



Kawasaki Motors Corp., U.S.A.

RECEIVED
NYS-215

December 29, 2003

2004 JAN 12 A 10:46

OFFICE OF
DEFECTS INVESTIGATION

Via Mail and Facsimile (202) 365 7882

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

04V-023 ①of②

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"). These models 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 Year	Model	Begin Eng. No.	End Eng. No.
2003	VN1500-E6	VNT50AE121281	VNT50AE128445
2003	VN1500-L4/L4L		
2003	VN1500-P2/P2L		
2003	VN1500-R3/R3L		
2004	VN1500-L5/L5L		
2003	VN1800-A1/A1L	VNT80AE000058	VNT80AE003459

- 3) The total number of vehicles potentially containing the defect: 6958, consisting of 4430 units of the various VN1500 variations, and 2528 of the VN1800 model.
- 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: High oil pressure upon a cold start-up can deform the oil filter cartridge, allowing oil to leak past the O-ring.
Description: Due to a manufacturing change affecting the oil pump/pressure relief valve/crankcase interface in this specific range of engines, the oil pressure relief valve may be unable to handle the

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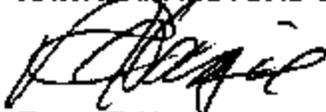
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Irvine, California
92618-2084

high oil pressure that is produced by a combination of cold start and elevated engine RPM. This momentarily elevated oil pressure is sufficient to distort the oil filter canister, allowing oil to escape past the O-ring that seals the mating surface between the oil filter and the engine.

- 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 oil filter (presently of the "spin-on" integrated type) with a new style consisting of a threaded adapter which will mount to the engine case, and a separate element and case which will mount to the adapter. 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 23 with consumer notification beginning the following week. 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 26, 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 available. KMC will supply NHTSA with a draft of the customer notification for review and approval as soon as it is available.

Please contact the undersigned if there are any questions in this matter.

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



Roger F. Hagle
Director Public Affairs

RECEIVED
NVS-215
2004 MAR 11 P 2:20
OFFICE OF
DEFECTS INVESTIGATION

March 1, 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-023, 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 29, 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:

April 10, 2003 – Kawasaki Heavy Industries Ltd. ("KHI") - the manufacturer of the affected vehicles - receives a report from the European market of leaking from the oil filter. KHI requests KMC to research any cases of oil leaking in the US market. KMC determines that there had been five cases reported. KHI determines that further investigation is necessary.

April, 2003 – KMC delivers a failed vehicle to KHI for testing.

May thru Dec 2003 – KHI begins testing to determine cause of reported failure.

December 23, 2003 – It is determined that on some eligible units during cold starts, a delay in the response of the oil pressure relief valve can occur allowing the oil pressure to momentarily rise high enough to deform the bottom plate of the oil filter. This could cause oil to leak from the oil filter.

December 23, 2003 – KHI notifies KMC of the recall action.

December 29, 2003 – KMC notifies NHTSA.

NHTSA
March 1, 2004
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- 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 23, 2004, as well as the text of the customer Recall notification letter, mailed to all owners identified through Kawasaki warranty registration records on January 27, 2004.

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