



Kawasaki Motors Corp., U.S.A.

July 7, 2011

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 2011 model year Kawasaki Motorcycles. The following information, constituting a Defect Report, provides the information immediately available. Additional information needed to fully comply with the reporting requirements of 49 CFR Part 573.5(c) will be submitted in a subsequent report.

- 1) The manufacturer's name: The affected motorcycles were manufactured by Kawasaki Heavy Industries, Ltd., and imported to the U.S. by KMC, which will be responsible for conduct of this recall campaign.
- 2) Identification of the affected vehicles potentially containing the defect: The affected models are shown below.

Model	Begin. VIN	End VIN
ZX1000JBL and JBFL (CA Spec)	JKAZXCJ18BA000069	JKAZXCJ13BA004840
ZX1000KBL and KBFL (CA Spec)	JKAZXCK17BA000014	JKAZXCK14BA000875

- 3) The total number of vehicles potentially containing the defect: A total of 2560 of the affected models were imported to the U.S.
- 4) The percentage of vehicles or items of equipment estimated to actually contain the defect: unknown 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 - damage to the wiring harness can result in unexpected engine stoppage. Detailed - it is possible for a portion of the wiring harness to become pinched between the rear subframe and the rear fender or between the rear subframe and the bolt holding the seat cover. This can damage the harness and wiring and result in a short between wires and the frame or within wires, which could result in the engine stopping suddenly.

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Santa Ana, California
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9950 Jeronimo Road
Irvine, California
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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:
- May 30, 2011 - KHI begins endurance test protocol for 2012 M.Y. ZX1000K.
 - Jun 3 - Part way through the test, a fuse blows, stopping the engine. Investigation reveals an exposed wire at the rear subframe/fender junction.
 - Jun 6 - Investigation indicates that a boss added to the rear fender before the start of 2011 mass production reduced the space for routing of the wire harness in such a way that the harness could be pinched. No reports of failure have been received from any 2011 units in the market.
 - Jun 9 to Jun 20 - KHI conducts endurance test of alternate routing.
 - Jun 29 KHI determines existence of defect in 2011 mass production models, and orders 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: not yet determined.
- 9) A representative copy of all notices, bulletins and other communications that relate directly to the defect or noncompliance. These will be supplied when they are finalized. In addition, KMC will provide for NHTSA review and approval a copy of the customer letter, once it has been prepared.

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