



Kawasaki Motors Corp., U.S.A.

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NVS-215

2004 JAN 12 A 10:46

December 23, 2003

OFFICE OF
DEFECTS INVESTIGATION

Via Mail and Facsimile: 202 366-7882

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

04V-008 ① of 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 2003 and 2004 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., of Akashi, Japan ("KHI"), and Kawasaki Motors Manufacturing Corp., U.S.A. of Lincoln, Nebraska ("KMM"); in both cases using engines manufactured by KHI. All are distributed in the United States by KMC, which will assume responsibility for conduct of this recall.
- 2) Identification of the affected vehicles potentially containing the defect:

Model	Model Year	Engine Number Range		# units in US
		Begin	End	
VN800-A10	2004	098877	100500	822
VN800-B8/B8L	2003	098219	098770	100
VN800-B9	2004	100548	100834	88
VN1500-E6	2003	126660	126980	30
VN1500-E7/E7L	2004	130459	132231	1042

- 3) The total number of vehicles potentially containing the defect: 2082.
- 4) The percentage of vehicles or items of equipment estimated to actually contain the defect: One hundred percent of the affected vehicles are assumed to contain the defect.
- 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: Accelerator pump diaphragms may be damaged from excessive assembly clamping pressure, thus allowing fuel to leak from the pump actuating rod area.

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Santa Ana, California
92799-5252

949/770-0400
Fax 949/480-5800
www.kawasaki.com

9850 Jaronimo Road
Irvine, California
92618-2084

Description: The accelerator pump diaphragm on the affected vehicles was changed to a slightly thicker rubber-based material. The thicker diaphragm had the effect of raising the clamping pressure exerted by the cap which secures the diaphragm to the carburetor body, creating stress concentrations in the material of the diaphragm. These weaken the diaphragm; a damaged diaphragm can leak fuel from the area of the carburetor that houses the actuating rod for the accelerator pump. Fuel leaks can lead to the risk of fire.

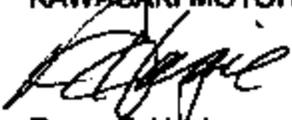
Note: some of the vehicles affected by this recall were also affected by Recall No. 03V-255. In that recall, fuel contamination was determined to have caused deterioration of the fuel pump diaphragm. The thicker diaphragms at issue in the present recall were used in production, and were also used to repair the vehicles affected under 03V-255.

- 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 provided in a subsequent report.
- 7) The manner in which and the date when the information about the defect was obtained; This information will be provided 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 retailers by means of a Recall Service Bulletin, which will be mailed to all dealers, as well as made available to dealers through a number of other distribution channels. Owners of affected vehicles will be notified by a Recall letter, mailed based upon KMC warranty registration records. Repair will consist of replacement of the accelerator pump diaphragm with a new diaphragm that is thinner, and made from a synthetic material. All Recall repairs will be performed by Kawasaki retailers at no cost to the consumer. KMC anticipates sending Recall Bulletins to dealers no later than January 18 with consumer notification beginning within a few days of that date. Any consumers that paid to have repairs performed outside of warranty coverage will be advised they can seek reimbursement from KMC for the costs of such repairs.

Note: KMC requests that NHTSA defer posting information concerning this Recall to its web site until January 23, the projected date of the customer notification. This way, KMC will have the opportunity to notify its dealers prior to public release of this information; dealer 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. These will be provided when finalized.

Sincerely,
KAWASAKI MOTORS CORP., U.S.A.



Roger F. Hagie
Director Public Affairs



Kawasaki Motors Corp., U.S.A.

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2004 FEB 12 P 5:03

OFFICE OF DEFECTS INVESTIGATION

January 29, 2004

Mr. George Person
Recall Analysis Division
Office of Defects Investigation Safety Assurance
NHTSA
400 Seventh St., S.W.
Washington, D.C. 20590

Re: Recall No. 04V-008, Supplemental Information

Dear Mr. Person:

Kawasaki Motors Corp., U.S.A. ("KMC") hereby provides additional information needed to fully comply with the reporting requirements of 49CFR 573.5 (c). This correspondence supplements the previous Defect Report dated December 23, 2003.

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, filed or service reports, and other information with their dates of receipt:

July 2003 – Kawasaki Heavy Industries Ltd. ("KHI") receives a report from Kawasaki Motors Manufacturing Corp., U.S.A. ("KMM") of leaking gasoline due to a cracked accelerator pump diaphragm. The engine involved was determined to have been fitted with the countermeasure diaphragm for recall #03V-255. KHI determines that further investigation is necessary.

August 2003 – KHI inspects vehicles in inventory at various distributors. Examples showed damage in vehicles after implementing the countermeasures (recall # 03V-255) for contaminated gasoline.

September 2003 – KHI re-examines the gasoline used for bench testing and found no repeat of the impurities that led to the previous problem and recall action.

October 2003 – KHI recognizes that the slightly thicker rubber-based material used for the replacement accelerator pump diaphragms may be damaged from excessive assembly clamping pressure.

December 17, 2003 – KHI determines that the thicker diaphragm had the effect of raising the clamping pressure exerted by the cap securing the diaphragm to the carburetor body, creating stress concentrations in the material of the diaphragm. These weaken the diaphragm; a damaged diaphragm can leak fuel from the area of the carburetor that houses the actuating rod for the accelerator pump.

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December 18, 2003 – KHI notifies KMC of the recall action.

December 23, 2003 – KMC notifies NHTSA.

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

Enclosed are copies of the Recall Service Bulletin mailed to all Kawasaki motorcycle retailers on January 16, 2004, as well as the customer Recall notification letter, mailed to all owners identified through Kawasaki warranty registration records on January 20, 2003.

Please contact the undersigned if there are any questions regarding information in this submission, or if additional information is required.

Sincerely,
KAWASAKI MOTORS CORP., U.S.A



Roger F. Hagle
Director Public Affairs

Enclosures