

# Technical BULLETIN

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## SAFETY RECALL

This modification has top priority. This bulletin must be performed immediately to ensure customer federal regulation compliance

NOTE: Bulletins that announce a recall will have an "R" at the end of the bulletin number.

### CERTAIN 2012 and 2013 XTZ12 ("Super Ténéré") Motorcycles FACTORY MODIFICATION CAMPAIGN – Engine Does Not Return to Idle

#### i

#### INTRODUCTION

Yamaha Motor Corporation, U.S.A. has decided that a defect which relates to motor vehicle safety exists in certain 2012 and 2013 XTZ12 ("Super Ténéré") motorcycles. In affected motorcycles, it is possible for a gap to open in the protective caulking in the joint area connecting the lead wires for the accelerator position sensor (APS) and throttle position sensor (TPS) to the Electronic Control Unit (ECU). This gap can allow corrosion to form on the wire surfaces, changing electrical resistance, causing the ECU to receive incorrect signals. If this happens, engine speed may not return to idle when the throttle is released, which could result in loss of control and a crash with injury or death.

To correct this defect, Yamaha is initiating a Factory Modification Campaign. Affected units must have the defective wire lead connection bypassed with a new sub lead harness multi-connector.

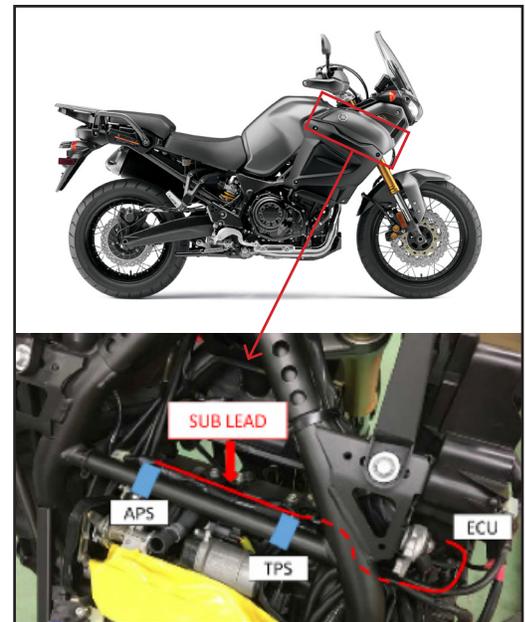
Yamaha is notifying all registered owners of affected motorcycles by mail. A copy of this letter is included in this bulletin. The customer should take this letter along with the affected motorcycle to an authorized Yamaha dealer for modification.

If your dealership was invoiced for one or more affected units, a computer report listing all affected motorcycles invoiced to your dealership is mailed with this bulletin. Use the list to help ensure all affected motorcycles are modified. All sold motorcycles that have been registered with Yamaha will show the customer's name and address.

You must modify all affected motorcycles in your inventory as well as all customer-owned motorcycles brought to you for this service. If you purchase a motorcycle from another dealer or Yamaha, check to see if the procedures in this bulletin have already been performed before you sell the motorcycle.

**Motorcycles that are affected should not be operated until they are modified. It is a violation of Yamaha policy for your dealership to deliver any affected motorcycle to customers until the procedures in this bulletin are performed.**

When the modification on each motorcycle is performed, follow the Warranty Information section of this bulletin to receive reimbursement. Be sure to use the Factory Modification Campaign procedures in Chapter 7 of the Warranty and Y.E.S. Handbook (LIT-11760-00-16).





## DEALER ACTION SUMMARY

### Unsold &

**Sold Units:** Use YDS Unit Status to check to be sure the unit is affected and that it is not already modified, and then install the XTZ12 Wire Harness Kit as instructed in this bulletin.

**Parts:** Yes. Order an XTZ12 Wire Harness Kit for each affected unit. See the *Parts Information* section.

**Warranty:** Factory Modification Campaign. See the *Warranty Information* section of this bulletin. This modification applies to all affected units regardless of ownership or warranty status.

### Notify

**Customers:** Yes, you must immediately contact any customer if a motorcycle shows as unregistered on the enclosed report. Yamaha has sent letters to customers whose motorcycles were registered with Yamaha as of 10/25/2018.



## AFFECTED RANGE

XT12Z DP03E-0000002~0004106  
XT12ZC DP03Y-0000007~0000760



## SERVICE PROCEDURES

Refer to the Service Manual (LIT-11616-25-09) as necessary.

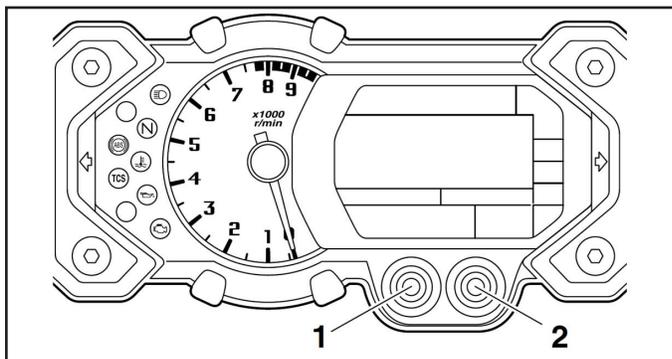
### NOTICE:

Set the engine stop switch to “” position to prevent the engine from starting.

### Check for Fault Codes with Diagnostic Mode

#### Setting the Diagnostic Mode

1. Turn the main switch to “OFF.”
2. Disconnect the wire harness coupler from the fuel pump.
3. Simultaneously press and hold the right set button “1” and left set button “2.” Turn the main switch to “ON,” and continue to press the buttons for 8 seconds or more.



### TIP:

All displays on the meter disappear except odometer displays.

4. When “DIAG” appears on the odometer LCD, simultaneously press the right set button and left set button for 2 seconds or more to set the diagnostic mode.

**TIP:**

The diagnostic mode number “d: 01” appears on the clock LCD.

5. Select the diagnostic code number corresponding to the fault code number by pressing the right set button and left set button. Check the malfunction code history with the diagnostic system mode D: 61.
  - No history: 00
  - History exists: 11-70: Fault code number  
If there are malfunction codes in the past history, check and repair them before starting this modification procedure.

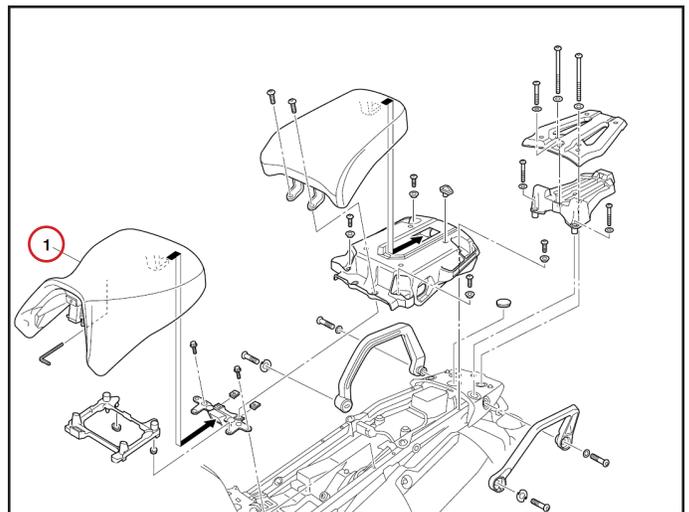
**TIP:**

- If more than one malfunction is detected, the display switches every two seconds to show the fault code numbers of all malfunctions in a repeating cycle.
- The malfunction code(s) will be deleted in the later step of this service procedure.

**Remove Circled Parts of the Seat, Side Cowling, Air Ducts, Fuel Tank and Air Filter Case**

**Remove the seat.**

1. Rider seat

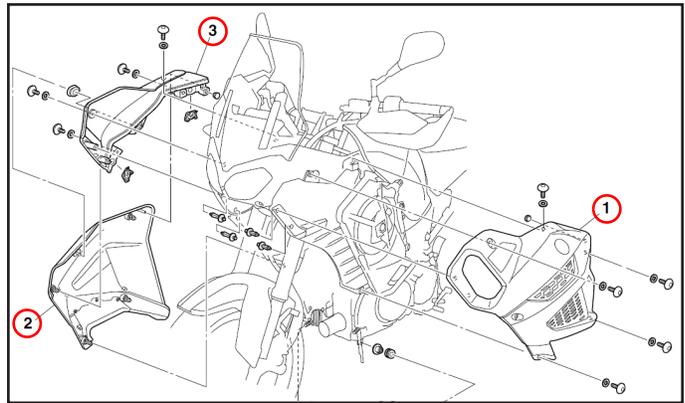


### Remove both side cowlings.

1. Left side cowling
2. Right side cowling
3. Right side panel

#### **NOTICE:**

Make sure not to lose the nut spring and washer plate during the modification procedure.



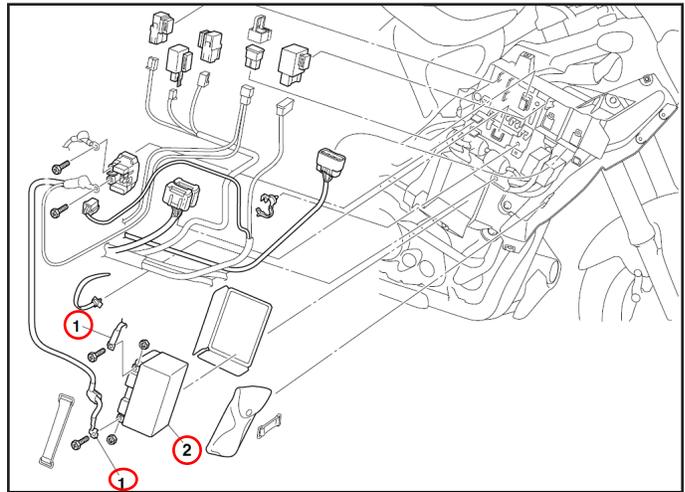
### Remove the Battery

1. Battery leads (negative/positive)

#### **TIP:**

The battery positive nut will fall when the battery lead is removed.

2. Battery



### Remove the Fuel Tank

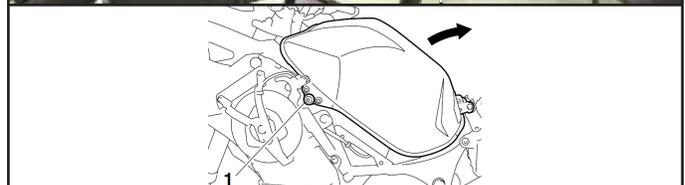
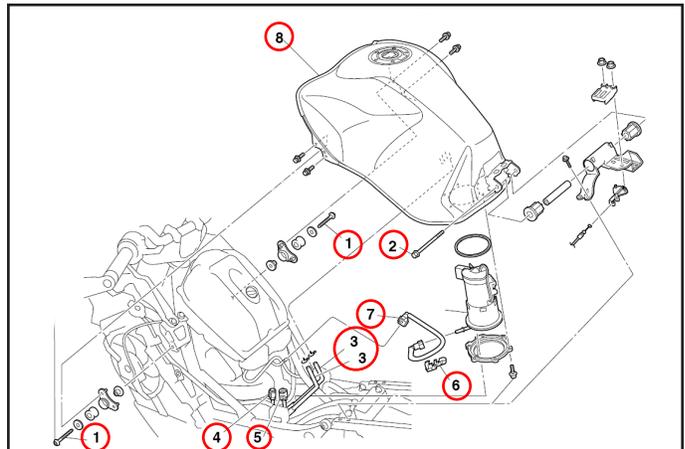
1. Front fuel tank bolt
2. Fuel tank flange bolt (loosen)
3. Fuel tank overflow hose / breather hose
4. Fuel pump coupler
5. Fuel sender coupler
6. Fuel hose holder
7. Fuel hose
8. Fuel tank

#### **⚠ WARNING**

Cover fuel hose connections with a cloth when disconnecting them. Residual pressure in the fuel lines could cause fuel to spurt out when removing the hose.

#### **NOTICE:**

When lifting up the fuel tank, be careful not to pull the fuel tank overflow hose and fuel tank breather hose.

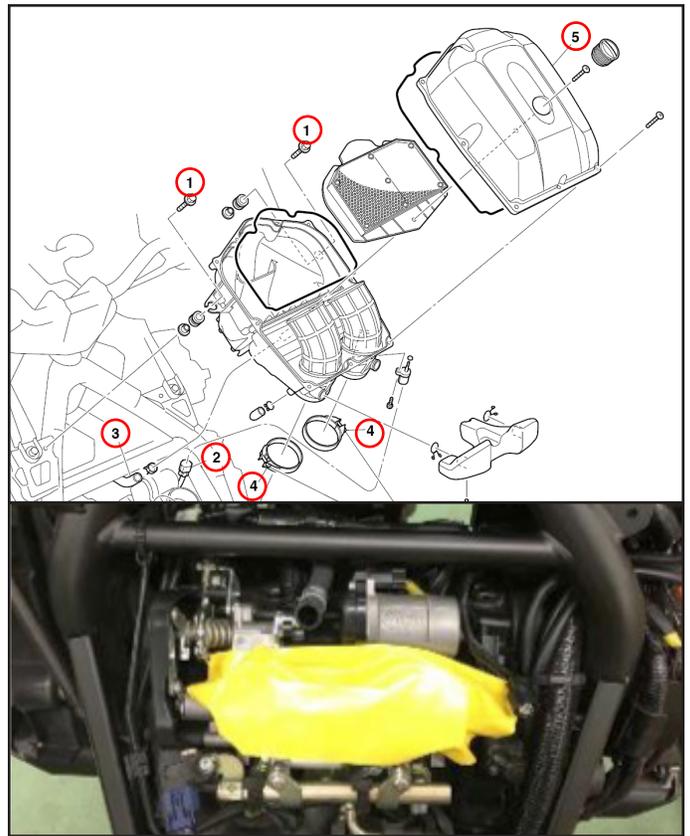


## Remove the Air Filter Case

1. Air filter bolts
2. Intake air temperature sensor coupler
3. Cylinder head breather hose
4. Air filter case joint clamp screw (loosen)
5. Air filter case

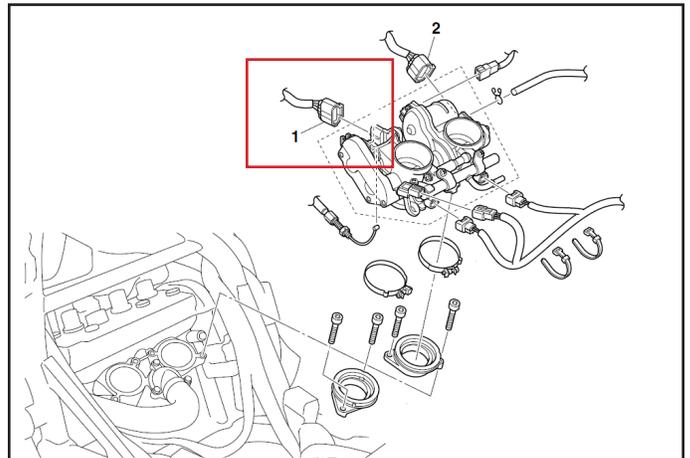
### **NOTICE:**

Cover the throttle body bores with tape to prevent foreign material entry into the engine.

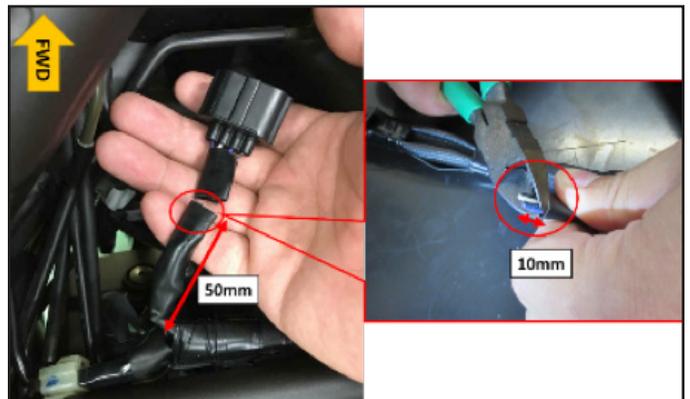


## Disabling the APS Coupler

1. Disconnect the original APS coupler and pull it out.



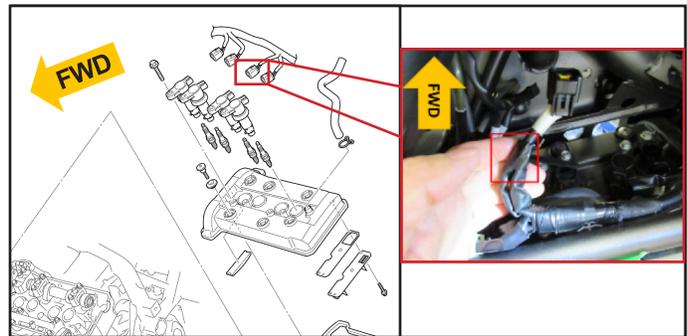
2. Carefully cut the original APS coupler harness 50mm from its junction point in the main harness as shown. Pull back the harness's protective tube, then cut the wire 10mm from the end.



- Cover the end of the APS coupler protective tube with electrical tape as shown.

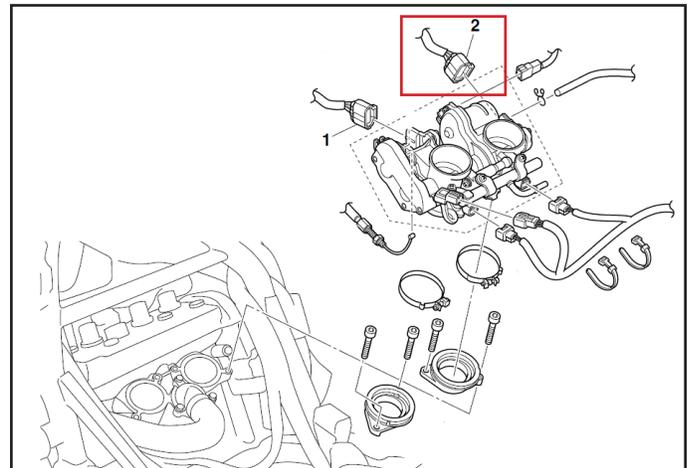


- Tape the APS coupler lead to the ignition coil coupler #2 as shown.

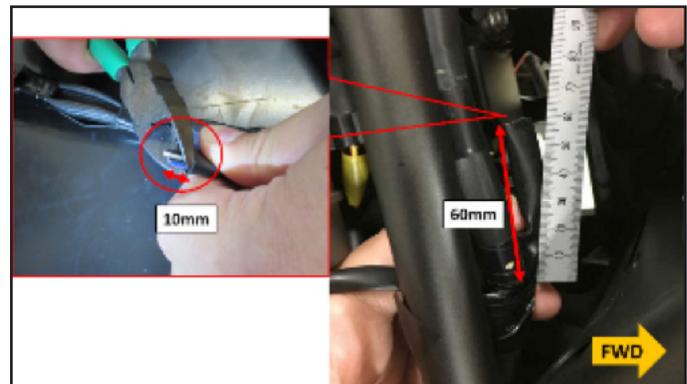


### Disabling the TPS Coupler

- Disconnect the original TPS coupler and pull it out.



- Carefully cut the original TPS coupler harness 60mm from its junction point in the main harness as shown. Pull back the harness's protective tube, then cut the wire 10mm from the end.

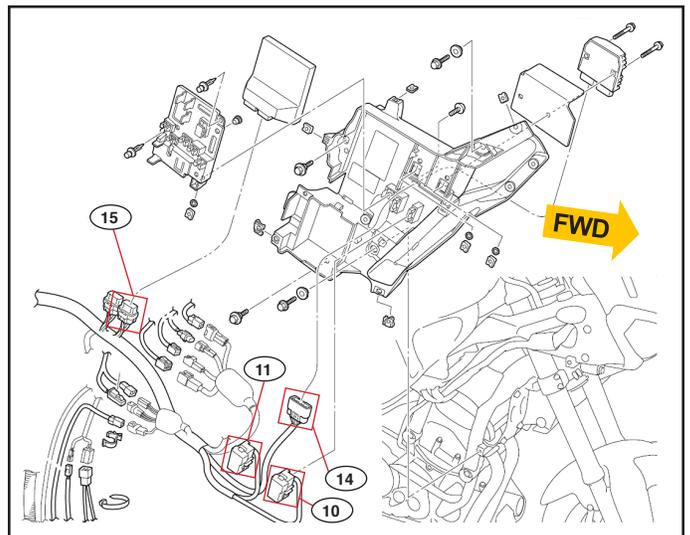
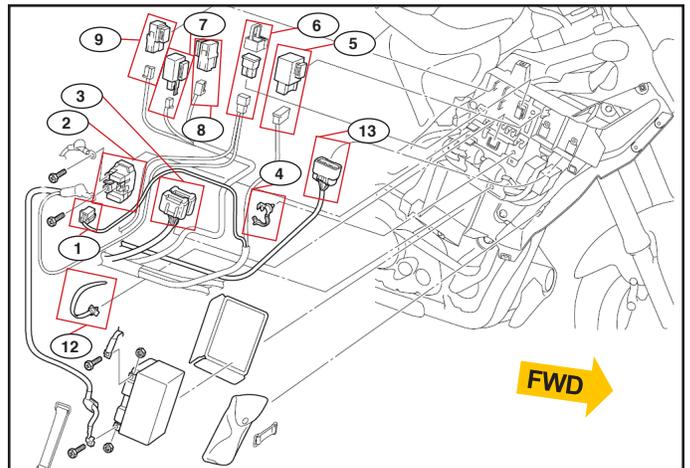


- Follow the same process used to cover the APS harness to cover the TPS coupler protective tube with electrical tape.



### Remove the Electrical Components Tray

- Starter relay coupler
- Starter relay
- Joint coupler
- Clamp
- Starting circuit cut-off relay
- Main fuse
- Turn signal relay
- Radiator fan motor relay
- Headlight relay
- Fuse box 1
- Fuse box 2
- Clamp
- Rectifier/regulator coupler
- Stator coil coupler
- ECU coupler (forward side)



## Route the New Sub Lead Harness from the ECU to the APS/TPS

1. Set the sub lead harness along the main wire harness, and then route the sub lead harness towards the right side of the machine, under the main frame.

The top of sub lead is routed under main harness as shown to the right.



### TIP:

Do not connect the APS/TPS coupler to the throttle body at this time.



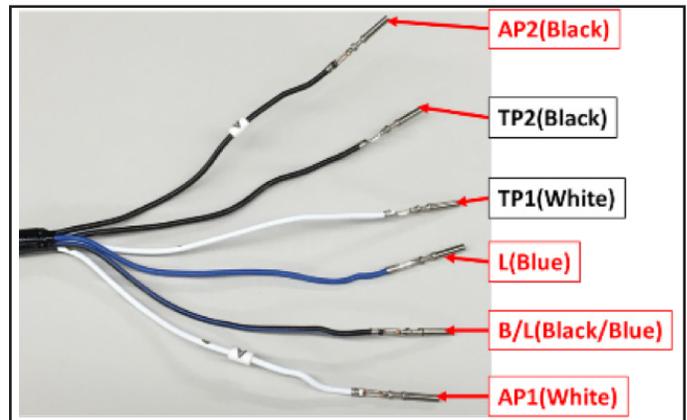
## Exchanging the Terminals of the ECU Coupler for APS

### TIP:

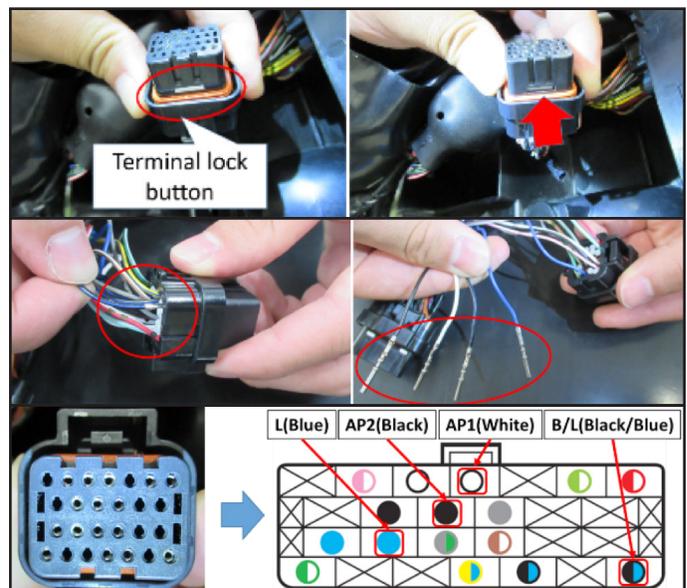
Do not replace TP1 (White) and TP2 (Black) in this step.

Detail of Sub Lead Terminal

AP1 (White) and AP2 (Black) lead wire have an "A" label.



1. Disconnect the 16-pin ECU coupler from the ECU, and then push the white button and release the lock of the terminals. The ECU has two couplers. The 16-pin coupler is the smaller one.
2. Carefully pull out the L (Blue), B/L (Black/Blue), AP1 (White) and AP2 (Black) terminal from ECU coupler. If the lock is correctly released, you can pull out the terminals easily by hand.
3. Insert the new L (Blue), B/L (Black/Blue), AP1 (White) and AP2 (Black) terminal of the sub lead wire to each slot of ECU coupler, and then return the lock button to locking position and lock the terminals. If the terminals are insufficiently inserted, you cannot push the lock button into the locking position.

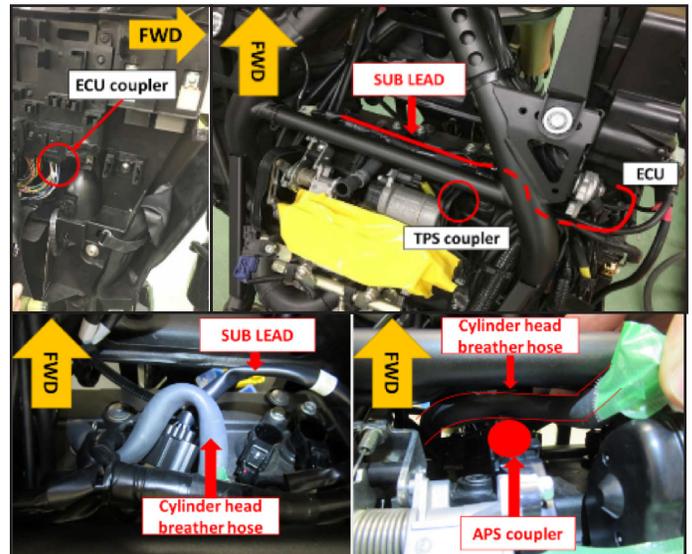


### Check the APS Signal

4. Connect the ECU coupler (smaller one) to the ECU. Route the APS coupler under the cylinder head breather hose and connect the APS coupler of sub lead harness to the throttle body.
5. Connect the battery and battery leads (negative/positive).
6. Enter the diagnostic system to check the APS signal.
  - Check the APS signal1 with diagnostic mode D:14. Closed position value is 12~22.
  - Check the APS signal2 with diagnostic mode D:15. Closed position value is 9~25.

Be sure the position value is properly linked with throttle grip action.

7. Turn off the main switch, and then disconnect the battery leads (negative/positive).

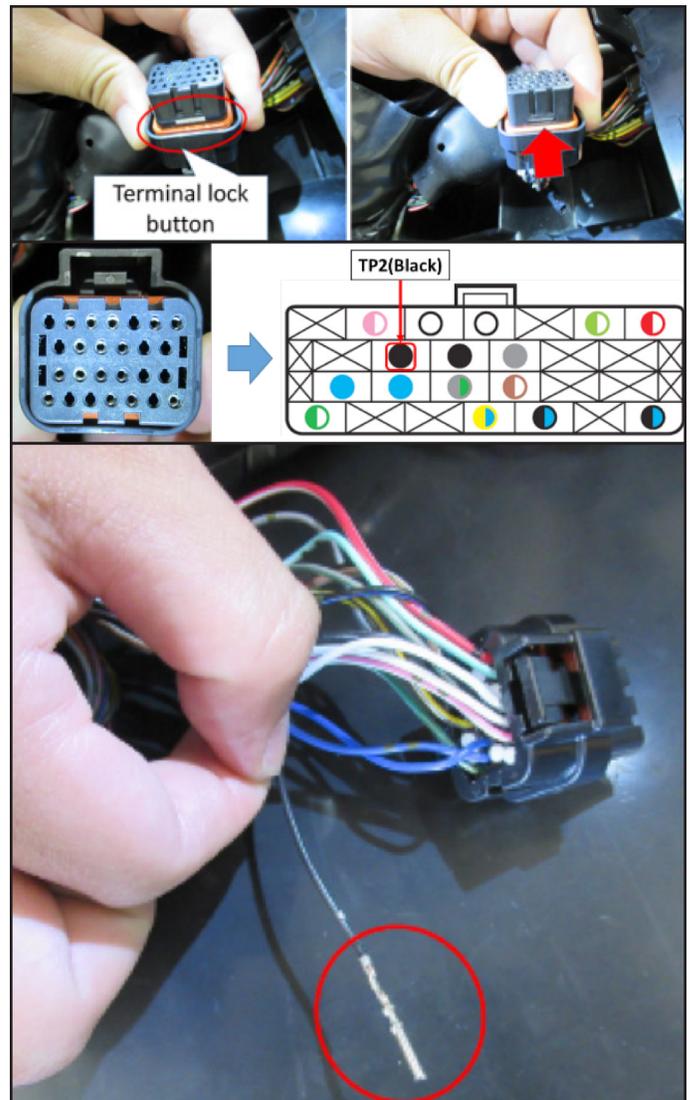


### Exchanging the Terminal of the ECU Coupler for TPS Signal 2

1. Disconnect the 16-pin ECU coupler from the ECU again, and then push the white button and release the lock of the terminals.
2. Carefully pull out the TP2 (Black) terminal from ECU coupler. If the lock is correctly released, you can pull out the terminal easily by hand.
3. Insert the new TP2 (Black) terminal of the sub lead wire to the slot of ECU coupler, and then return the lock button to locking position and lock the terminals. If the terminals are insufficiently inserted, you cannot push the lock button into the locking position.

#### TIP:

The TP2 (Black) lead wire does not have a label.



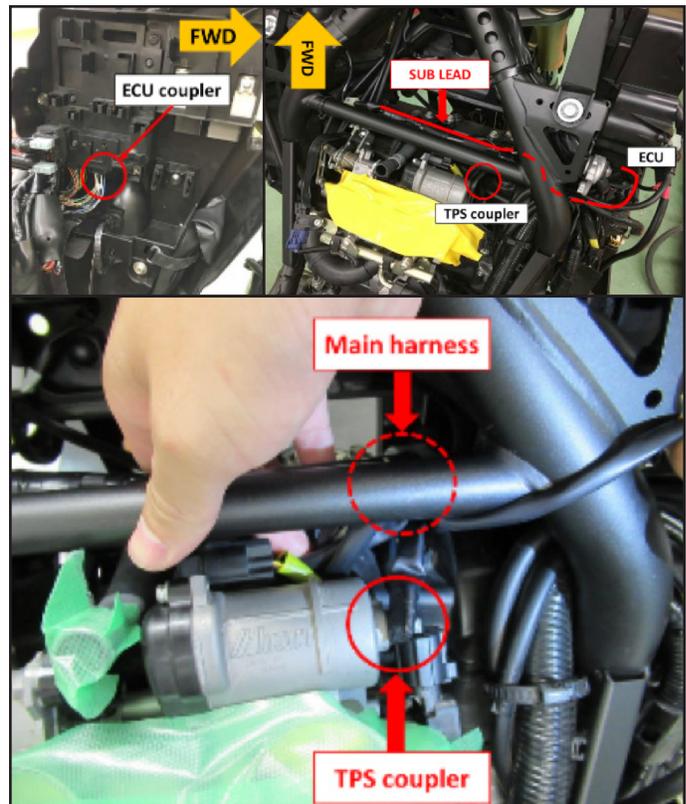
### Check the TPS Signal 2

1. Connect the ECU coupler (smaller one) to the ECU and TPS coupler of sub lead harness to the throttle body.
2. Connect the battery leads (negative/positive). Turn on the main switch.
3. Enter the diagnostic system to check the TPS signal.
  - Check the TPS signal 2 with diagnostic mode D:13. Closed position value is 7~23.

#### TIP:

The position value is not linked with throttle grip action because TP1 lead wire is not connected.

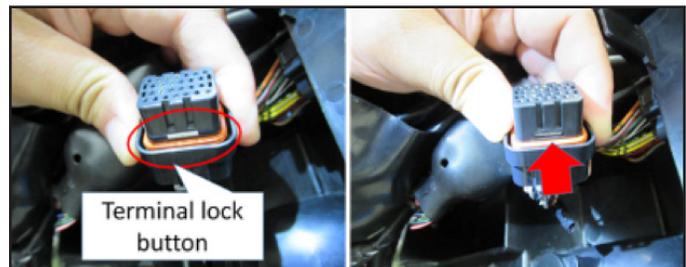
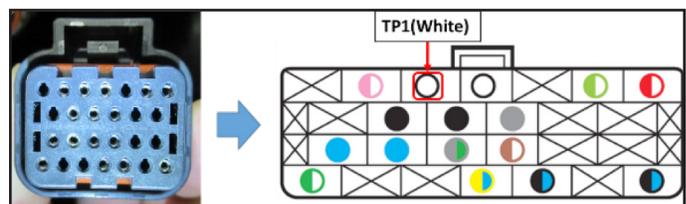
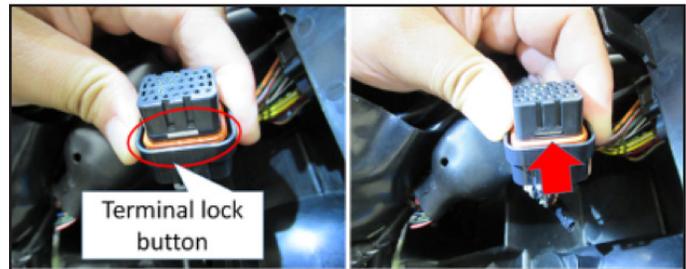
4. Turn off the main switch, and then disconnect the battery leads (negative/positive).



### Exchanging the Terminal of the ECU Coupler for TPS Signal 1

Disconnect the 16-pin ECU coupler from the ECU again, and then push the white button and release the lock of the terminals.

1. Pull out the TP1 (White) terminal from ECU coupler. If the lock is correctly released, you can pull out the terminal easily by hand.
2. Insert the new TP1 (White) terminal of the sub lead wire to the slot of ECU coupler, and then return the lock button to locking position and lock the terminals.

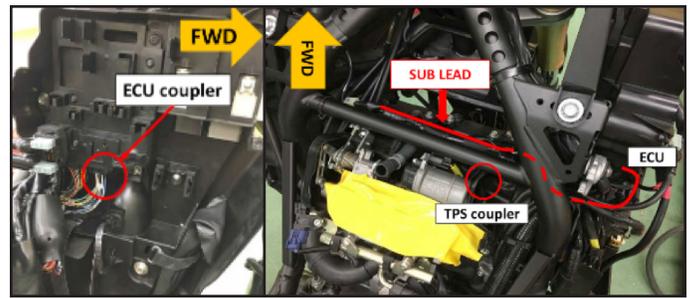


### Check the TPS Signal 1

1. Reconnect the ECU coupler to the ECU.
2. Connect the battery leads (negative/positive). Turn on the main switch.
3. Enter the diagnostic system to check the TPS signal.
  - Check the TPS signal 1 with diagnostic mode D:01. Closed position value is 9~20.

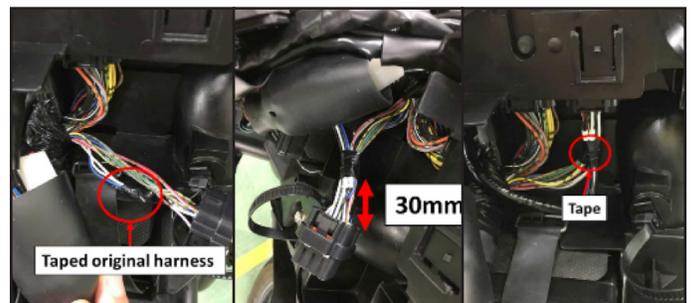
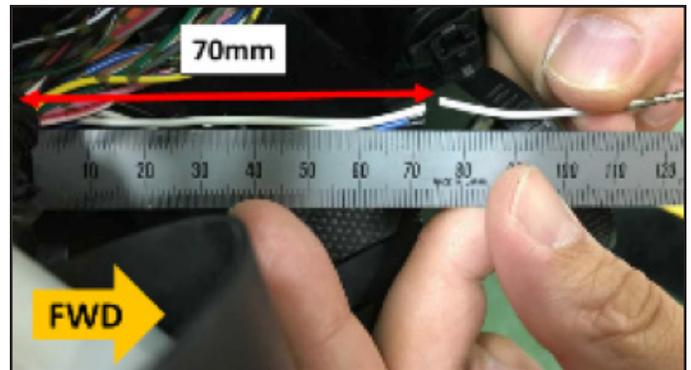
Be sure the position value is linked with throttle grip action.

4. Turn off the main switch, and then disconnect the battery leads (negative/positive).



### Remove the ECU Lead Wires

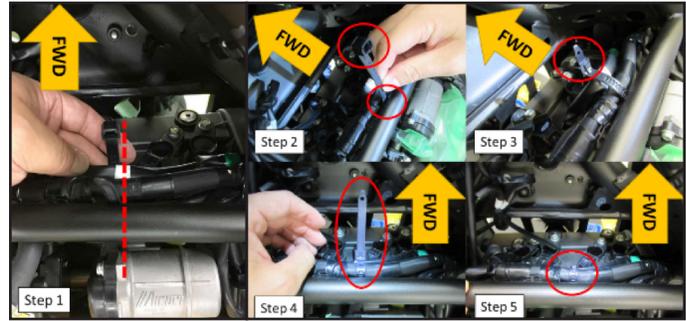
1. Carefully cut off the unnecessary original TPS lead wires of the ECU coupler 70mm from the turning point as shown.
2. Tape the original lead wires tightly. Combine the original lead wires and new lead wires together and neatly tape them as shown.



## Secure Sub Harness with Original Main Harness

### Clamp Area 1

1. Set the sub lead harness under the original main harness. Aim the clamp position on the extension line of right side of the edge of throttle servomotor case as shown.
2. Set the clamp between main harness and frame from the bottom as shown.
3. Tighten both sub harness white seal area and original harness.
4. Push the edge of the clamp forward to the cylinder head cover side. **NOTICE: Do not touch the edge at cylinder head cover.**
5. Complete process.



### Clamp Area 2

1. Set the clamp between the main harness and frame from the bottom as shown.
2. Tighten both the sub harness green seal area and original harness.
3. Push the edge of the clamp forward to cylinder head cover side. Keep the tip of the clamp in position where it is level with the cylinder head cover.



### Clamp Area 3

Use electrical tape to secure the insulated wiring splice to the battery negative terminal higher than a horizontal position as shown to prevent from water entering into sub harness.



### Reassemble the unit

Reassemble each removed part in reverse order.

### Delete the malfunction code (Under confirming error code)

Recheck the malfunction history of diagnostic system. This modification procedure will cause the diagnostic system to find malfunction codes 15 and 22. Delete the malfunction history code with the diagnostic mode D: 62.



## IDENTIFICATION PROCEDURE

After modifying a unit, make sure to properly record and submit the special warranty claim for this safety recall to ensure not only correct reimbursement but also to update the units repair history in Yamaha's data base.



## PARTS INFORMATION

### PARTS INFORMATION

Part Number	Description	Application	Dealer Cost
90891-30131-00	XT1200Z Wire Harness Kit	XT1200Z (2012-2013)	\$30.76



Kit Part Contents		
No.	Part Name	Qty
1	Wire sub lead	1
2	Clamp (Black)	2
3	Electrical tape	1



## WARRANTY INFORMATION

This modification is authorized for all affected vehicles, both sold and unsold, regardless of ownership or warranty status.

### Sold Units

The owner of each registered unit will receive a letter announcing this campaign.

### Unsold Units and Any Sold Units Brought to You for Modification

This modification is authorized for all affected vehicles, both sold and unsold, regardless of ownership or warranty status. You do not need the customer's letter to perform the modification or to file for reimbursement.

Submit a Recall Claim for the parts and labor as described below using Campaign Number **990122**, and choose Modification. The labor allowance is **2.0 hours**.

### YDS:

To submit your Recall Claim in the new warranty system on YDS, go to *Service>Warranty Claims/Authorization > Claims/Authorization > New>Warranty Claim*. Then, from the menu, select *Recall/ Service-Per-Bulletin Claim*.

The screenshot shows a web interface with three main sections: **Warranty Claim**, **Warranty Authorization**, and **Shipping Damage**. Under **Warranty Claim**, the option **Recall / Service per Bulletin** is selected and highlighted with a red box. Other options include 'Warranty / Y.E.S. Claim - If request is under \$1500' and 'Parts and ACC Quality Assurance Claim'. The 'Continue' button is at the bottom right.

The screenshot shows the 'Unit Recall/Service Campaign' form. A red box highlights the 'Campaign #' dropdown menu, with an arrow pointing to it from a text box that says 'Enter Campaign Code 990122 Here'. The form includes fields for 'Primary ID', '(OR) VIN/HIN', 'Finish Date', and 'Miles or Hours'. A 'Please Select Repair Option' dropdown is also present. A table with columns 'Primary ID', 'Finish Date', 'Miles or Hours', 'LOM', and 'Repair Option' is visible on the right. Navigation buttons for 'STEP 1: Get Repair Options >>', 'STEP 2: Add >>', and 'STEP 3: Submit' are at the bottom.

If you have any questions about proper procedures for Factory Modification Campaigns, see Chapter 7 in your Warranty and Y.E.S. Handbook (LIT-11760-00-16).



YAMAHA MOTOR CORPORATION, U.S.A. 6555 Katella Avenue, Cypress, CA 90630-5101 800-962-7926

### IMPORTANT SAFETY RECALL NOTICE

This notice applies to your vehicle, VIN xxxxxxxxxxxxxxxxx

Model:

October 26, 2018  
990122

Dear Yamaha Owner:

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act. Yamaha Motor Corporation, U.S.A. has decided that a defect which relates to motor vehicle safety exists in certain 2012 and 2013 XTZ12 ("Super Ténéré") motorcycles. Our records indicate that you own the affected motorcycle shown above.

**The reason for this recall:**

In affected motorcycles, it is possible for a gap to open in the protective caulking in the joint area connecting the lead wires for the accelerator position sensor (APS) and throttle position sensor (TPS) to the Electronic Control Unit (ECU). This gap can allow corrosion to form on the wire surfaces, changing electrical resistance, causing the ECU to receive incorrect signals. If this happens, engine speed may not return to idle when the throttle is released, which could result in loss of control and a crash with injury or death.

**What Yamaha and your dealer will do:**

To correct this defect, your authorized Yamaha dealer will bypass the defective wire lead connection with a new sub lead harness multi-connector. The procedure takes about 2 hours to do, but be aware that your Yamaha dealer may need to keep your motorcycle longer. **There will be no charge to you for this procedure.**

**What you should do now:**

Please call your Yamaha dealer to make a service appointment to have this procedure performed. At that same time, you can find out how long they expect to keep your motorcycle for this service. Remember to take this letter with you when you take in your motorcycle.

**Only ride your motorcycle to the dealership to be repaired. You should avoid riding your affected motorcycle shown above whenever possible until you can get it to the dealer to have this modification performed.**

If you are unable to return to the Yamaha dealer who sold you the motorcycle, this service will be performed by any authorized Yamaha motorcycle dealer. For the name of a dealer near you, call 1-800-88-YAMAHA or visit the Yamaha web site at [www.yamaha-motor.com](http://www.yamaha-motor.com).

If you have had this repair performed before you received this letter, you may be entitled to receive reimbursement for the cost of obtaining a pre-notification remedy of the problem associated with this repair. For more information, contact Yamaha Customer Relations at 1-800-962-7926.

Federal regulations require that any vehicle lessor receiving this recall notice must forward a copy of this notice to the lessee within 10 days.

**If you need help:**

If, after contacting your dealership, you have questions or concerns which the dealership is unable to answer, please write to:

Yamaha Motor Corporation, U.S.A.  
Customer Relations Department  
P.O. Box 6555  
Cypress, CA 90630

Or call: 1-800-962-7926

If, after contacting Yamaha Customer Relations, you are still not satisfied that we have done our best to remedy the situation without charge and within a reasonable time, you may submit a written complaint to the Administrator, National Highway Traffic Safety Administration, 1200 New Jersey Avenue, SE., Washington, DC 20590; or call the Auto Safety Hotline at 1-888-327-4236 (TTY: 1-800-424-9153); or go to <http://www.safercar.gov>. Refer to campaign18V-695.

**If you no longer own this Yamaha:**

If you have sold your motorcycle to another party, please call us toll-free at 1-800-962-7926 with the name and address of the new owner, along with the serial number shown above your name on the address label above.

We're sorry to cause you any inconvenience, but we are sincerely concerned about your safety and continued satisfaction with our products. Thank you for giving your attention to this important matter.

Sincerely,  
Service Support Group  
Yamaha Motor Corporation, U.S.A.

ROUTE TO:  SERVICE  PARTS  WARRANTY  SALES