



Kawasaki Motors Corp., U.S.A.

April 1, 2003

Mr. George Person
Associate Administrator for Safety Assurance
National Highway Traffic Safety Administration
400 Seventh St., S.W.
Washington, D.C. 20590

RECEIVED

2003 APR -7 P 4: 36

OFFICE OF DEFECTS
INVESTIGATION

03V-140 ① or ②

Re: Defect Report Pursuant to 49 CFR Part 573

Dear Mr. Person:

Kawasaki Motors Corp., U.S.A. ("KMC") has determined that a defect which relates to motor vehicle safety exists in certain 2001 and 2002 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 models were manufactured by Kawasaki Motors Enterprise (Thailand) Co., Ltd. ("KMT") and imported to the U.S. by KMC.
- 2) Identification of the affected vehicles potentially containing the defect: The affected models are the Kawasaki 2001 BN125-A4 and 2002 BN125-A5 (and A5L - California version) "Eliminator" as shown below. The affected vehicles were manufactured between 10/02/2000 and 02/07/2002.

MODEL -- YEAR	BEGIN VIN	END VIN
BN125-A4 -- 2001	JKABNRA1*1DA00574	04023
BN125-A5/L -- 2002	JKABNRA1*2DA04524	07565

- 3) The total number of vehicles potentially containing the defect: 5102
- 4) The percentage of vehicles or items of equipment estimated to actually contain the defect: Unknown, but 100% will be eligible for recall repair.
- 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 rear brake actuating cam can break where the actuating arm attaches to it, causing a loss of rear brake function.

Detailed description - The rear brake is a single-leading-shoe mechanical drum brake. The brake shoes are actuated by a cam that is rotated by the action of the rear brake pedal. Due to a change in vendor and material of the actuating cam when production of this model was shifted to KMT, the cam installed on the affected models can fracture from twisting (torsion) force if excessive pressure is applied to the brake pedal. The amount of force needed to fracture the cam is

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believed to be well in excess of the force needed to fully lock the rear brake, and is thus likely to occur from forces not normally involved in riding the motorcycle and using the rear brake to stop the vehicle. However, once the fracture has occurred, normal rear brake actuating forces can result in the separation of the cam, and loss of braking action from the rear brake.

- 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: This information will be supplied in a subsequent report.
- 7) The manner in which and the date when the information about the defect was obtained: This information will be supplied in a subsequent report.
- 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.

KMC will notify all Kawasaki motorcycle retailers via a Recall Service Bulletin. KMC will utilize its warranty registration records to notify all owners of the affected vehicles via First Class mail with a Recall Warning letter. The projected date of mailing for the customer letters is April 14. Customers will be advised to bring their motorcycle to an authorized Kawasaki dealer. Dealers will replace the rear brake actuating cam with one made from stronger material.

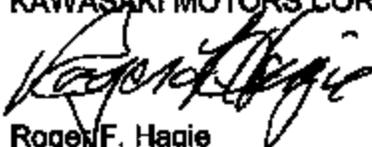
Note: KMC requests that NHTSA defer posting information concerning this Recall to its web site until April 14, the date of the customer notification. This way, KMC will have the opportunity to notify its dealers prior to public release of this information; dealers will thus be able to provide information to answer customer inquiries.

- 9) A representative copy of all notices, bulletins and other communications that relate directly to the defect or noncompliance.

A draft copy of the Customer Warning and Recall letter will be sent to NHTSA for approval when it becomes available. Copies of other relevant correspondence, such as the service bulletin and final customer letter will be forwarded to NHTSA upon finalization.

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