

# Part 573 Safety Recall Report

# 21V-865

**Manufacturer Name :** Yamaha Motor Corporation, USA**Submission Date :** NOV 05, 2021**NHTSA Recall No. :** 21V-865**Manufacturer Recall No. :** 990152**Manufacturer Information :**

Manufacturer Name : Yamaha Motor Corporation, USA

Address : 6555 Katella Avenue

Cypress CA 90630-5101

Company phone : 800-962-7926

**Population :**

Number of potentially involved : 2,462

Estimated percentage with defect : 5 %

**Vehicle Information :**

Vehicle 1 : 2016-2020 Yamaha FJR13

Vehicle Type : MOTORCYCLES

Body Style : OTHER

Power Train : GAS

**Descriptive Information :** In previously modified units, under specific usage environment, the changes in the performance characteristics created by the ECU modification did not meet certain customers' usage requirements such as when performing high-rpm half-clutch start-offs in 1st gear and when excessively operating the throttle while using the clutch. Yamaha has performed extensive additional testing and verification and ascertained that the revised performance characteristics can be reprogrammed back into the ECU and maintain the integrity of the transmission and the previous repair campaign

Production Dates : DEC 01, 2015 - JUL 16, 2021

VIN Range 1 : Begin : JYARP29E6GA000002 End : JYARP29EXKA000822  Not sequentialVIN Range 2 : Begin : JYARP29Y3GA000002 End : JYARP29Y8KA000151  Not sequentialVIN Range 3 : Begin : JYARP30E0GA000001 End : JYARP30E8MA001165  Not sequentialVIN Range 4 : Begin : JYARP30Y7GA000006 End : JYARP30Y3MA000242  Not sequentialVIN Range 5 : Begin : JYARP31Y4JA000003 End : JYARP31Y3LA000092  Not sequential**Description of Defect :**

**Description of the Defect :** In certain affected motorcycles, a previous safety recall, 20V-813, directed the replacement of second due to inadequate strength under high stress loads. As a result, cracks may occur due to constant stress applied during repeated gear shift operation and, eventually, the gear could break. If transmission failure occurred and, in turn, the rear wheel could lock, increasing the risk of loss of control, increasing the risk of loss of control and a crash

FMVSS 1 : NR

FMVSS 2 : NR

**Description of the Safety Risk :** The side of second gear may not be strong enough to handle high speed loads. As a result, cracks may occur due to constant stress applied during repeated gear shift operation and, eventually, the gear could break. If this happens, the transmission and, in turn, the rear wheel, could lock

**Description of the Cause :** second pinion gear may not be strong enough to handle high speed loads. As a result, cracks may occur due to constant stress applied during repeated gear shift operation

**Identification of Any Warning that can Occur :** difficulty shifting, finding neutral and false neutrals may occur prior to gear breakage. Customers are urged not to operate the affected motorcycle until inspection and or modification is performed

## Involved Components :

**Component Name 1 :** ECU

**Component Description :** Electronic Control Unit

**Component Part Number :** B96-8591A-10

**Component Name 2 :** ECU

**Component Description :** Electronic Control Unit

**Component Part Number :** B96-8591A-50

**Component Name 3 :** ECU

**Component Description :** Electronic Control Unit

**Component Part Number :** B96-8591A-51

**Component Name 4 :** ECU

**Component Description :** Electronic Control Unit

**Component Part Number :** B96-8591A-80

## Supplier Identification :

### Component Manufacturer

**Name :** NR

Address : NR  
NR  
Country : NR

## Chronology :

November 2021, Yamaha Motor corporation USA was informed by the manufacturer, Yamaha Motor Co., LTD that such a condition could exist in previously modified units. This was determined pursuant to quality control review, testing and a review of foreign models that use substantially similar part design.

Units previously modified under campaign 20V813, customer owner or those reworked by the factory prior to sale will only be subject to ECU reprogramming.

## Description of Remedy :

Description of Remedy Program :	Affected units must have the main axle and drive axle assemblies replaced with the stronger parts and the Engine Control Unit (ECU) reprogrammed to prevent excessive rpm leading to second gear damage
How Remedy Component Differs from Recalled Component :	Second pinion gear is now forged and 2nd pinion on the main axel and 1st and 5th wheel gear on the drive axle have a small identification groove machined on them to aid identification
Identify How/When Recall Condition was Corrected in Production :	With the start of November 2020 production, the new style forged 2nd pinion gear on the main transmission axel and 1st and 5th wheel gear on the drive transmission axel are used for engine/transmission assembly

## Recall Schedule :

Description of Recall Schedule :	We anticipate commencing dealer/consumer notification shortly after the owner's notification letter is approved by NHTSA, the affected VIN range is ascertained, and the Technical Bulletin's service procedures are confirmed and finalized by Yamaha staff. assuming the Agency can review and approve the customer notification letter within 5 days of receipt (perhaps November 12th we will have the letter and technical bulletin printed. Normal turnaround time is 3 working days for such a printing. Hence the materials will be ready for mailing approximately November 18th. Final copies of these notification documents will be forwarded to the Agency as soon as possible.
Planned Dealer Notification Date :	NOV 19, 2021 - NOV 22, 2021
Planned Owner Notification Date :	NOV 19, 2021 - NOV 22, 2021

\* NR - Not Reported