



Date: June 30, 2014

Contact: Technical Services

Subject: NHTSA Recall #- Pending

Service Communication: 2014-001: Vespa 946 Fuel Line Recall

Affected Models: A select range of 2013 Vespa 946 Models

Concern: Piaggio USA has identified a fuel line that does not meet Piaggio Group quality standards. The fuel line can rupture, which can compromise the safety of the vehicle.

Cause: Manufacturing defect with fuel line

Correction: On VINs affected by this recall, please replace the fuel line using the instructions provided in this bulletin. Please prioritize the repair following the guidelines below:

Vehicles in circulation: Perform update at first available opportunity

Vehicles in stock: Perform update at the PDI stage before sale to customer

Note: Warranty registration in the Sell-Out Management (SOM) system is automatically blocked on vehicles in dealer inventory that require a technical update or recall campaign. Therefore, it is imperative to perform this recall before the vehicle is sold and/or leaves the dealership.

Please use the **Piaggio Warranty Management (PWM)** system to determine the specific VINS subject to this recall campaign. VINS that apply to this recall will be flagged by the PWM warranty system, so vehicles within warranty and outside of warranty can be addressed and updated. **Only Vespa 946 qualified dealers within the dealer network can submit Vespa 946 claims in the PWM warranty system. As such, it is advised that vehicle owners have the recall performed by their selling dealer.**

Owner Notification: Each owner of a vehicle included in this recall will be notified by first class mail. In this letter Piaggio USA will describe the details of the concern, the cause, and the correction addressed by this recall. In addition, Piaggio USA asks that each owner contact their respective Piaggio/Vespa dealer to arrange for an appointment to have the parts and labor required of this recall completed. Please make every effort to accommodate your recall customers within your existing service schedule. In addition, Piaggio USA has provided each recall customer with details of the TREAD Act Reimbursement program. In short, this program provides a plan to reimburse a customer who has already paid for the same repair or update as described in the recall documents. **A copy of the Owner Notification and the TREAD Act Reimbursement letters are included at the end of this bulletin.**

Important Note: Under the National Traffic and Safety Act of 1966 as amended, if there has been a recall campaign, dealers must assure that all new vehicles and new items of replacement equipment are free of safety defects and comply with all applicable Federal Motor Vehicle Safety Standards at the time of delivery to the customer. This means that dealers may not deliver new motor vehicles or new items of replacement equipment to consumers unless the safety defect or noncompliance has been remedied before delivery.

VIN Identification:

1. Go to the Dealer Extranet <http://dealers.piaggiouusa.com/Login/index.cfm> and enter your I.D. and Password. From the menu, click on "Aftersales", then "**Piaggio Systems**" at the top of the screen.
2. From the "Piaggio Systems" portal, click on "**Piaggio Business Service**" (PBS). Click on the tab "**Piaggio Warranty Management**"- (PWM) to enter the warranty system.



3. Once PWM is open, select “**Other functions**”, then “**Vehicle History**” in the sub-menu.
4. Enter the VIN number next to “**Frame number**” and click on “**Retrieve Data**”
5. Click on the box next to “**Active Campaigns**” to view any recalls or technical updates that **apply** to the VIN. This campaign will have the description of “fuel line replacement”.
6. For affected VINS, the status of the campaign in the PWM system can be determined from the status column. See status examples shown below.

TO DO: means a claim for the campaign has not be entered

SUSPENDED: A dealer in the network has entered a claim for the campaign, but has not “carried out” the claim. Please contact the warranty administrator- hmoro@piaggiogroupamericas.com

PERFORMED: means a claim for the campaign has been entered and carried out by a dealer

Warranty Claiming:

1. From the PWM warranty system menu, click on “**Campaigns**”. Under the heading “Enter Campaigns” enter the VIN next to “**Frame number**”, and then click on “**Search**”.
2. Under “**Campaign Code**”, click on the code for this campaign, “**PP2ZZQ1401VESPA946**”
3. Under “**Serv. Coup. Data**”, enter the **KM/Mi.** of the vehicle.
4. Click on the “**SAVE**” icon at the top of the claim.

Important note: In order to begin the payment process, Campaign submission must be followed by “**Carrying-Out**” the recall or technical update campaign. This is the last step in the claim process, confirming that the work was actually performed by your dealer. “**Carrying-out**” recalls or updates is done under the function “**State Management**” in PWM. On claims found under State Management, you must click on the Wrench icon under the column “Perform work” for the respective claim. All types of claims (Normal warranty claims/ Technical update claims /Recall claims) are carried out under State Management.

Description	Cause	Dealer progressive number	Type of request	Perform Work
Warrantorized		56	Warranty	
Warrantorized		60	Warranty	
Warrantorized		59	Warranty	

Campaign reimbursement: **85 minutes labor**

Part to order: fuel line **1B001441R**

Repair Procedures

Remove the fastening screws on both side moldings that join with the floorboard.



Remove the moldings by releasing the standard spring couplings.



Remove the front screws fastening the lateral moldings.



Remove the rear screws fastening the lateral moldings.



Detach the lateral coverings from the body by freeing the compression fittings.



Remove the side coverings by disconnecting the turn signal power supply connectors (if applicable)



Remove the tank cap and the 8 screws fixing the under seat trim.



Remove the under seat trim.



Disconnect the seat lock control transmission.



Remove the 6 screws and their washers along with the seat support and all of its components.



Remove the seat release cylinder support molding and the right side counterpart acting on the fixing screws shown in the image.

Note: Several screws have been applied only for aesthetics which are not used to attach the molding to the frame.



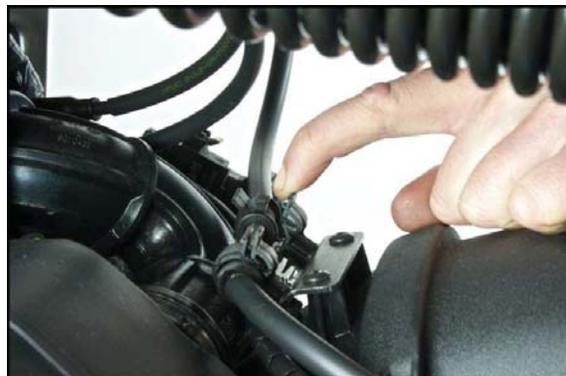
Support the body appropriately and remove the bottom bolt that connects the rear suspension connecting rod.



Remove the connecting screw of the ground wire to the body.



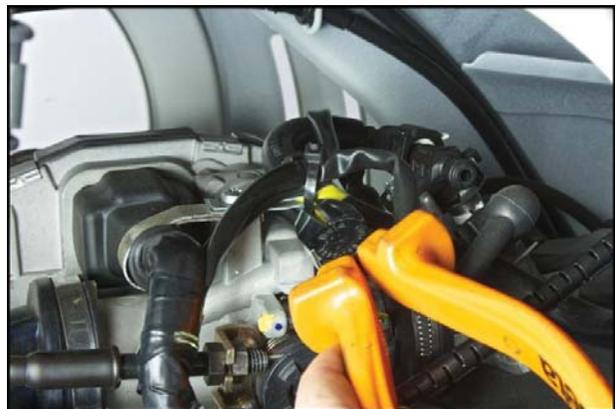
Lift the body until it is possible to open the two clamps and free the rear brake caliper supply hose.



Open the wiring harness support clamp to the side of the cylinder and lift the body, until reaching the limits determined by the brake hose or rear tone wheel pickup sensor wiring.



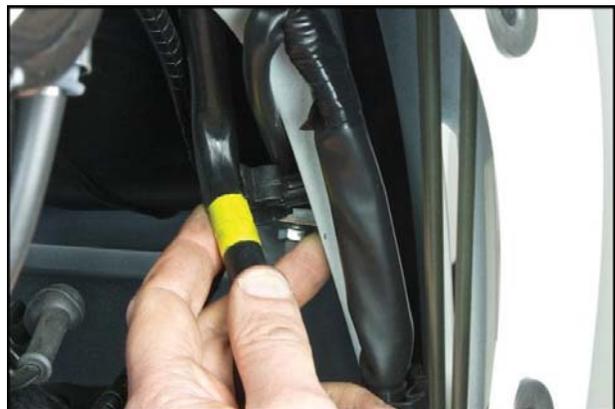
Open the clip that connects the electric system to the fuel pipe near the throttle body.



Remove the screw and clamp that fixes the fuel pipe to the throttle body.



Open the clamp that fixes the fuel pipe to the body.



Remove the nut and support bracket of the tone wheel pickup sensor wiring.



Use a flat-head screwdriver to extract the safety latch of the fuel pipe female quick coupling release tabs.



Acting on the two tabs, remove the fuel pipe quick coupling from the injector support.



Lower the body until the tips of the stand rest on the ground.

Disconnect the the oxygen sensor and remove the connector from the support bracket.



Remove the screw and metal clamp that secures the oxygen sensor cable to the cooling sleeve.



Remove the 2 nuts fastening the exhaust pipe to the head.



Remove the silencer complete with oxygen sensor acting on the 2 screws that fasten to the engine casing.



Remove the 2 fixing screws and covering of the rubber damper of the suspension arm.



Remove the 2 screws and the number plate light.



Remove the rear mudguard undoing the 4 fastener screws.



Remove the bolt that anchors the engine to the suspension arm.



Move the engine slightly away from the suspension arm and move the engine and lift the body until the engine is positioned as in the image.

Note: Engine position is influenced by the limits imposed by the wiring and rear brake caliper supply hose extension limits.



Release the anchoring clip of the tank electric supply connector from the body.



Remove the elastic transmission cables from the relative support on the body.



Remove the rear screw that fixes the tank to the body.



Remove the 2 front screws that fix the tank to the body.



Remove the tank from the body and set it atop the engine.



Remove the zip tie that connects the wiring to the fuel pipe, located to the side of the tank.



Based on vehicle use, ensure proper cleaning of the pump mount.

Press the retaining collar downwards and ease out the male fitting of the pipe with slight rotations until the seal is released. Slide the male fitting out gently.

Warning: Abnormal force can damage the retaining system, compromising the safety of the vehicle.



Prepare the new line with the original metal clamp and protection plugs.



Remove the protection from the new male pipe coupling and insert the coupling onto the pump mount.

Check the retainer system thoroughly.

Important: Ensure that you hear a click when inserting and lift the male coupling until you feel the stopping point.



Position the fuel pipe in the compartment to the side of the tank and apply a zip tie.



Refit the tank into the body while paying attention to proper positioning of the vent pipe and fuel pipe. Insert the tank starting from the front part to reduce interference of the transmission cables support bracket.



Refit the 2 front screws that fix the tank.



Refit the rear screw that fixes the tank.

Note: To ease the operation, lift the tank by hand and use a shallow socket to allow adequate thread protrusion, otherwise most of threads will be covered by the socket and re-fitment will be difficult.



Reposition the tank electric supply connector.



Move the engine close to the suspension arm and reposition the elastic transmission cables to the relative body support.



Connect the engine to the suspension arm and fit the locking nut for the bolt.

Important:

This nut will be torqued in a later step.



Refit the 2 screws and cover of the rubber damper of the suspension arm.

Note: The cover also allows proper positioning of the tank air pipe and filler tray drainage.



Lift the body and refit the nut and support bracket of the tone wheel cable.



Insert the fuel pipe under the wires of the tone wheel pickup sensor and injector.



Remove the pipe guard and connect the snap coupling, without reaching the stopping point. Keeping the connector inserted, activate the pump by switching ON a few times.

With the key in the OFF position, gently disconnect the snap coupling until all the air is vented and fuel supplied.



Insert the snap coupling until hearing a "click" of the retainer system.

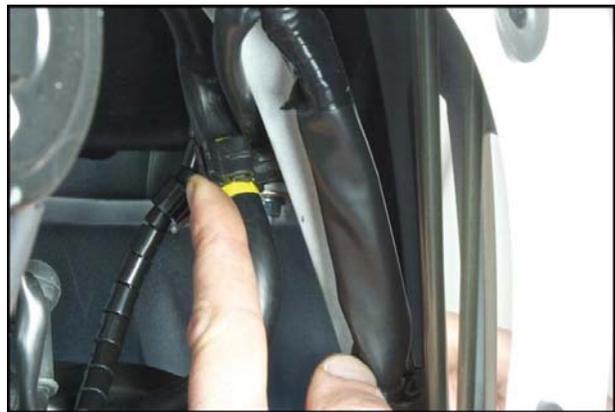
Ease the coupling to the retainer system engage point and reposition the safety spring of the snap coupling.



Refit the screw and metal anchor clamp that fixes the fuel pipe to the throttle body.



Open the clamp that fixes the fuel pipe to the frame.



Apply the zip tie that fixes the wiring to the fuel pipe.



Lower body height and close the 2 metal support clamps of the rear brake caliper supply hose.



Refit the connecting screw of the ground wire to the body.



Close the support clamp of the wiring located to the side of the thermal group.



Lower the body and re-connect the rear suspension connecting rod.

Important:

Tighten the bolts with 67 - 73 Nm torque.



Lock the bolt that anchors the engine to the suspension arm.

Important:

Torque to 40 - 45 Nm.



Remount the silencer complete with oxygen sensor. To mount, fit the screws on the engine casing to support the silencer, then torque the fixing nuts of the **flange to 16 - 18 Nm**, then torque the **screws on the engine casing to 24 - 27 Nm**.



Mount the screw and metal clamp that secures the oxygen sensor cables to the cooling sleeve.



Insert the support clamp and connect the oxygen sensor connector.



Remount the 4 screws that fix the rear mudguard.



Remount the 2 screws that fix the number plate light.



Mount the support molding of the seat release cylinder and right side counter-part.
Lock the 6 fixing screws.



Mount the 6 screws and the support of the seat while paying close attention to the position of the elastic transmission and drain pipe of the tank filler tray.



Connect the seat lock control transmission.



Mount the 8 screws and under seat trim.



Remount the side coverings while paying attention that the blinker connectors are positioned in the top section of the blinker compartment.



Mount the rear screws fastening the lateral moldings.





Mount the front screws fastening the lateral moldings.



Remount the side moldings and fixing screws.



Best Regards,

Piaggio USA
Piaggio Group Americas