

7. Schedule

Item	Div. in charge	Schedule					’13
		Jun	Jul	Aug.	Sep	Oct	Sep
GQM promote	MQAD	26 Q-P; 9 Q1-1st; 16 Q1-2nd; 31 Q-C1st		20 Q-C2nd; 27 Q-C3rd	10 Q-C		
Recurrence test	MQAD	11 15					
Cause Analysis	HGA MQAD	Verification of correlation between clamping torque and axial power					
Countermeasure Study			Clamping torque setting study HGA business trip to TH factory		C/M clamping method Apply to TH factory		
Verification of Effectiveness/ Negative							
[redacted]							
Occurrence prediction Definitive phenomenon Discussion for market action	Service MQAD						
[redacted]							
[redacted] CBR250 Study for toughness up	HGA		Clamping torque change (51→45N・m)・ verification of negative factor		14 MP Design Change		

END

PE14-032

HNDA

12-19-2014

Q8 REDACTED

GQM_REDACTED

Q8-8 - 525th GQM report_English_REDACTED

11～12M [redacted] CBR250R(MC41) Engine stalling during drive with clutch pulled in for a while.

[redacted]

[redacted]

<[redacted]>

1. Instruction o
meeting
2. Customer Co
3. Number of claims
4. Analysis results
5. Countermeasure detail
6. Proposal detail
7. Proceeding schelule

QIC.NO : M11THM 054-00
M12THM 009-00
M12THM 009-01
2HKO2012001-00

2012/ Sep./10
No.525th GQM
Q-Complete Report

1. Instruction of last meeting

＜Last GQM Q Comp.-3rd＞ (2012/ Aug./27)

Instruction contents	Reply
1. Prepare the data; as for the impact wrench used for the affected parts in TH, the new one of oil pulse method can provide a stable torque/axis power, while the torque/axis power of the conventional one may be changed by clamping time.	As for impact wrench, the one of oil pulse method have been used for a long time.
2. The excessive torque by the overstroke in the QL wrench clamping process had been confirmed in TH, so it should be clearly shown in Market Action instruction that the QL Wrench clamping shall be performed slowly enough. (P8, P14)	⇒P14
3. The value of impact wrench torque was set down to 33N・m as C/M. Describe its suitability of the value by means of axial force. (P14)	⇒P13
4. Prepare the data; The dispersion of axial force of mass production (±3σ) will be settled in the targeted value (±3σ) at development design by this C/M. (P14)	⇒P13

[redacted]

2,3 Customer Contention, Number of claims

Model	CBR250R MC41 [redacted]
Summary of occurrence situation	Problem occurred intermittently within 10 min. after engine start. It occurred only when MC was decelerating and a clutch pulled in. The engine rev speeds when a clutch was pulled in were at the lowest of 3000rpm and the highest of 8000rpm.
QIC	M11THM 054-00 M12THM 009-00 M12THM 009-01 2HKO2012001-00

[redacted]

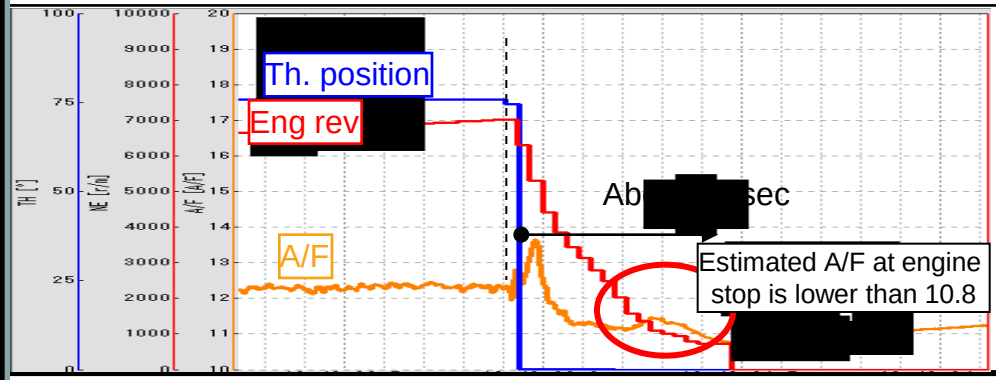
Occur. country		Japan	USA	Korea	Whole world
No. of Claims/ No. of claims for Engine stop [no. of Units]	QIC	0 / 20	3 / 43	9 / 18	12 / 103
	Wty.	1 / 195	4 / 29	9 / 25	14 / 317
	TL	0 / 198	4 / 180	—	4 / 400
	CR	0 / 17	2 / 67	—	2 / 85
No. of Claims [No. of unit]		1	12	9※2	22
No. of sales (at the end of August)[no. of unit]		7,670	10,254	335	35,313
Ocurrence rate [%]		0.01	0.12	2.69	0.06
Planned sales Country		No planned sales country			

※2：claims were alleged in winter, and no additional claim has happened after that.

[redacted]

4. Analysis Results

Actual Vehicle verification results （Reproductive test, in the range of temp. where a engine rev stop occurs.

	[redacted]	CBR250R (MC41[redacted]
Reproductive test results	[redacted]	23～85℃
		100km/h／7.000r/min
		10℃
		
Temp. range of occur.		No stall occurs
		1,020r/min **(A/F11.2)**
		Occurs（Estimated A/F is about 10.8）
		870r/min **(A/F 10.8)**
		No stall occurs
		1,300r/min **(A/F 11.5)**

- Engine stop occurs during inertia run 2-3 seconds after clutch is pulled in with throttle fully closed from a high engine rev situation.
- Engine stop doesn't occur under the situation with clutch engaged. Even if the engine stop occurs, it is easy to restart engine.
- *Engine rev decreases less than setting idol rev in warm-up process (oil temp is 25~65℃), and A/F becomes rich, and engine stall occurs.*

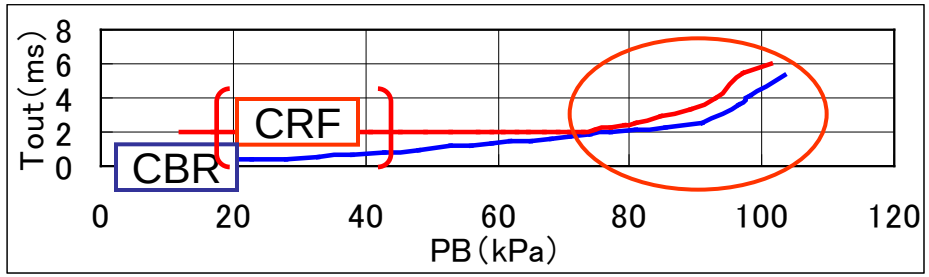
No change from the last report

4. Analysis Results

Comparison for A/F ratio lean control and Head comp tightening Torque

Item	[redacted]	CBR250R (MC41 [redacted]

comparative data (PB Map at Eng rev 1000rpm)



[redacted]

CBR250R Tightening Torque changing (Right table)

[redacted]

Engine stall	Actual Unit	Not occur ○	—	Occur ×	—	Occur ×
	New Unit	—	Not occur ○	—	Not occur ○	Not occur ○
rpm at stall	Actual Unit	900r/min 11.1	—	980r/min 11.2	—	970r/min 11.2
A/F	New Unit	—	1,050r/min 11.2	—	1,230r/min 11.8	1,160r/min 11.8
Leak amount as engine Assy (cm3/min at 20kPa)	Actual Unit	236	—	434	—	1,700
	New unit	—	79	—	580	610
Tightening torque		For reference 40N・m	lower limit tolerance 48N・m	Set value 51N・m	Upper limit tolerance 54N・m	Outcome of Actual Unit 60.5N・m(Ave.)

	L	R
EX	58.7	61.1
IN	69.3	52.8

・It can not be compared numerically because of the difference of specifications (Fuel pressure, Bore diameter, Intake & Exhaust sys. [redacted]

[redacted]

・CBR250R will not occur engine stall after the tightening torque of Actual unit is released to 40N・m.
・CBR250R will not occur engine stall after the engine head is replaced to new one.

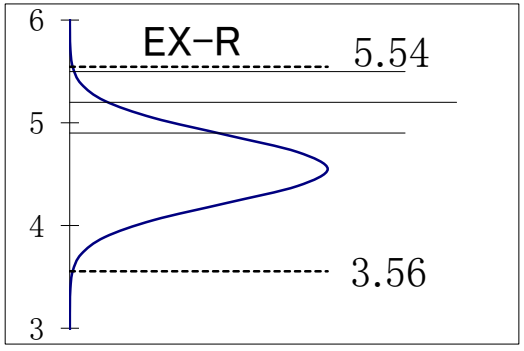
Used parts such as nut and bolt can not reuse because aimed clamping axial power is not be gotten.

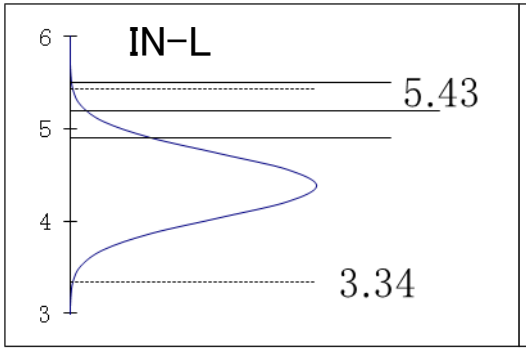
No change from the last report

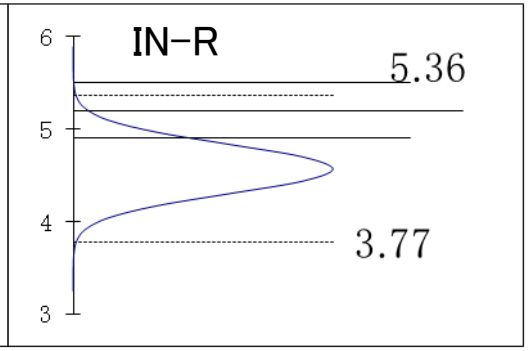
4. Analysis Results

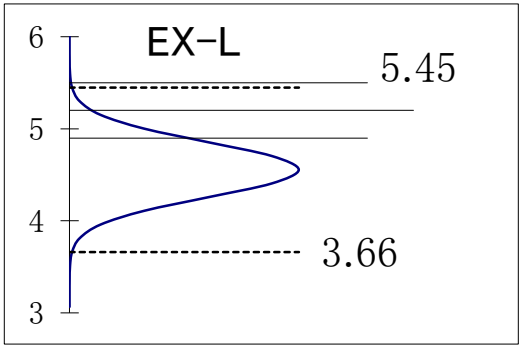
CBR250R Verification results of clamping torque in factory line.

After clamping with oil pulse wrench (n=20units)

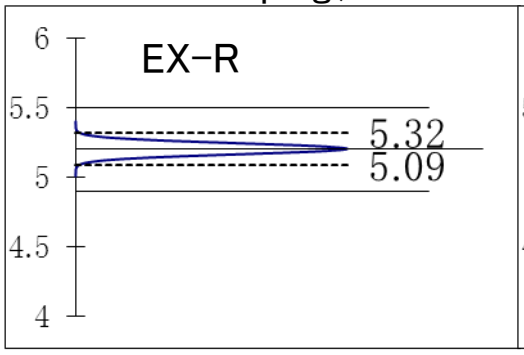


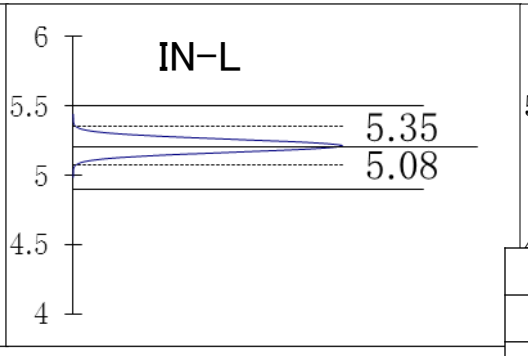


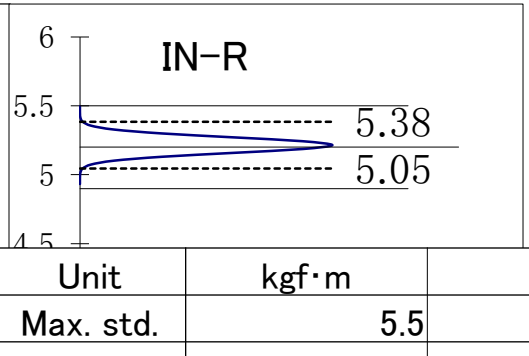


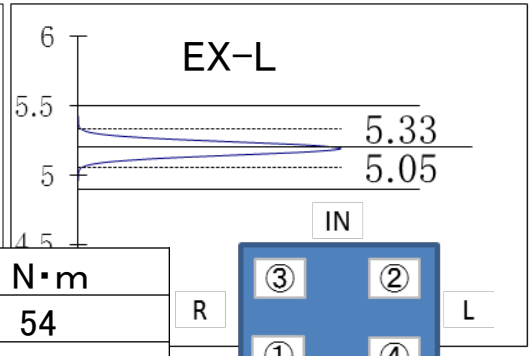


After QL clamping(n=20 units)

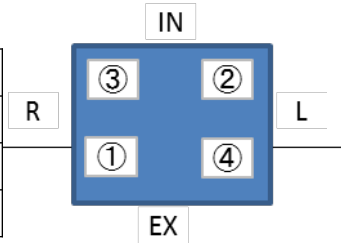




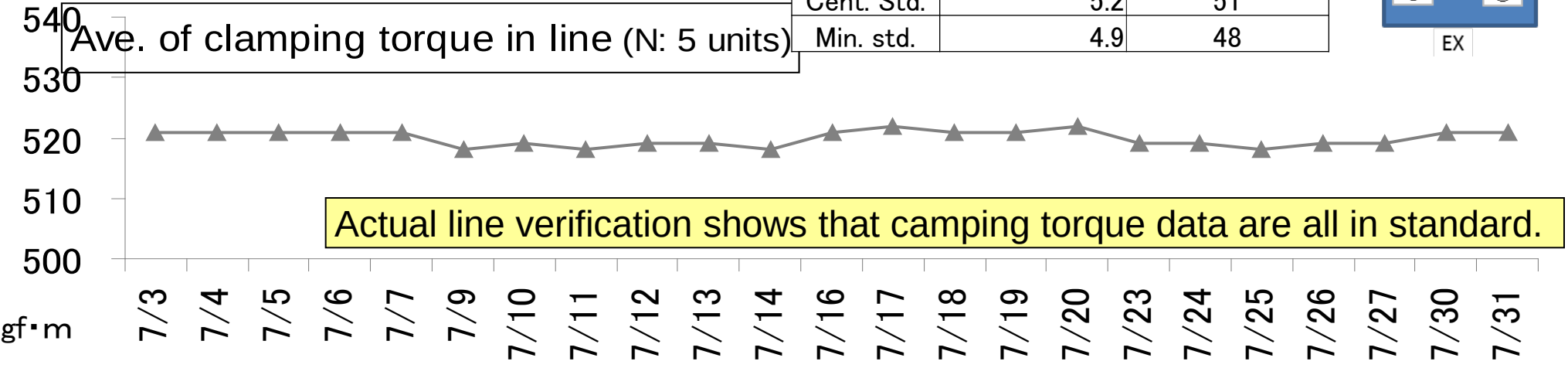




Unit	kgf･m	N･m
Max. std.	5.5	54
Cent. Std.	5.2	51
Min. std.	4.9	48



Ave. of clamping torque in line (N: 5 units)

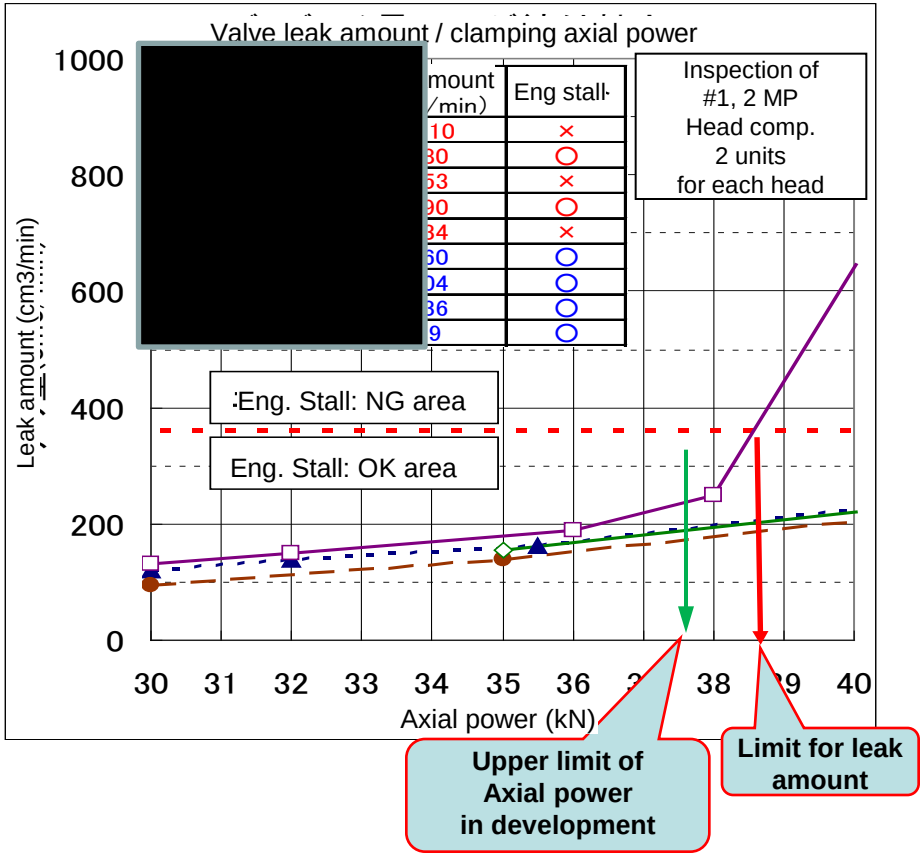


Actual line verification shows that camping torque data are all in standard.

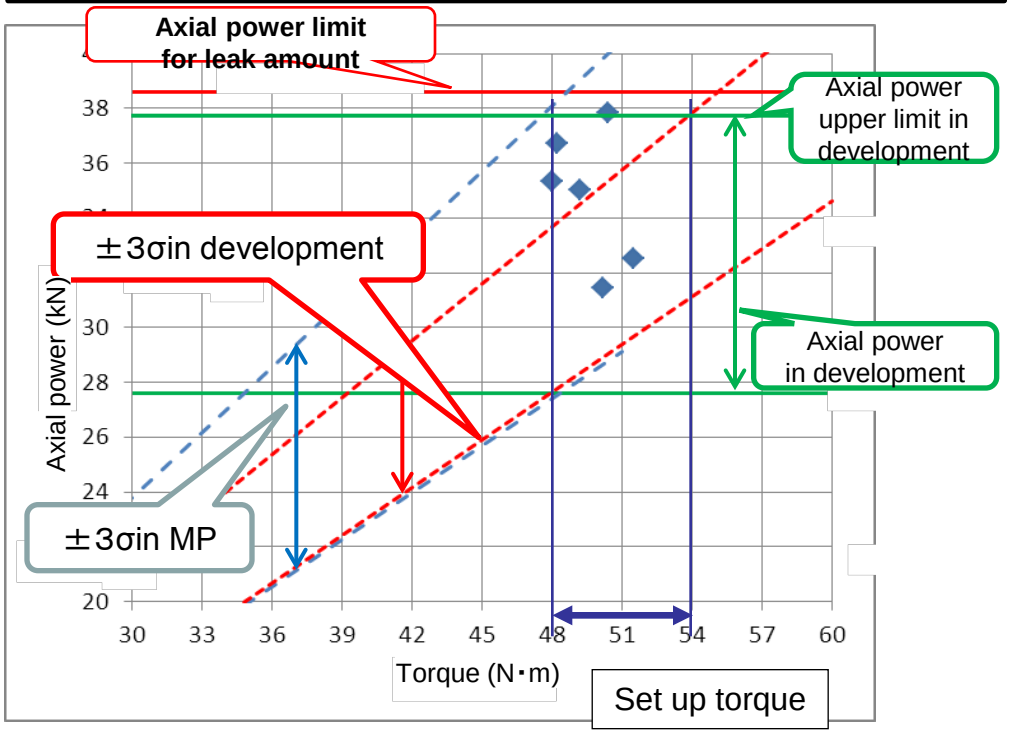
4. Analysis Results

Correlation between air leak amount, head clamping axial power, and torque.

Valve leak amount / clamping axial power



Clamping torque / Axial power (comparison between development and mass product)



- The axial power which does not cause engine stall is under 38.6 kN.
- Compared to the axial power upper limit set in development, margins of axial power limit for leakage was small.
- Compared to the axial power set in development, MP clamping axial power has a big unevenness in the high axial power side.

4. Analysis Results

Verification results of clamping situation of MP line in TH factory

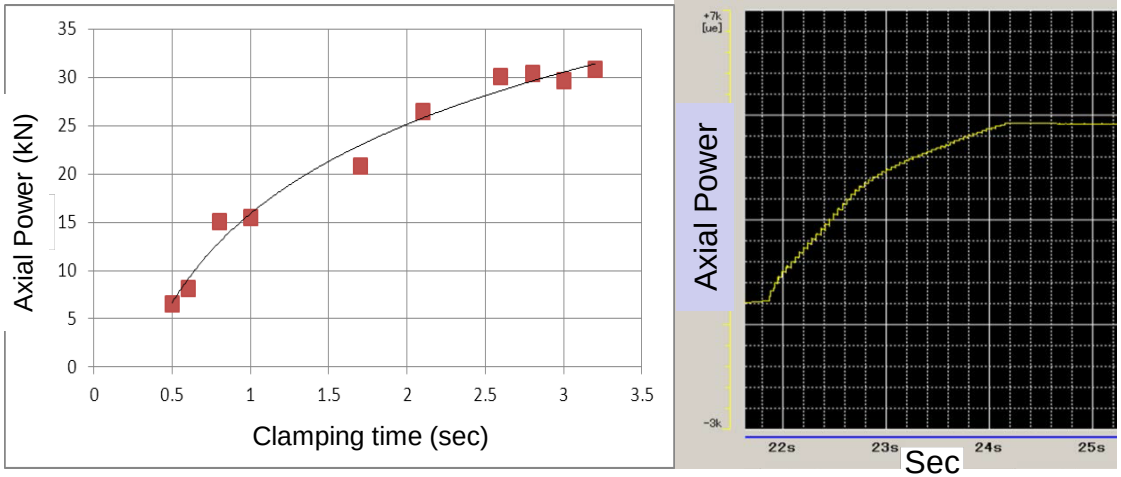
Clamping standard spec. of MP line is
Oil pulse (impact) wrench : 51N・m, and
QL wrench：51N・m

Clamping by Oil pulse (impact) wrench was not long enough to be released.
By unevenness of clamping time, axial power varies.

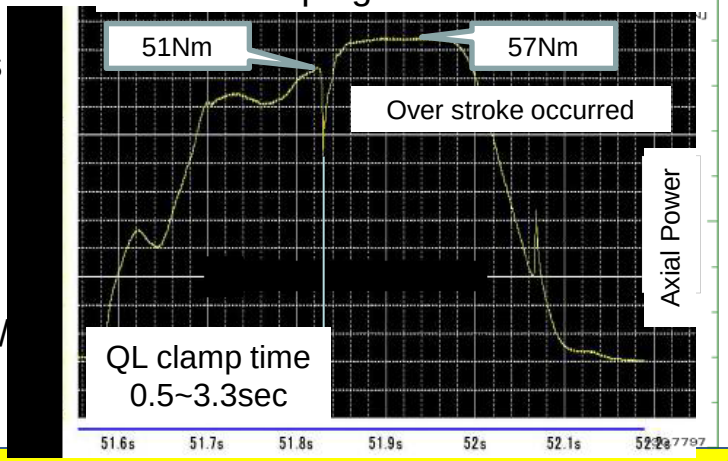
Because of unevenness of oil pulse wrench, Clamping stroke by QL wrench became Unstable. And it may cause some defective clamping such as overstroke.

QL clamping time is 0.5~3.3sec, and it is faster than that of development whose time was 5~10sec (corresponding to QL clamping),so coefficient of friction decreases, and unevenness spreads in the high axial power side.
(refer to the diagraph of clamping torque/ axial power of previous page)

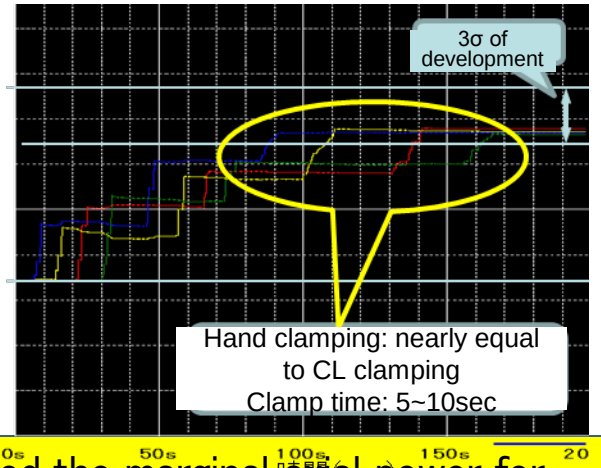
Clamping time by impact wrench(51N・m) ~ Axial power



CL clamping of MP line in TH



Clamping of development process



- By the method of MP clamping (impact and QL) in TH, it may sometimes exceed the marginal axial power for leakage.
  - Instability of clamping by QL wrench and ovestroke, caused by unevenness of clamping time at the time of impact clamping.
  - Decrease of coefficient of friction, caused by the clamping speed.

4. Analysis Results

Mechanism of Occurrence

For a work process by impact +QL clamping, the setting torque (51 ± 3Nm) had no marginat the view point of axial power limit for leakage (38.6kN).

By QL clamping method set in TH, it may sometimes exceed the marginal axial power for leakage (38.6kN).

AND

Valve sheet deformed and valve leakage increased

In warm-up process, simultaneous operation of “throttle closed and clutch pulled in" from high load and high rev.

By valve leakage, engine rev falls below idling rev.

[redacted]

Combustion turns worse

[redacted]

Engine stall

CBR250R
Market incidence
0.06%(whole world)
Recreate test
incidence：40%

5. Countermeasure Details

Market action proposal C/M contents

content	[redacted]	CBR250R

[redacted]

	item	modification	effect
(2) Engine Part replacement	1-①Cylinder Head Assy	New part, only head comp. can be reused with correction	Improve valve leakage caused by being over the target value of cylinder head clamping power
	②Stud bolt	New part	
	③Cylinder gasket	↑	
	④Head gasket	↑	
	⑤Nut	↑	
	⑥Washer	↑	
	2- head clamp torque	45N・m	

[redacted]

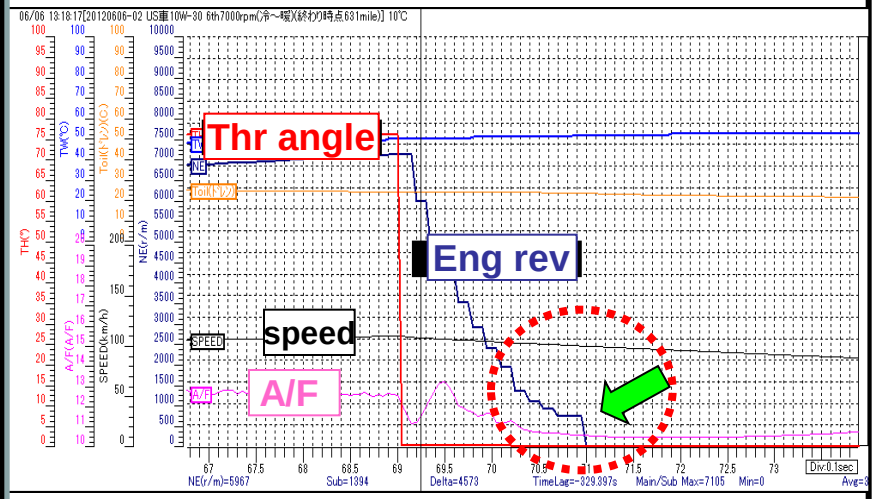
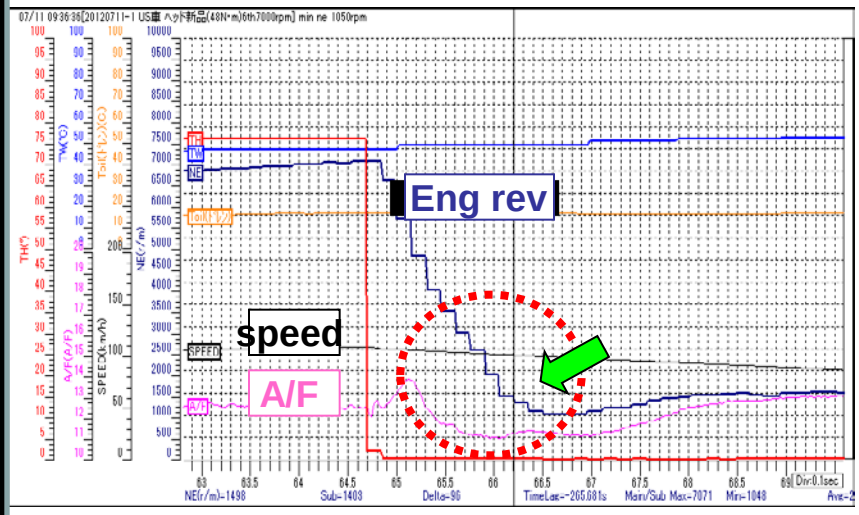
・CBR250R: (2) Engine parts replacement

Countermeasure for both models will be the combinations mentioned above.

No change from the last report

5. Countermeasure Details

Proposed market action、 Confirmation of the measures effect

	[redacted]	CBR250R
Before C/M		
After C/M		

No engine stall occurs by means of countermeasures for both [redacted] and CBR250R.

5. Countermeasure Details

前回報告変化なし

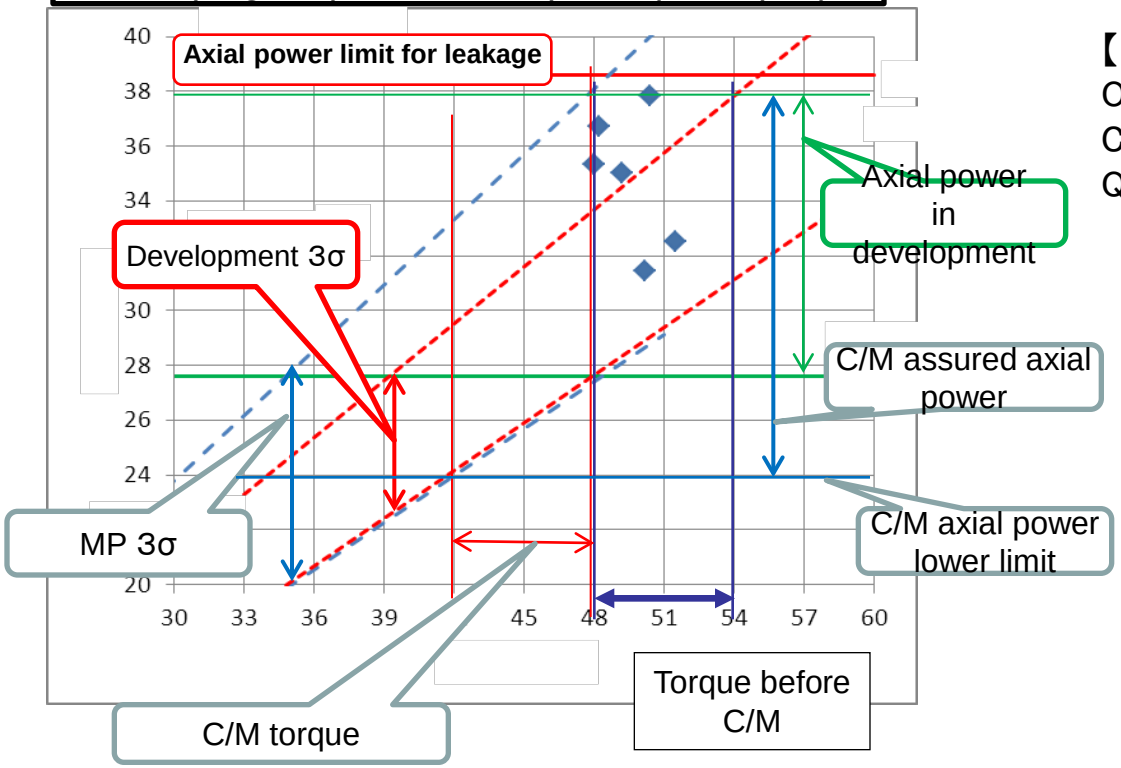
Proposed market action、 Confirmation of negative effect

content	[redacted]	CBR250R
[redacted]		
Engine part replacement	Only part modification. No performance affected.	

No negative effect from modification was confirmed for both [redacted] and CBR250R

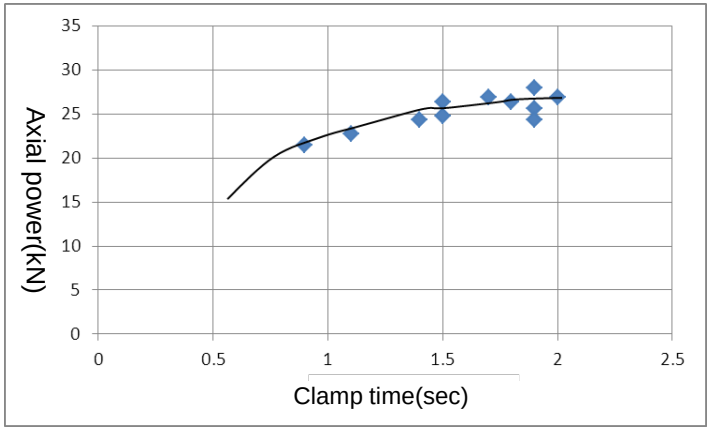
5. Countermeasure Details C/M of clamping in TH

Clamping torque and axial power(C/M spec)



【Countermeasures】
Oil pulse wrench setting torque change: 51→33N・m
Continue clamping until oil pulse wrench be released.
QL setting torque change: 45±3N・m

Impact（33N・m）clamp time～Axial power



By reducing setting torque of oil pulse wrench, clamping time before relief is shorten and axial power becomes stable.

Comparison of clamping torque with other models

Model name	CBR250R
Cooling method	Water coo
Displacement	250cc
Bore diameter	76.0
Dia. of stud axle	9.1
Dia. of screw	M10x1.25
Class	12.9
L limit of torque	42
U limit of torque	48

[redacted]

By setting change, axial torque comes in target range.
Setting torque is equal to other models.
But negative effect at axial power lower limit is to be verified and examined.
(explained in next page)

5. Countermeasure Details Market action (Service)

The method of clamping for head comp. in market (Service)

【countermeasures】
Clamping according to service manual instruction. Setting torque is 45N・m.

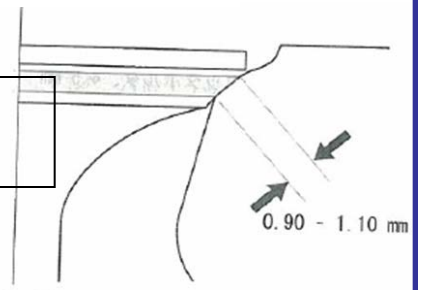
Service manual instruction (current)
Apply oil to screw thread, sitting face. Attach nut and tighten it, dividing into 2-3 times, at the opposite angle by designated torque.
Torque 51N・m(5.2kgf・m)

Service manual instruction (Countermeasure)
Apply oil to screw thread, sitting face. Attach nut and tighten it, dividing into 2-3 times, at the opposite angle by designated torque.
Torque 45N・m(4.6kgf・m)

Advisability for reuse of head comp. in market action(Service)

～1. Effectiveness verification for valve grinding

Seat contact state and seat surface width is heterogeneous.
Effectiveness for air leakage is hardly provided.



Service manual instruction:
Using Seat cutter (32°,60°), correct sitting surface into the standard range.
Valve sheet contact width:0.9-1.1mm
After that, perform valve grinding and verify contact state with red lead.
Considering the status of contact, change valves.

～2. Effectiveness verification for seat cutter

According to service manual, grinding was done until the contact is confirmed.
Uniform contact state was made and leakage as a comp. became smaller than 50cm3/min.
Verification results with real vehicle test showed no engine stall. OK.

- Clamping setting is changed to 45N・m. Stud bolt, washer, nut, and consumable part like gasket will be replaced with new one.
- Reuse of head comp. in market action is advisable with correction by sheet cutter.

5. Countermeasure Details

Verification results for negative effect by change of head clamping torque.

【Countermeasures】
Setting torque change: 45±3N・m

【Negative confirmation test results】
・Skid endurance simulating test
10000km endurance test was performed with clamping status of lower limit axial power. There were no torque down, no head gasket colonnade, and no bead crack. OK.
As a results of gasket make verification, there was no gasket colonnade, no bead crack, no abnormal waste, and so on. OK.

・Thermal durability
Thermal durability test with lower limit torque of 42N・m had shows no leak, no blur, no torque down, and so on. OK.

・Gasket contact pressure inspection
Verification results shows that boa bead part has more than 30 MPa and circumference bead part has more than 10 MPa. OK.

・In addition, there is no pending problem to become the negative for head clamping torque change. OK.

From the result mentioned above, the lower limit side axis power after the torque setting change can be guaranteed.
Promoting with the design change plan for MP on September 14th.

6. Proposal Detrails

Occurrence Prediction

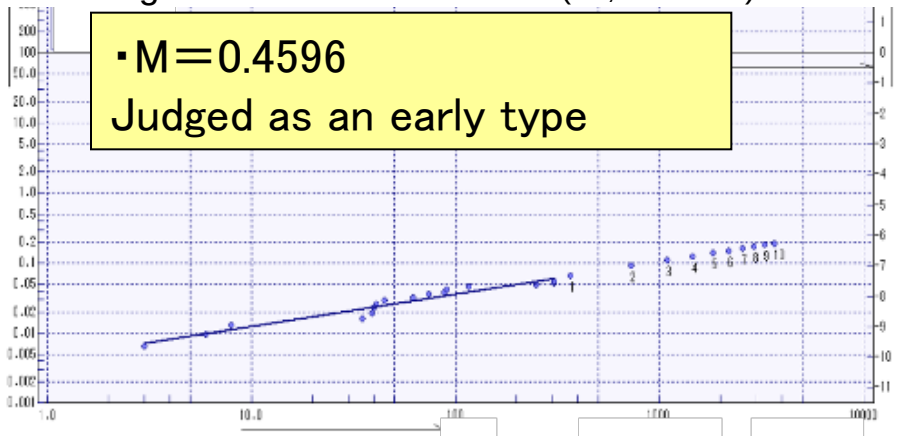
[redacted]

CBR250R(Whole World)

■ Weibull method：User (N=17)

Data during 1 Year and 9 month on sale,

From register date to occurrence (30,777 units)



Passed years	Predictive incidence (%)	Occurrence no.
1	0.0659	20
2	0.0906	28
3	0.1092	34
4	0.1246	38
5	0.1381	42
6	0.1501	46
7	0.1611	50
8	0.1713	53
9	0.1809	56
10	0.1899	58

Predictive occurrence after 2 years is 28 units

6. Proposal Details

Proposal of Market Action, Definitive phenomenon

Market Action	Handle as Normal Warranty Claim for bot[redacted] and CBR250
C/M Detail	(1)Replacement of the specified Engine parts (only head comp can be reused after valve seat correction), and clamping by the designated torque of45N・m. (for[redacted]CBR250R) [redacted]

『Reasons』

Customer Contention	“Engine stall occurs when I close a throttle during slowdown with clutch off.” “Engine stall occurs when a clutch is pulled for a while.”, “It is unlikely to occur in in cold condition.”
Recurrence test results	It occurs only in the condition from high rev with clutch pulled in warm-up process. The phenomenon occurs only when a limited condition and a rare operation are put together.
Definitive phenomenon	■ Even if engine stall condition with clutch pulled was continued,,, Change of slowdown feeling, rapid deceleration, and body behavior disturbance will not occur, and by pushing starter switch engine can be restarted. ■ If a driver engaged clutch durinh engine stall,,, Engine will be restarted by rear wheel traction. On this occasion no unpredictable body behavior will occur. ◆Light device functions during engine stall. Detection from following car is possible. In ordinary driving, no functional defect occurs.
Market incidence	[redacted]CBR250R(Whole World):0.06%

7. Schedule

Item	Div. in charge	Schedule					’13
		Jun	Jul	Aug.	Sep	Oct	Sep
GQM promote	MQAD	26 Q-P; 9 Q1-1st; 16 Q1-2nd; 31 Q-C1st		20 Q-C2nd; 27 Q-C3rd	10 Q-C		
Recurrence test	MQAD	11 15					
Cause Analysis	HGA MQAD	Verification of correlation between clamping torque and axial power					
Countermeasure Study			Clamping torque setting study HGA business trip to TH factory			C/M clamping method Apply to TH factory	
Verification of Effectiveness/ Negative							
[redacted]							
Occurrence prediction Definitive phenomenon Discussion for market action	Service MQAD						[redacted]
[redacted]							
[redacted] CBR250 Study for toughness up	HGA			Clamping torque change (51→45N・m)・ verification of negative factor	14 MP Design Change		

END

PE14-032

HNDA

12-19-2014

Q8 REDACTED

GQM_REDACTED

JAPANESE

Q8-2 - 516th GQM report_Japanese_REDACTED

11～12M [redacted] CBR250R（MC41） [redacted]

[redacted]

[redacted]

[redacted]

QIS：TH2WE2011085

[redacted]

[redacted]

CBR250R MC41 [redacted]

[redacted]

QIC:M11THM 054-00

QIC

[redacted]

[redacted]

[redacted]

USA:425mile(684km)、韓国:546km

4. [redacted]

[redacted]

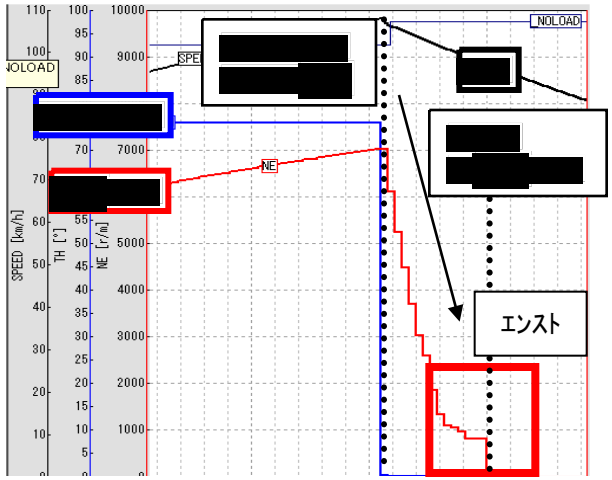
		CBR250R (MC41 [redacted]		
		SPEC	L	R
Tp,Cl (mm)	IN	0.16±0.03	0.18	0.18
	EX	0.27±0.03	0.26	0.26
[redacted]ｸﾞ		IN 20 | 0 EX (8.60) 35 | 40 (8.30)	21.5 | 3 (8.45) 30.5 | 40 (8.14)	
[redacted]		10.7±0.2	10.63	
COMP (kPa)		1300	1294	
[redacted]		1400±100	1400	
IDLE PB(kPa)/Gair(g/sec)		7[redacted]	69.1/0.91	
ENG OIL量		[redacted]		
[redacted]		[redacted]		
[redacted]				
[redacted]				

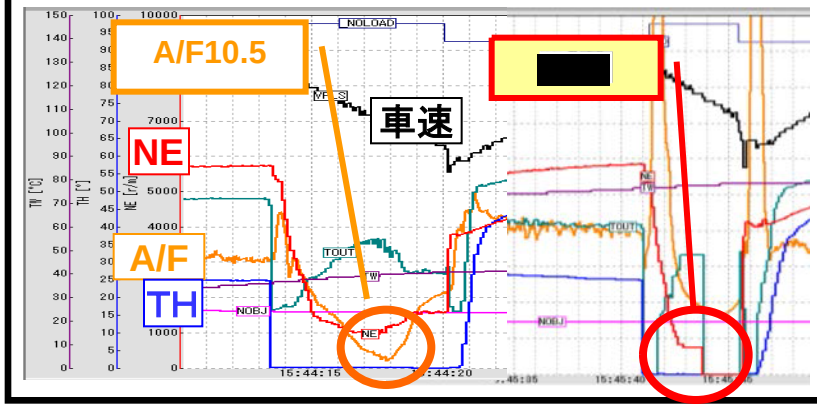
[redacted]

[redacted]

CBR250R (MC41 [redacted]

[redacted]

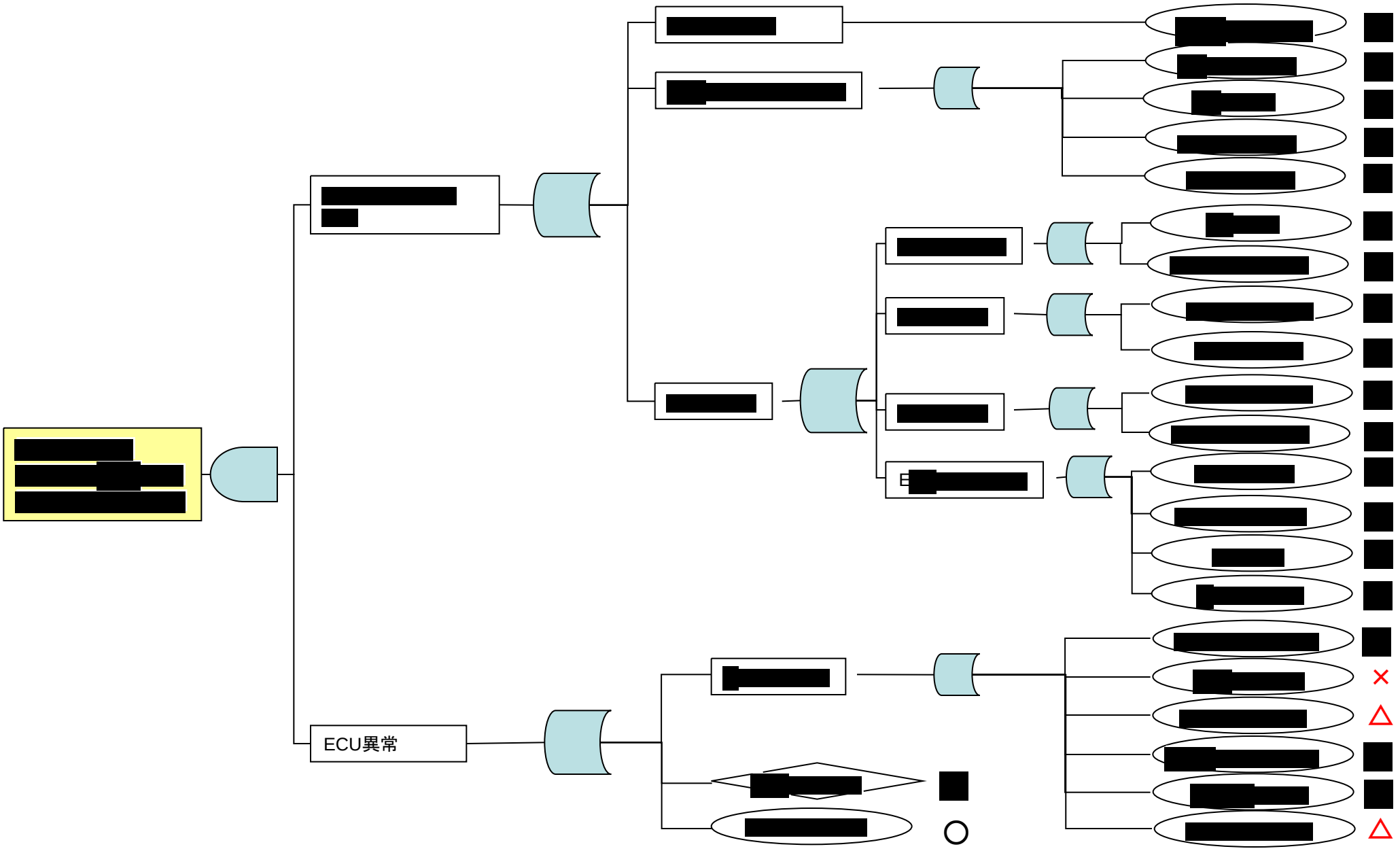




[redacted]	[redacted]	[redacted]	[redacted]
A/F	10.5	[redacted]	13

[redacted]

[redacted]


ECU異常
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4. [redacted]

[redacted]

[redacted]

PE14-032

HNDA

12-19-2014

Q8 REDACTED

GQM_REDACTED

JAPANESE

Q8-3 - 518th GQM report_Japanese_REDACTED

[redacted]

[redacted]

[redacted]

QIS：TH2WE2011085

[redacted]

＜[redacted]＞ （2[redacted]）

[redacted]	[redacted]
[redacted]	⇒P 3
[redacted]。	⇒P 8

[redacted]

CBR250R MC41 [redacted]

[redacted]

QIC

[redacted]

[redacted]

[redacted]

USA	[redacted]	[redacted]
[redacted]		
0.03%	2.7%	0.04%
USA:425mile(684)、882、[redacted]:546		

4. [redacted]

[redacted]

		CBR250R (MC41 [redacted]		
		SPEC	L	R
Tp,Cl (mm)	IN	0.16±0.03	0.18	0.18
	EX	0.27±0.03	0.26	0.26
[redacted]		IN 20 | 0 EX (8.60) 35 | 40 (8.30)	21.5 | 3 (8.45) 30.5 | 40 (8.14)	
[redacted]		10.7±0.2	10.63	
COMP (kPa)		1300	1294	
IDLE [redacted])		1400±100	1400	
IDLE PB(kPa)/Gair(g/sec)		72kpa[redacted] /0.90	69.1/0.91	
ENG OIL量		[redacted]		
[redacted]		[redacted]		
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PAGE CONTAINS BUSINESS CONFIDENTIAL INFORMATION

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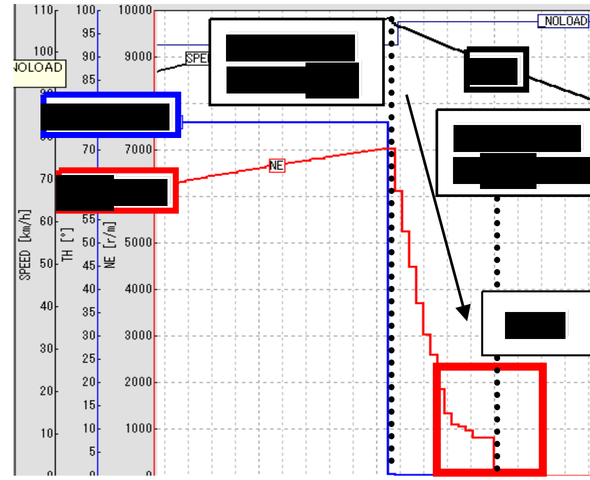

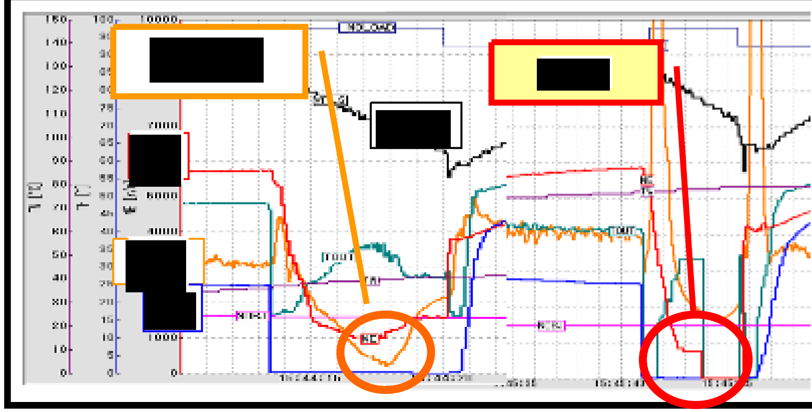

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[redacted]

[redacted]

CBR2[redacted]

[redacted]		[redacted]		[redacted]		[redacted]	
kPa	c,3/min	kPa	c,3/min	kPa	c,3/min	kPa	c,3/min
11.78	254	10.52	206			7.13	74
20.01	436	19.99	395			10.89	129
50.03	1128	50.01	1025			20.03	237

CB[redacted]

[redacted]		[redacted]		[redacted]		[redacted]	
kPa	c,3/min	kPa	c,3/min	kPa	c,3/min	kPa	c,3/min
10.51	4	10.99	24	7.39	90	7.94	175
20.86	9	21.02	53	10.26	114	10.86	231
50.24	21	50.04	139	20.11	236	20.09	434

CR[redacted]

[redacted]		[redacted]		[redacted]		[redacted]	
kPa	c,3/min	kPa	c,3/min	kPa	c,3/min	kPa	c,3/min
						6.94	237
20	38					10.24	323
50	148					20.38	566

[redacted]値：50cm3/min(50kPa)　Eng_Assy_[redacted]50cm3/min(20kPa)

[redacted]

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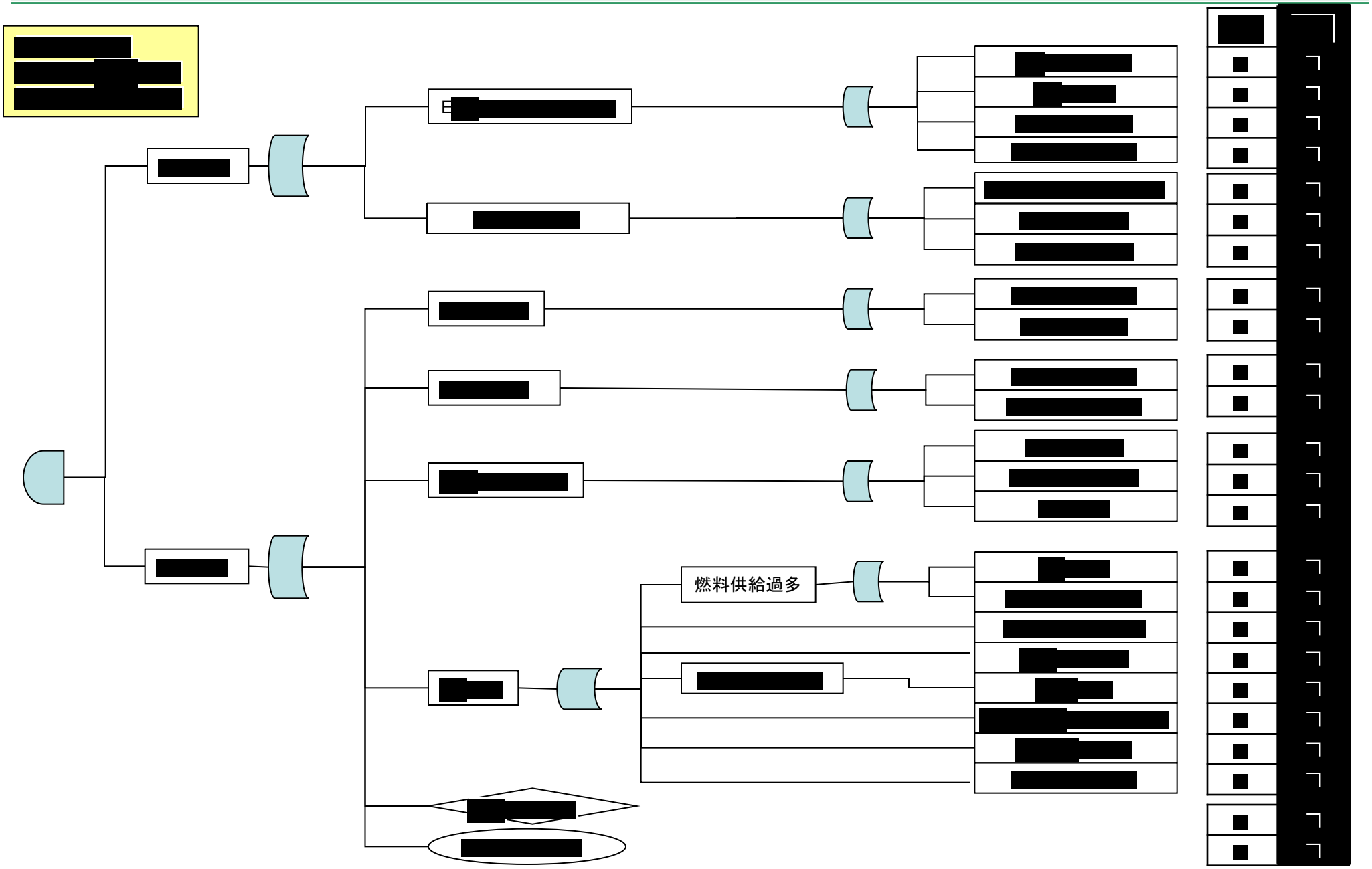
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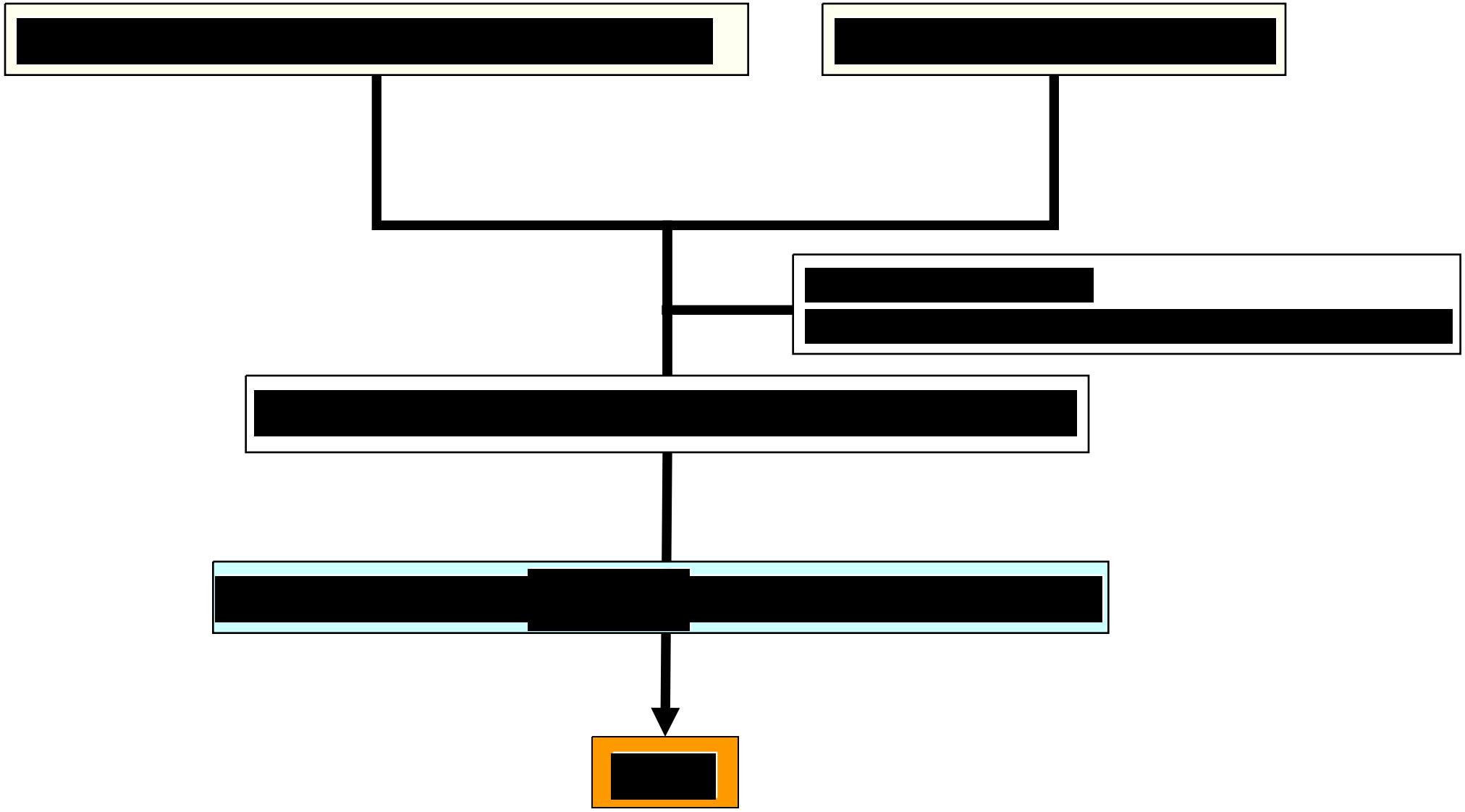
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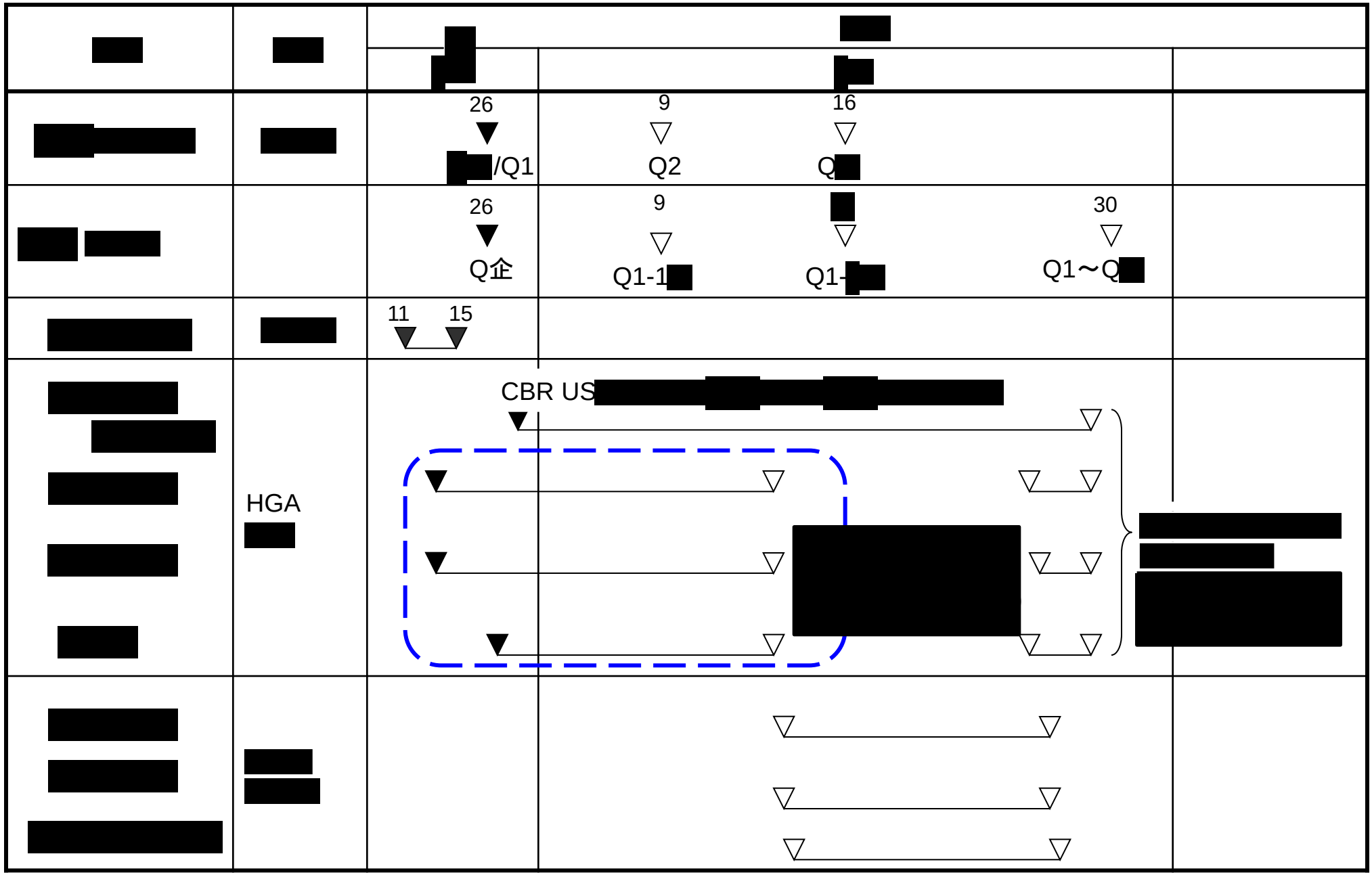

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HNDA

12-19-2014

Q8 REDACTED

GQM_REDACTED

JAPANESE

Q8-4 - 519th GQM report_Japanese_REDACTED

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QIC.NO：M11THM 054-00
M12THM 009-00
2HKO2012001-00

[redacted]

1 [redacted]

<[redacted])

[redacted]	[redacted]
1. [redacted]	[redacted]
[redacted]	[redacted]
[redacted]	⇒P 10

CBR250R QIC, Wty, TL,CR[redacted]

[redacted]	[redacted]	[redacted]
[redacted]	[redacted]	[redacted]
[redacted]	[redacted]	[redacted]
[redacted]	[redacted]	[redacted]
[redacted]	[redacted]	[redacted]
[redacted]	[redacted]	[redacted]
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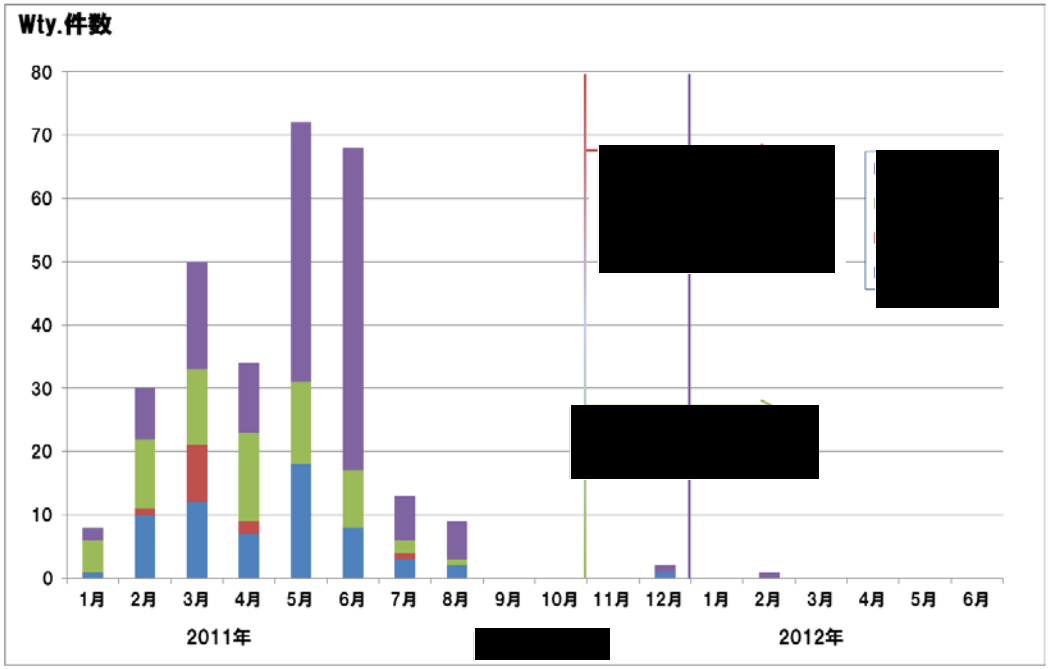

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Date	YM	CR	TL	QIC	Model	[redacted]	Mile	Complaint
2012/5/21	2011	o			CBR250R		2000	
2012/7/6	2012	o			CBR250RA		?	
2012/4/30	2011		o		CBR250R		2,800	
2012/3/7	2011		o	M11THM054-00	CBR250R		450	
2012/4/19	2011		o		CBR250R		7785	
2012/5/22	2012		o		CBR250R		572	

[redacted]

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[redacted]

NEW THREAD

1 of 15 1 2 3 11 > Last »

Threads in Forum : CBR250 Problems and Issues | Forum Tools | Search this Forum

Thread / Thread Starter	Rating	Last Post	Replies	Views
My CBR250's engine turns off when Downshifting!!! (1 2 3 ... Last Page)		Today 09:13 AM by cbrku	665	42,106
[redacted]				
Unforced Stalling (1 2 3 ... Last Page) CBRNewbie		Today 12:59 PM by rrages	36	3,036
[redacted]				
Cold Stall on first start...Help! (1 2 3) Mike323		Yesterday 05:14 PM by TX_Dj	25	679
[redacted]				
Engine shuts off on first start (1 2 3 ... Last Page) cbrlocal		07-08-2012 05:14 AM by Wynne G Oldman	45	1,988
[redacted]				
stalling on cold start up (1 2)		05-30-2012 02:34 PM by prittner	11	533
[redacted]				
Engine stall on cold/first start		05-26-2012 06:17 PM by cbrlocal	9	321
[redacted]				
Engine shuts off when idling after restart. (2012 CBR250R)		05-04-2012 06:58 AM by Streetsville CBR Guy	9	496
[redacted]				
Sometimes: engine stalls when downshifting to 1 while holding clutch		04-09-2012 07:49 PM by jasinner	73	7,463
[redacted]				

2、3 [redacted]

[redacted]	[redacted]
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QIC	

CBR250R MC41 M[redacted]

[redacted]

M11THM 054-00
M12THM 009-00
2HKO2012001-00

[redacted]		[redacted]
[redacted]	QIC	[redacted]
	Wty.	
	TL	
	CR	
[redacted]		
[redacted]		
[redacted]		

日本	USA	韓国	全世界
0 / 20	2 / 34	9 / 18	11 / 102
1 / 195	0 / 16	9 / 25	10 / 313
0 / 198	4 / 177	—	4 / 400
0 / 17	2 / 66	—	2 / 85
1	7	9	17
6,917	8,459	335	30,777
0.01	0.08	2.69	0.06

4. [redacted]

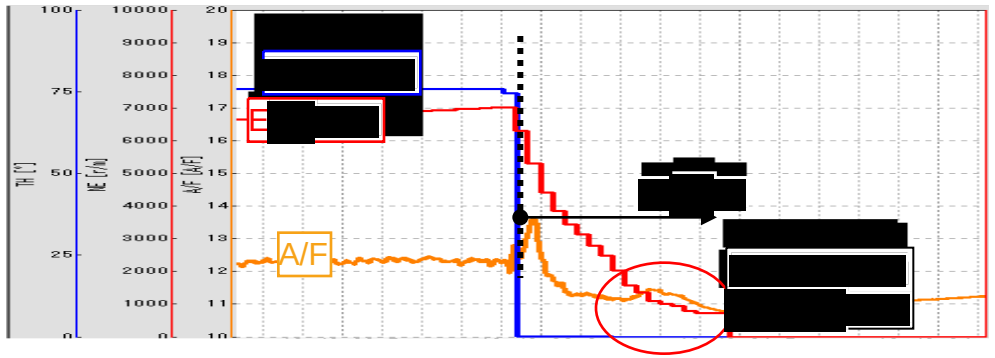
[redacted]

[redacted]

		CBR250R (MC41 [redacted]		
		SPEC	L	R
Tp,Cl (mm)	IN	0.16±0.03	0.18	0.18
	EX	0.27±0.03	0.26	0.26
[redacted]		IN 20 | 0 EX (8.60) 35 | 40 (8.30)	IN 21.5 | 3 EX (8.45) 30.5 | 40 (8.14)	
[redacted]		10.7±0.2	10.63	
COMP (kPa)		1300	1294	
[redacted]		1400±100	1400	
IDLE PB(kPa)/Gair(g/sec)		72kpa[redacted]下 /0.90	69.1/0.91	
ENG OIL量		[redacted]		
[redacted]		[redacted]		
[redacted]		[redacted]		
[redacted]		[redacted]		

[redacted]

4. [redacted]

[redacted]	CBR250R (MC41 [redacted]
	23～85℃
	100km/h／7.000r/min
	10℃
	
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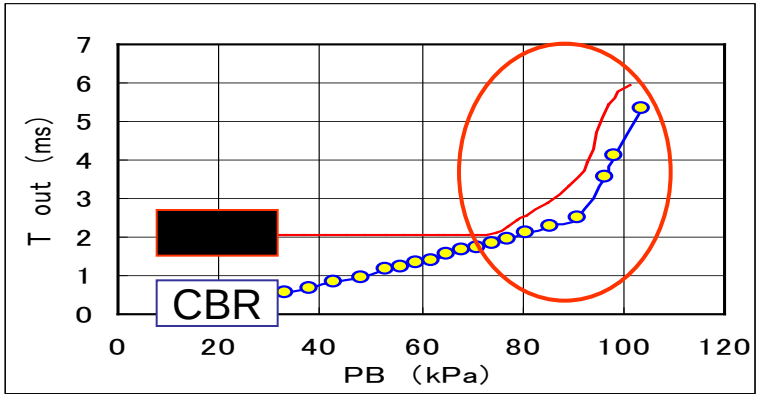
	1,020r/min **(A/F11.2)**
[redacted]	**（A/F～10.8** [redacted]
	870r/min **(A/F 10.8)**
[redacted]	
	1,300r/min **(A/F 11.5)**

[redacted]

4. [redacted]

[redacted]

CBR250R (MC41 [redacted]



[redacted]

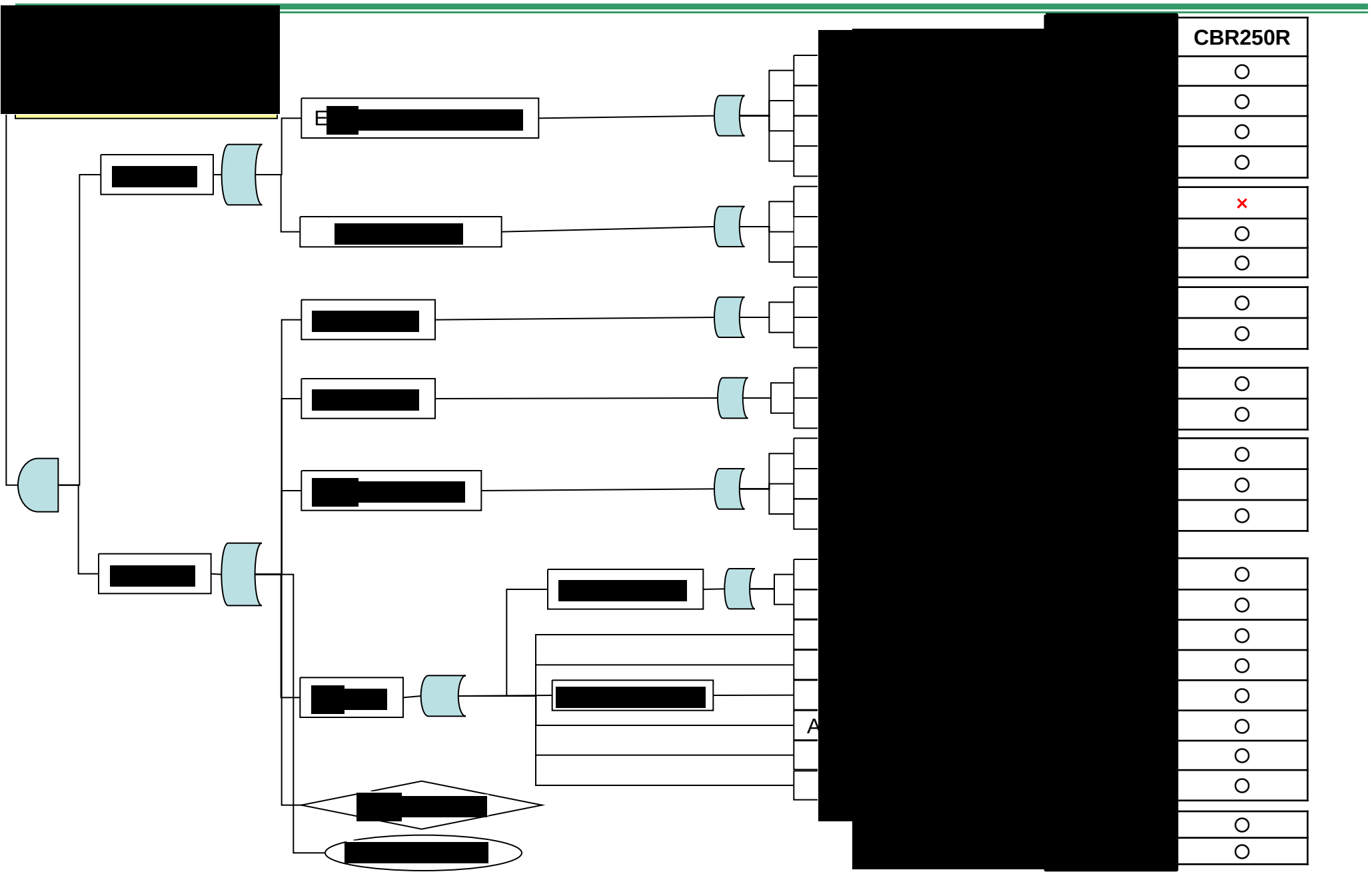
CBR250R

[redacted]

	[redacted]	[redacted]い	[redacted]る	[redacted]	[redacted]
[redacted]	○	○	×	[redacted]定)	×
[redacted]	900r/min	1,050r/min	980r/min		970r/min
A/F	11.1	11.2	11.2		11.2
[redacted] cm3/min (20kPa時)	236	79[redacted])	434	1,564	1,700
[redacted]	40N・m	48N・m	51N・m	35KN ⇒56N・m	60.5N・m [redacted] EX 58.7 61.1 69.3 52.8
[redacted]	[redacted]	[redacted]	[redacted]		

[redacted]

4. [redacted] FTA[redacted])



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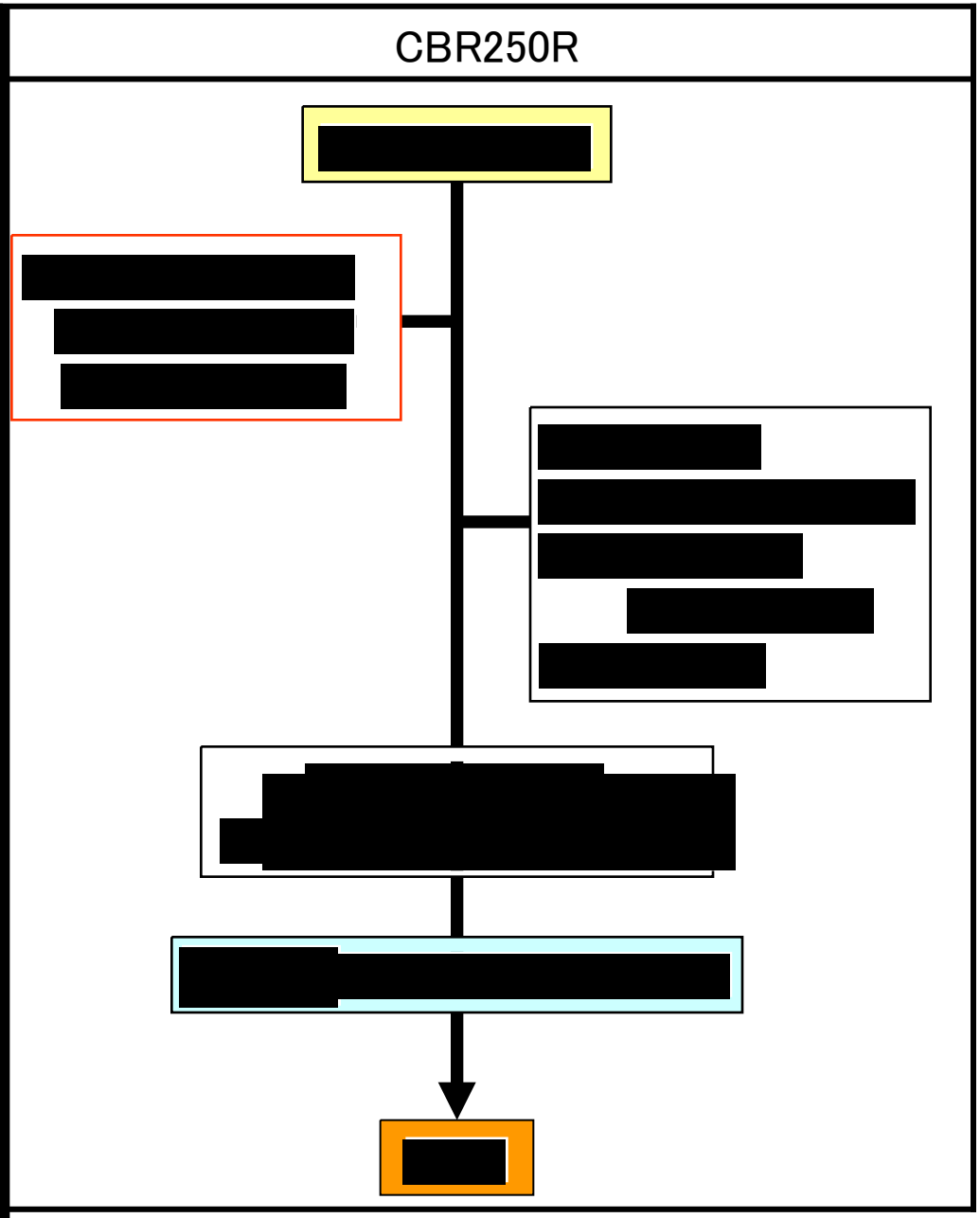

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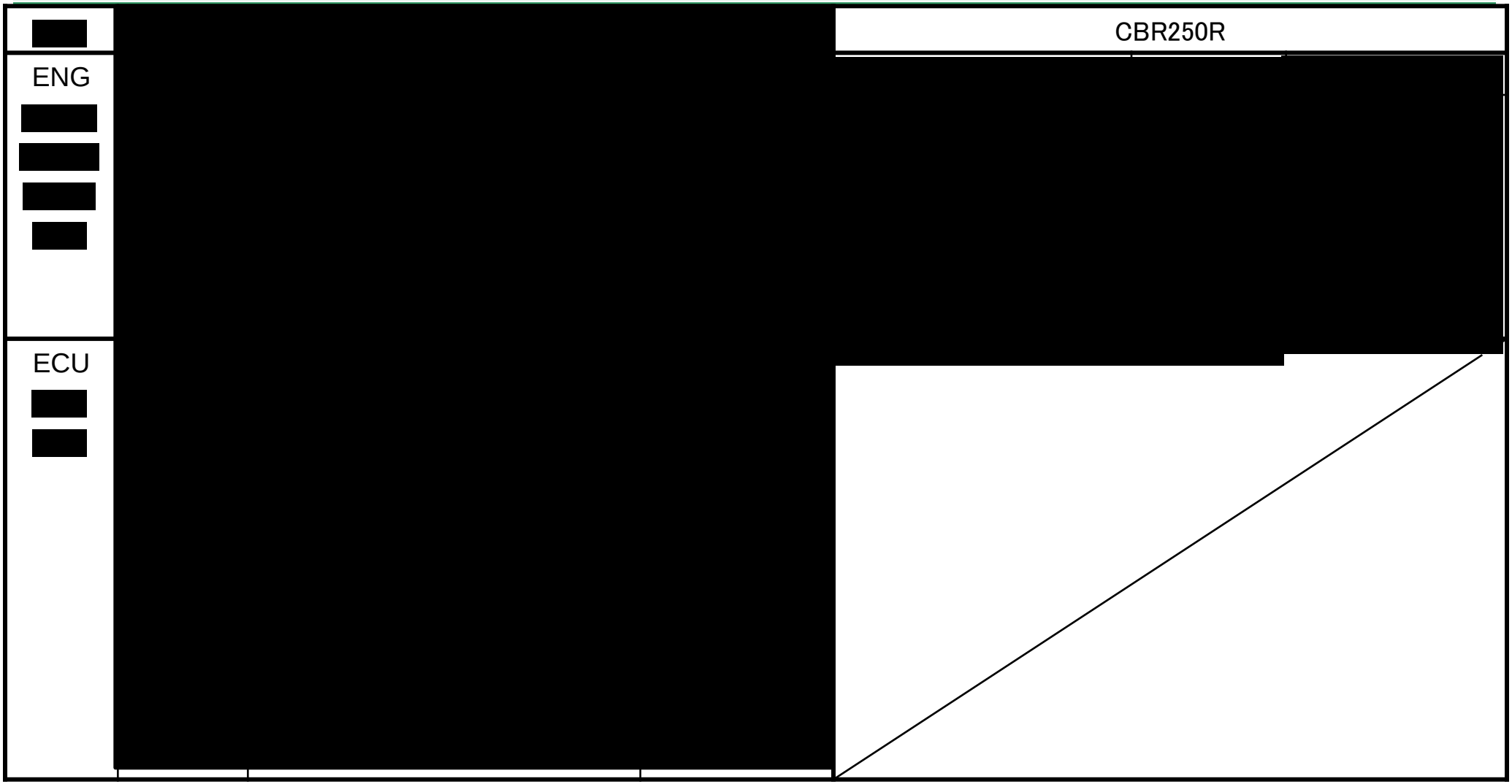

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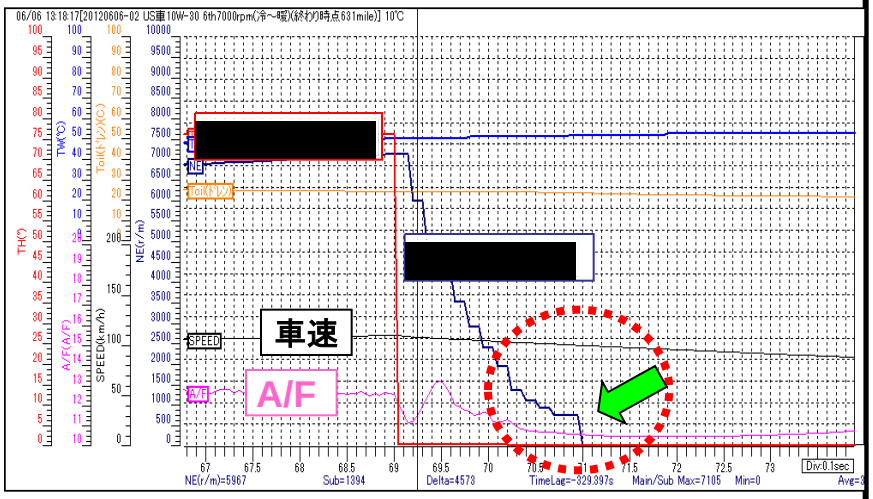
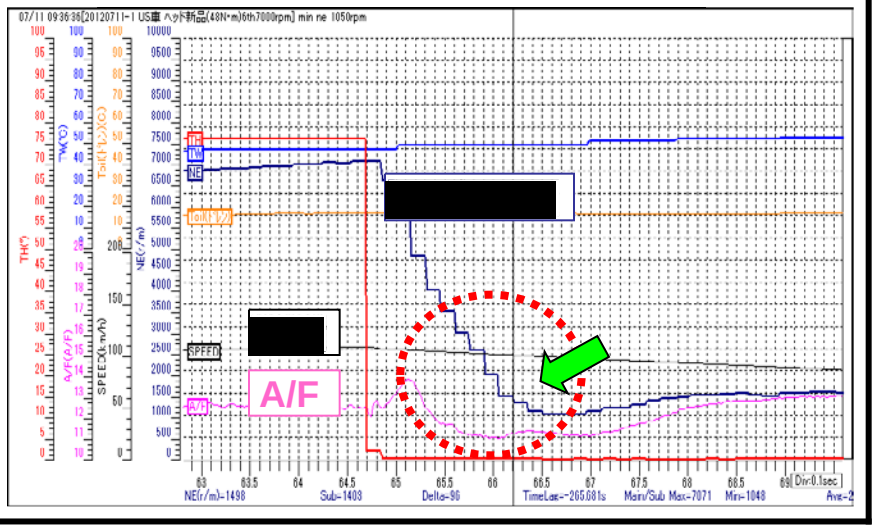
CBR250R





CBR [redacted]

5 [redacted]

内容	[redacted]	CBR250R
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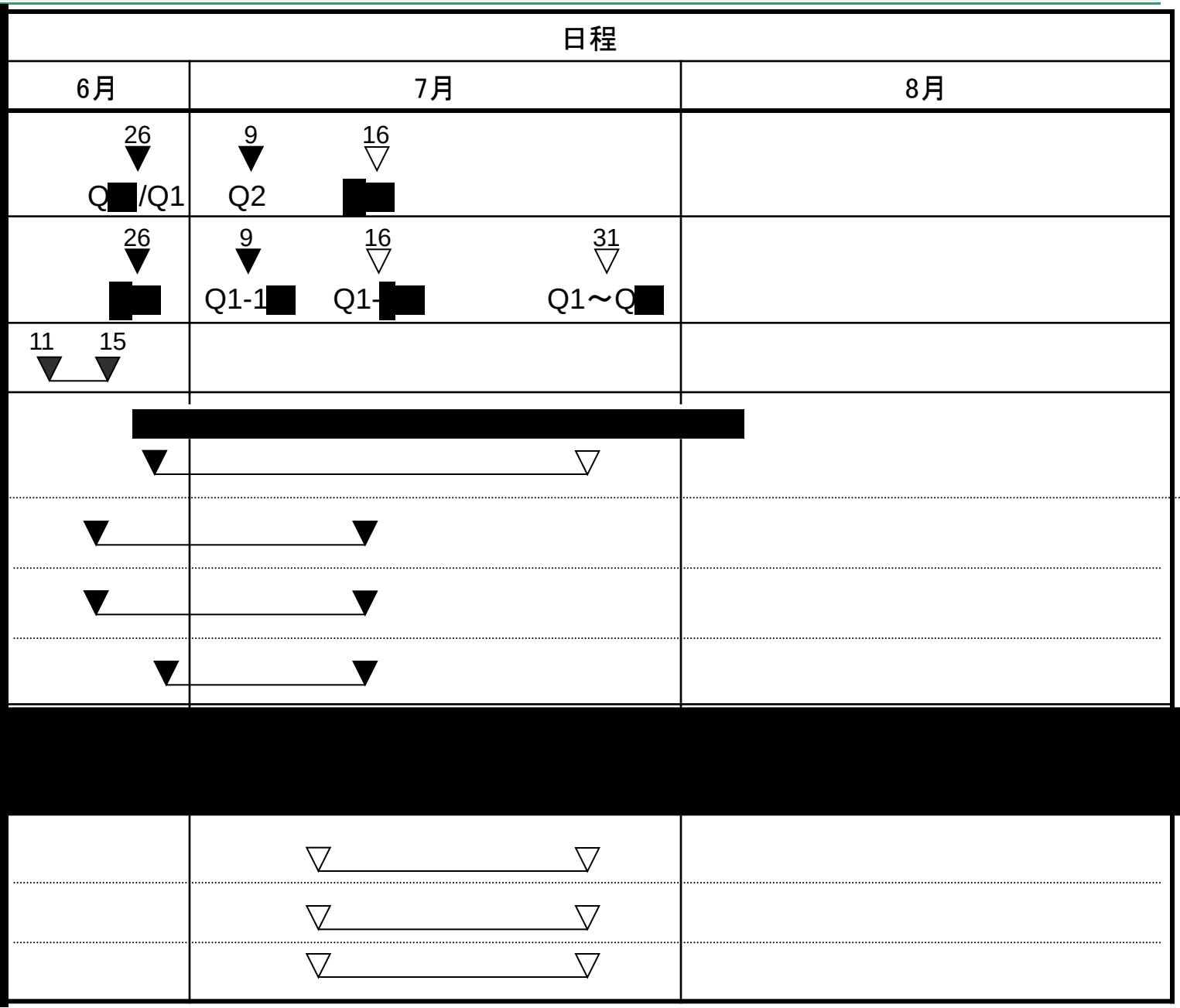
7. [redacted]

[redacted]



PE14-032

HNDA

12-19-2014

Q8 REDACTED

GQM_REDACTED

JAPANESE

Q8-5 - 520th GQM report_Japanese_REDACTED

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[redacted]

[redacted]

[redacted]

QIC.NO：M11THM 054-00
M12THM 009-00
2HKO2012001-00

[redacted]

Q1～Q[redacted]

1. [redacted]

[redacted]

	[redacted]	[redacted]
1		⇒P 9
2		⇒P 7、14
3		⇒7/20（[redacted]

[redacted]

CBR250R MC41 [redacted]

[redacted]

M11THM 054-00
M12THM 009-00
2HKO2012001-00

[redacted]	USA	[redacted]	[redacted]
QIC	**0** / 20	**2** / 34	**9** / 18	**11** / 102
Wty.	**1** / 195	**0** / 16	**9** / 25	**10** / 313
TL	**0** / 198	**4** / 177	—	**4** / 400
CR	**0** / 17	**2** / 66	—	**2** / 85
[redacted]	**1**	**7**	**9※**	**17**
[redacted]	**6,917**	**8,459**	**335**	**30,777**
[redacted]	**0.01**	**0.08**	**2.69**	**0.06**

[redacted]。

[redacted]

4. [redacted]

[redacted]

[redacted]

		CBR250R (MC41 [redacted]		
		SPEC	L	R
Tp,Cl (mm)	IN	0.16±0.03	0.18	0.18
	EX	0.27±0.03	0.26	0.26
[redacted]		IN 20 | 0 EX (8.60) 35 | 40 (8.30)	IN 21.5 | 3 EX (8.45) 30.5 | 40 (8.14)	
[redacted]比		10.7±0.2	10.63	
COMP (kPa)		1300	1294	
IDLE [redacted])		1400±100	1400	
IDLE PB(kPa)/Gair(g/sec)		[redacted]	69.1/0.91	
ENG OIL量		[redacted]		
[redacted]		[redacted]		

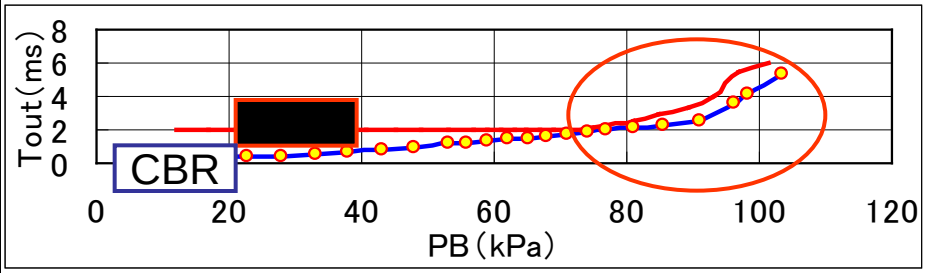
[redacted]

	CBR250R (MC41 [redacted]
	23～85℃
	100km/h／7.000r/min
	10℃
	
	無し
	1,020r/min **(A/F11.2)**
	する **（A/F～10.8[redacted]）**
	870r/min **(A/F 10.8)**
	無し
	1,300r/min **(A/F 11.5)**

4. [redacted]

[redacted]

CBR250R (MC41 [redacted]



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CBR250R

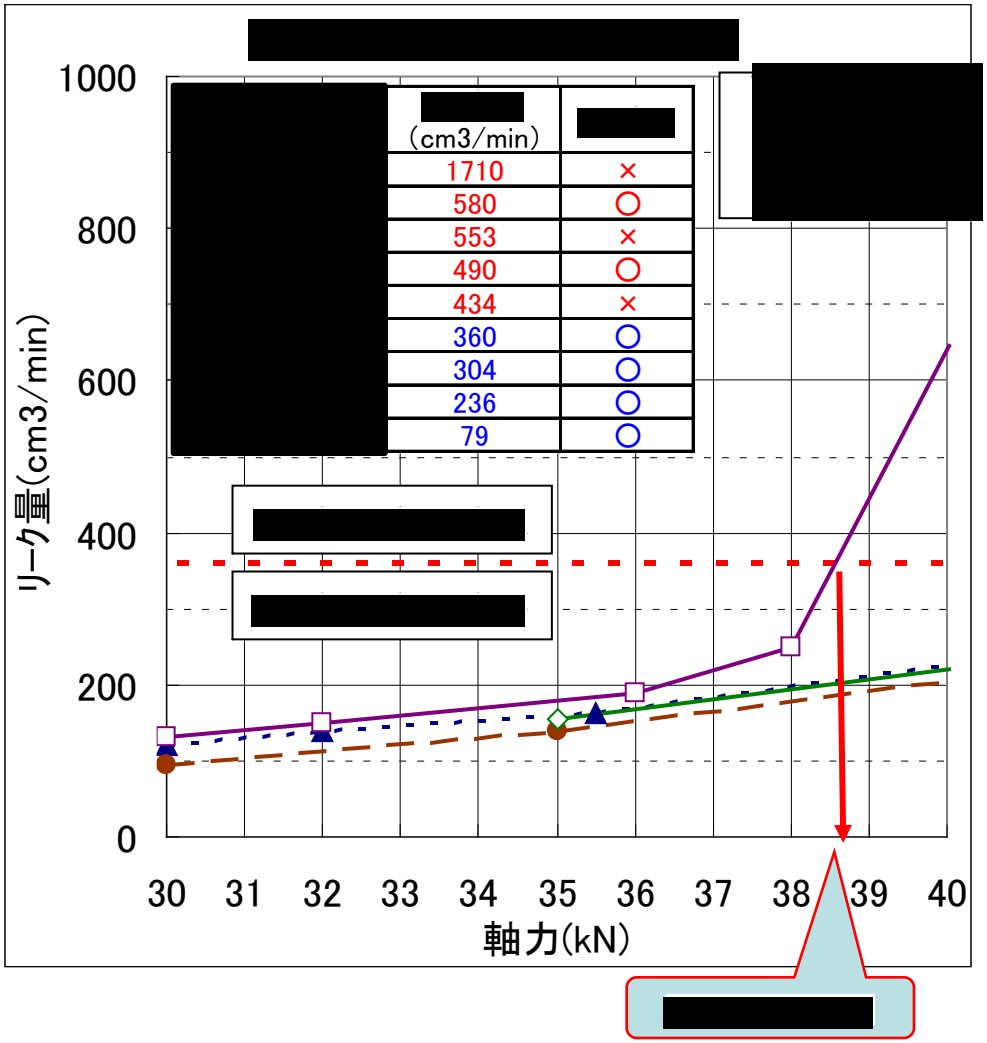
[redacted]

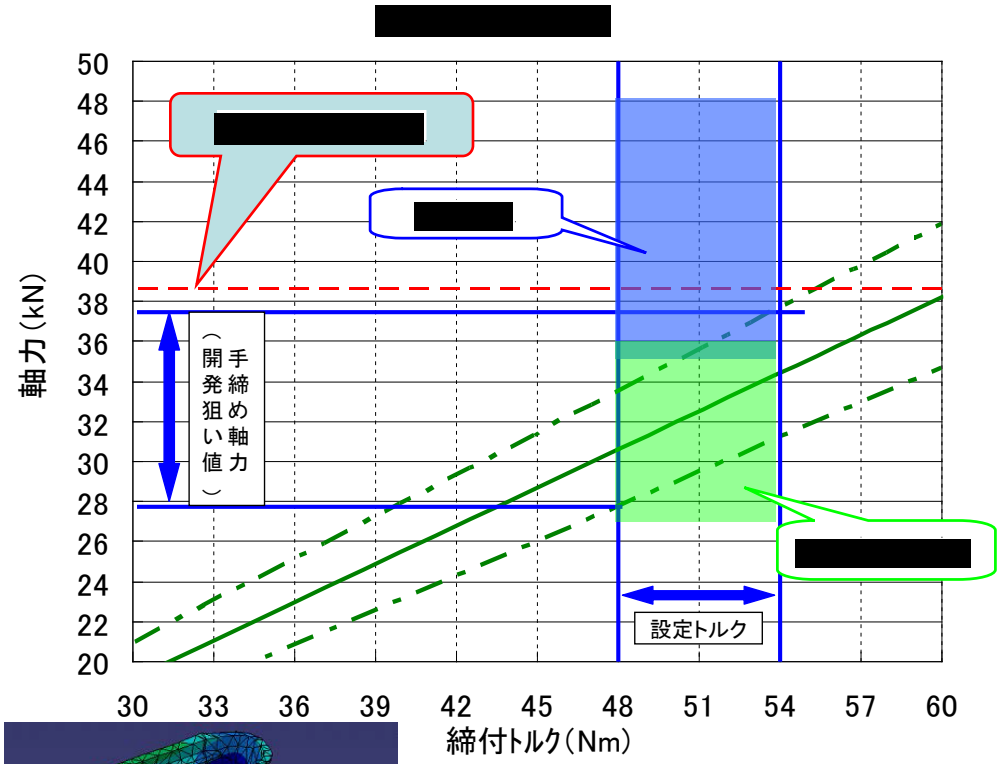
しない ○	—	する ×	—	する ×
—	しない ○	—	しない ○	しない ○
900r/min 11.1	—	980r/min 11.2	—	970r/min 11.2
—	1,050r/min 11.2	—	1,230r/min 11.8	1,160r/min 11.8
236	—	434	—	1,700
—	79	—	580	610
40N・m	48N・m	51N・m	54N・m	60.5N・m [redacted] EX 58.7 61.1 IN 69.3 52.8
[redacted]	[redacted]	[redacted]	[redacted]	[redacted]

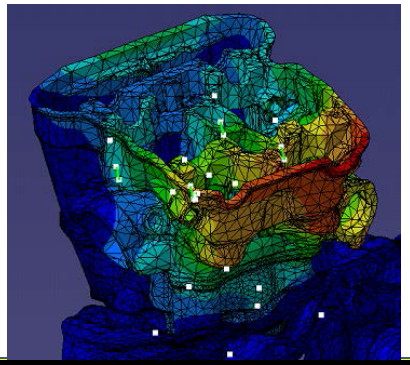
[redacted]

4. [redacted]

[redacted]







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PAGE CONTAINS BUSINESS CONFIDENTIAL INFORMATION

4. [redacted]

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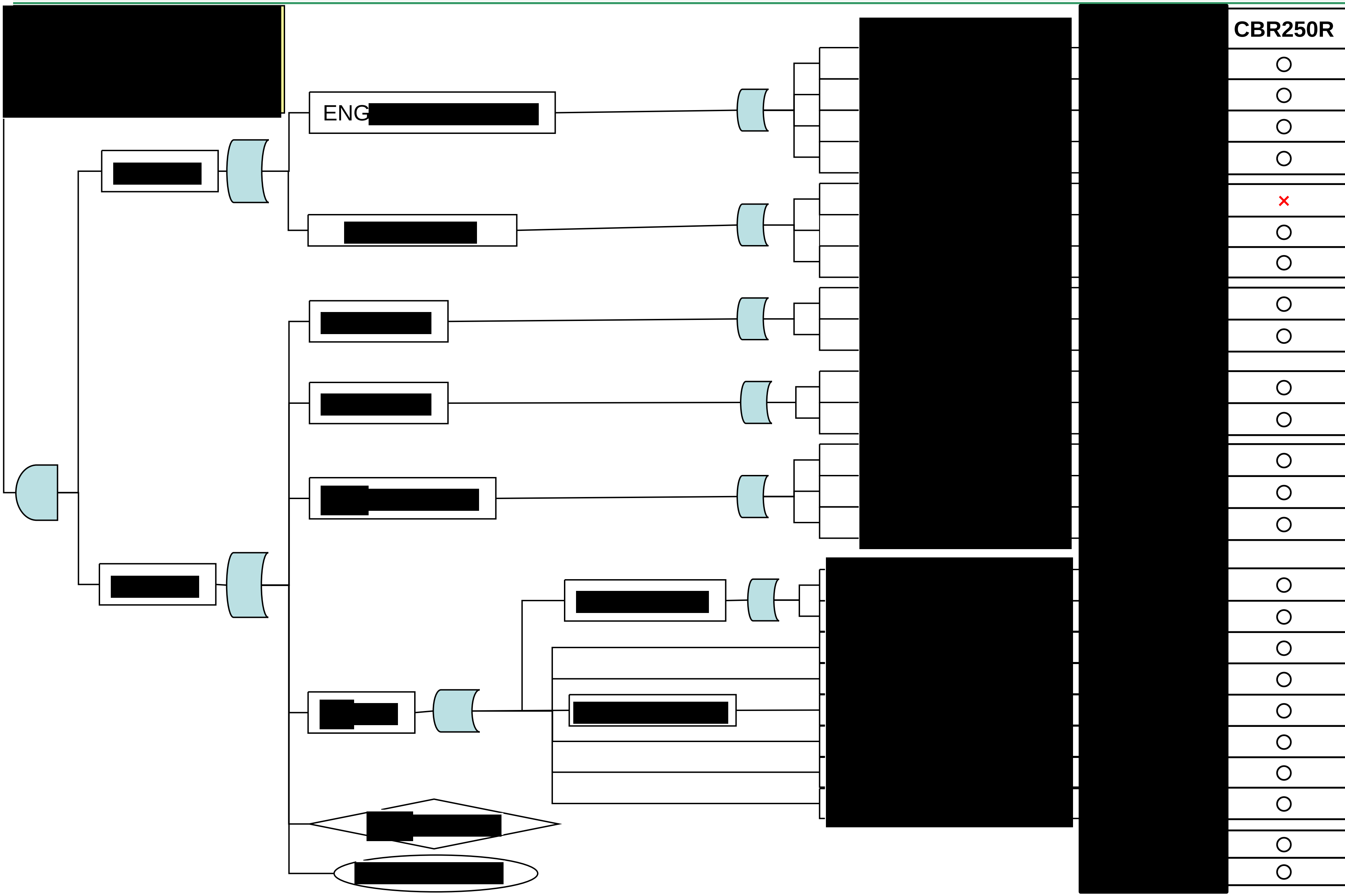

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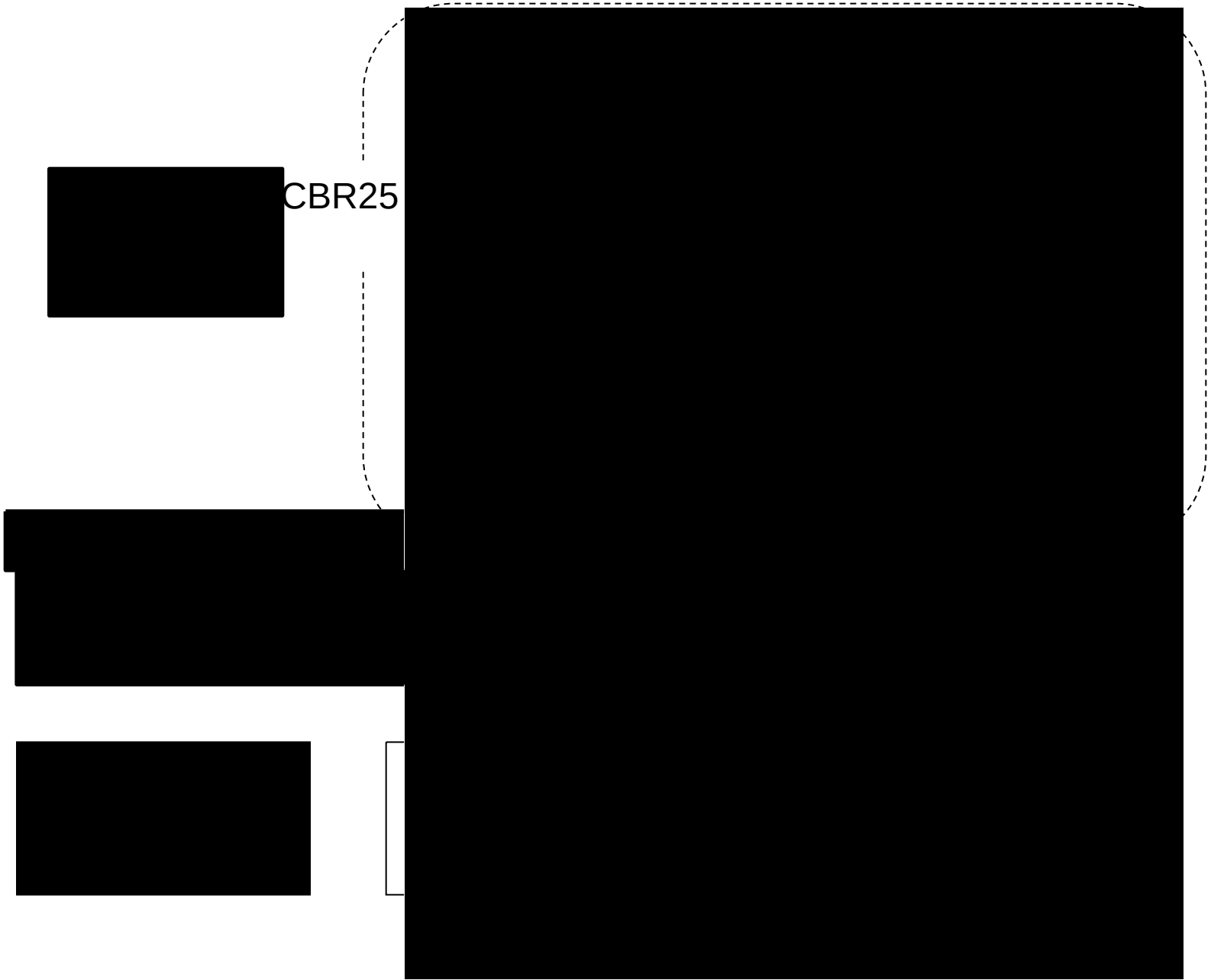
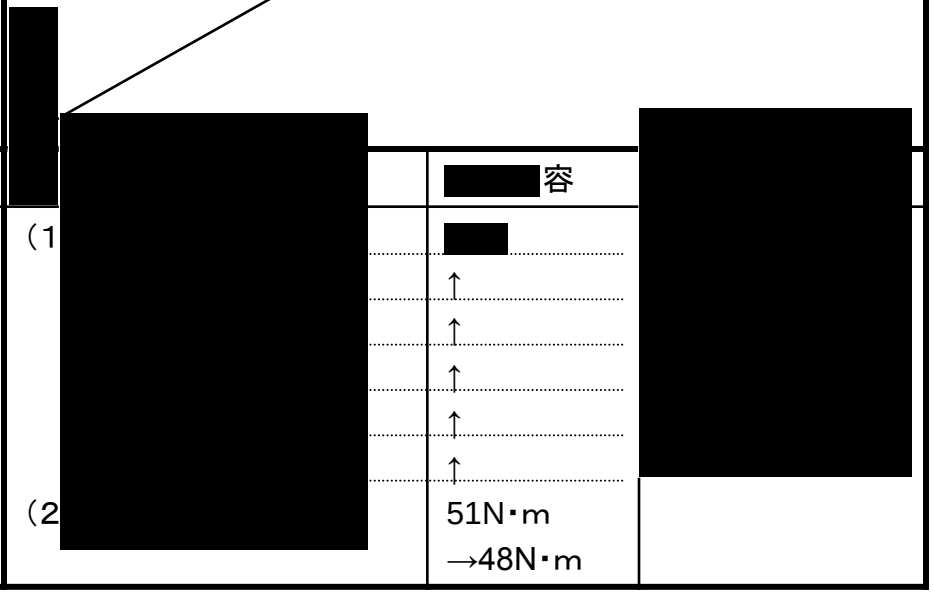


内容	CBR250R
ENG	[redacted]



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5 [redacted]

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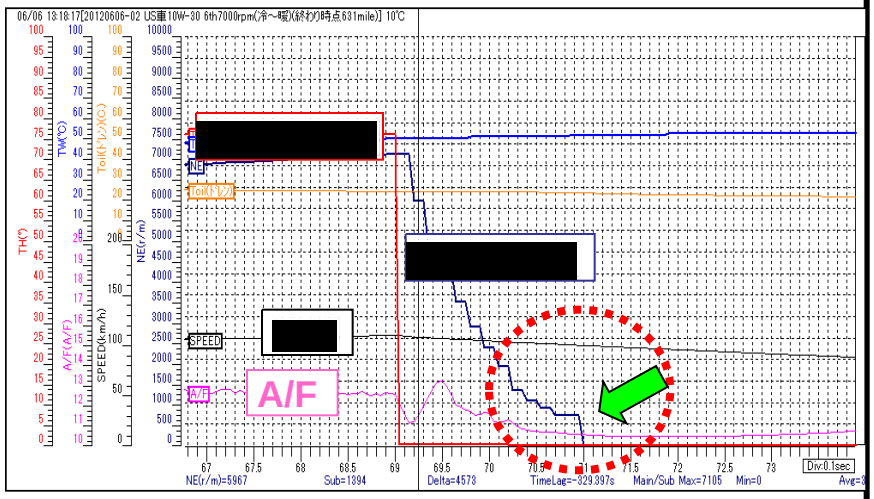
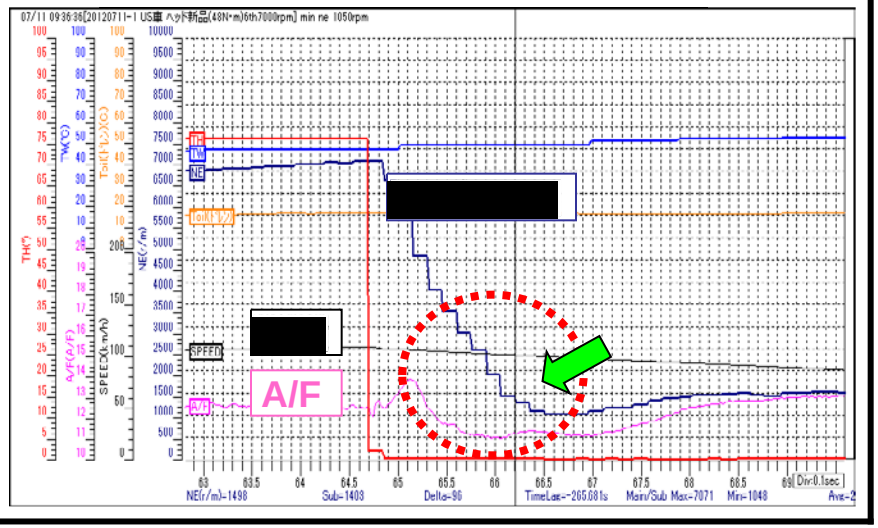
CBR250R





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5. [redacted]

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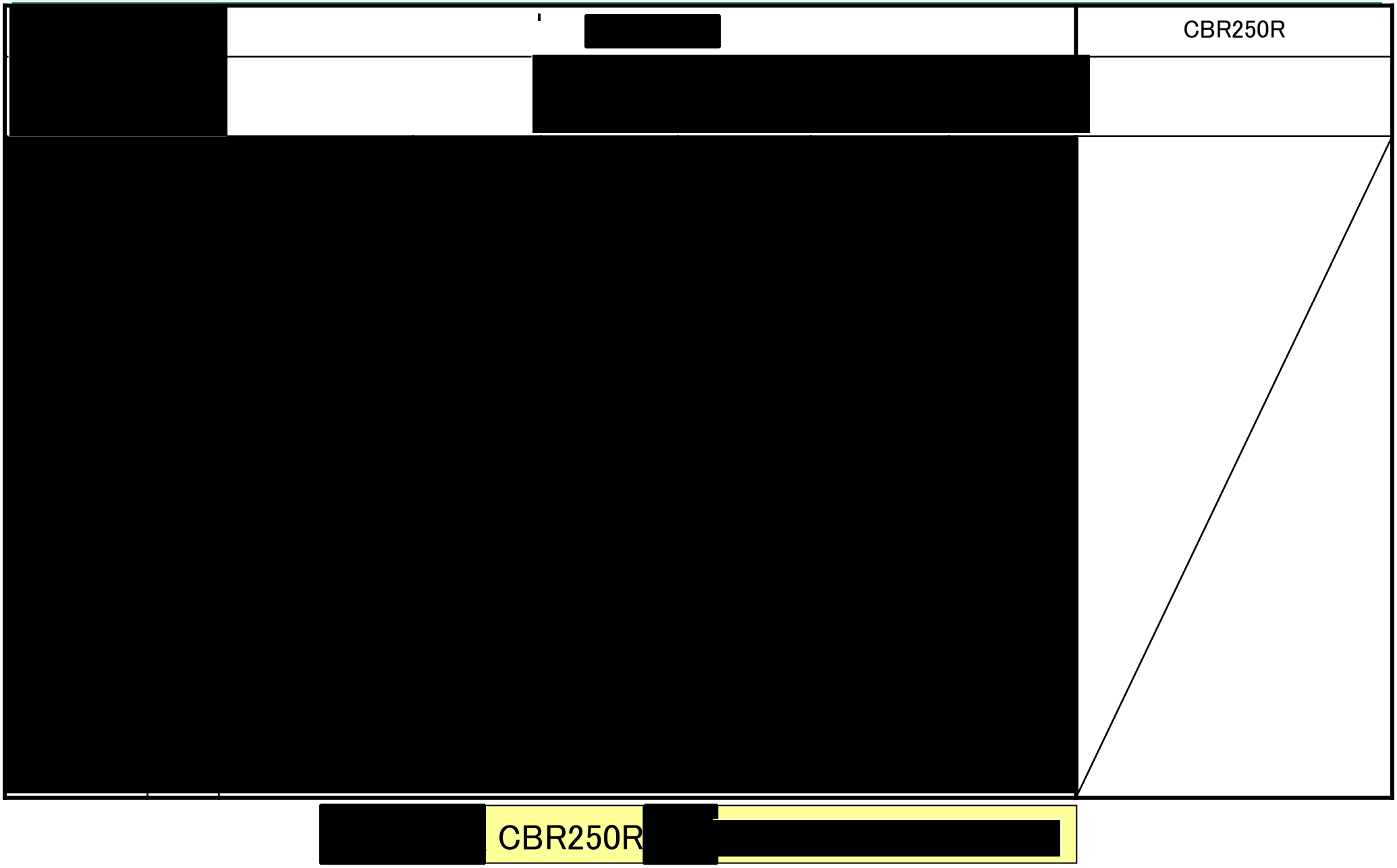

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CBR250R

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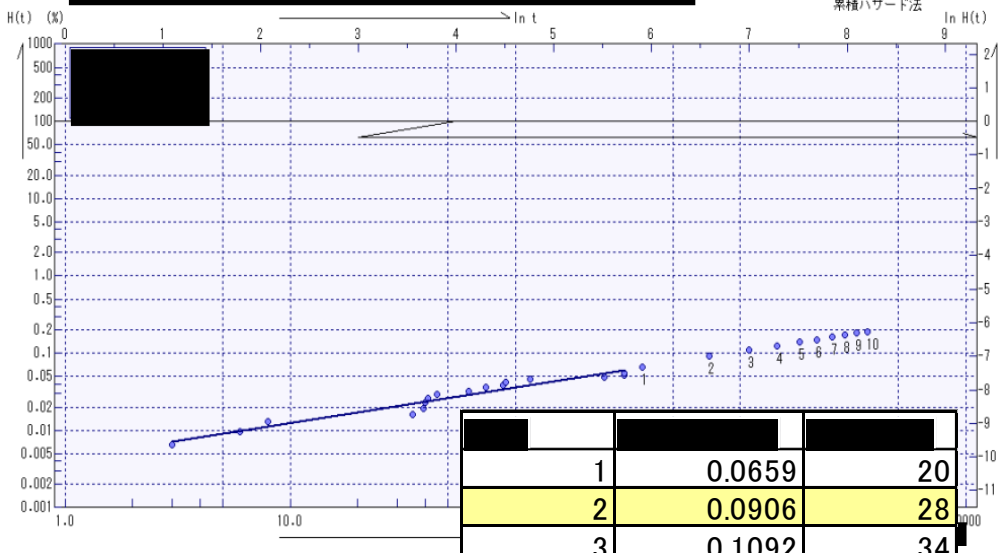

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3	0.1092	34
4	0.1246	38
5	0.1381	42
6	0.1501	46
7	0.1611	50
8	0.1713	53
9	0.1809	56
10	0.1899	58

・M＝0.4596

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・CBR250R：[redacted]

6. [redacted]

[redacted] CBR250 [redacted]

[redacted] （1）ENG[redacted](C[redacted]BR250R)

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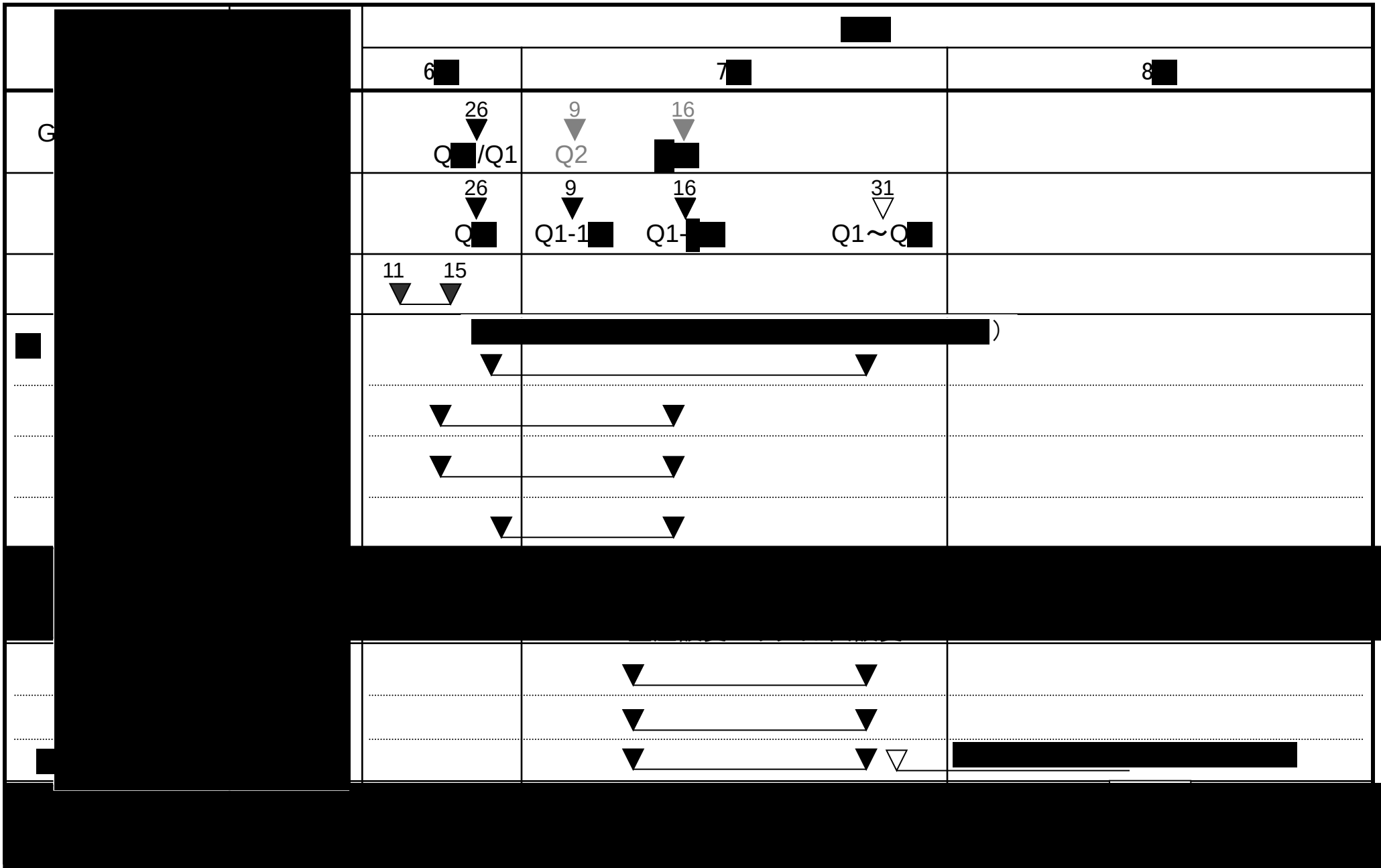
[redacted]。[redacted]CBR250R:0.06%）

7 [redacted]



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HNDA

12-19-2014

Q8 REDACTED

GQM_REDACTED

JAPANESE

Q8-6 - 523th GQM report_Japanese_REDACTED

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QIC.NO：M11THM 054-00
M12THM 009-00
2HKO2012001-00

2012[redacted]

1 [redacted]

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	[redacted]
1 [redacted]	[redacted]P15
2 [redacted]	[redacted]
3 [redacted]	⇒P16

[redacted]

QIC

CBR250R MC41 [redacted]

[redacted]

M11THM 054-00
M12THM 009-00
2HKO2012001-00

[redacted]

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QIC	
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TL	
CR	

[redacted]	[redacted]	[redacted]	[redacted]
0 / 20	2 / 34	9 / 18	11 / 102
1 / 195	0 / 16	9 / 25	10 / 313
0 / 198	4 / 177	—	4 / 400
0 / 17	2 / 66	—	2 / 85
1	7	9※	17
6,917	8,459	335	30,777
0.01	0.08	2.69	0.06

[redacted]

4. [redacted]

[redacted]

[redacted]

			CBR250R (MC41 [redacted]		
			SPEC	L	R
Tp,Cl (mm)	IN		0.16±0.03	0.18	0.18
	EX		0.27±0.03	0.26	0.26
[redacted]			IN 20 | 0 EX (8.60) 35 | 40 (8.30)	IN 21.5 | 3 EX (8.45) 30.5 | 40 (8.14)	
[redacted]			10.7±0.2	10.63	
COMP (kPa)			1300	1294	
IDLE [redacted]			1400±100	1400	
IDLE PB(kPa)/Gair(g/sec)			72kpa以下 /0.90	69.1/0.91	
ENG OIL量			[redacted]		
[redacted]			[redacted]		

[redacted] CBR250R
CBR250R [redacted]

[redacted])

CBR250R (MC41 [redacted]

23～85℃

100km/h／7.000r/min

10℃

[redacted]

1,020r/min **(A/F11.2)**

[redacted]

870r/min **(A/F 10.8)**

[redacted]

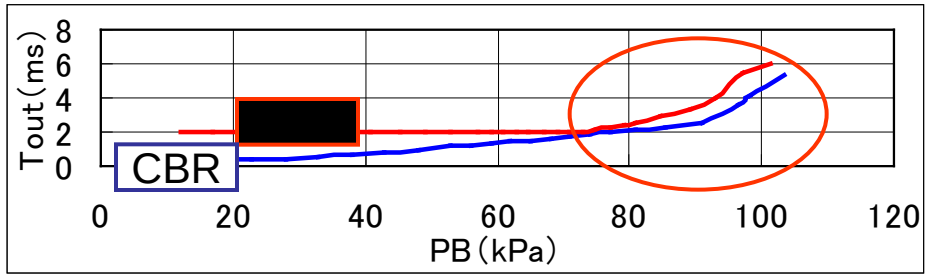
1,300r/min **(A/F 11.5)**

[redacted]

4 [redacted]

[redacted]

CBR250R (MC41 [redacted]



[redacted]

CBR250R

[redacted]

[redacted]

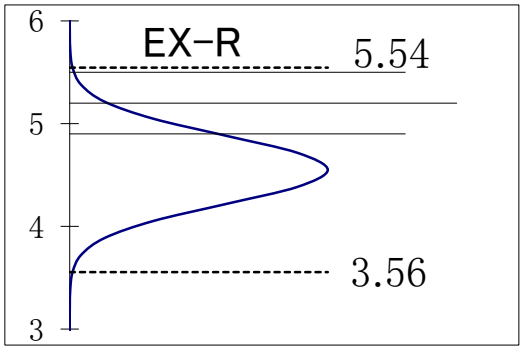
[redacted]	[redacted]	[redacted] ○	—	[redacted] ×	—	[redacted] ×
	[redacted]	—	[redacted] ○	—	[redacted] ○	[redacted] ○
[redacted]	[redacted]	900r/min 11.1	—	980r/min 11.2	—	970r/min 11.2
A/F	[redacted]	—	1,050r/min 11.2	—	1,230r/min 11.8	1,160r/min 11.8
[redacted]	[redacted]	236	—	434	—	1,700
cm3/min (20kPa時)	[redacted]	—	79	—	580	610
[redacted]	[redacted]	[redacted] 40N・m	[redacted] 48N・m	[redacted] 51N・m	[redacted] 54N・m	[redacted] 60.5N・m

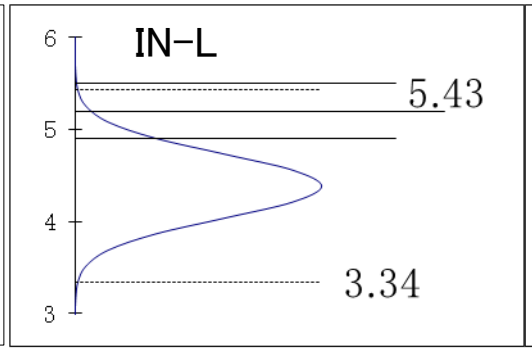
	L	R
EX	58.7	61.1
IN	69.3	52.8

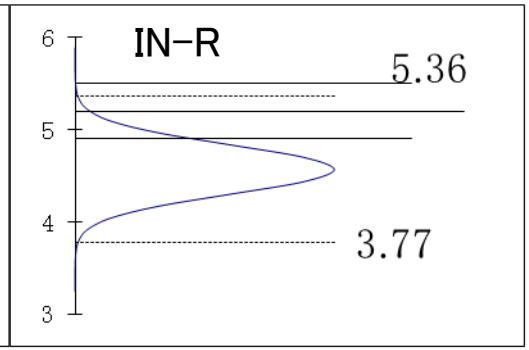
[redacted]

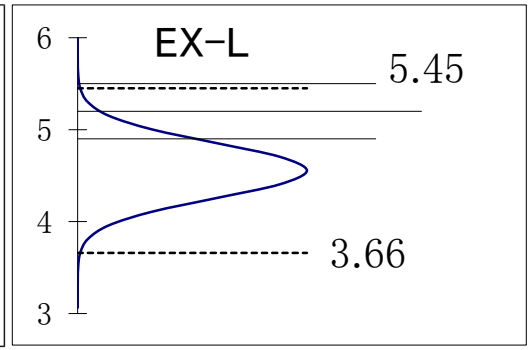
4. [redacted] CBR250R [redacted]

[redacted] ([redacted])









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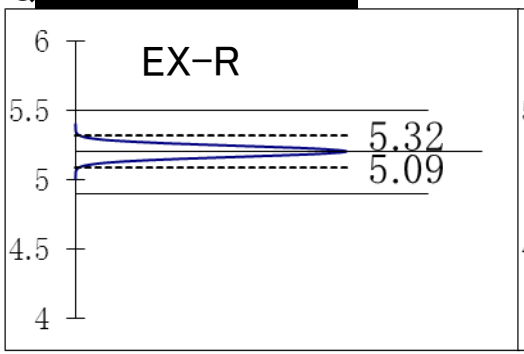
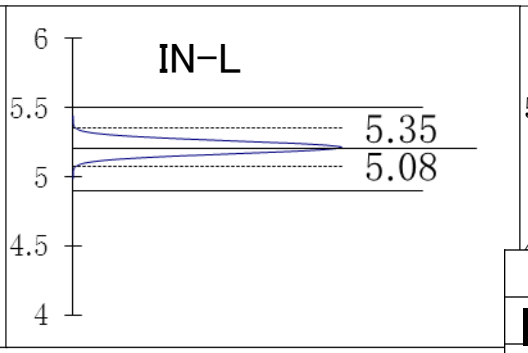
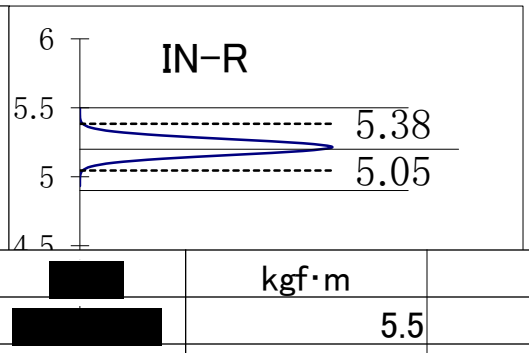
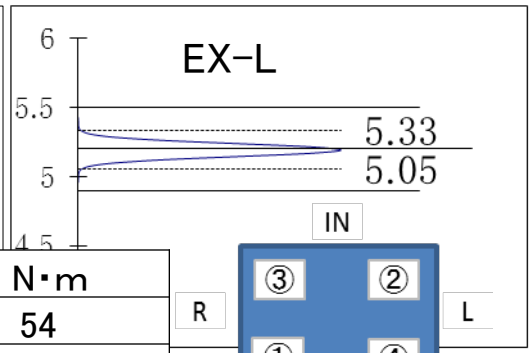
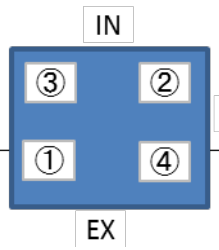


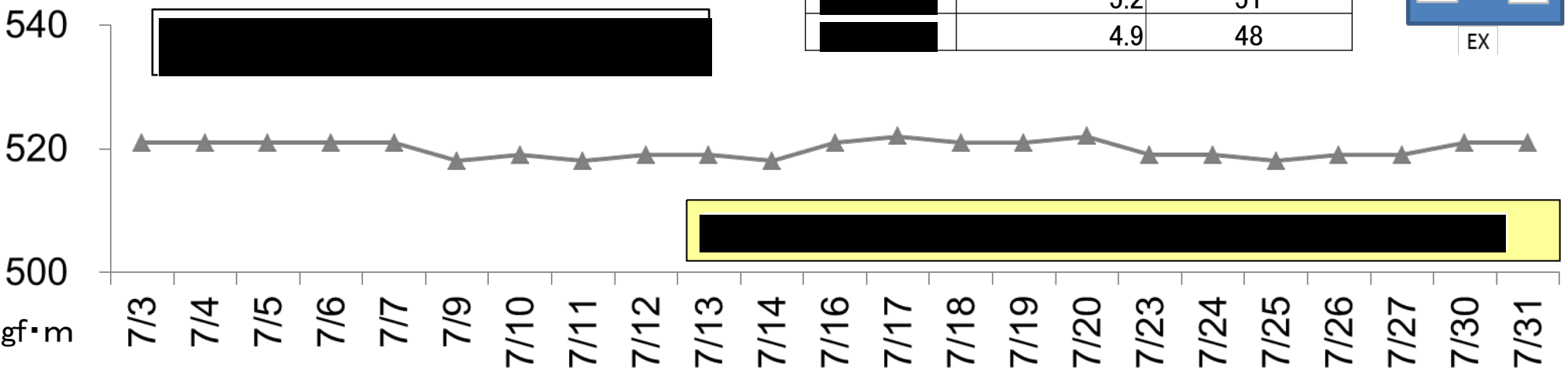






[redacted]	kgf･m	N･m
[redacted]	5.5	54
[redacted]	5.2	51
[redacted]	4.9	48





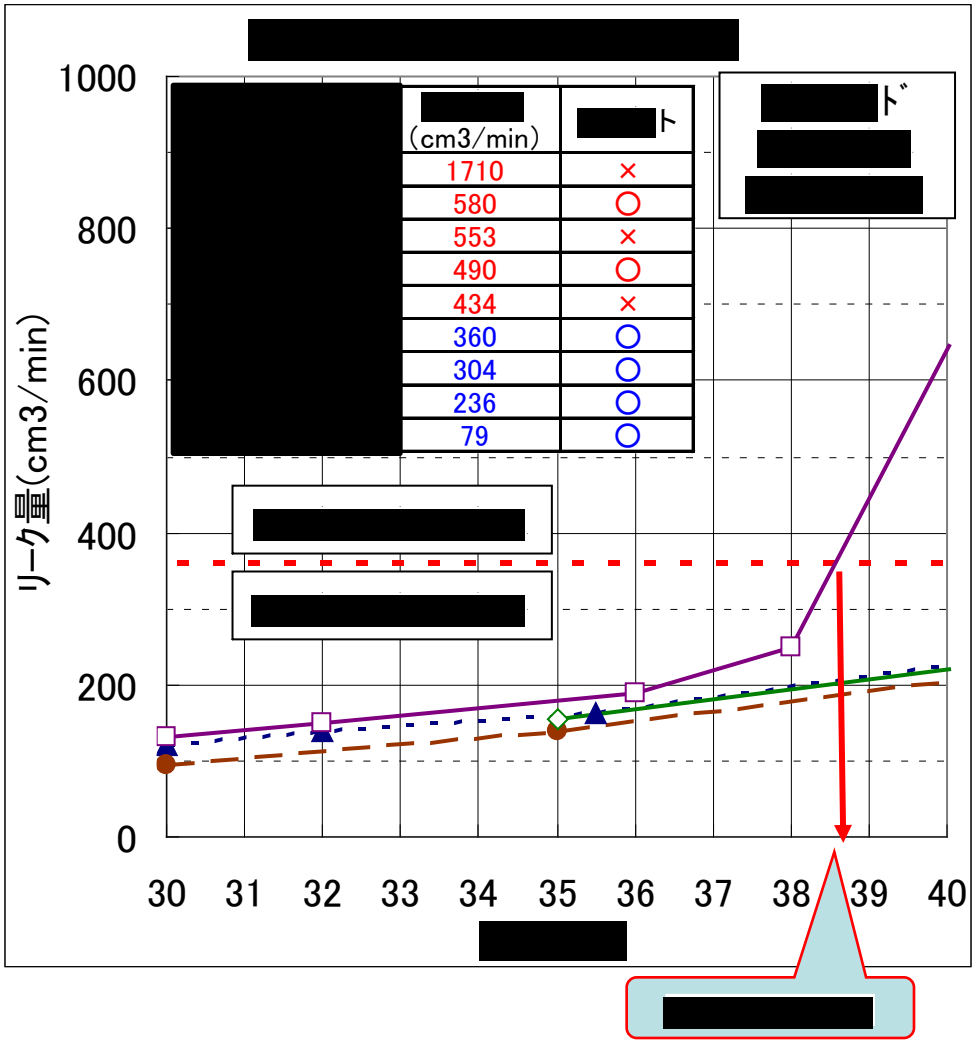
4[redacted]

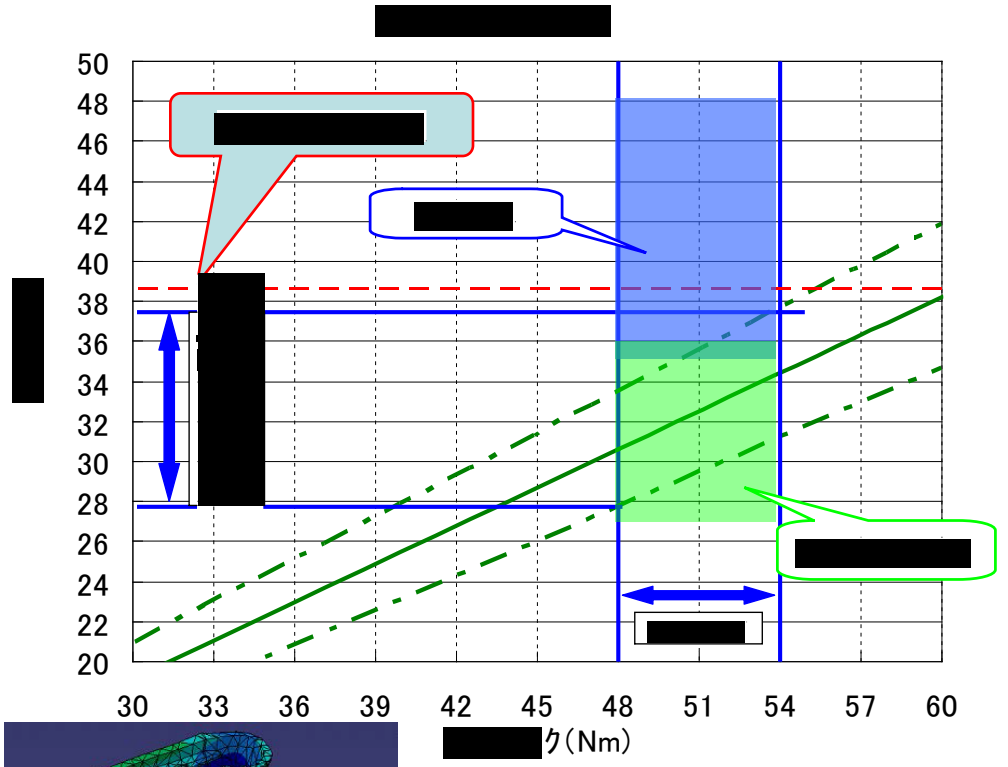
[redacted]

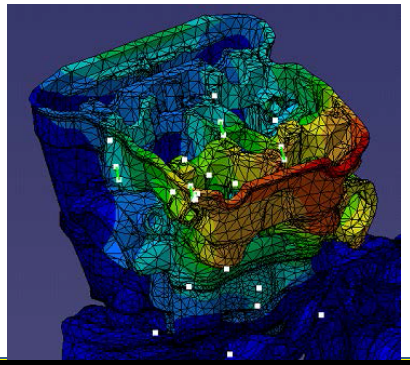
[redacted]

[redacted]

[redacted] (cm3/min)	[redacted]
1710	×
580	○
553	×
490	○
434	×
360	○
304	○
236	○
79	○







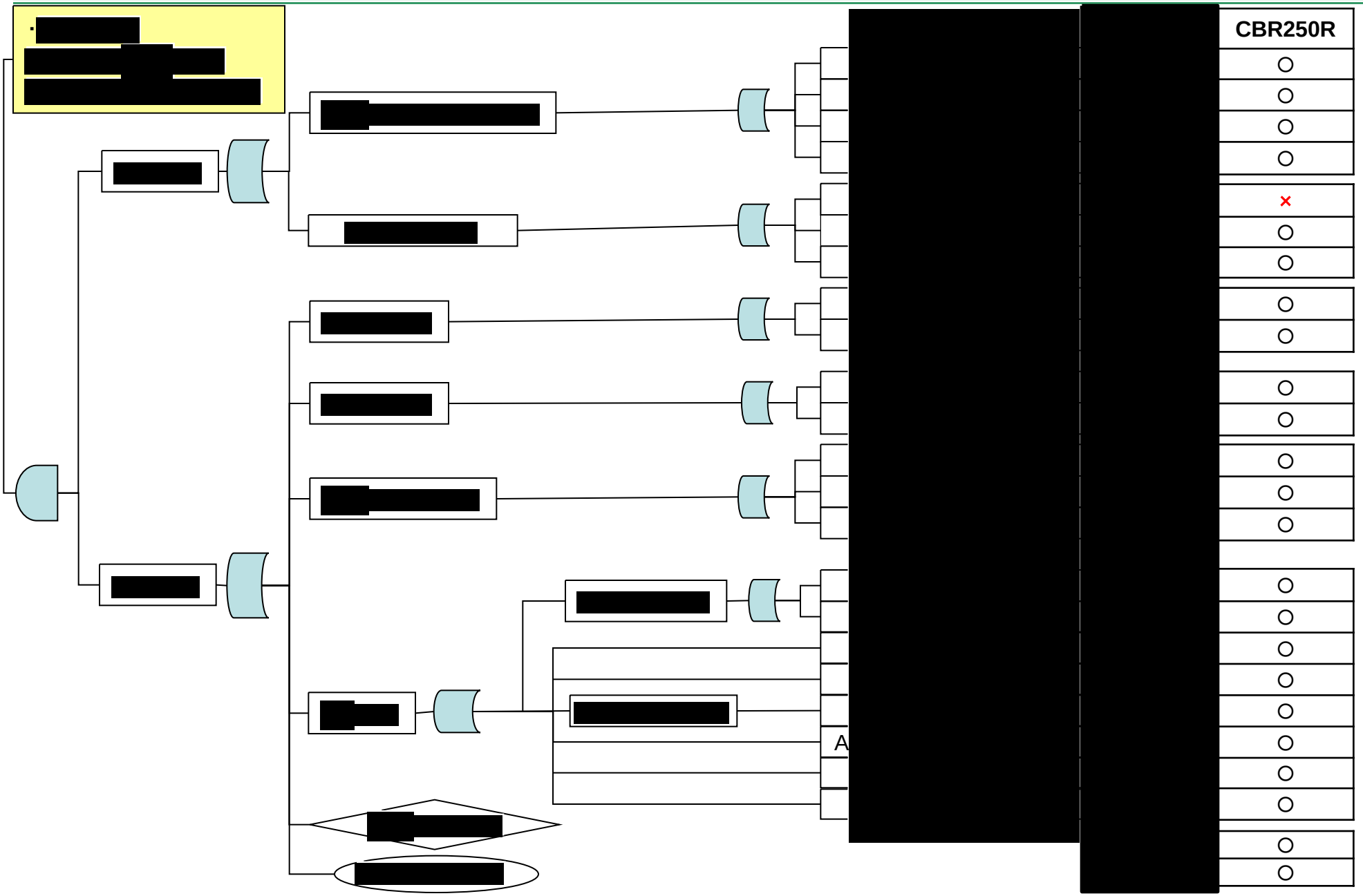
CAE[redacted]

[redacted]

CAE[redacted]

[redacted]

4. [redacted] FTA [redacted]



4. [redacted]

[redacted]

CBR250R<[redacted]>

[redacted]

[redacted]

	CBR250R	
	L	R
EX	58.7	61.1
IN	69.3	52.8

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

40%

5. [redacted]

内容	CBR250R
[redacted]	[redacted]
[redacted]	
（2） ENG[redacted]	[redacted]

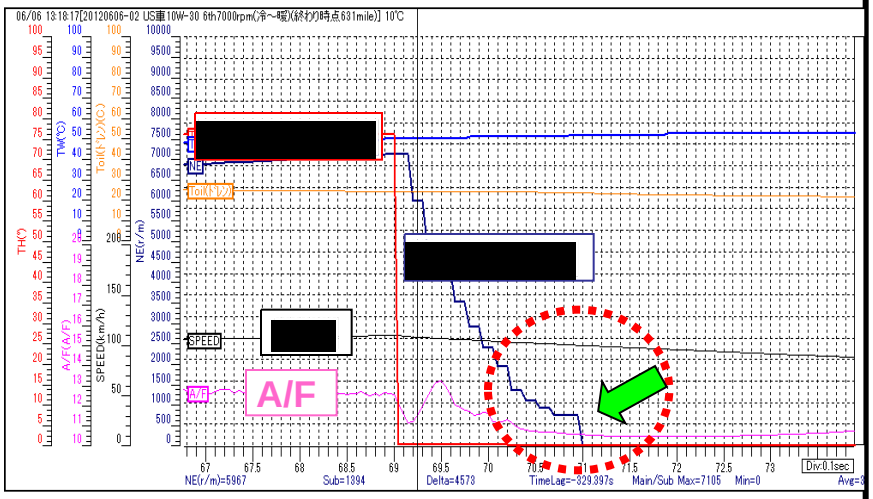
[redacted]

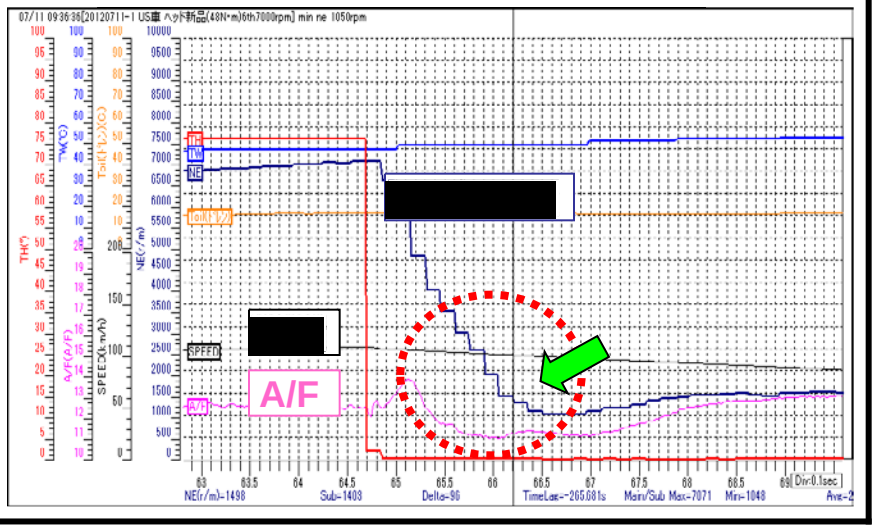
・CBR250R：（2）ENG[redacted]

[redacted]

[redacted]

CBR250R

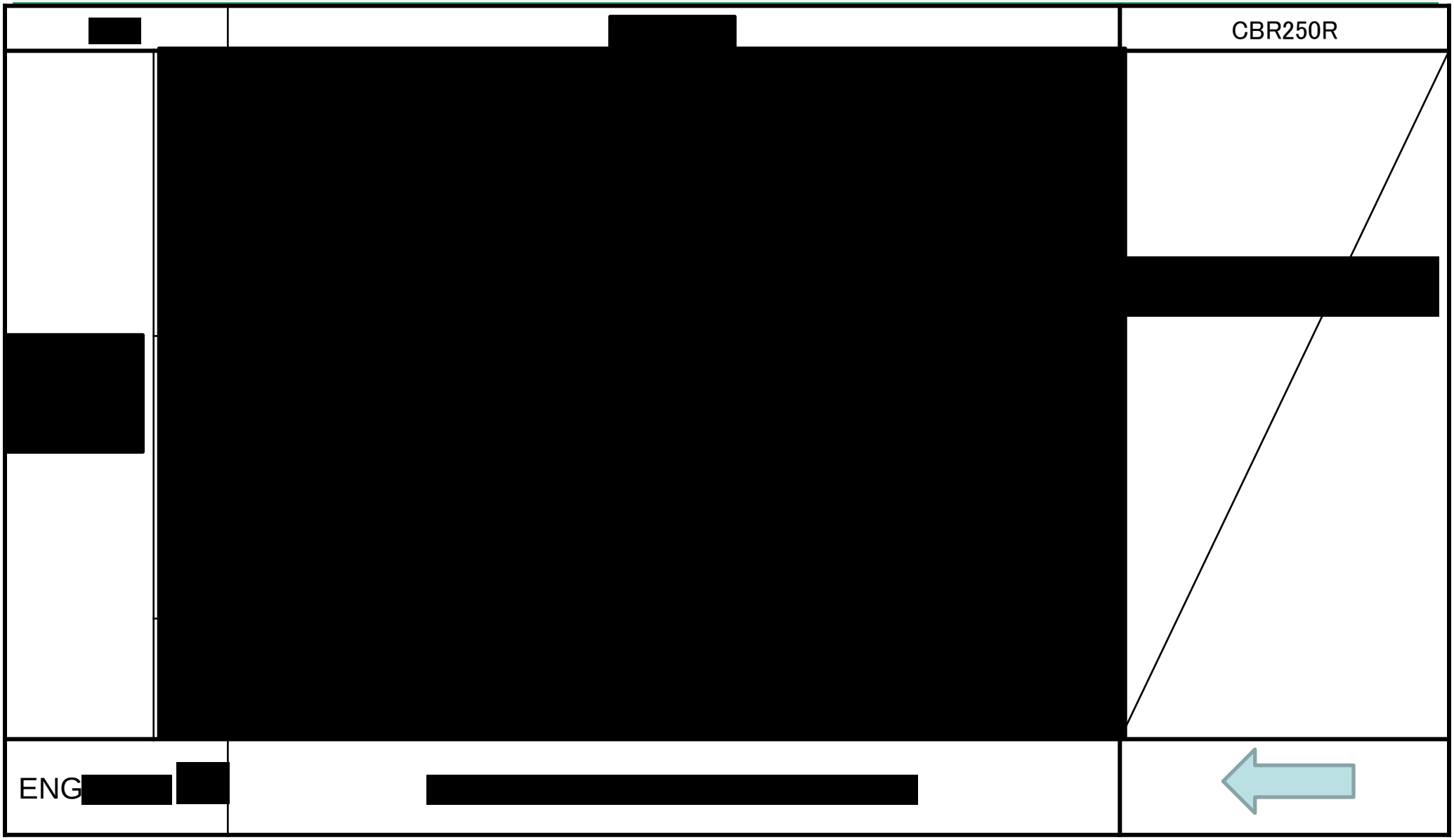




[redacted] CBR250R[redacted]

5. [redacted]

[redacted]

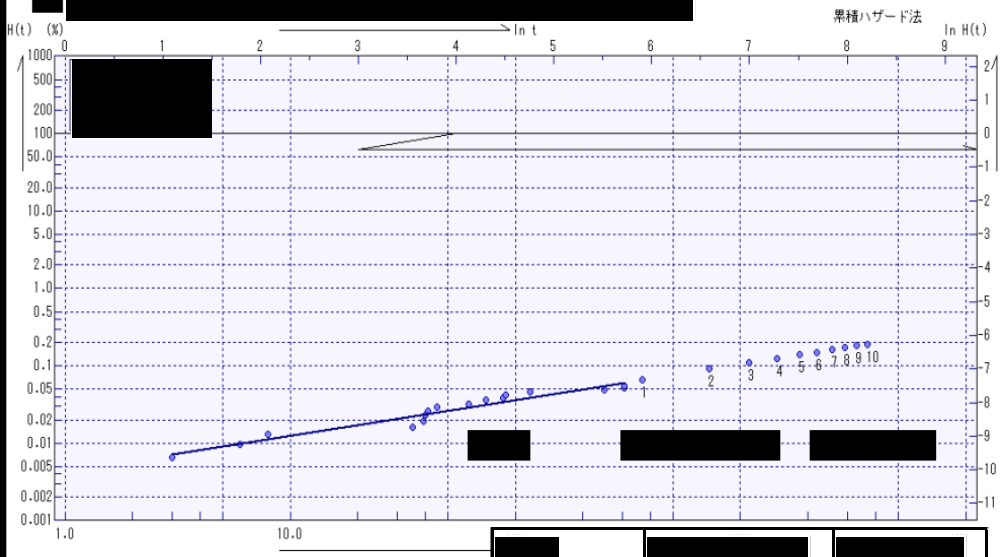


[redacted] CBR250R [redacted]

[redacted]

CBR250R

[redacted]



[redacted]	[redacted]	[redacted]
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2	0.0906	28
3	0.1092	34
4	0.1246	38
5	0.1381	42
6	0.1501	46
7	0.1611	50
8	0.1713	53
9	0.1809	56
10	0.1899	58

・M＝0.4596

[redacted]

[redacted]

・CBR250R [redacted]

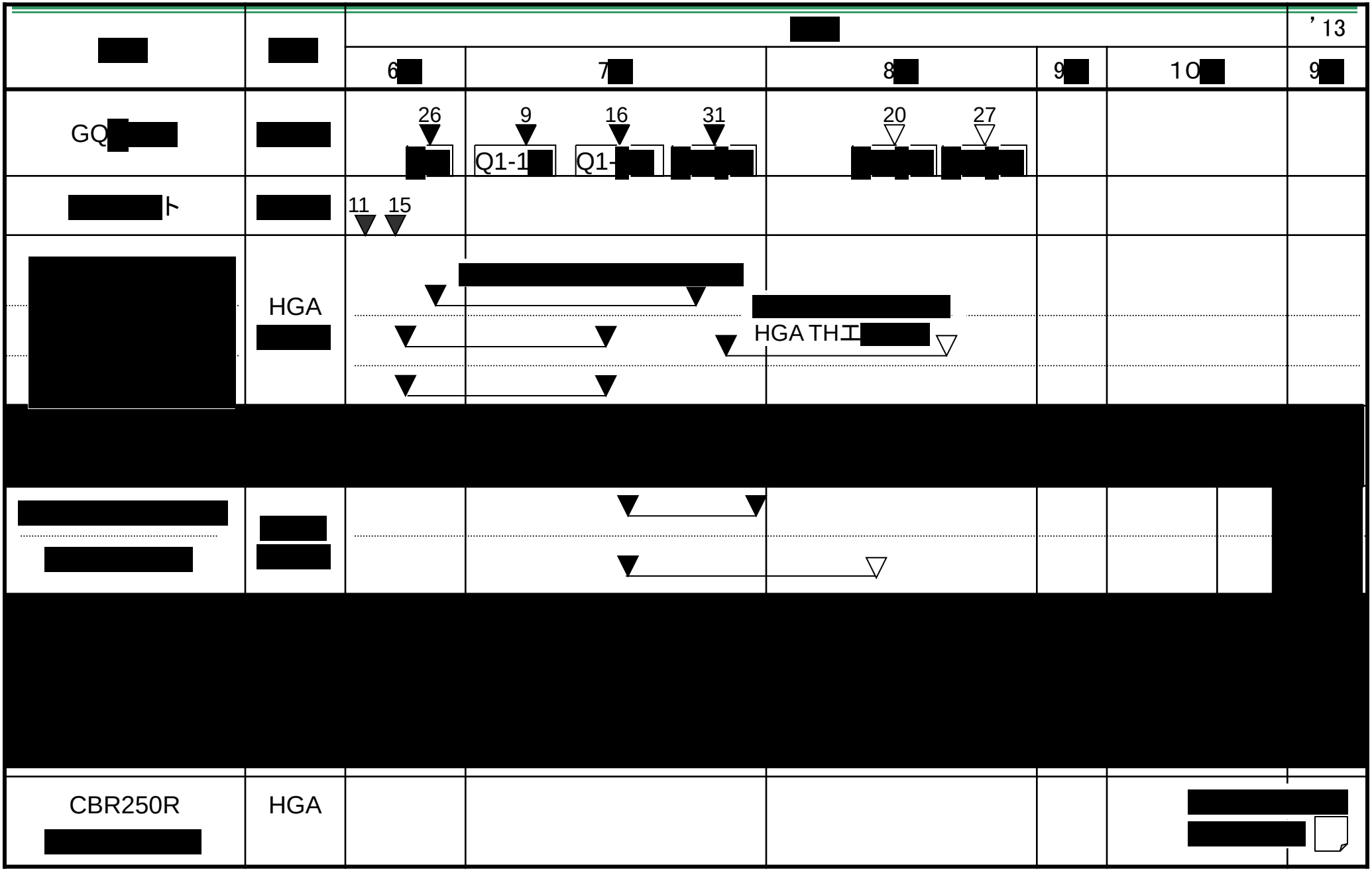
6. [redacted]

[redacted] CBR250R[redacted]

[redacted]

[redacted]

7. [redacted]


[redacted]
'13
6[redacted]
7[redacted]
8[redacted]
9[redacted]
10[redacted]
9[redacted]
GQ[redacted]
26
9
16
31
20
27
Q1-1[redacted]
Q1-[redacted]
[redacted]ト
11
15
[redacted]
HGA
[redacted]
HGA THエ[redacted]
[redacted]
[redacted]
[redacted]
[redacted]
CBR250R
[redacted]
HGA
[redacted]
[redacted]

PE14-032

HNDA

12-19-2014

Q8 REDACTED

GQM_REDACTED

JAPANESE

Q8-7 - 524th GQM report_Japanese_REDACTED

[redacted]

[redacted]

[redacted]

[redacted]

QIC.NO：M11THM 054-00
M12THM 009-00
M12THM 009-01
2HKO2012001-00

2012[redacted]
[redacted]4回GQM
Q[redacted]

1. [redacted]

[redacted]

	[redacted]	[redacted]
1		⇒P14
2		Application Request, Supplement to Mfg., HS & HB [redacted]

2、3 [redacted]

[redacted]

QIC

[redacted]

CBR250R MC41 [redacted]

[redacted]

M11THM 054-00
M12THM 009-00
M12THM 009-01
2HKO2012001-00

[redacted]	USA	[redacted]	[redacted]
0 / 20	3 / 35	9 / 18	12 / 103
1 / 195	0 / 16	9 / 25	10 / 313
0 / 198	4 / 177	—	4 / 400
0 / 17	2 / 66	—	2 / 85
1	8	9※	18
6,917	8,459	335	30,777
0.01	0.09	2.69	0.06

[redacted] し。

[redacted]

4. [redacted]

[redacted]

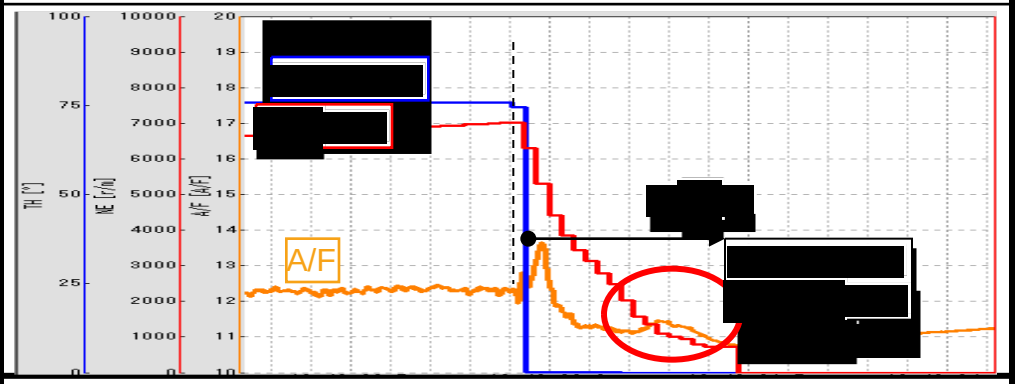
[redacted]

		CBR250R (MC41 [redacted]		
		SPEC	L	R
Tp,Cl (mm)	IN	0.16±0.03	0.18	0.18
	EX	0.27±0.03	0.26	0.26
[redacted]		IN 20 | 0 EX (8.60) 35 | 40 (8.30)	IN 21.5 | 3 EX (8.45) 30.5 | 40 (8.14)	
[redacted]		10.7±0.2	10.63	
COMP (kPa)		1300	1294	
IDLE [redacted] (r/min)		1400±100	1400	
IDLE PB(kPa)/Gair(g/sec)		72kpa以下 /0.90	69.1/0.91	
ENG OIL量		[redacted]		
[redacted]		[redacted]		
[redacted]				
[redacted]				

[redacted] CBR250R
CBR250R [redacted]

4. [redacted]

[redacted]

[redacted]	CBR250R (MC41 [redacted]
	23～85℃
	100km/h／7.000r/min
	10℃
	
	[redacted]
	1,020r/min **(A/F11.2)**
	[redacted]
	870r/min **(A/F 10.8)**
	[redacted]
	1,300r/min **(A/F 11.5)**

[redacted]

4. [redacted]

[redacted]

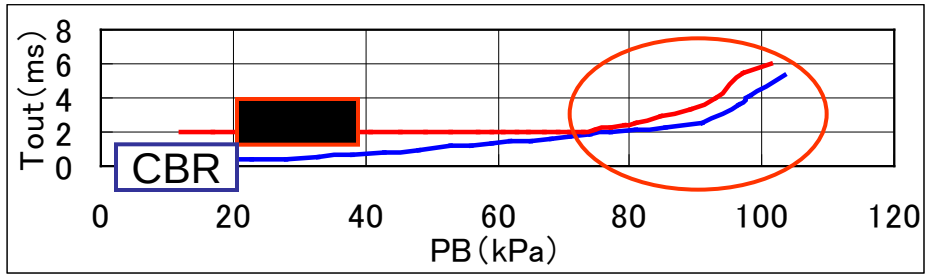
[redacted]

[redacted]	[redacted]	CBR250R (MC41 [redacted]

[redacted]

1,000r/min

[redacted]



[redacted]

CBR250R

[redacted]

[redacted]

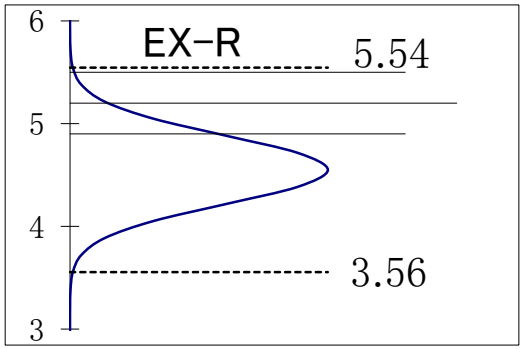
[redacted] ○	—	[redacted] ×	—	[redacted] ×
—	[redacted] ○	—	[redacted] ○	[redacted] ○
900r/min 11.1	—	980r/min 11.2	—	970r/min 11.2
—	1,050r/min 11.2	—	1,230r/min 11.8	1,160r/min 11.8
236	—	434	—	1,700
—	79	—	580	610
[redacted] 40N・m	[redacted] 48N・m	[redacted] 51N・m	[redacted] 54N・m	[redacted] 60.5N・m([redacted])

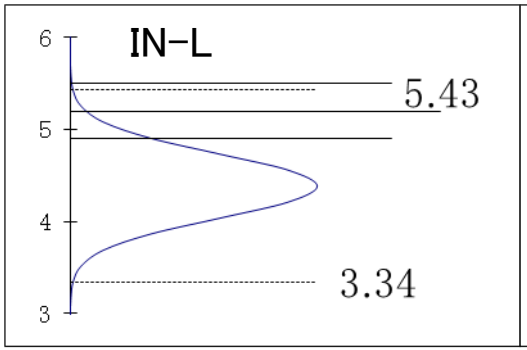
	L	R
EX	58.7	61.1
IN	69.3	52.8

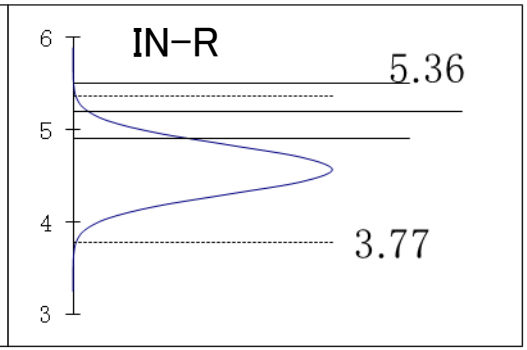
[redacted]

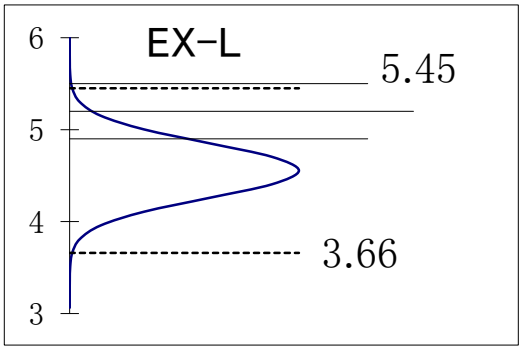
4. [redacted] CBR250R [redacted]

[redacted]









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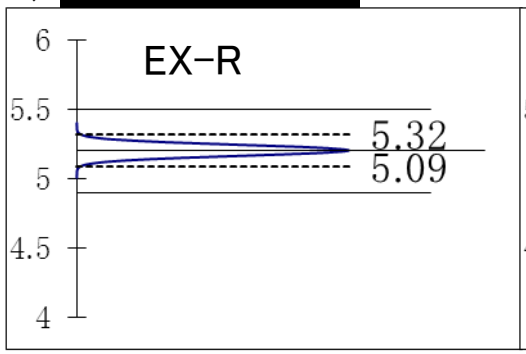
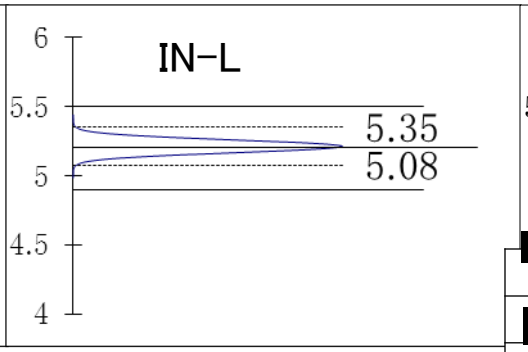
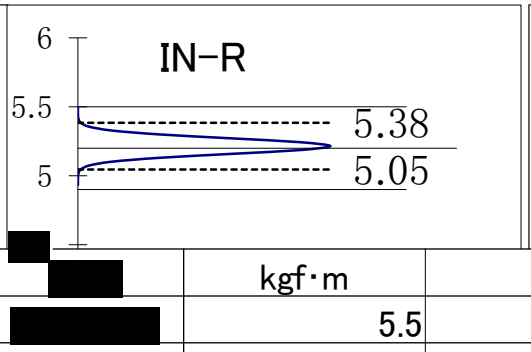
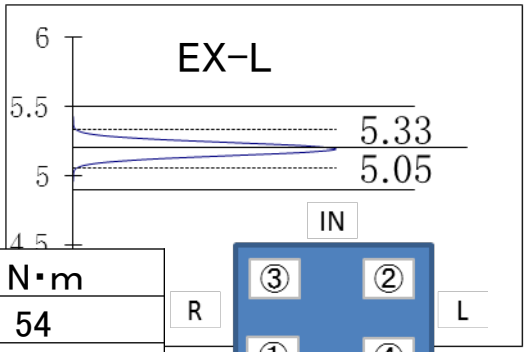
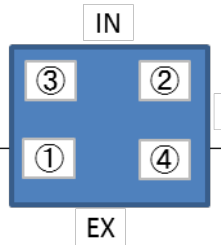


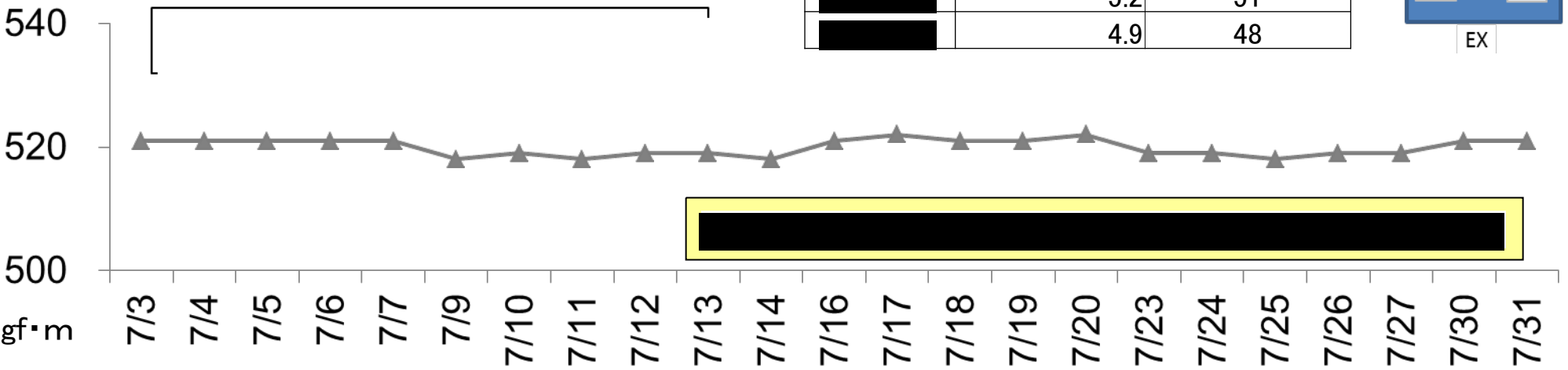






[redacted]	kgf･m	N･m
[redacted]	5.5	54
[redacted]	5.2	51
[redacted]	4.9	48





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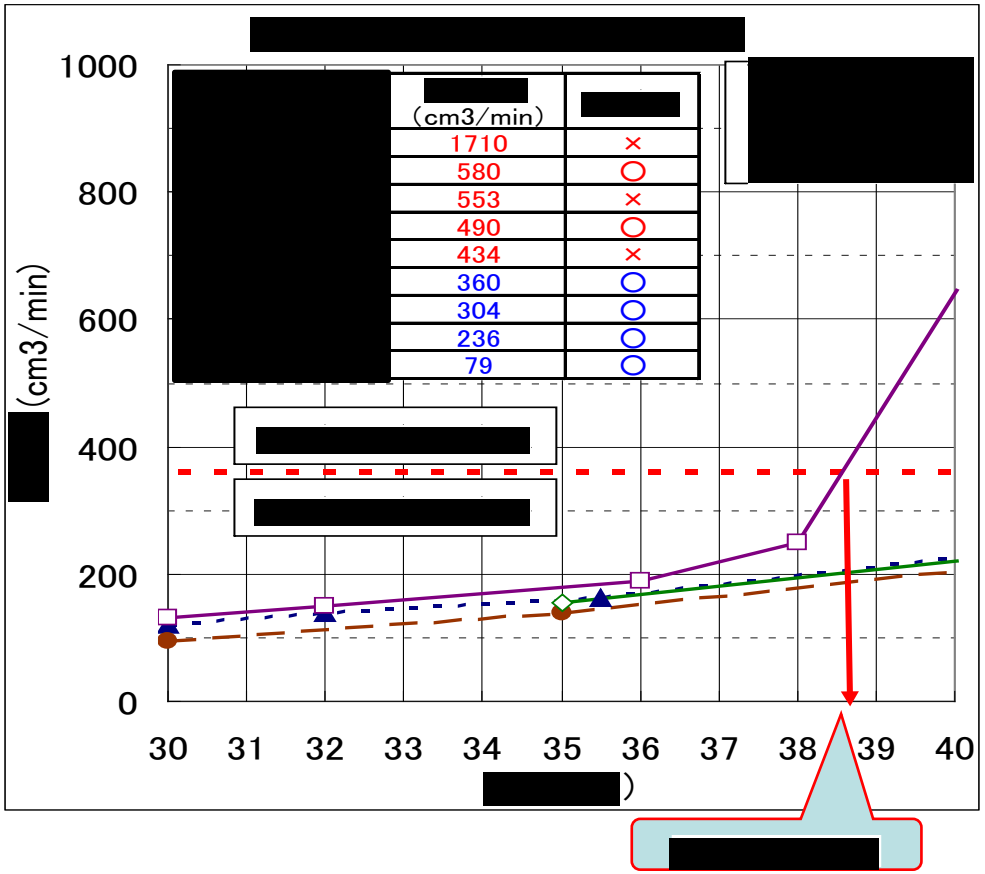
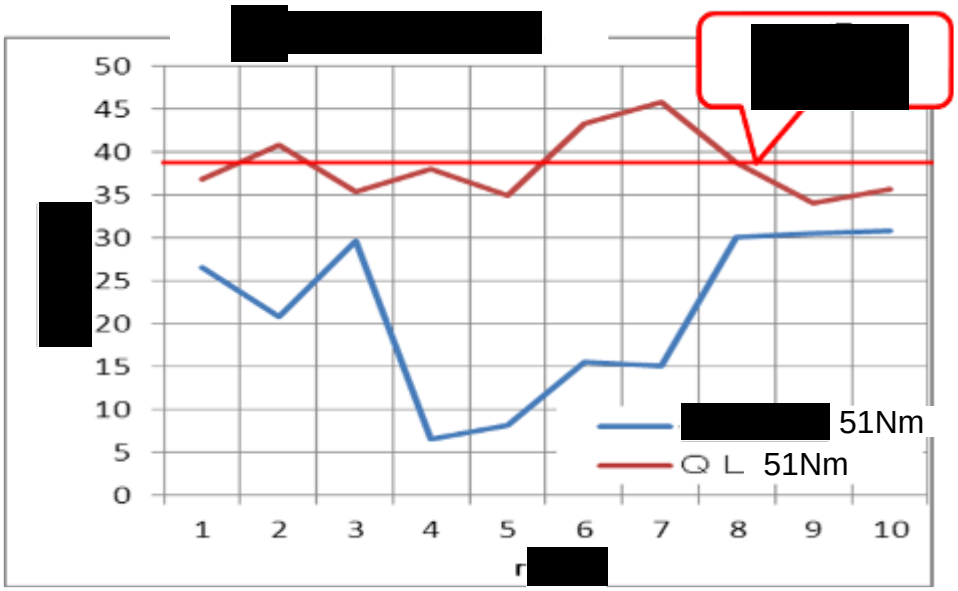
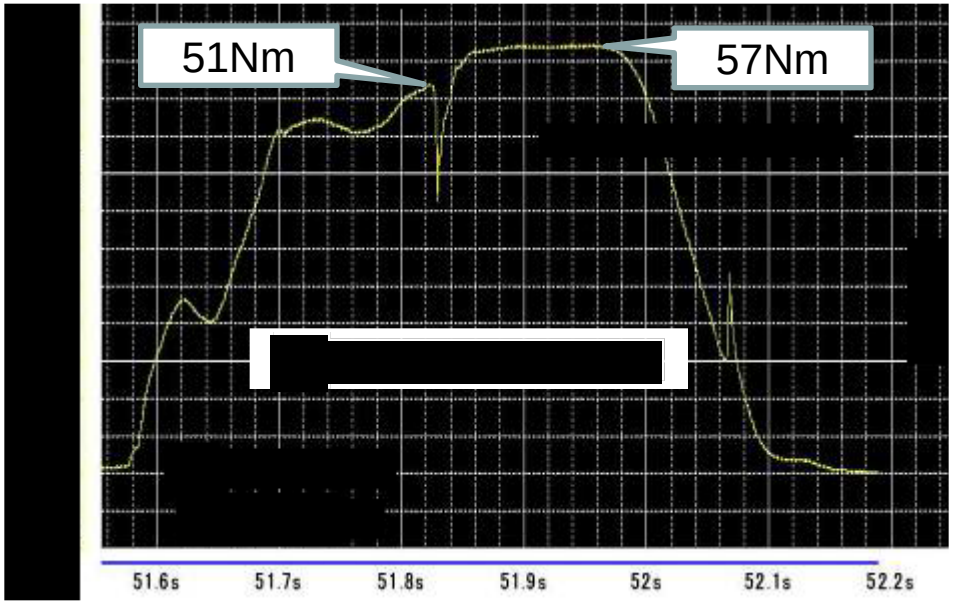
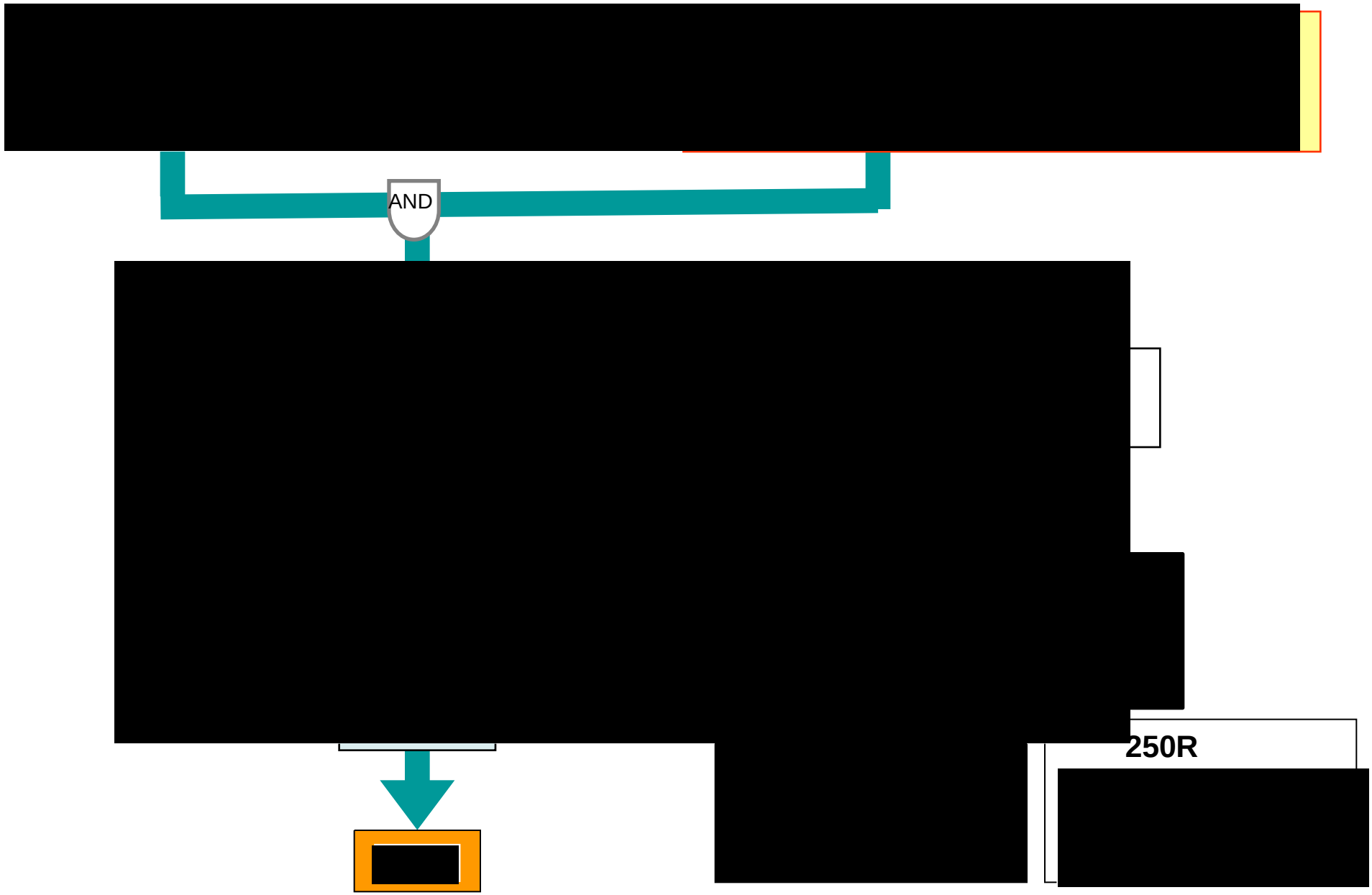

1000
800
600
400
200
0
(cm3/min)
30 31 32 33 34 35 36 37 38 39 40
(cm3/min)
1710 ×
580 ○
553 ×
490 ○
434 ×
360 ○
304 ○
236 ○
79 ○


50
45
40
35
30
25
20
15
10
5
0
1 2 3 4 5 6 7 8 9 10
51Nm
L 51Nm


51Nm
57Nm
51.6s
51.7s
51.8s
51.9s
52s
52.1s
52.2s

4. [redacted]

4. [redacted] [redacted]



5. [redacted]

[redacted]

CBR250R

[redacted]

[redacted]

(2)

[redacted]

1

2

[redacted]

5. [redacted]

[redacted]

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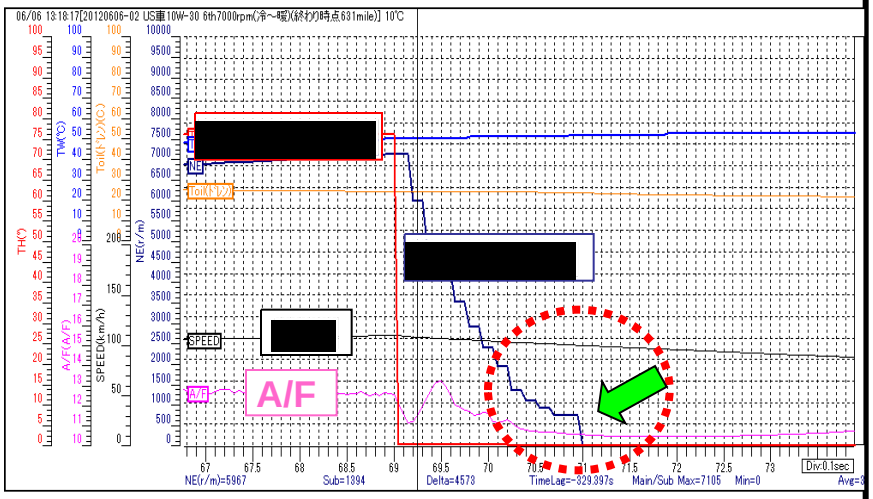
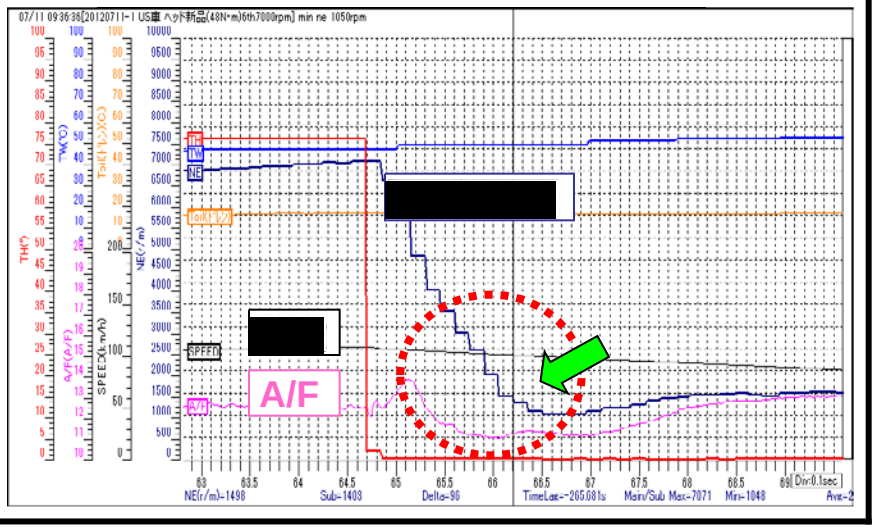
CBR250R





[redacted] CBR250R [redacted]

5. [redacted]

[redacted]

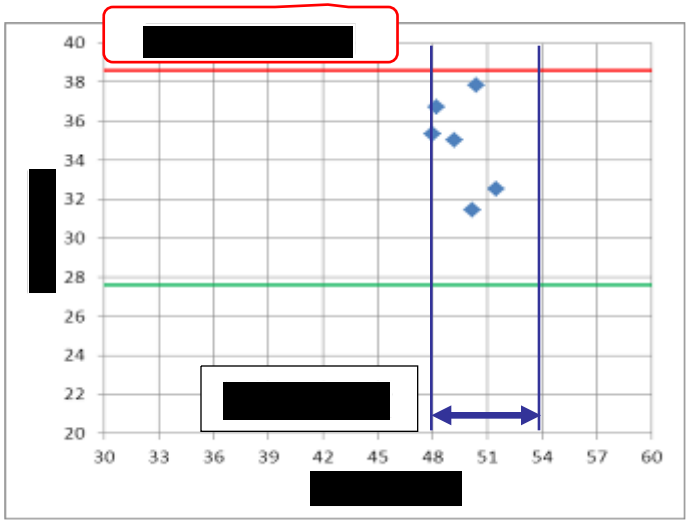
[redacted]

[redacted]	[redacted]	CBR250R
[redacted]	[redacted]	[redacted]
[redacted]換	[redacted]	

[redacted] CBR250R [redacted]

5. [redacted]

[redacted]



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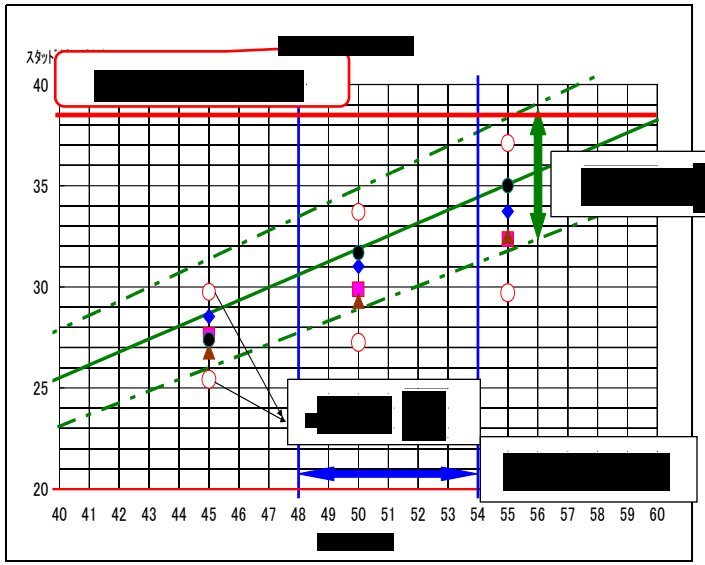

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6. [redacted]

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CBR250R

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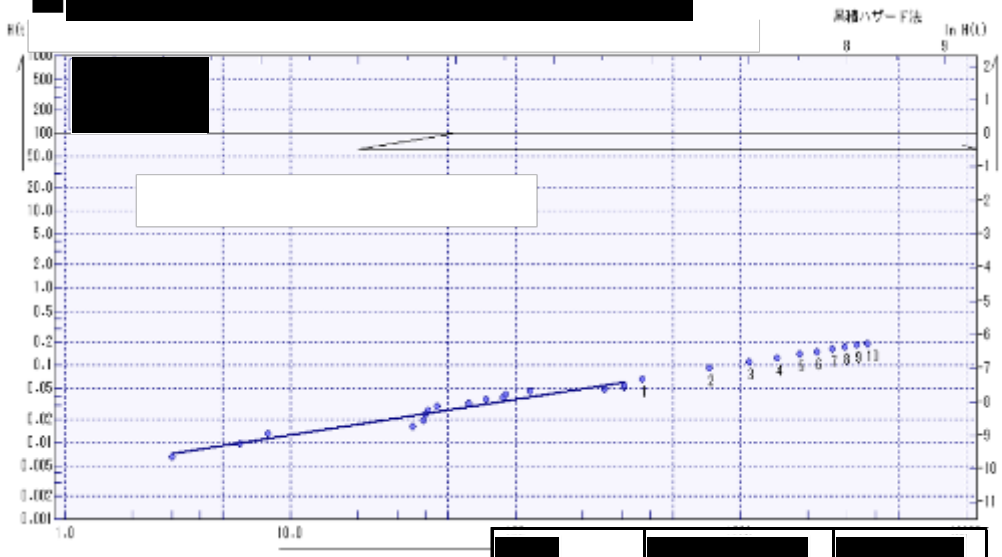

[redacted]	[redacted]	[redacted]
1	0.0659	20
2	0.0906	28
3	0.1092	34
4	0.1246	38
5	0.1381	42
6	0.1501	46
7	0.1611	50
8	0.1713	53
9	0.1809	56
10	0.1899	58

・M＝0.4596

[redacted]

[redacted]

・CBR250R [redacted]

[redacted]

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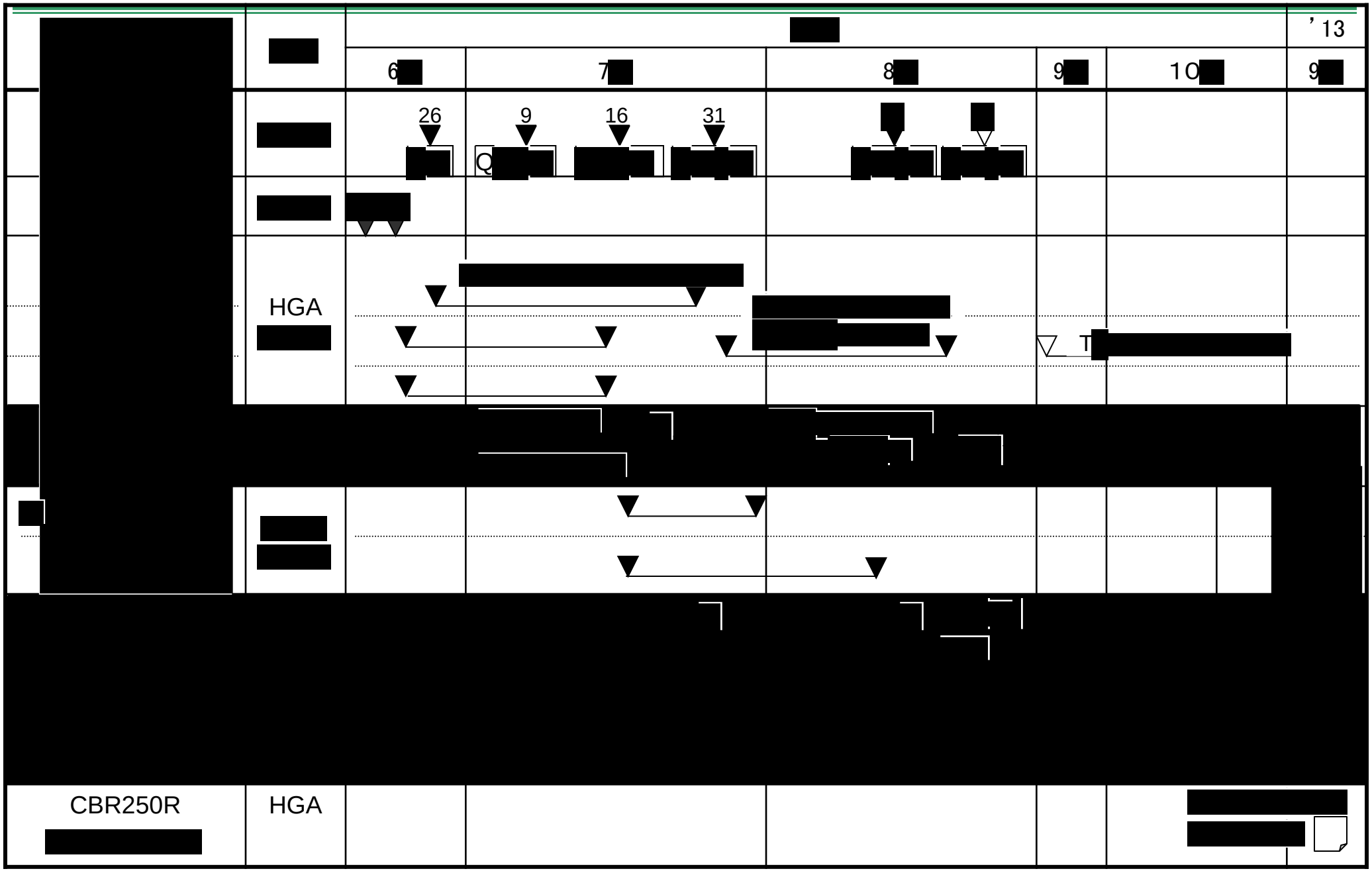

PE14-032

HNDA

12-19-2014

Q8 REDACTED

GQM_REDACTED

JAPANESE

Q8-8 - 525th GQM report_Japanese_REDACTED

[redacted]

[redacted]

[redacted]

1
2
3
4
5
6
7

QIC.NO：M11THM 054-00
M12THM 009-00
M12THM 009-01
2HKO2012001-00

2012 [redacted]

1 [redacted]

<[redacted])

[redacted]

1

2

3

4

。

2、3 [redacted]

[redacted]

CBR250R MC41 [redacted]

[redacted]

M11THM 054-00
M12THM 009-00
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2HKO2012001-00

[redacted]	USA	[redacted]	[redacted]
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Wty.	1 / 195	4 / 29	9 / 25	14 / 317
TL	0 / 198	4 / 180	—	4 / 400
CR	0 / 17	2 / 67	—	2 / 85
[redacted]	1	12	9[redacted]2	22
[redacted]	7,670	10,254	335	35,313
[redacted]	0.01	0.12	2.69	0.06
[redacted]	[redacted]。			

[redacted]

4. [redacted]

[redacted]	CBR250R (MC41 [redacted]
	23～85℃
	100km/h／7.000r/min
	10℃
	
	[redacted]
	1,020r/min **(A/F11.2)**
	[redacted]
	870r/min **(A/F 10.8)**
	[redacted]
	1,300r/min **(A/F 11.5)**

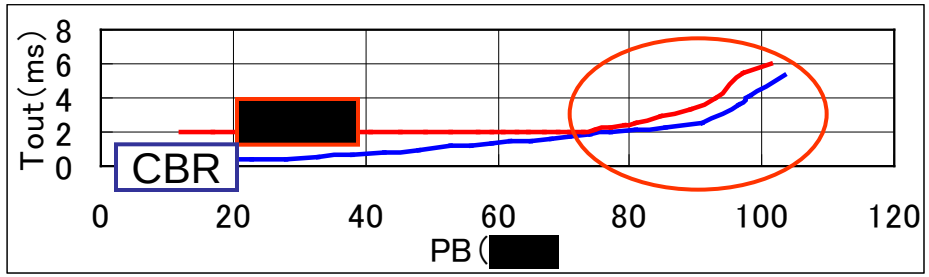
[redacted]

4. [redacted]

[redacted]

[redacted]

CBR250R (MC41 [redacted]



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[redacted] ○	—	[redacted] ×	—	[redacted] ×
—	[redacted] ○	—	[redacted]い ○	[redacted] ○
900r/min 11.1	—	980r/min 11.2	—	970r/min 11.2
—	1,050r/min 11.2	—	1,230r/min 11.8	1,160r/min 11.8
236	—	434	—	1,700
—	79	—	580	610
[redacted] 40N・m	[redacted] 48N・m	[redacted] 51N・m	[redacted] 54N・m	[redacted] 60.5N・m[redacted])

	L	R
EX	58.7	61.1
IN	69.3	52.8

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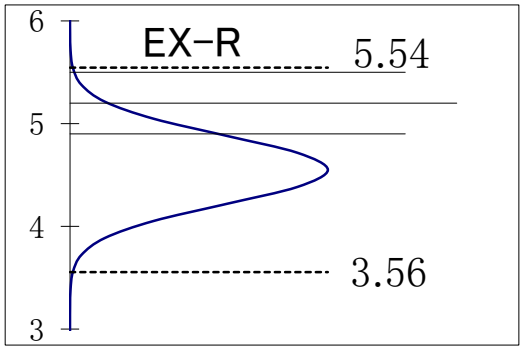

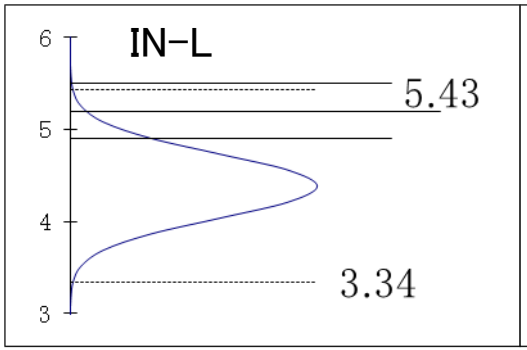

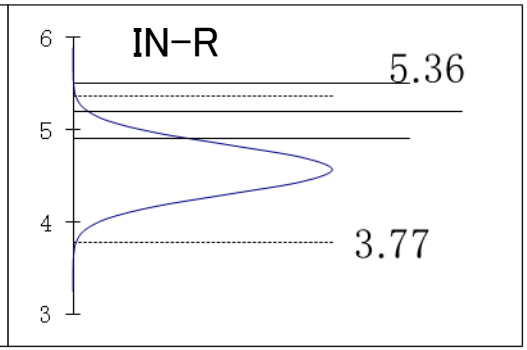

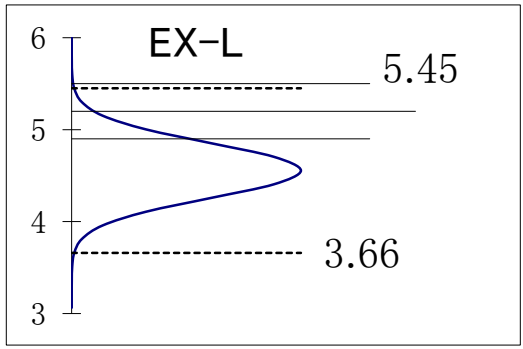

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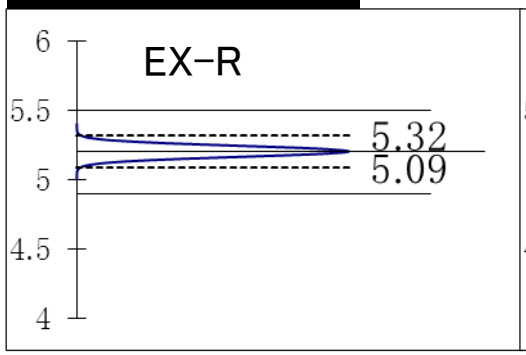

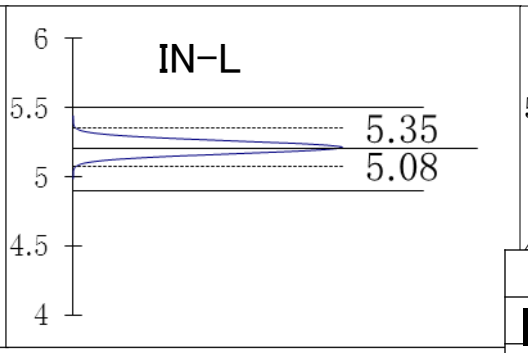

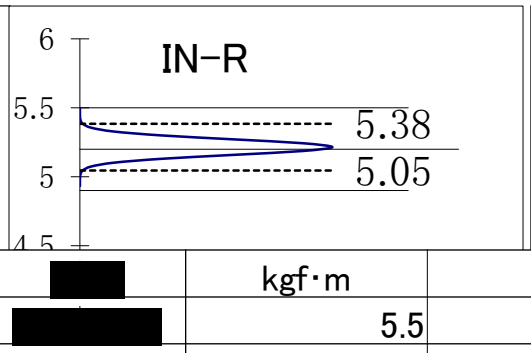

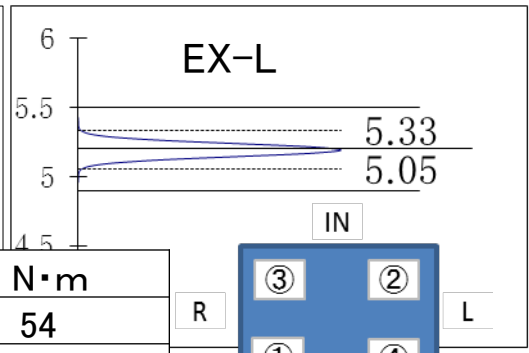

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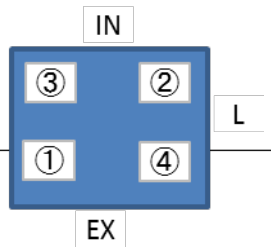

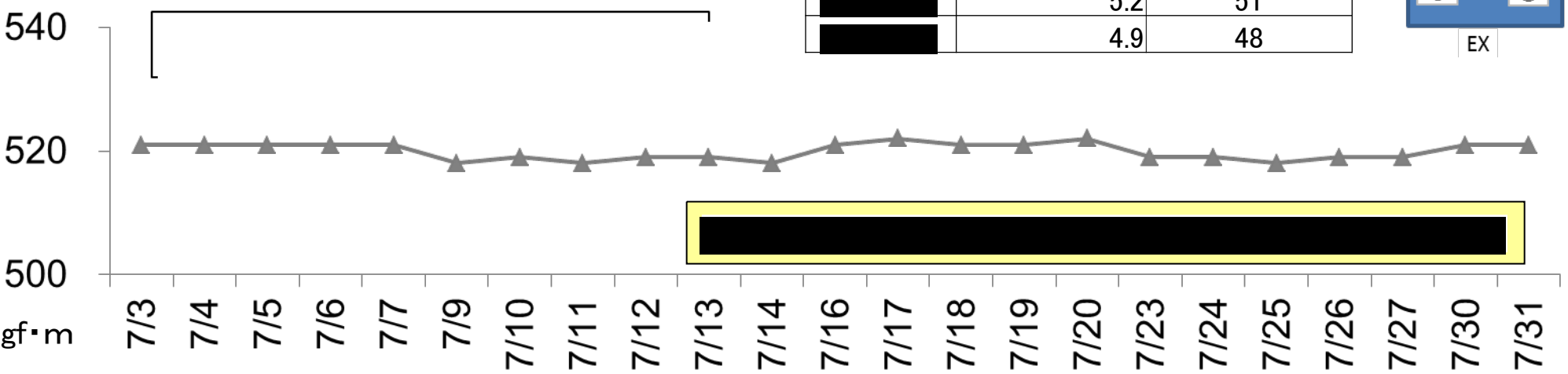

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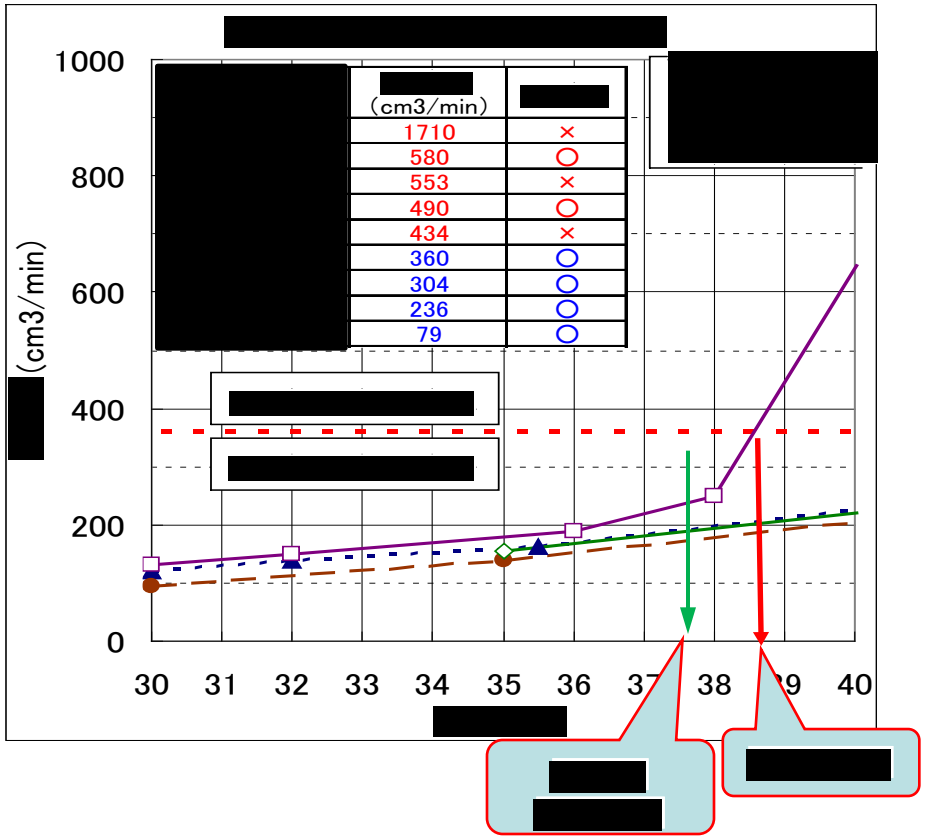

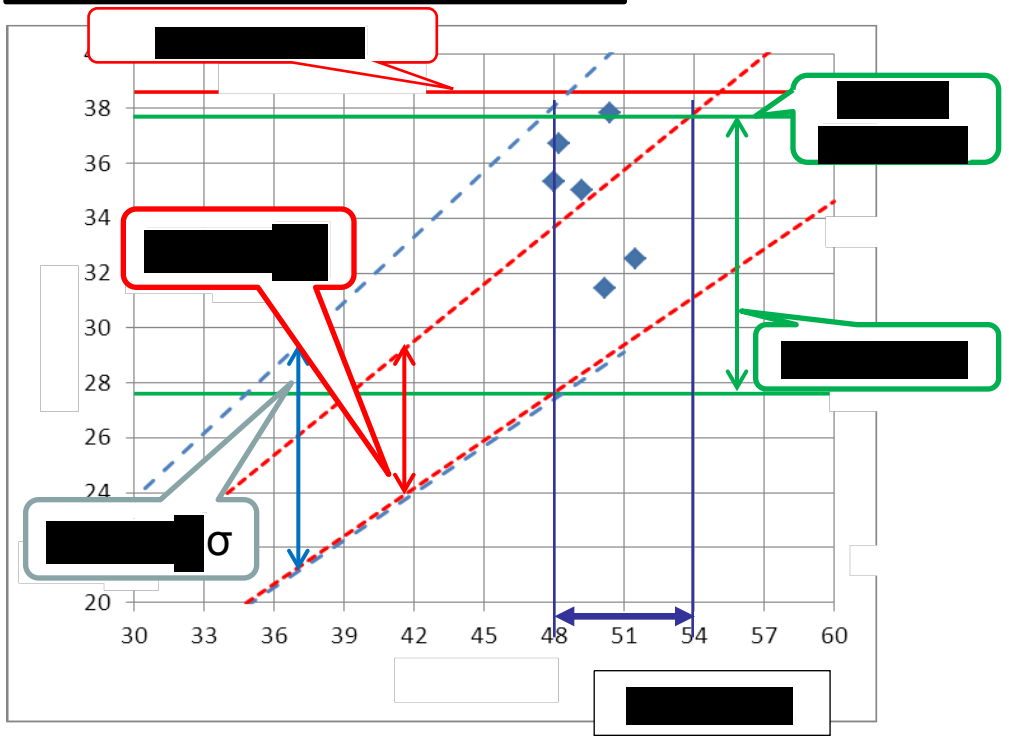

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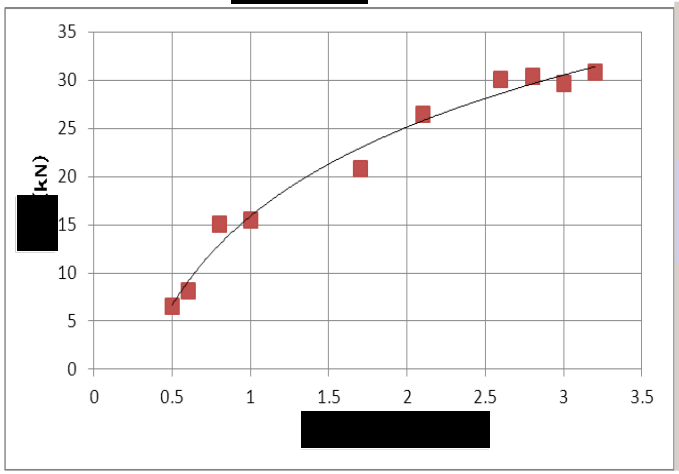

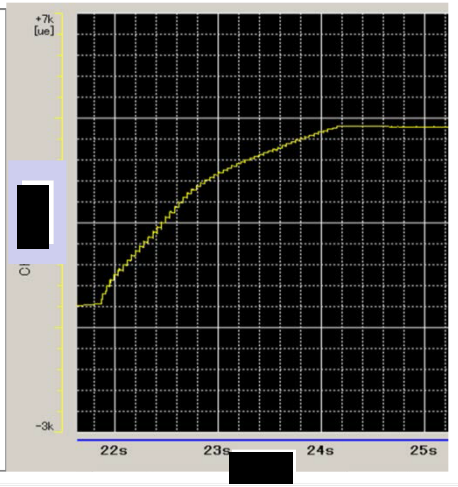

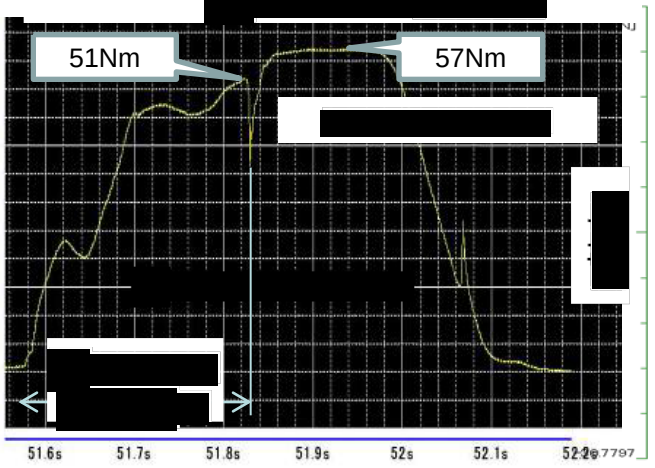

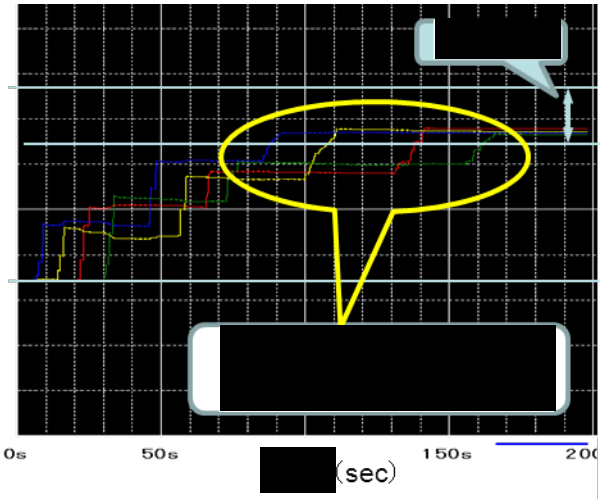

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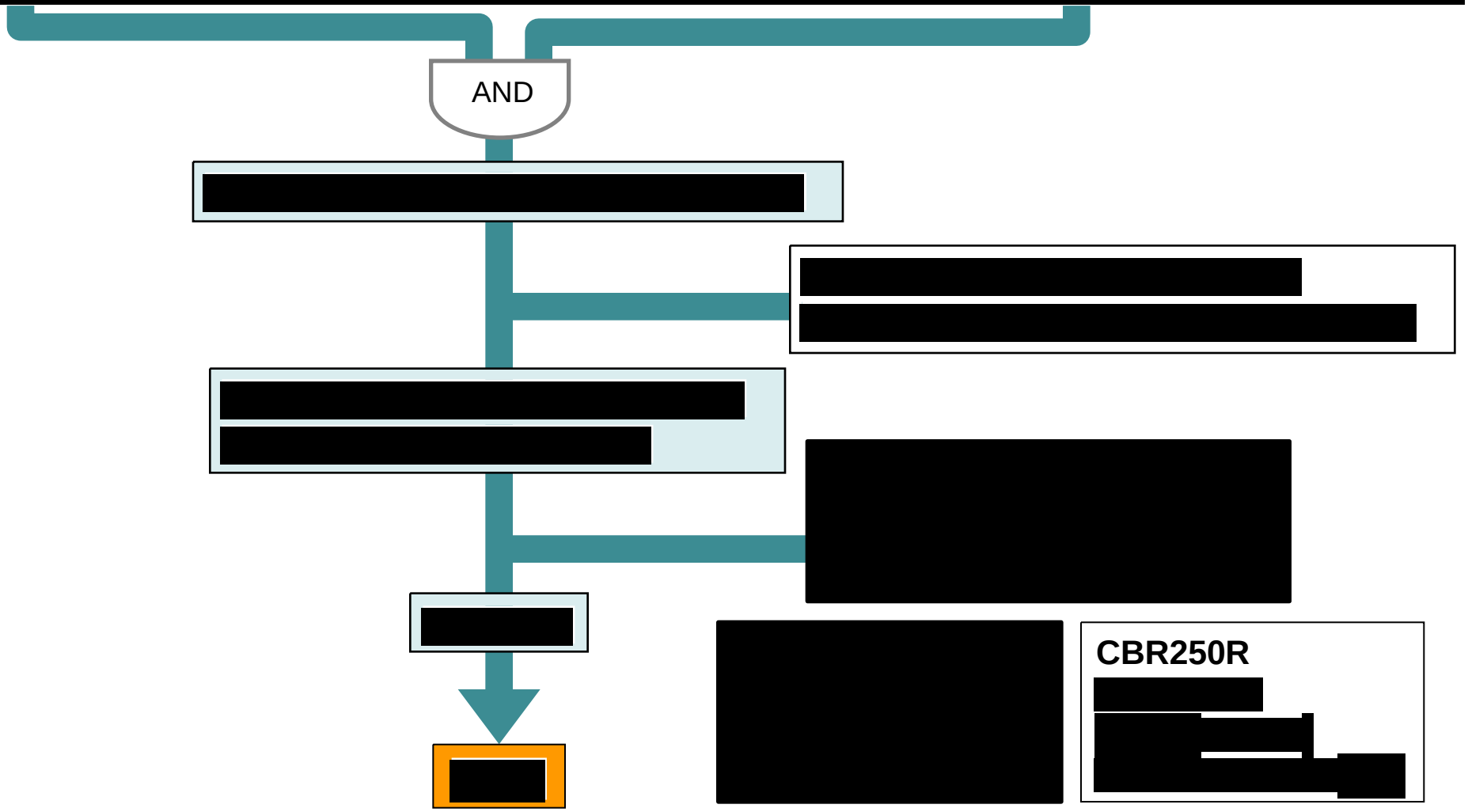

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[redacted]

CBR250R

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ENG

[redacted]

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2

[redacted]

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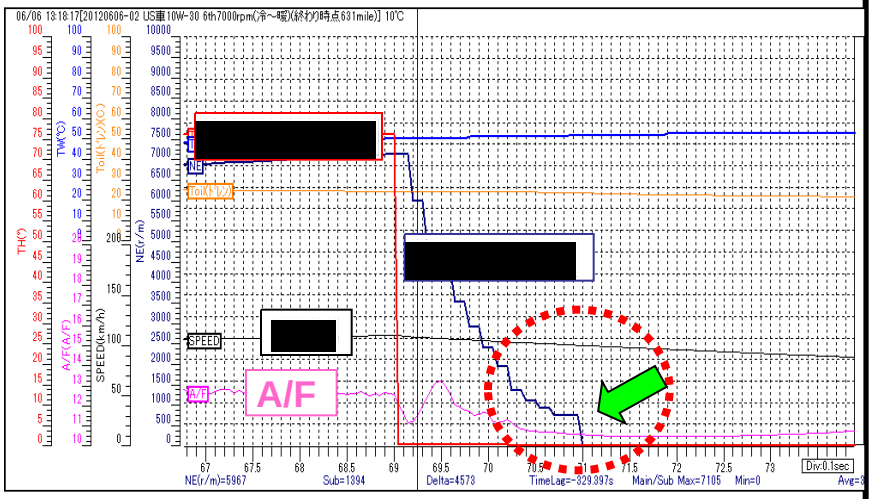
[redacted]

[redacted]

CBR250R



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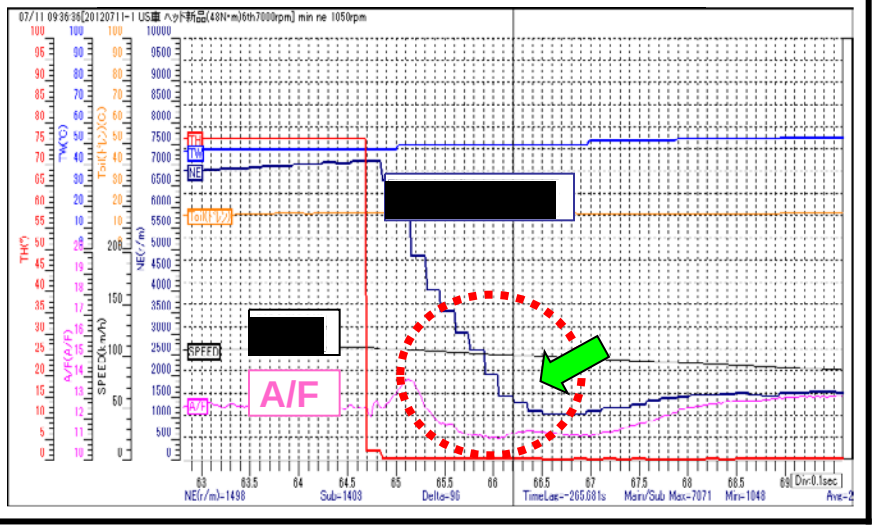

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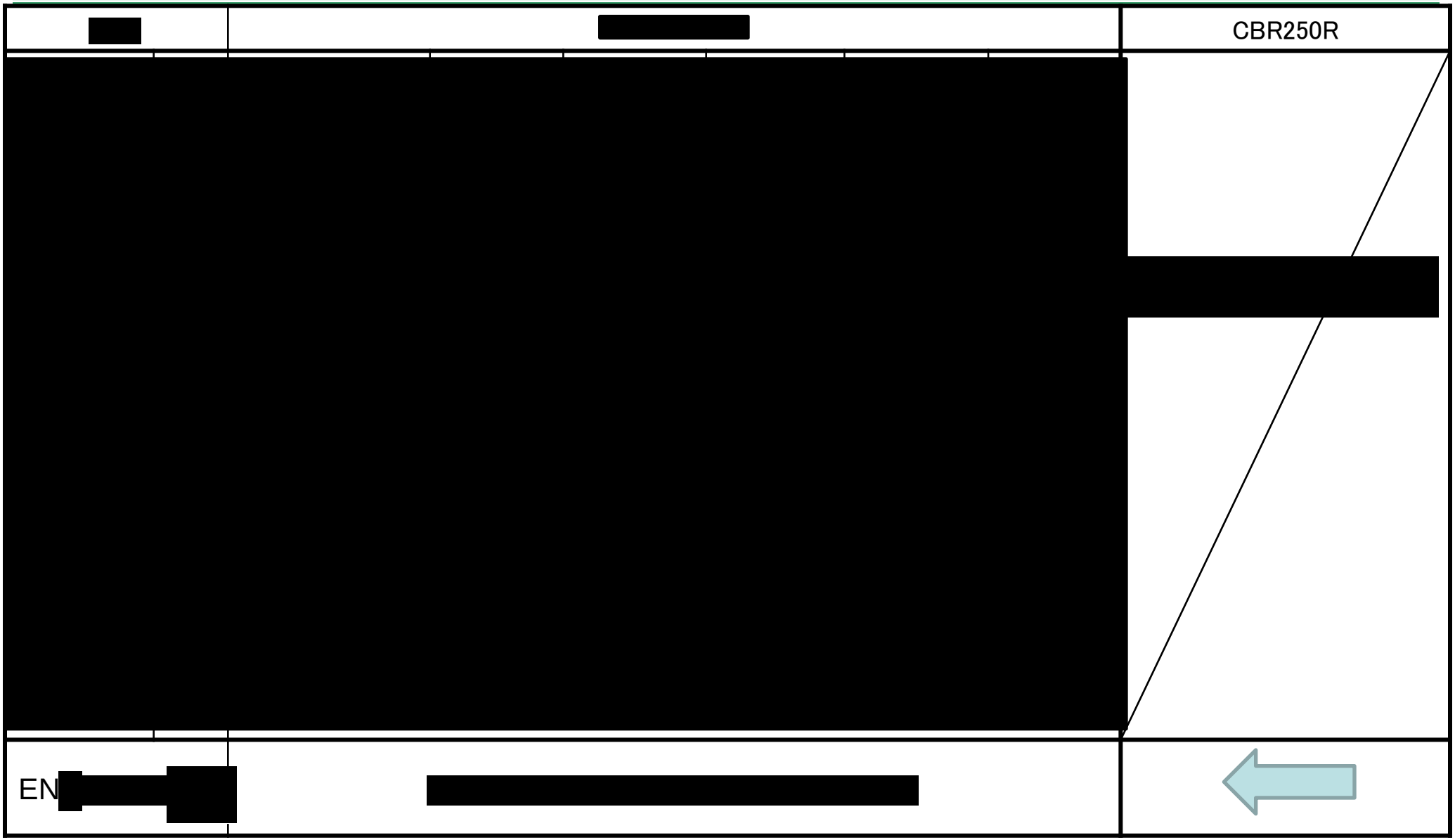

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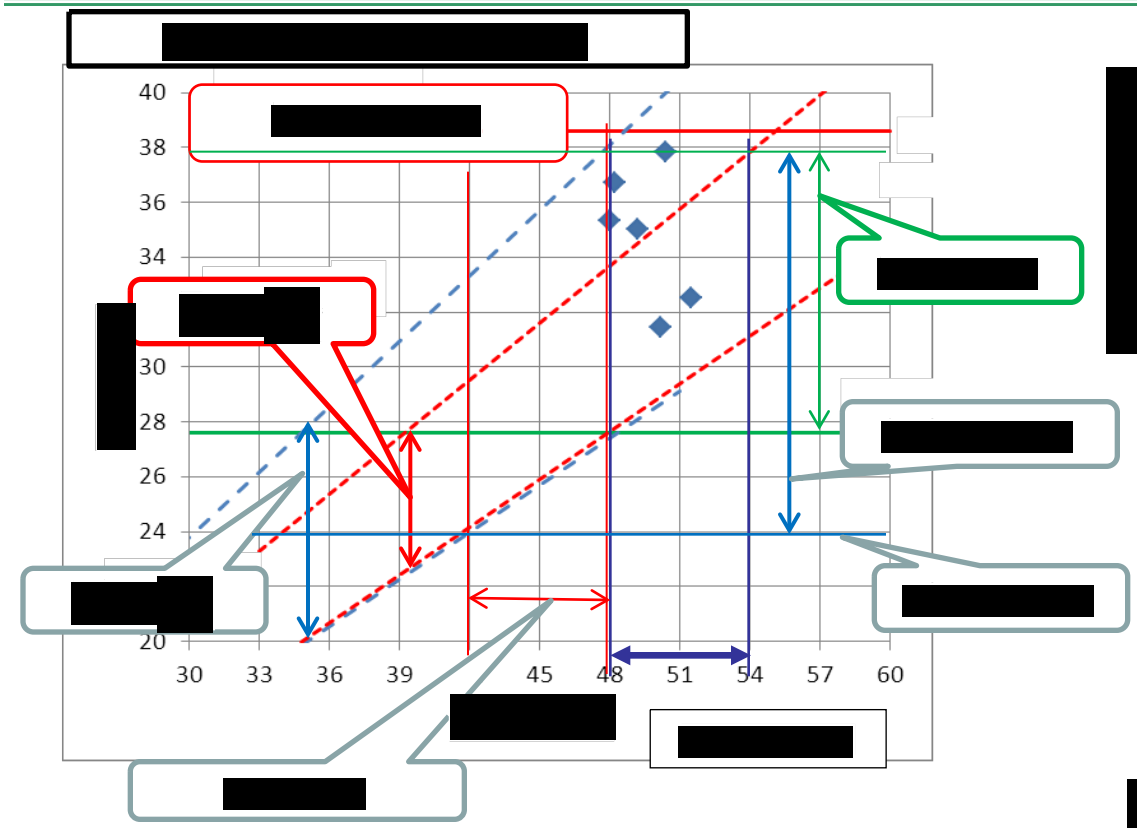

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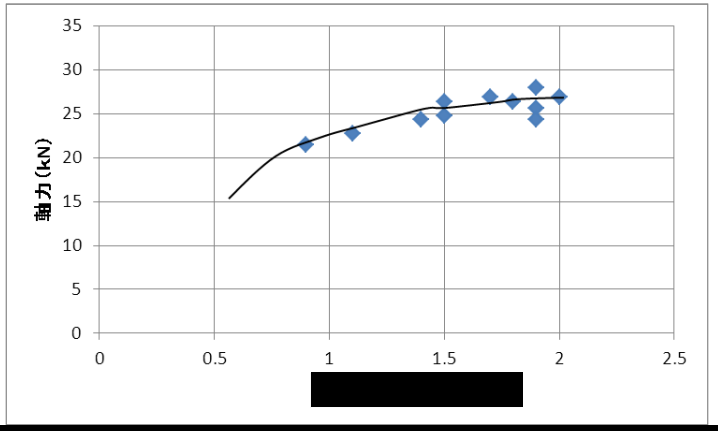

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CBR250R
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76.0
9.1
M10X1.25
12.9
42
48

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5. [redacted]

[redacted]

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[redacted]

[redacted]

5 [redacted]

[redacted]

6 [redacted]

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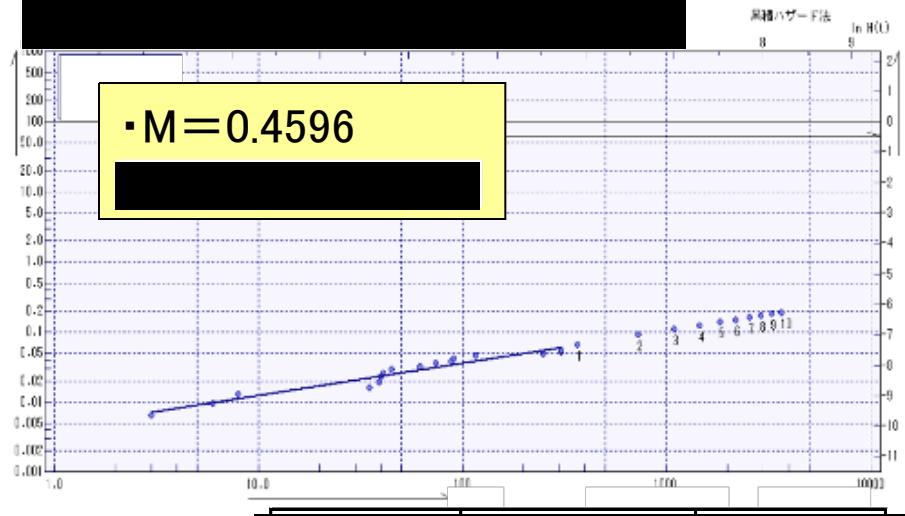

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6	0.1501	46
7	0.1611	50
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9	0.1809	56
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[redacted]

[redacted]