

July 18, 2012

Mr. Daniel Smith
Associate Administrator for Enforcement
National Highway Traffic Safety Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Defect Report Pursuant to 49 CFR Part 573

Dear Mr. Smith:

Kawasaki Motors Corp., U.S.A. (KMC) has determined that a defect which relates to motor vehicle safety exists in certain 2008 through 2012 model year Concours™ 14 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 vehicles in question were manufactured by Kawasaki Heavy Industries Ltd., of Akashi, Japan (KHI) and imported to the U.S. by KMC, which will be responsible for conducting this recall.
- 2) Identification of the affected vehicles potentially containing the defect: Potentially affected vehicles are the 2008 through 2012 model year Concours 14 (ZG1400A/B/C/D). The beginning and ending manufacturing dates are: April 13, 2007 through April 11, 2012.
- 3) The total number of vehicles potentially containing the defect: An estimated 13,289 units are affected.
- 4) The percentage of vehicles or items of equipment estimated to actually contain the defect: For the purposes of this recall, 100% of the vehicles will be eligible for inspection.
- 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: Small stone or other road debris can become trapped between the brake pedal and guard. Detailed: Due to the gap of the rear brake pedal and guard, small stones or other road debris can become trapped between the brake pedal and guard, creating a rear brake drag. This can cause the rear brake to overheat, potentially leading to rear brake damage and lock-up or failure of the rear brake and front brake (only ZG1400C). This can lead to the potential for a crash resulting in injury or death.

- 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:

November 20, 2008 – KMC initiates a recall action by installing a guard on the brake pedal.

October 5, 2010 – KHI receives information from KMC of four cases of the rear brake dragging. KHI determines that there is a possibility of smaller stones getting trapped than those at the time when the initial recall was issued in 2008. KHI does not consider it a safety issue because the investigation indicates that even with the smaller road debris the vehicle stops safely. KHI decides to watch the market.

September 1, 2011 – KHI receives information from Kawasaki Motors Europe (KME), at the UK branch office (KMUK) that the front brake suddenly activated and took a while to release. KHI investigated possibility of the ABS system malfunction, but there was no problem in the ABS system, so KHI was not able to specify a cause.

September 2011 – June 2012 – KHI continues to investigate the information received from KME. It is determined that the KME problem appears to be related to the rear brake dragging so KHI examines the counter measure again.

July 13, 2012 – KHI determines the need to take recall action and notifies KMC.

- 7) The manner in which and the date when the information about the defect was obtained: see above.
- 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 plans to send a recall service bulletin to all Kawasaki authorized motorcycle dealers beginning July 26, 2012 (electronic distribution) with hard copies of the bulleting mailed beginning July 27, 2012. Customer recall letters will be mailed to all owners, as indicated by KMC warranty registration data on July 30, 2012. Dealers will be instructed to replace the rear master cylinder rod end and remove the brake guard (if installed).

Note: KMC requests that NHTSA defer posting information concerning this Recall to its web site until July 30, 2012, the 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. A copy of the customer letter is provided with this report for review and approval. Final copies of the recall service bulletin and customer letter will be sent to NHTSA after they have been finalized.

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

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

Russel Brenan
by *dlh*

Russel Brenan
Senior Advisor, Government Relations and Public Affairs