

July 6, 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 2010 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 Motors Enterprise (Thailand) Co., Ltd. (KMT) 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 Kawasaki 2009 EX650C9F/FL and 2010 EX650CAF/FL "Ninja® 650R" models.

Model	Beginning VIN	Ending VIN
EX650C9F/FL	JKAEXEC1✓9DA21533	JKAEXEC1✓9DA46968
EX650CAF/FL	JKAEXEC1✓ADA47092	JKAEXEC1✓ADA53371

"L" model indicates CA specification.

- 3) The total number of vehicles potentially containing the defect: 6764 units
- 4) The percentage of vehicles or items of equipment estimated to actually contain the defect: For purposes of this recall, 100% of the vehicles are assumed to be affected.
- 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 – the right rear portion of the lower cowl (fairing) can interfere with the operator's foot while in the process of applying the rear brake.

Detail – a lip of the lower cowl runs just inboard of the rear brake pedal on the right side of the motorcycle. It is possible that the right combination of rider foot position and footwear could result in the operator's foot making contact with the lip of the cowl while attempting to apply the rear brake. This could diminish the operator's control over brake force application or distract the operator, leading to a risk of a crash.

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- 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:

February 16, 2010 - Kawasaki Heavy Industries, Ltd. (KHI), the vehicle designer, tested a version of this model as offered in the Japanese market. One of the test riders reported interference between his riding boot and the cowling while attempting to apply the rear brake.

February - May 2010 - KHI conducts an investigation of this symptom. KHI determines that a unique combination of rider foot position and footwear can result in interference while applying the rear brake.

June 29, 2010 - Although there have been no reports of this phenomenon from the markets where this model is sold, KHI determines to take recall action.

- 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 July 16, 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 corrective action, which will consist primarily of the installation of a guard to prevent the operator's foot from getting hung up on the cowling lip. Target date for mailing these notices is July 19, 2010. A draft copy of the customer letter 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 July 19, 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 Hagie
Director, Public Affairs