

January 11, 2010

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



Re: Defect Report Pursuant to 49 CFR Part 573

Dear Mr. Smith:

Kawasaki Motors Corp., U.S.A. (KMC) has determined that a defect which relates to motor vehicle safety exists in certain 2009 model year Kawasaki Motorcycles. The following information, constituting a Defect Report, provides the information needed to comply with the reporting requirements of 49 CFR Part 573.5(c).

- 1) The manufacturer's name: The affected models are manufactured by Kawasaki Heavy Industries, Ltd. of Akashi, Japan, and imported to the United States by KMC, which will be responsible for the conduct of this recall.
- 2) Identification of the affected vehicles potentially containing the defect: This recall affects the 2009 Kawasaki KL250G9F "Super Sherpa" model.

Model	Beginning VIN	Ending VIN
KL250G9F	JKAKLMG1✓9A053001	JKAKLMG1✓9A053865

- 3) The total number of vehicles potentially containing the defect: TBD
- 4) The percentage of vehicles or items of equipment estimated to actually contain the defect: For purposes of the initial inspection, 100% of the vehicles are affected. The percentage of vehicles needing additional inspection and possible repair is not known at this time.
- 5) A description of the defect including both brief summary and a detailed description, with graphic aids as necessary, of the nature and physical location of the defect: Summary - debris in an oil line fitting can restrict oil flow to the camshaft. Detail - a plastic plug improperly used to mask an engine cover oil passage during painting may shrink from the heat of the paint drying process, and drop into a pocket in the oil passage. If the shrunken plug remains in the engine cover, it may end up in a connector for the oil line to the cylinder head. Restriction of oil flow by this debris can cause the camshaft to be starved of oil, leading to possible seizure of the camshaft in the cylinder head. This would result in the engine losing power, and eventually stopping, which could create the risk of a crash if the vehicle were to stop in traffic.

- 6) A chronology of all principal events that were the basis for the determination that the defect related to motor vehicle safety, including a summary of all warranty claims, field or service reports, and other information with their dates of receipt:

9/1/2009 - Kawasaki Heavy Industries, Ltd. receives information from KMC that 4 warranty claims have reported camshaft seizure due to foreign debris stuck in an oil banjo bolt, and initiates inspection of the current mass production parts to determine the cause of this failure.  
November, 2009 - KHI confirms that the foreign debris stuck in the failed unit is the same material as a plastic plug used to mask paint in the painting process.  
11/14/2009 - KHI receives 3 additional claims from KMC.  
December, 2009 - KHI confirms, by duplicating some tests, that the stuck debris can cause camshaft seizure.  
1/5/2010 - KHI decides to initiate a recall campaign and advises KMC of its intent.

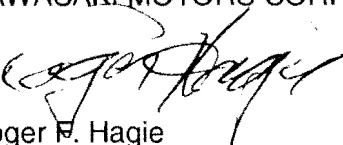
- 7) The manner in which and the date when the information about the defect was obtained: See above.
- 8) A description of the manufacturer's program for remedying the defect. The estimated date on which it will begin sending notifications to owners that there is a safety-related defect: Recall Service Bulletins will be sent to all Kawasaki motorcycle dealers. Target date for sending these Bulletins is January 21, 2010. Using warranty records, Kawasaki will send a Recall Notice to all owners of the affected model. This will direct the owner to contact the dealer to arrange for inspection of the oil line, and repair if needed. Target date for mailing these notices is January 25, 2010. A draft copy of this notice will be forwarded to NHTSA for review and approval as soon as it is available.

Note: KMC requests that NHTSA defer posting information concerning this Recall to its web site until January 26, 2010, the date of the customer notification. This way, KMC will have the opportunity to notify its dealers prior to public release of this information; dealer will thus be able to provide information to answer customer inquiries.

- 9) A representative copy of all notices, bulletins and other communications that relate directly to the defect or noncompliance. Copies of the final Recall Bulletin and Customer Recall Notice will be forwarded to NHTSA once they become available.

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

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



Roger F. Hagie  
Director Public Affairs