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October 04, 2018

Chief Administrator
National Highway Traffic Safety Administration
Associate Administrator for Safety Assurance (NVS-215)
1200 New Jersey Avenue SE,
Washington, DC 20590

Regarding: Certain 2012 and 2013 model XTZ12 (Super Ténéré), Wire Harness Inspection and Repair, Factory Modification Campaign.

Dear Sir/Madam:

The purpose of this correspondence is to provide preliminary information required by 49 CFR 573 and the National Traffic and Motor Vehicle Safety Act regarding a defect notification campaign we are initiating. Provided via the recall portal are draft copies of the Owner's notification letter, for Agency approval, and the dealer technical bulletin. The envelope format and label has previously been approved by the Agency for prior campaigns.

1. Manufacturers Name: Yamaha Motor Company, Ltd.
2500 Shingai
Iwata, Japan

Imported Vehicle Distributor: Yamaha Motor Corporation, U.S.A.
6555 Katella Avenue
Cypress, California 90630
2. Vehicles Affected: Make: Yamaha
Model: 2012 Model Year XTZ12 Motorcycles
Model: 2013 Model Year XTZ12 Motorcycles

Nominal Engine Displacement: The XTZ12 (Super Ténéré) is 1199cc,

Production Period: Affected models were produced between 06/01/2011 – 08/27/2013

3. The campaign addresses an internal connection issue within the wire harness. A terminal splice affecting the ECU, Air Pressure Sensor and the Throttle Position Sensor may be affected by oxidation/heat and under certain condition may increase its resistance and provide values out of specification to the ECU. With an improper signal provided it is possible that engine speed may not return to specified rpm.

4. Total number of subject vehicles: Current estimate: 4,736 units. This will be updated in a supplemental report as we finalize the affected VIN range.
5. VIN Range: Tentative range will be supplied in forthcoming draft Technical Bulletin. Likewise, this will be updated in a subsequent report as data is confirmed.
6. The campaign involves the installation of a sub-wire harness lead, bypassing and replacing the section of the wire harness with the suspect splice. In affected motorcycles, a faulting wire splice may provide inaccurate values to the ECU because of increase resistance. Therefore, there is a possibility that engine speed may not return to specified rpm even when the throttle is released/returned to idle position. Please refer to the draft Technical Bulletin which will be furnished to the Agency and Yamaha dealers upon completion describing the situation which is the subject of the campaign.
7. On September 26th, 2018 Yamaha Motor Corporation USA was informed by the manufacturer, Yamaha Motor Co. LTD that such a situation exists. This was determined pursuant to a quality control review, testing and a review of foreign models that use a substantially similarly part design.

We anticipate commencing dealer/owner notification shortly after the owner's notification letter is approved by NHTSA (draft copies of the Customer Notification Letter and Technical Bulletin is attached for your review), the affected VIN range is ascertained and the Technical Bulletin service procedure is confirmed and finalized by Yamaha service staff. Assuming the Agency can approve the letter within 5 days of receipt (perhaps October 12) we will have the letter and Technical Bulletin printed. Normal turn-around time is 3 working days for such printing. Hence the materials will be ready for mailing approximately October 18. Final copies of these notification documents will be forwarded to the Agency as soon as possible.

In the event we can answer any questions or provide supplemental information, please do not hesitate to contact me. My direct telephone number is 714-761-7842. The fax number is 714-229-7944. My email is brad_franklin@yamaha-motor.com.

Sincerely,

Bradley Franklin

Bradley Franklin
Manager, Government Relations

BRF/lf