



NHTSA Motorcycle Update & Analysis Second Quarter 2019

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Introduction

In this report, we will try to provide pertinent documents regarding motorcycles and motorcycle manufacturers during the second quarter of 2019. In addition, we offer analysis of complaints and recalls added to the National Highway Traffic Safety Administration (NHTSA) Office of Defects Investigation (ODI) database. Complaints, including those indicating injuries and fatalities, are submitted by the public. Their authenticity is not verified by Lindsey Research Services and are presented as is from the ODI database.

NHTSA Update: Federal Register Notices

Petition for Decision of Inconsequential Noncompliance: Yokohama Tire Corp. (YTC)

National Highway Traffic Safety Administration (NHTSA), June 21, 2019

Federal Register Number: 2019-13196

Docket ID: [NHTSA-2018-0082-0004](#)

Summary:

Yokohama Tire Corporation (YTC) has determined that certain Yokohama RY023 brand replacement commercial tires do not fully comply with Federal Motor Vehicle Safety Standard (FMVSS) No. 119. YTC has submitted a supplemental petition for a decision that the subject noncompliance is inconsequential as it relates to motor vehicle safety. This document announces receipt of YTC's petition.

Meetings: Motorcyclist Advisory Council

Agency: Federal Highway Administration (FHWA), June 24, 2019

Federal Register Number: 2019-13369

Docket ID: [FHWA-2017-0043-0007](#)

Summary:

This notice announces the second meeting of Fiscal Year 2019 of the Motorcyclist Advisory Council (MAC). The meeting will be held from 9:00 a.m. to 1:00 p.m. ET on Thursday, August 15, 2019. The MAC will convene virtually, via Web conference connection. There is no physical address for the meeting. (This is the second in a series of notices regarding this meeting. The second notice modifies incorrect information contained in the first notice.)

Recalls

Recall ID	Manufacturer	Component	Date
19V382	Ducati North America	FUEL SYSTEM, GASOLINE:STORAGE:TANK ASSEMBLY:FILLER PIPE AND CAP	05/21/19
<p>Ducati North America (Ducati) is recalling certain 2018-2019 Panigale V4, Panigale V4 S, Panigale Speciale, and 2019 Panigale R motorcycles. Excessive pressure in the fuel tank may cause fuel to spray when opening the fuel cap.</p>			
19V412	Honda (American Honda Motor Co.)	POWER TRAIN:MANUAL TRANSMISSION	06/05/19
<p>Honda (American Honda Motor Co.) is recalling certain 2019 CB300R, 2018 CBR300R, 2018 CRF250L, 2018 CRF250L Rally, and 2018-2019 CMX300 motorcycles. The circlip, on the transmission's main shaft, may detach allowing for gear misalignment.</p>			
19V339	Indian Motorcycle Company	EXTERIOR LIGHTING	05/02/19
<p>Indian Motorcycle Company (Indian) is recalling certain 2014 Chief and Chieftain motorcycles. Due to a problem within the Vehicle Control Module (VCM), all of the front lights, including the headlight, may go out while riding.</p>			
19V418	Suzuki Motor of America, Inc.	EXTERIOR LIGHTING:BRAKE LIGHTS	06/06/19
<p>Suzuki Motor of America, Inc. (Suzuki) is recalling certain 2018-2019 GSX250R motorcycles. Water intrusion may corrode the rear brake light switch causing the rear brake light to fail to illuminate or remain illuminated continuously when the brake is not applied.</p>			
19V377	Suzuki Motor of America, Inc.	POWER TRAIN:AUTOMATIC TRANSMISSION	05/17/19
<p>Suzuki Motor of America, Inc. (Suzuki) is recalling certain 2018-2019 Burgman 200/UH200 scooters. The rivet connections may fail and allow the movable driven face (drive plate) of the Continuously Variable Transmission (CVT) to break.</p>			
19E029	Triumph Motorcycles America, LTD	ELECTRICAL SYSTEM:WIRING	04/15/19
<p>Triumph Motorcycles America, LTD (Triumph) is recalling certain accessory fairing kits, part numbers A9708301, A9708412, A9938255, A9938257, A9938265, A9938267, A9938323, and A9938325 sold for accessory installation on 2016-2018 Thruxton 1200, Thruxton 1200R, Thruxton 1200 Dual Seat and Thruxton 1200R Dual Seat motorcycles. Insufficient clearance for the wiring may result in damage to the harnesses causing a loss of headlights, turn signals or possibly a stall.</p>			
19V341	Yamaha Motor Corporation, USA	SERVICE BRAKES	05/02/19

Yamaha Motor Corporation, USA (Yamaha) is recalling certain 2019 YZFR3 motorcycles. Porosities in the front brake lever may cause it to break if it is gripped with a strong force.

[FRCL-19F127](#)

BMW of North America, LLC (BMW)

06/19/19

This foreign recall involves certain 2020 S1000RR motorcycles. An oil supply bore in the crankcase may not have been completed, which could make the oil circuit incomplete.

2017 Recall Completion Rates

Manufacturer	Units Affected	Remedied	Unreachable	Removed	Total % Remedied	Recall Subject
BMW						
17V591	1,478	625	0	0	42%	Reflex Reflectors may not be Visible/FMVSS 108
17V502	3,368	1,923	0	0	57%	Right-Side Swingarm Pivot Pin Bolts May Loosen
17V488	911	761	0	0	84%	Brake Light may not Illumniate
17V481	47,775	8,453	0	0	18%	Reflex Reflector Visibility Blocked/FMVSS 108
17V467	37	35	0	0	95%	Front Wheel Rim may be Missing Markings/FMVSS 120
17V438	14,626	11,192	0	0	77%	Fork Tube may Detach From Upper Triple Clamp
17E052	9,000	35	0	0	0%	Accessory Turn Signals Non-Compliant/FMVSS 108
Can-Am						
17V318	94	81	0	0	86%	Low Beam may Shine Too High/FMVSS 108
Ducati						
17V812	6,758	4,843	507	0	77%	Front Brake Master Cylinder Failure
17V274	568	523	14	0	94%	Rear Shock Absorber may Crack and Detach
Harley Davidson						
17V333	45,589	40,019	0	3	88%	Engine Oil Cooler Line Clamp Incorrectly Installed
Honda						
17V805	20	20	0	0	100%	Fuel Tank Welds Missing Causing Fuel Leak
17V681	2,443	2,251	0	0	92%	Water may Enter Fuel Tank
17V031	882	434	2	194	63%	Air Bag Inflator may Rupture
Indian						
17V682	2,096	1,605	0	0	77%	Incorrect Headlight Installed/FMVSS 108
Kawasaki						
17V774	9,914	6,019	321	73	63%	Improper ECU Setting may cause Engine Stall
17V703	2,383	1,932	42	189	90%	Rear Shock Absorber Mounting may Elongate
17V465	1,837	1,471	13	223	92%	Defective Tail/Brake Light Assembly
KTM						

17V388	1,029	631	0	0	61%	Possible Fuel Leak from the Fuel Filler Cap Area
17V194	487	478	0	0	98%	Preformed Fuel Hose May Develop Holes or Cracks
Polaris						
17V647	26,182	13,181	0	0	50%	Engine Misfire may Melt Rear Brake Line
17V357	8,962	6,610	0	0	74%	Missing Sealing Grommets in Replacement Swingarms
17V158	254	254	0	0	100%	Loose Steering/Suspension Connections
Triumph						
17V700	541	392	0	0	72%	Charging System Wire may Chafe and Short
17V426	636	567	0	0	89%	Wiring for Hazard Lights may be Damaged
17V035	1,390	985	0	0	71%	Throttle may Stick Open when using Heated Grips
17E008	225	53	0	0	24%	Alarm Circuit Board Corrosion may cause Stall
Yamaha						
17V423	40	34	0	0	85%	Incorrect VIN on Label/FMVSS 567
17V221	22,433	11,119	0	0	50%	Handlebar Mounts may Loosen
17V112	14,320	7,409	0	0	52%	Water may Enter Ignition Switch and cause Stall
17V111	14,320	7,409	0	0	52%	Fuel Leak due to Fuel Tank Abrasion
Zero Motorcycles						
17V762	36	12	0	0	33%	Incorrect Information on Federal Label/Part 567
17V436	10	1	0	0	10%	No Warning of Turn Signal Lamp Failure/FMVSS 108
17V145	61	41	0	0	67%	Anti-Lock Brakes may not Function Properly

Investigations – NHTSA

-- NONE during second quarter, 2019 --

Reports - NHTSA

Share the Road: It's Everyone's Responsibility

May 7, 2019

For drivers, sharing the road begins with the understanding that bicyclists and motorcyclists have the same rights as you. They also face unique safety challenges, such as being smaller and less visible. Look for cyclists where vehicles do not appear, like before making a left-hand turn at an intersection. Also, be aware that motorcyclists may have to downshift and weave to avoid bumps and road hazards.

[More...](#)

Motorcycle Safety 5-Year Plan

May 8, 2019

This document is intended to serve as a plan for National Highway Traffic Safety Administration activities to address the safety of motorcyclists. Motorcycle safety is a complex and far-reaching topic, and to be successful NHTSA must work in conjunction with its partners and utilize data-driven approaches to reduce the risk to motorcyclists and all road users.

[More...](#)

Choose the Right Motorcycle Helmet

May 17, 2019

Wearing the right motorcycle helmet can mean the difference between life and death. We know it can also mean the difference between a comfortable and miserable ride. As you search through the many options—online and in stores—we have tips to help you find a safe helmet that fits.

[More...](#)

Other Articles of Note

Motorcyclists' Attitudes on Using High-Visibility Gear to Improve Conspicuity: Findings From a Focus Group Study

United States Department of Transportation, May 1, 2019

Motorcycle crashes that result from a right-of-way violation committed by another vehicle that crossed into the path of the motorcycle are often attributed to the other driver not seeing the motorcycle. A potential countermeasure for this scenario is to encourage the use of high-visibility motorcycle gear to increase the conspicuity of the rider.

This report describes a study that explored the reasons why motorcyclists choose, or do not choose, to wear high-visibility gear. The findings can support State and Federal efforts to encourage motorcyclists to use high-visibility gear as a safety strategy.

[More...](#)

Harley-Davidson Finds Partner to Make Small Motorcycles in China

The Wall Street Journal, June 19, 2019

Harley-Davidson Inc. is partnering with a manufacturer in China to make its smallest bike in decades for that fast-growing market, extending a strategy to build more motorcycles outside the U.S. Harley wants to sell half its bikes abroad by 2027, up from 42% in 2018, as domestic Hog sales to a shrinking base of aging customers continue to decline.

[More...](#)

Also at CNN Business [here...](#)

Harley-Davidson fights for a bigger slice of India's huge motorcycle market

CNBC, June 4, 2019

Harley-Davidson is trying to find its way in a new world. The legendary American motorcycle maker is battling a shrinking customer base in the United States and looking abroad for new opportunity where some of the world's biggest markets lie in Asia, specifically India, China, Vietnam, and Indonesia.

[More...](#)

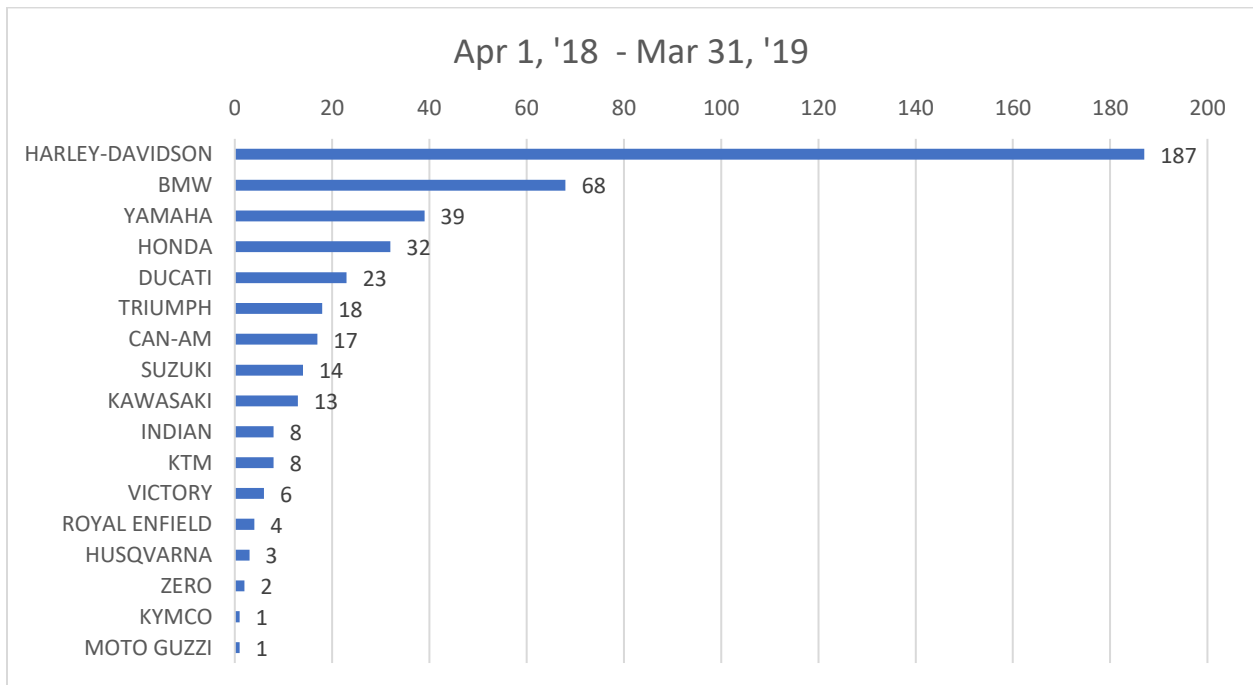
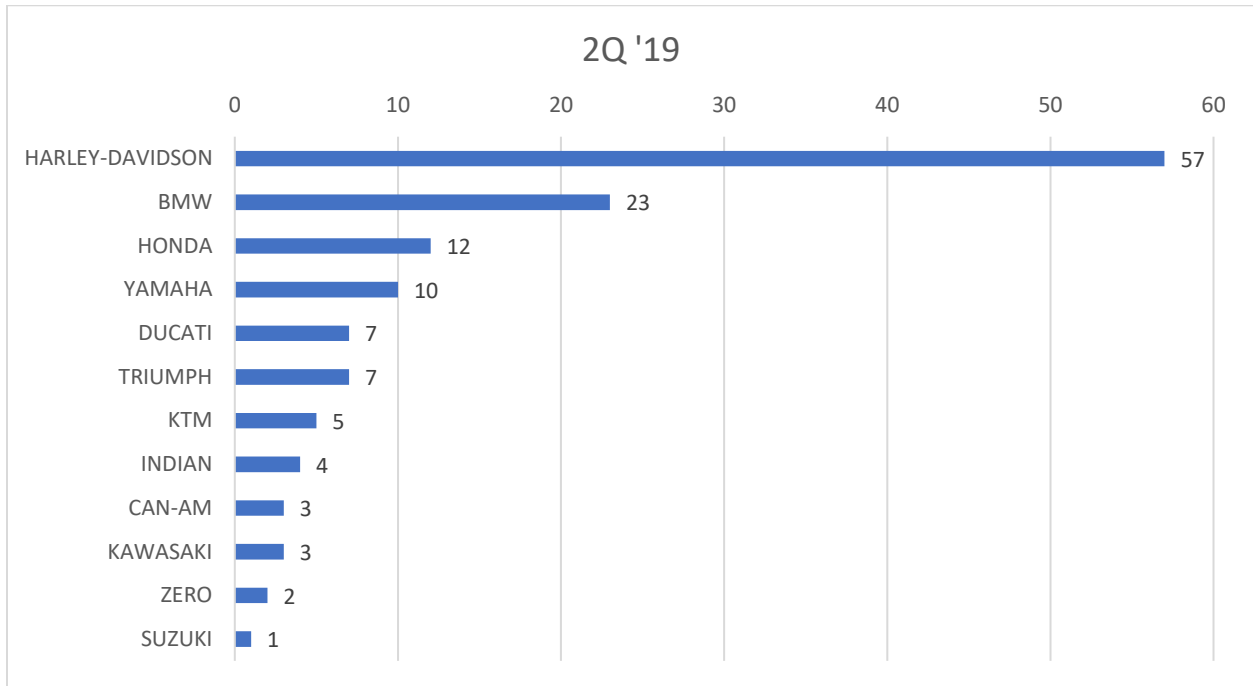
Motorcycle Safety is a Two-way Street

National Safety Council, June 5, 2019

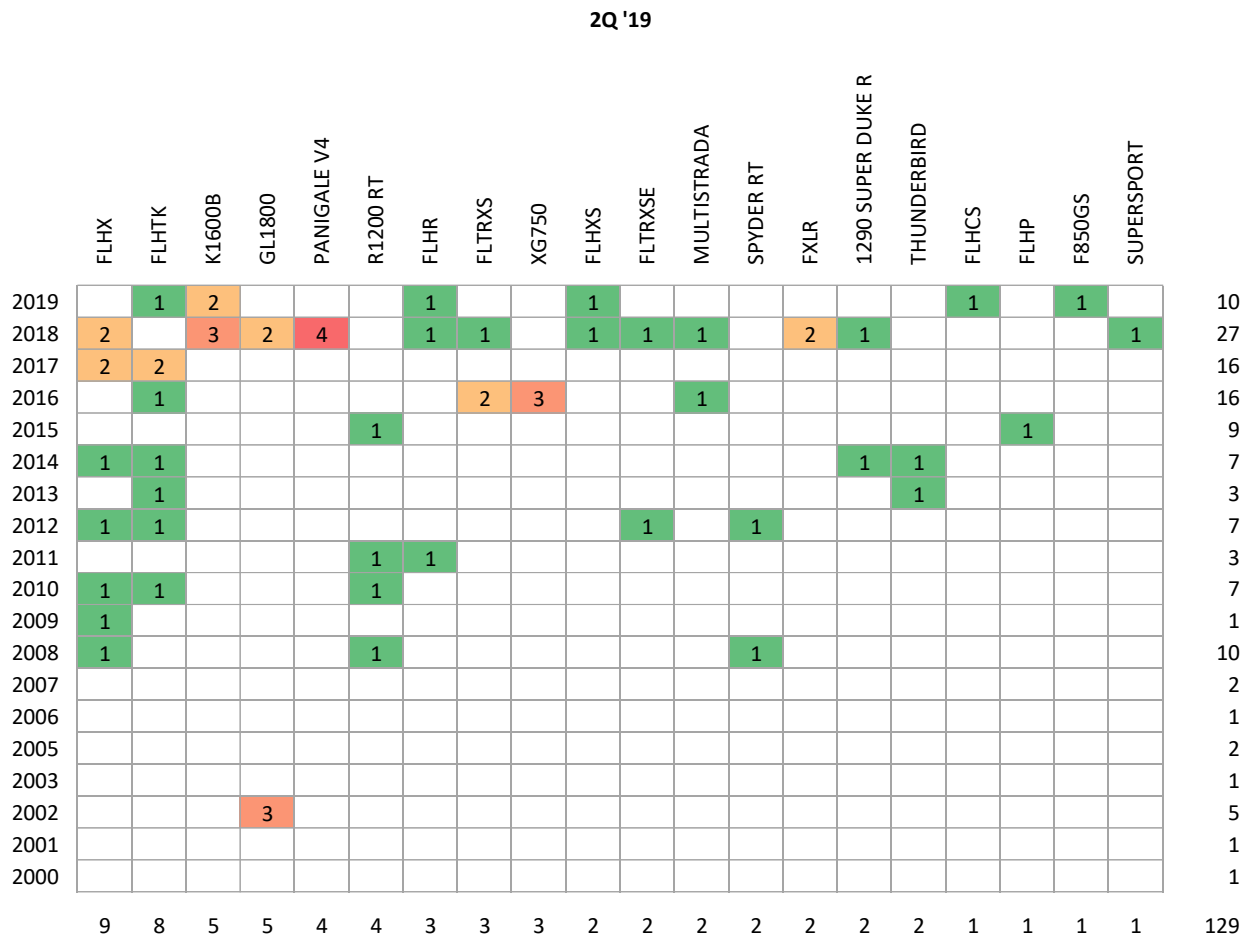
When spring is in the air, motorcycles are everywhere. Do you long for the freedom that comes with riding on the open road? Then it's critical to respect your machine and improve your skills throughout your lifetime. But that's only half the story. Motorists interested only in four-wheeled vehicles still have a major responsibility in keeping motorcyclists safe on the road. In recognition of National Motorcycle Safety Awareness Month in May, the National Safety Council reminds riders – and drivers – to do their part.

[More...](#)

Top Complaint Counts By Motorcycle Manufacturer



Top Complaint Counts By Motorcycle Year & Model (Second Quarter)



Top Complaint Counts By Motorcycle Year & Model (Past Year)

Apr 1, '18 - Mar 31, 19

	FLHTK	FLHTCUTG	FLHX	FLTRXS	FLHTCU	R1200 GS	FLHXS	SPYDER RT	FLD	K1600B	K 1600 GTL	XG750	XT1200Z	R1200 RT	TRIKE	GOLDWING	FLHXSE	1290 SUPER DUKE R	FXFBS	GL1800		
2019																	1				3	
2018	1	5	3	5			5	1	3	8	5	1			1			1	5	3	73	
2017	1	7	2	4		1	4		3			2			5		4				58	
2016	1		1	3	1	1		1				1							2		33	
2015	4	2		2		2						3							2		33	
2014	1	1	1				2		1		1										32	
2013	2	1	1		1	1		2					4			1					33	
2012	2		2		1	2		6	2		1		3	1							37	
2011	2		1		1			1						1							14	
2010	2		4		1											1					17	
2009					4	3								3							22	
2008					5									1		1					25	
2007						1															11	
2006																					21	
2005						1															8	
2004																					5	
2003																1				1	6	
2002																1					5	
2001																					1	
1994																1					1	
1993																						1
	16	16	15	14	14	12	11	11	9	8	7	7	7	6	6	6	5	5	5	5	5	439

Top Component Complaint Counts Motorcycle Mfrs (Second Quarter)

2Q '19

	Harley-Davidson Motor Company	BMW of North America, LLC	Honda (American Honda Motor Co.)	Yamaha Motor Corporation, USA	Ducati North America	Triumph Motorcycles America, LTD	KTM North America, Inc.	Indian Motorcycle Company	Bombardier Recreational Products Inc.	Kawasaki Motors Corp., U.S.A.	Zero Motorcycles Inc.	AVON TIRE COMPANY	Suzuki Motor of America, Inc.	
SERVICE BRAKES	20	1	2		2	1	2	2	2	1				33
POWER TRAIN	15	3	4					1						23
FUEL/PROPULSION SYSTEM	6	9		1		1	2	1						20
ENGINE	4		1	3		3				1	1			13
ELECTRICAL SYSTEM	3	1	2	2		1	1				1		1	12
UNKNOWN OR OTHER	3	1	1							1				6
VISIBILITY/WIPER					5									5
STEERING		3							1					4
WHEELS	1	1	1			1								4
SUSPENSION		2		1										3
EQUIPMENT:ELECTRICAL	2													2
STRUCTURE:BODY			1	1										2
EXTERIOR LIGHTING				2										2
STRUCTURE	1	1												2
TIRES:TREAD/BELT												1		1
EQUIPMENT	1													1
VEHICLE SPEED CONTROL	1													1
	57	22	12	10	7	7	5	4	3	3	2	1	1	134

For component analysis, sometimes the numbers are higher because multiple components are complained about in individual complaints.

Top Component Complaint Counts Motorcycle Mfrs (Past Year)

Apr 1, '18 - Mar 31, 19

	Harley-Davidson Motor Company	BMW of North America, LLC	Yamaha Motor Corporation, USA	Honda (American Honda Motor Co.)	Ducati North America	Triumph Motorcycles America, LTD	Bombardier Recreational Products Inc.	Suzuki Motor of America, Inc.	Kawasaki Motors Corp., U.S.A.	KTM North America, Inc.	Indian Motorcycle Company	Royal Enfield North America Limited	Polaris Industries, Inc.	Zero Motorcycles Inc.	DUNLOP TIRE CORPORATION	
SERVICE BRAKES	59	8	2	3	11	1	1	2	2	3	3		2			97
POWER TRAIN	44	7	10	1	1	5	3	4	5		1	1				84
FUEL/PROPULSION SYSTEM	8	19	5	4	6	4	2		2	1		1				52
ENGINE	19	6	4	4	1	1	4	1	2		1					44
ELECTRICAL SYSTEM	14	2	4	6	2	5	1	3			1	2		1		41
STEERING	2	9	5	1		1	4									22
UNKNOWN OR OTHER	9	6	2	1					1	1	1		1			22
VEHICLE SPEED CONTROL	5	4	2	2	1			2		1	1					19
WHEELS	7	1		2				2		1			1			14
EXTERIOR LIGHTING	3	1	4			1	1			1						11
SUSPENSION		2		1										1		4
VISIBILITY/WIPER	1	1		1												3
STRUCTURE:BODY	1	2														3
TIRES:TREAD/BELT															1	2
ELECTRICAL SYSTEM: INSTRUMENT PANEL	2															2
POWER TRAIN:CLUTCH ASSEMBLY	2															2
ELECTRONIC STABILITY CONTROL	1			1												2
FUEL SYSTEM, GASOLINE:STORAGE:AUXILLARY TANK									2							2
TIRES				2												2
POWER TRAIN:CLUTCH ASSEMBLY:PEDAL/LINKAGE						1										1
	186	69	39	32	23	18	17	14	13	10	8	4	4	2	1	445

Complaint Summaries

The following is a color-coded legend for the primary components complained about in the following summaries.

ELECTRICAL SYSTEM	EXTERIOR LIGHTING
AIR BAGS	VEHICLE SPEED CONTROL
ENGINE	SUSPENSION
POWER TRAIN	ELECTRONIC STABILITY CONTROL
STEERING	VISIBILITY/WIPER
UNKNOWN OR OTHER	SEAT BELTS
SERVICE BRAKES	SEATS
FUEL/PROPULSION SYSTEM	WHEELS
STRUCTURE:BODY	TIRES

HARLEY-DAVIDSON	Components	ODI#
<p>9999 DETACHABLE SADDLEBAGS</p> <p>TL* THE CONTACT OWNS A 2015 HARLEY-DAVIDSON STREET GLIDE SPECIAL (FLHR). WHILE DRIVING, THE VEHICLE'S SADDLEBAG DETACHED WITHOUT WARNING. THE VEHICLE WAS TAKEN TO AMERICAN HARLEY-DAVIDSON (LOCATED AT 1437 CENTRAL ST, LEOMINSTER, MA 01453, (978) 537-6919) WHERE IT WAS DETERMINED THAT THE VIN WAS ASSOCIATED WITH NHTSA CAMPAIGN NUMBER: 15V427000 (EQUIPMENT). THE VEHICLE WAS IN THE PROCESS OF BEING REPAIRED PER THE RECALL. THE MANUFACTURER WAS NOT NOTIFIED OF THE FAILURE. THE APPROXIMATE FAILURE MILEAGE WAS 5,000. THE VIN WAS NOT AVAILABLE.</p>	EQUIPMENT	11196703
<p>2016 FLD</p> <p>FRONT RIGHT WHEEL BEARINGS CAME APART WHILE I WAS REATTACHED APPROXIMATELY 45 MPH</p>	UNKNOWN OR OTHER	11220596
<p>2019 FLHCS</p> <p>BOUGHT A NEW 2019 HD HERRITAGE CLASSIC 114 (FACTORY ORDER) FROM THE DEALER WITH 5 MILES ON THE ODOMETER. THE FUEL GAUGE DISPLAYS 5/8 FULL WITH A FULL TANK OF GAS, AND DOES NOT REGISTER LESS THAN 3/8 WHEN EMPTY. THE BIKE CURRENTLY HAS OVER 750 MILES. THE INACCURATE FUEL GAUGE READING IS THE SAME IN MOTION, OR WHEN STATIONARY. THIS IS A SAFETY RISK BECAUSE THERE IS NO "RESERVE TANK" ON THIS FUEL INJECTED BIKE, AND I RISK THE POSSIBILITY OF RUNNING OUT OF FUEL WHILE DRIVING.</p>	FUEL/PROPULSION SYSTEM	11217309
<p>2015 FLHP</p> <p>REAR BRAKES WENT COMPLETELY OUT WITH NO WARNING. HAD THE BRAKES LINES FLUSH AND NEW DOT 4 BRAKES FLUID PUT IN. AGAIN REAR BRAKES WENT OUT 2 MORE TIMES WITH NO WARNING AND FLUSH OUT. THERE ARE NO LEAKS ANY WHERE. THE RESERVOIR IS SHOWING FULL AT ALL TIMES I WILL BE RIDING AROUND TOWN AND INTERSTATE AND WHEN APPLIED PEDAL WILL GO ALWAY DOWN. I DO NOT RIDE WITH MY FOOT ON THE REAR PEDAL. THE PROBLEM START IT ON 3/17/18 AND HAVE DONE IT ON JAN 14 AND MARCH 17 2019</p>	SERVICE BRAKES	11194411
<p>2019 FLHR</p> <p>TL* THE CONTACT OWNS A 2019 HARLEY-DAVIDSON FLHR. THE CONTACT STATED THAT THE CLUTCH FAILED TO PROPERLY STOP THE MOTORCYCLE. THE FRONT BRAKE HAD TO BE APPLIED TO PREVENT A CRASH. ALSO, THE MOTOR STALLED TWICE WHILE AT A STOP AND HAD TO BE RESTARTED. THE DEALER (M & S HARLEY-DAVIDSON, 60 FALLING SPRING RD, CHAMBERSBURG, PA 17202, (717) 709-9650) REPLACED THE PART AND STATED THAT THE VEHICLE WAS EXCLUDED FROM NHTSA CAMPAIGN NUMBER: 18V734000 (POWER TRAIN); ALTHOUGH THE FAILURE WAS SIMILAR. THE MOTORCYCLE WAS REPAIRED. THE MANUFACTURER WAS NOTIFIED. THE FAILURE MILEAGE WAS NOT AVAILABLE.</p>	POWER TRAIN	11217047
<p>2018 FLHR</p> <p>SAME ISSUE WITH 2017-2017 RECALL ON HARLEY CLUTCHES PURCHASED A 2019 ROAD KING BY HARLEY AND THE CLUTCH WILL NOT RELEASE THE GEAR IN 1ST/ BIKE CREEPS FORWARD WHEN CLUTCH HANDLED IS PULLED IN. WONT GO INTO NEUTRAL WITH OUT DOUBLE CLUTCHING THE CLUTCH HANDLE.OUT OF TOWN DEALERSHIP INSPECTED AND FOUND MASTER CYLINDER COVER</p>	POWER TRAIN	11210265

GASKET SUCKED DOWN AND NOT FLUID. THEY FLUSHED THE CLUTCH SYSTEM AND REFILLED. WORKED FOR TEST DRIVE BUT WHEN I HAD PUT 100 MORE MILES ON THE BIKE ISSUES CAME BACK. THIS BIKE HAD A LITTLE OVER 800 MILES ON IT.

2011 FLHR

UNKNOWN OR OTHER

[11219095](#)

THE SADDLE BAG FELL OFF WHILE GOING DOWN THE HIGHWAY AND COLLIDED WITH THE MOTORCYCLE BEHIND IT CAUSING THE RIDER TO COME OFF AT 100 KM/HOUR. THIS IS NOT THE FIRST TIME THE SADDLE BAG HAS COME OFF. THE PREVIOUS TIME, IT WAS THE OTHER SIDE SO THE OWNER OF THIS MOTORCYCLE WAS EXTRA CAREFUL TO BE SURE THE BAGS WERE LATCHED PROPERLY PRIOR TO THE TRIP. IN OUR GROUP OF ABOUT 12 RIDERS, TWO OTHER MOTORCYCLISTS HAVE HAD HD SADDLEBAGS FALL OFF. WHEN I SPOKE TO OUR LOCAL DEALER, HE SAID HE'S HAD LOTS OF COMPLAINTS WHERE PEOPLE WANT TO HAVE THEIR SADDLE BAG REPLACED BECAUSE IT FELL OFF GOING DOWN THE HIGHWAY AND GOT SCURFFED UP. I'VE REPORTED THE ACCIDENT TO HARLEYDAVIDSON. I AM WORRIED PEOPLE WILL DIE DUE TO THIS DEFECT. THEY ARE SELF REGULATING, SO I AM VERY VERY CONCERNED THAT THEY ARE NOT DOING A RECALL EVEN THOUGH LIVES ARE AT RISK. THEY WOULD NOT TELL ME HOW MANY OTHER REPORTS OF THIS THEY HAVE RECEIVED, NOR WOULD THEY TELL ME HOW MANY THEY WOULD GET BEFORE DECIDING THEY SHOULD DO A VOLUNTARY RECALL. THERE NEEDS TO BE OFFICIAL GOVERNMENT OVERSIGHT ON THIS SORT OF THING, BECAUSE OF COURSE HARLEY DAVIDSON IS NOT GOING TO WANT TO ADMIT THEY HAVE A PROBLEM AND IT WAS VEE CLEAR TO ME THAT THE RISK POSED BY THESE BAGS WAS NOT GETTING THE ATTENTION IT DESERVED. I AM CONCERNED THIS IS UNDER REPORTED, BECAUSE PEOPLE ASSUME THEY MUST HAVE FORGOT TO ATTACH IT WHENN FACT THE ATTACHEMENTS ARE FAULTY. ALSO, I THOUGHT BY REPORTING IT TO HD THAT THE SAFETY BOARD WOULD KNOW ABOUT IT TOO, BECAUSE I ASSUMED HD WOULD BE OBLIGATED TO PASS ON THE REPORT TO THE TRAFFIC SAFETY BOARD. THEY DO NOT. THEY TOLD ME TO HAVE A HD MECHANIC ASSESS IF THERE WAS A PROBLEM. THIS IS A HUGE CONFLICT OF INTEREST AND IS ENDANGERING LIVES!

2017 FLHRXS

SERVICE BRAKES

[11220692](#)

FRONT BRAKES PULSE, YOU NOTICE IT THE MOST AT SLOWING AT FREEWAY SPEEDS OR STOPPING OR SLOWING AT 20 MPH OR LESS THE DEALER REPLACED WARPED FRONT ROTORS JULY 2018 AT 12000 MILES AND AGAIN JUNE 2019 AT 20000 MILES THE SERVICE MANAGER AT THE DEALER TOLD ME NOT TO USE THE FRONT BRAKE AS MUCH

2010 FLHTC

SERVICE BRAKES

[11210508](#)

I HAD BEEN RIDING FOR UNDER FIVE MINUTES, CITY TRAFFIC, SPEED LIMIT 25MPH. AS I SLOWED FOR A TURNING CAR MY REAR BRAKE FAILED BY THE PEDAL LOCKING. I CONTROLLED THE STOP AND RETURNED HOME. I'VE NOW BEEN TOLD THE ABS CONTROL MODULE HAS FAILED AND THE REPAIR COST ARE TO BE AROUND 900.00. I FIND IT INCREDIBLY HARD TO BELIEVE THAT A MODULE FAILURE DEFAULTS TO A TOTAL LACK OF BRAKES! ONE MIGHT BE INCLINED TO THINK YOU'D LOSE ABS FUNCTION, NOT TOTAL BRAKING!

2014 FLHTCU

POWER TRAIN

[11217249](#)

MY MOTORCYCLE IN TERMS OF MOTORCYCLES ALTHOUGH FIVE YEARS OLD, IS RELATIVELY NEW, METICULOUSLY KEPT, AND ONLY HAS APPROXIMATELY 16,600 MILES ON THE ODOMETER. ON TUESDAY MAY 28TH, I HAD JUST GOTTEN OFF THE INTERSTATE EXIT THAT TAKES ME TO MY HOME. AS I APPROACHED THE STOPLIGHT I WAS BRAKING AND DOWNSHIFTING, BRINGING THE BIKE TO FULL STOP. WHEN THE LIGHT TURNED GREEN, I WENT TO PUT MY BIKE INTO FIRST FROM FROM NEUTRAL,

AND AS I DID SO THE BACK PORTION OF MY HEEL-TOE SHIFTER SHOT UP, AFTER WHICH IT WAS LOOSE AND FLOPPY AND WOULD NOT ENGAGE - AS A RESULT, I COULD NOT GET THE BIKE OUT OF FIRST GEAR. THANKFULLY, MY HOUSE IS RIGHT OFF THE EXIT, SO I SUMMARILY LIMPED HOME. IT TURNS OUT THAT THE SHIFTER, WHICH IS MADE OF CHROMIUM STEEL, IS ATTACHED TO A SPLINED ALUMINUM SHAFT- THE ALUMINUM SHAFT STRIPED. AFTER RESEARCHING THIS, I FOUND IT TO BE A FAIRLY COMMON ISSUE. I CAN'T TELL YOU HOW DANGEROUS THIS IS IN SO MANY WAYS AND HOW IT NEEDS TO BE ADDRESSED BY THE MANUFACTURER.

2010 FLHTCUSE5 ENGINE [11196701](#)

TL* THE CONTACT OWNS A 2010 HARLEY-DAVIDSON ULTRA CLASSIC (FLHTCUSE5). WHILE DRIVING VARIOUS SPEEDS, THE CHECK ENGINE INDICATOR ILLUMINATED AND THE VEHICLE WENT INTO LIMP MODE. HENDERSON HARLEY-DAVIDSON (1010 W WARM SPRINGS RD, HENDERSON, NV 89014) WAS CONTACTED AND ADVISED THE CONTACT TO BRING THE VEHICLE TO THE DEALER. THE MANUFACTURER WAS NOT CONTACTED. THE VEHICLE WAS NOT DIAGNOSED OR REPAIRED. THE FAILURE MILEAGE WAS 20,250. THE VIN WAS UNAVAILABLE.

2014 FLHTCUTG SERVICE BRAKES [11203862](#)

BRAKE LIGHTS STAY ON

2019 FLHTK POWER TRAIN [11219098](#)

TRANSMISSION LOSES OIL. BRAND NEW MOTORCYCLE LOSS OF TRANSMISSION OIL IN JUST 3 THOUSAND MILES. COULD CAUSE COMPLETE FAILURE AT FREEWAY SPEEDS. POTENTIAL LIFE THREATENING ! HARLEY DAVIDSON REFUSES TO RECALL.

2017 FLHTK POWER TRAIN [11216942](#)

TL* THE CONTACT OWNS A 2017 HARLEY-DAVIDSON FLHTK. THE CONTACT STATED THAT THE RECALL REPAIR FOR NHTSA CAMPAIGN NUMBER: 18V734000 (POWER TRAIN) FAILED TO PROVIDE A PERMANENT REMEDY. THE VEHICLE WAS SERVICED BY CANNONBALL HARLEY-DAVIDSON (3912 S US HWY 41, TERRE HAUTE, IN 47802, 1-(812) 232-7821). THE DEALER REFUSED TO PROVIDE FURTHER ASSISTANCE AFTER BEING MADE AWARE THAT THE NEW SECONDARY CLUTCH ACTUATOR PISTON ASSEMBLY FAILED. THE CONTACT ORDERED THE PART FROM LEGACY HARLEY-DAVIDSON (1315 ALTHOFF DR, EFFINGHAM, IL 62401, 1-(217) 342-3494) AND THE OWNER REPLACED THE PART. THE MANUFACTURER WAS NOTIFIED AND DID NOT ASSIST. THE MOTORCYCLE WAS REPAIRED. THE FAILURE MILEAGE WAS NOT AVAILABLE.

2017 FLHTK POWER TRAIN [11219904](#)

WHEN COMING TO A COMPLETE STOP THE RPM DROPS AND MOTOR STALLS. HAVE TO GET BACK TO NEUTRAL AND RESTART THE BIKE.

2016 FLHTK WHEELS [11221767](#)

THE FRONT WHEEL WHERE THE TIRE SEALS AGAINST THE WHEEL THAT MATERIAL IN THAT AREA IS SEPARATING CAUSING THE TIRE TO GO FLAT

2014 FLHTK SERVICE BRAKES [11217354](#)

THE 2014 HARLEY-DAVIDSON SERVICE MANUAL TOURING MODELS (99483-14) CONTAINS A PROCEDURE FOR BRAKE FLUID REPLACEMENT WHICH DOES NOT REQUIRE TAKING THE VEHICLE TO

THE DEALER UNLESS AIR IS INTRODUCED INTO THE BRAKE SYSTEM. SUBSEQUENT TO THE PUBLICATION OF THIS MANUAL, SOME 2008-2011 HARLEY-DAVIDSON MOTORCYCLE MODELS WERE INVOLVED IN AN NHTSA RECALL FOR ABS BRAKE ISSUES. AFTER THE RECALL WAS ISSUED, HARLEY-DAVIDSON NOW REQUIRES THAT ALL YEAR MODEL MOTORCYCLES WITH ABS HAVE THE BRAKE FLUID REPLACEMENT PERFORMED USING THE DIGITAL TECHNICIAN II (HD-48650), WHICH IS NOT AVAILABLE TO OWNERS. THE DIGITAL TECHNICIAN II ACTIVATES THE ABS MODULE DURING A BRAKE FLUID REPLACEMENT TO ENSURE ALL CONTAMINATED BRAKE FLUID IS FLUSHED FROM THE ABS MODULE AND BRAKE LINES. AS I STATED, THE 2014 SERVICE MANUAL DOES NOT REQUIRE THIS STEP. HARLEY-DAVIDSON ALLOWS OWNERS TO PURCHASE SERVICE MANUALS IN ORDER FOR OWNERS TO PERFORM THEIR OWN SERVICE AND REPAIRS TO THEIR HARLEY-DAVIDSON MOTORCYCLES WITHOUT HAVING TO TAKE THE MOTORCYCLES TO THE DEALER FOR SERVICE AND REPAIRS. THEREFORE, OWNERS WOULD HAVE NO WAY OF KNOWING THAT A CRITICAL BRAKE SERVICE PROCEDURE HAS BEEN CHANGED WHICH, IF DONE AS OUTLINED IN THE OLDER SERVICE MANUAL, COULD END UP CAUSING SERIOUS INJURY OR DEATH TO THE THE RIDER AND/OR PASSENGER. I FEEL IT IS NEGLIGENT OF HARLEY-DAVIDSON TO SUBSTANTIALLY CHANGE THIS PROCEDURE WITHOUT NOTIFYING OWNERS.

2013 FLHTK

POWER TRAIN

[11222333](#)

HIGHWAY RIDING. TRANSMISSION SHIFTER RETURN SPRING BROKE. BIKES HAS 6000 MILES. UNABLE TO CHANGE GEARS

2012 FLHTK

SERVICE BRAKES

[11202668](#)

FRONT BRAKE LEAVER FROZE UP AS I WAS PREPARING TO STOP. LUCKY REAR BRAKES WORKED. THE BRAKE LEAVER IS FROZE IT WILL NOT OPERATE.

2010 FLHTK

SERVICE BRAKES

[11193499](#)

I RECENTLY TOOK MY MOTORCYCLE IN FOR THE RECALL BY HARLEY DAVIDSON. EVEN AFTER HAVING THE RECALL SERVICE PERFORMED, ON A SUDDEN BRAKE, THERE IS A VERY DISTINCT PULL ON THE REAR BRAKE. THIS OCCURS AT 35 MPH, 55 MPH, AND 65 MPH.

2018 FLHX

POWER TRAIN

[11204637](#)

CLUTCH STOPPED WORKING AT ABOUT 4600 MILES AFTER 1,000 TRIP DAY BEFORE WEATHER TEMP TO 37 DEGREES WENT TO LEAVE HOUSE GOT TO STOP SIGN ON CITY STREET 1/4 BLOCK FROM HOUSE, UPON TRYING TO USE CLUTCH TO STOP, NO CLUTCH CAME CLOSE TO LOSING CONTROL, IF HAD BEEN ANY FASTER OR OUT ON ROAD WOULD HAVE HAD ACCIDENT

2018 FLHX

POWER TRAIN

[11222829](#)

I HAVE A 2018 STREET GLIDE AND HAD THE CLUTCH ACTUATOR RECALL WORK PERFORMED AT THE DEALER THIS PAST WINTER. IT FAILED SUNDAY AND I WAS BROKE DOWN. HARLEY DEALER CLAIMED THEY REPLACED IT TODAY ALL WAS WELL COME GET THE BIKE.. AS I WAS LEAVING THE DEALER WITH MY SO CALLED FIXED MOTORCYCLE I GOT OF THE HIGHWAY ON AN OFF RAMP THE CLUTCH LEVER HAD NO RESISTANCE AND DID NOT RESPOND AS I WAS TRYING TO GEAR DOWN FOR MY ANTICIPATED DEPARTURE FROM THE HWY! THIS COULD HAVE KILLED ME !! DANGEROUS, TRAFFIC WAS HEAVY THREE CARS AT THE INTERSECTION IN FRONT OF ME AND I WAS JUST ABLE TO AVOID COLLISION BY SLAMMING MY BREAKS AND TRY TOO STALL ENGINE AND TURN IT OFF AT SAME TIME. VERY DANGEROUS

2017 FLHX

ELECTRICAL SYSTEM

[11203329](#)

MY 2018 HARLEY DAVIDSON CAUGHT ON FIRE WHEN I WENT TO GO RESTART THE BIKE. THE FIRE DEPARTMENT CAME AND PUT THE FIRE OUT AND LATER DETERMINED IT WAS ELECTRICAL MALFUNCTION. HARLEY DAVISON DOES NOT WANT TO COVER THE FIVE YEAR WARRANTY ON THE BIKE PERIOD.I HAD A FIRE ANALYSIS DONE BY A PRIVATE COMPANY AND THEY DETERMINE THE FUSE PANEL COST ELECTRICAL MALFUNCTION, I HAVE THE FIRE DEPARTMENT REPORT AND ALSO THAT IN THE PINDINGT CORPORATION WHO DID THE FIRE ANALYSIS.

2017 FLHX

POWER TRAIN

[11193825](#)

TL* THE CONTACT OWNS A 2017 HARLEY-DAVIDSON STREET GLIDE (FLHX). THE CONTACT RECEIVED NOTIFICATION OF NHTSA CAMPAIGN NUMBER: 18V734000 (POWER TRAIN). THE CONTACT STATED THAT THE MANUFACTURER EXCEEDED A REASONABLE AMOUNT OF TIME FOR THE RECALL REPAIR. ABC HARLEY-DAVIDSON (4405 HIGHLAND RD, WATERFORD TWP, MI 48328, (248) 674-3175) WAS CONTACTED AND CONFIRMED THAT THE PARTS WERE NOT AVAILABLE FOR THE RECALL REMEDY. THE MANUFACTURER WAS NOT NOTIFIED. THE CONTACT HAD NOT EXPERIENCED A FAILURE. PARTS DISTRIBUTION DISCONNECT.

2014 FLHX

UNKNOWN OR OTHER

[11205994](#)

THE 1/4 TURN HARDWARE ON THE SADDLEBAGS COMES LOOSE CAUSING THE BAG TO DETACH FROM THE BIKE CAUSING MAJOR SAFETY CONCERN TO THOSE TRAVELING AROUND THIS BIKE. I HAVE SEEN THIS ON MOST BIKES THIS YEAR, ETC.

2012 FLHX

SERVICE BRAKES

[11219337](#)

THE FRONT BRAKES WERE FINE GOING TO WORK BUT WHEN I LEFT WORK THE FRONT BRAKE LEVER WAS STIFF AS A BOARD AND HAD NO FRONT BRAKES. THE BIKE WAS NOT IN MOTION WHEN I DISCOVERED THE PROBLEM.

2010 FLHX

SERVICE BRAKES

[11219330](#)

TL* THE CONTACT OWNS A 2010 HARLEY-DAVIDSON STREET GLIDE (FLHX). THE CONTACT STATED THAT AFTER THE BRAKE FLUID WAS PURGED, THE BRAKE LIGHT ILLUMINATED. THE VEHICLE WAS TAKEN TO BUMPUS HARLEY-DAVIDSON OF JACKSON (326 CARRIAGE HOUSE DRIVE, JACKSON, TN 38305, (731) 248-0091) WHERE IT WAS DETERMINED THAT THE BRAKE FLUID NEEDED TO BE CHANGED EVERY TWO YEARS. IF NOT, THE CONTACT WOULD BE RESPONSIBLE FOR THE REPAIRS. THE MANUFACTURER WAS MADE AWARE OF THE FAILURE AND DID NOT ASSIST. THE FAILURE MILEAGE WAS 18,000.

2009 FLHX

FUEL/PROPULSION SYSTEM

[11195998](#)

HUNDREDS OF RIDERS IN FORUMS ONLINE HAVE REPORTED THE SAME ISSUE WHERE THE CONTACT BETWEEN THE MOTORCYCLE'S WIRE PINS GOING INTO THE THROTTLE INDUCTION MODEL ACTUATOR BECOMES DISRUPTED WHILE RIDING. HARLEY-DAVIDSON HAS PROGRAMED THE BIKE TO SHUT DOWN THE RPMS TO NO MORE THAN 2,000 AND SHUTTING DOWN ONE OF THE TWO CYLINDERS. THIS POSES VERY SERIOUS AND IMMEDIATE RISK OF DEATH TO THE RIDER AS THE BIKE SUDDENLY WITHOUT WARNING OR BRAKE LIGHTS DROPS IN SPEED VERY QUICKLY ON A HIGHWAY RESULTING IN POSSIBLY GETTING REAR-ENDED BY A VEHICLE, OR GETTING RUN OVER TRYING TO CROSS LANES OF TRAFFIC, OR GOING SIDWAYS IF IN THE MIDDLE OF A CURVE; IN THE CASE OF A MOUNTAIN ROAD, THIS COULD MEAN FALLING TO ONE'S DEATH. ALL OF THIS COULD BE PREVENTED BY HD REPLACING

THE EXISTING WIRING HARNESS(ES) WITH A SLIGHTLY LONGER ONES SO THE EXTREME ANGLE OF THE WIRE INPUT DOESN'T PUT STRESS ON THE PINS, AND THE BIKE CONTINUES TO OPERATE NORMALLY. ALSO, CHANGING THE PROGRAMMING SO THAT THE BIKE CAN GO ABOVE 15MPH IF "LIMP MODE" IS REQUIRED FOR SOME REASON WOULD LIKELY PREVENT SOMEONE FROM BEING KILLED. IT WAS TERRIFYING TO HAVE AN 18-WHEELER BARRELING DOWN ON MY FROM BEHIND BECAUSE THE BIKE WENT FROM 75MPH TO 40MPH IN LESS THAN 2 SECONDS. I HONESTLY THOUGHT I WAS GOING TO DIE A TERRIBLE DEATH. FORTUNATELY THIS DRIVER SAW MY FRANTIC WAVING OF THE HANDS. HAD THIS HAPPENED AT NIGHT, I'D BE DEAD.

2008 FLHX SERVICE BRAKES [11203164](#)
 REAR PEDAL BECAME TO HARD TO PRESS ABS MODULE FAIL WHILE IN MOTION ON THE HIGHWAY

2019 FLHXS POWER TRAIN [11222060](#)
 TRANSMISSIONS OIL IS GOING IN TO THE PRIMARY AND LEAVING THE TRANSMISSION DRY OIL IT ONLY HAPPENS ON THE 2019 FLUX WITH THE 114 IN IT THAT WE HAVE SEEN SO FAR

2018 FLHXS POWER TRAIN [11193768](#)
 TL* THE CONTACT OWNS A 2018 HARLEY-DAVIDSON STREET GLIDE SPECIAL (FLHXS). THE CONTACT RECEIVED NOTIFICATION OF NHTSA CAMPAIGN NUMBER: 18V734000 (POWER TRAIN). THE CONTACT STATED THAT THE MANUFACTURER EXCEEDED A REASONABLE AMOUNT OF TIME FOR THE RECALL REPAIR. NORTH COUNTRY HARLEY-DAVIDSON (LOCATED AT 3099 NORTH BELFAST AVENUE, AUGUSTA, ME 04330, (207) 622-7994) WAS CONTACTED AND CONFIRMED THAT THE PART WAS NOT AVAILABLE. THE MANUFACTURER WAS MADE AWARE OF THE ISSUE. THE CONTACT HAD NOT EXPERIENCED A FAILURE. PARTS DISTRIBUTION DISCONNECT.

2016 FLRT SERVICE BRAKES [11195426](#)
 BRAKE REAR BRAKE FAILED , NO FLUID LEAK AROUND BIKE , AND FLUID RESOVOIR WAS STILL FULL

2008 FLTR SERVICE BRAKES [11193282](#)
 WHILE RIDING ON 3/31/2018 I WAS APPROACHING A STOPLIGHT AND BEGAN MY DOWN SHIFTING AND BRAKING. I STEPPED ON THE REAR BRAKE PEDAL AND TO MY SURPRISE THERE WAS LITTLE RESISTANCE, I PUMPED THE PEDAL AGAIN ONLY TO HAVE THE SAME RESULT. I THEN PUMPED THE PEDAL SEVERAL TIMES NOTING SAME RESULT AS PREVIOUS ATTEMPTS BUT WAS ABLE TO STOP USING MY FRONT BRAKE. WE PULLED OFF INTO A GAS STATION PARKING LOT TO ASSESS THE PROBLEM. UPON INSPECTION, I FOUND ONE OF TWO WIRES (RED) ON THE REAR BRAKELITE SWITCH SENSOR HAD MELTED OFF FROM THE SWITCH AN WAS LYING NEXT TO THE SWITCH SENSOR AND FLUID HAD LEAKED/SPRAYED OUT COVERING THE SURROUNDING AREA. LOOKING MORE CLOSELY, I FOUND THAT THE BRASS TERMINAL POST OF THE SWITCH HAD MELTED OFF THE SWITCH HOUSING AND WAS STILL LODGED WITHIN THE WIRE CONNECTOR. I RECALLED THIS HAPPENING TO A RELATIVE A FEW YEARS AGO AND IN RESEARCHING THE ISSUE THROUGH FORUMS AND GENERAL ONLINE RESEARCH, I FOUND THERE ARE SEVERAL CASES REGARDING THIS PROBLEM AND EVEN A RECALL (HARLEY DAVIDSON RECALL 0145) WHICH ONLY COVERED 2009-2011. THIS SAFETY ISSUE OBVIOUSLY APPLIES TO THE 2008 MODEL FLTRI AS WELL AND SHOULD HAVE BEEN INCLUDED.

2016 FLTRUSE FUEL/PROPULSION SYSTEM [11210469](#)

BAD WATER PUMP DESIGN, WILL LEAK AND CAUSE LOSS OF CONTROL. DEATH OR INJURY. THE PUMP THAT CAME ON THE BIKE WAS SUPER CEDED AND REDESIGNED. BIKE SHOULD BE RECALLED AND CHANGED AT HARLEY'S EXPENSE

2019 FLTRX

POWER TRAIN

[11210430](#)

TL* THE CONTACT OWNS A 2019 HARLEY-DAVIDSON ROAD GLIDE (FLTRX). THE CONTACT STATED THAT TRANSMISSION FLUID MIGRATED TO THE PRIMARY SIDE OF THE MOTORCYCLE. AS A RESULT, THE PRIMARY SIDE OVERFILLED; HOWEVER, THE TRANSMISSION WOULD SHOW AS BEING LOW. THE FAILURE WAS DUE TO A NEW ENGINE FROM THE MANUFACTURER THAT CAME OUT IN 2017. THE DEALER (TOBACCO ROAD HARLEY-DAVIDSON, 1126 S SAUNDERS ST, RALEIGH, NC 27603, (919) 832-2261) STATED THAT THEY WANTED TO DRAIN THE FLUIDS AND TEST DRIVE THE VEHICLE FOR 1,000 MILES TO CHECK THE FAILURE. THE CONTACT HAD THE FIRST SERVICE MAINTENANCE PERFORMED ON HIS OWN AND THE TRANSMISSION LEVEL WAS LOW. THE MANUFACTURER WAS EMAILED AND SUGGESTED PUTTING IN A VENT TO THE PRIMARY AREA TO REMEDY THE FAILURE. THE FAILURE MILEAGE WAS 650. THE VIN WAS UNKNOWN.

2018 FLTRXS

ENGINE

[11220266](#)

I WAS RIDING THE MOTORCYCLE ON A RURAL ROAD AND WAS TRYING TO SPEED UP. NOTICED BIKE HAD LOST ALL POWER AND FELT LIKE I WAS RUNNING INTO A 100MPH WIND AT 60 MPH. CHECK ENGINE LIGHT CAME ON INFO BUTTON SAID LOW OIL. IT WAS FULL OF OIL 20 MILES PRIOR WHEN I TOOK OFF. I PULLED OVER IN A VERY UNSAFE AREA WITH 18 WHEELERS FLYING BY AT 60+ MPH AND CHECKED THE OIL THERE WAS BARELY ANY ON THE DIPSTICK. ALL THE OIL WAS PUMPED INTO THE CRANK CASE AND NOT BACK TO THE OIL PAN BOGGING DOWN THE MOTOR POTENTIALLY BURNING UP THE ENGINE AND ABSOLUTELY PUTTING MY LIFE IN HARM'S WAY, ESPECIALLY IN AN UNSAFE AREA. THIS PROBLEM CALLED "SUMPING" IS ABSOLUTELY AN UNSAFE CONDITION TO THE RIDER, THE ENGINE OF A \$30,000 MOTORCYCLE AND POTENTIALLY A PASSENGER AS WELL. HARLEY DAVIDSON IS AWARE OF THE PROBLEM BUT CHOOSES TO ONLY FIX THE BIKES ON AN "AS NEEDED" BASIS INSTEAD OF A PREVENTATIVE FIX TO TRY AND KEEP PEOPLES LIVES SAFE. PLEASE HELP US, THE RIDERS, OUR PASSENGERS AND PROPERTY SAFE. THANK YOU FOR YOUR HELP RONALD WHITAKER

2016 FLTRXS

ELECTRICAL SYSTEM

[11207079](#)

MY SPEEDOMETER GAUGE (ALL GAUGES) HAS GOTTEN WET FROM RAIN AND ALL OF MY INSTRUMENTATION HAS QUIT WORKING. I HAVE NO WARNING LIGHTS, NO SPEEDOMETER, FUEL, BATTERY, NOTHING. THIS IS A SAFETY ISSUE AS I HAVE NO IDEA WHAT SPEED I AM TRAVELLING AT OR IF THERE IS AN IMMEDIATE PROBLEM WITH MY MOTORCYCLE'S ABS, ENGINE, ETC.

2016 FLTRXS

VEHICLE SPEED CONTROL

[11195421](#)

I WAS RIDING HOME FROM WORK AND GOT STUCK IN A RAIN STORM AND MY TACH SPEEDO AND FUEL AND AMP GAUGES ALL QUIT WORKING I HAVE CHECKED FUSES AND ARE ALL GOOD I TALKED TO THE HARLEY DEALER AND THEY SAD IT NEEDS A NEW SPEEDO AND TACHOMETER CLUSTER THEY SAY WHEN IT GETS WET IT WILL SHORT OUT. SO I FEEL THAT IS A MAJOR SAFETY HAZARD AND THERE SHOULD B A RECALL ON THEM. MY BIKE ONLY HAS LITTLE OVER 4000 MILES ON IT AND THEY WON'T COVER IT UNDER WARRANTY I FEEL IT'S UNSAFE TO DRIVE WITHOUT ANY OF THE GAUGES WORKING AND I HAVE READ THAT A LOT OF PEOPLE ARE HAVING THIS SAME ISSUE AND FEEL IT SHOULD B A RECALL TO HAVE HARLEY MAKE IT RIGHT AND PREVENT THIS FROM HAPPENING TO POTENTIAL OTHER PEOPLE AND CAUSING A ACCIDENT OR EVEN DEATH IN WORST CASE PLEASE HELP US MAKE THEM DO THE RIGHT THING HERE AND FIX THIS PROBLEM

2018 FLTRXSE

ENGINE

[11218159](#)

PURCHASED MY 3RD H-D (LAST 17 YRS) ON MAY 2018, WENT BIG... 2018 CVO ROAD GLIDE (117 M8 FLTRXSE), HEARD ALL THE CHATTER BUT BOUGHT IT ANYWAY. 3100 MILES LATER, SUMPED ON A 400 MILE ROAD TRIP, ONE QT LOW, BURNING ODOR, EXTREME HEAT, LOSS OF POWER, 100 MILES ON 6 GALLON TANK OF FUEL... LOCAL DEALER PICKED UP BIKE AT HOTEL, 2 DAYS ON PHONE & EMAILS WITH SUPPORT TECHS, CONCLUSION... VOIDED POWERTRAIN WARRANTY DUE TO UNAPPROVED TUNING. HEARD ALL THE HORROR STORIES... BUT WE'VE BEEN TUNING & ALTERING FOR YEARS, JUST AN EXCUSE TO MOVE ON FROM THE ISSUES. THIS BIKE IS CURRENTLY AT "GMR PERFORMANCE" IN FORT WORTH TEXAS, LOOSE PISTON JET OILERS, BAD OIL PUMP, STICKING CRANK AND THE HITS KEEP COMING... THIS BIKE WILL BE RE-BUILT TO 128 WITH QUALITY PARTS AND A COMPETENT BUILDER... #3 IS IT FOR ME. [HTTPS://GMRPERFORMANCE.COM/](https://GMRPERFORMANCE.COM/) [HTTPS://WWW.FACEBOOK.COM/GMR-PERFORMANCE-559176144113934/](https://WWW.FACEBOOK.COM/GMR-PERFORMANCE-559176144113934/)
[HTTPS://WWW.FACEBOOK.COM/559176144113934/VIDEOS/862622857406873/?T=2](https://WWW.FACEBOOK.COM/559176144113934/VIDEOS/862622857406873/?T=2)
[HTTPS://WWW.FACEBOOK.COM/559176144113934/VIDEOS/453192031918832/?T=2](https://WWW.FACEBOOK.COM/559176144113934/VIDEOS/453192031918832/?T=2)
[HTTPS://WWW.FACEBOOK.COM/559176144113934/VIDEOS/852105041790372/?T=0](https://WWW.FACEBOOK.COM/559176144113934/VIDEOS/852105041790372/?T=0)
[HTTPS://WWW.FACEBOOK.COM/559176144113934/VIDEOS/2078521355609032/?T=9](https://WWW.FACEBOOK.COM/559176144113934/VIDEOS/2078521355609032/?T=9)

2012 FLTRXSE

SERVICE BRAKES

[11193669](#)

I WAS ROLLING MY MOTORCYCLE OUT OF MY GARAGE WHICH ON A STEEP GRADE , WENT TO HIT THE FRONT BRAKE AND THE LEVER WAS FROZEN SOLID, THE VEHICLE ROLLED OUT OF CONTROL TILL IT FLIPPED ON TOP OF ME , CAUSING THOUSANDS OF DOLLARS IN DAMAGE TO THE MOTORCYCLE, AND CAUSING ME ROAD BURN ON MY BACK AND SHOULDERS

2016 FXDLS

SERVICE BRAKES

[11218895](#)

HARLEY LATE-MODEL DYNA MOTORCYCLES FRONT BRAKE MASTER CYLINDER IS PRONE TO FAILURE. THE FAILURE MODE IS THAT THE PISTON IN THE MASTER CYLINDER DOES NOT RETURN TO THE FULLY EXTENDED POSITION, CAUSING THE BRAKE LEVER TO CONTACT THE BRAKE SWITCH WHILE RIDING, MAKING THE BRAKE LIGHT REMAIN ILLUMINATED DURING RIDING WITHOUT THE BRAKE APPLIED. (THIS FAILURE WILL ALSO REGISTER A CODE IN THE BODY CONTROL MODULE OF THE MOTORCYCLE; SAID CODE RELATING TO FRONT BRAKE SWITCH BEING STUCK ON.) I HAVE OWNED 3 LATE-MODEL DYNAS ('09 FXDB, '14 FXDF & '16 FXDLS) AND 2 OF THEM HAVE HAD SAID FAILURE. SAID FAILURE OCCURRED WITHIN THE 2-YEAR BASIC WARRANTY PERIOD ON MY '14 FXDF, AND HAS OCCURRED NOW ON MY '16 FXDLS (14 MONTHS BEYOND THE BASIC 2-YR WARRANTY). THE SAME FAILURE OCCURRED LAST YEAR ON MY STEP-FATHER'S '14 FXDC (SHORTLY BEYOND THE BASIC 2-YR WARRANTY). SOCIAL MEDIA INDICATES THAT THIS FAILURE IS COMMON ENOUGH TO WARRANT A RECALL. SAFETY CONCERN OF SAID FAILURE IS SUCH THAT IF THE BRAKE LIGHT IS ILLUMINATED CONSTANTLY WHILE RIDING, DRIVERS BEHIND THE MOTORCYCLE RIDER DO NOT HAVE AN INDICATION WHEN THE RIDER HAS ACTUALLY BEGUN BRAKING.

2001 FXDWG

ENGINE

[11219794](#)

PREMATURE FAILURE OF THE CAM CHAIN TENSIONERS AND THE PRIMARY CHAIN TENSIONER. CAM CHAIN TENSIONER PREMATURELY FAILED WHILE DRIVING DOWN THE ROAD. RIDER WAS CLOSE ENOUGH TO HOME TO RETURN BEFORE ACCIDENT OR MAJOR DAMAGE OCCURED.

2018 FXFBS

ELECTRICAL SYSTEM

[11193359](#)

THE SPEEDOMETER FILLS WITH CONDENSATION RENDERING IT UNREADABLE. HARLEY DAVIDSON CORPORATE IS REPLACING DEFECTIVE SPEEDOMETERS WITH ANOTHER DEFECTIVE SPEEDOMETER AND REFUSES TO REPLACE IT MORE THAN ONCE.

2018 FXLR

FUEL/PROPULSION SYSTEM

[11207346](#)

LIQUID GASOLINE EXPELS FROM FUEL TANK OVERPRESSURE VENT TUBE, AT A RATE >5 DROPS/SEC, ANYTIME WHEN THE ENGINE IS RUNNING AND THE TANK IS AT OR BELOW 1/2. DEALER WARRANTY REPAIR, 2ND ATTEMPT, SOLUTION WAS TO REVERSE THE VENT LINE CHECK VALVE SO THE FUEL LEAK OUTFLOW STOPPED BUT NOW THE FUEL TANK BUILDS CONSIDERABLE PRESSURE WITH AMBIENT OR OTHER TEMPERATURE RISES LEAVING THE ONLY VENT PATH AS THE GAS CAP REMOVAL. VIDEO AVAILABLE OF BOTH FUEL LEAK AND FUEL TANK PRESSURE RELIEF. THE FUEL LEAK ISSUE WAS FIRST NOTICED ON 07/09/2018; HOWEVER IT WAS NOT RECOGNIZED TO BE A CONSTANT ISSUE AS THE FUEL TANK WAS NORMALLY KEPT BETWEEN FULL AND 5/8 DUE TO COMMUTE PATTERN. ON 04/07/2019 IT WAS NOTICED AGAIN AND VIDEO OF THE FUEL EXPELLING WAS CAPTURED AND SENT TO DEALER ALONG WITH OBSERVATION OF 1/2 TANK OR BELOW REQUIREMENT FOR THE FUEL LEAK TO OCCUR. THE FUEL TANK OVERPRESSURE ISSUE WAS REALIZED AFTER 05/03/2019 AND VERIFIED SEVERAL TIMES SINCE.

2018 FXLR

SERVICE BRAKES

[11205934](#)

FOR SOME REASON THE FUEL CAP VIBRATES QUITE LOUD AT CURTAIN RPM. I ALSO HAD ISSUES WITH THE BRAKES. THE REAR BRAKE WAS SQUEALING A LOT AND AT ONE POINT MY FRONT BRAKE WAS GOING SOFT ON ME. THE FIRST TIME I HAD IT IN THERE FOR THAT REASON THEY CALLED ME THE NEXT DAY AND TOLD ME THAT THEY DIDN'T HEAR ANYTHING, THE BRAKES OF THE CAP. OF COURSE I WAS NOT HAPPY WITH THIS AND TOOK IT BACK THE FOLLOWING WEEK. THIS TIME THEY SAID THE SAME THING, THAT IT COULD BE HEARD AND NOTHING IS WRONG WITH THE BIKE. AFTER THAT I CONTACTED HARLEY DIRECTLY AND WITHIN 2 HOUR RECEIVED A CALL FROM ROMMEL HARLEY AND ALL OF A SUDDEN IT TURNS OUT THAT THE PART NUMBER AS MY GAS CAP WAS FOUND TO BE DEFECTIVE AND THE NEW MODEL WAS ORDERED, ALSO THEY BROKE MY BRAKES DOWN TO PIECES TO FULLY INSPECT THEM AND HAND FILE THEM. THE ISSUE WITH THE FRONT AND REAR BRAKES ARE BETTER BUT I CAN TOLERATE IT, AS FOR THE GAS CAP IT STILL IS DOING THE SAME THING. WHEN I CONTACTED THEM I WAS TOLD NOTHING MORE CAN BE DONE SO AGAIN I CONTACTED HARLEY DIRECTLY AND ASKED WHAT COULD BE DONE. THEY CALLED ROMMEL AND SPOKE WITH THEM. I WAS CALLED BACK AND INFORMED THAT NOTHING WOULD BE DONE AND I HAD TO DEAL WITH IT BECAUSE ROMMEL SAID NOTHING WAS WRONG. ALSO HAD THE CHECK ENGINE LIGHT CAME ON. CODES P1510H P2127H P2138H. REDUCED POWER MODE ALONG WITH RANDOM THROTTLE FROM ALMOST STALLING TO THE BIKE DECIDE TO GIVE ITSELF FULL GO REQUIRING EITHER TAKING THE BIKE OUT OF GEAR OR PULLING THE CLUTCH IN. NOTHING WAS DONE BECAUSE "WE NEED TO SEE IT HAPPEN". ERROR CODES WE'RE STILL STORED AND COULD BE READ. NOT SURE IF YOU'RE FAMILIAR WITH MOTORCYCLES BUT WHEN YOU'RE GOING DOWN THE HIGHWAY AND IT DECIDED TO GO FULL THROTTLE IT'S QUITE A SCARY THING ESPECIALLY BECAUSE IT'S QUITE HARD IF NOT IMPOSSIBLE TO SHIFT IN THAT SITUATION.

2017 FXSE

POWER TRAIN

[11217069](#)

TL* THE CONTACT OWNS A 2017 HARLEY-DAVIDSON STREET GLIDE CV0 (FXSE). THE CONTACT RECEIVED A RECALL NOTIFICATION FOR NHTSA CAMPAIGN NUMBER: 18V734000 (POWER TRAIN) AND STATED THAT THE MANUFACTURER EXCEEDED A REASONABLE AMOUNT OF TIME TO REPAIR THE MOTORCYCLE. MOTORCITY HARLEY-DAVIDSON (24800 HAGGERTY RD, FARMINGTON HILLS, MI

48335) CONFIRMED THAT PARTS WERE NOT AVAILABLE TO PERFORM THE RECALL REPAIR. THE MANUFACTURER WAS NOT MADE AWARE OF THE ISSUE. THE CONTACT HAD NOT EXPERIENCED A FAILURE. PARTS DISTRIBUTION DISCONNECT.

9999 HARLEY-DAVIDSON

STRUCTURE

[11218992](#)

2016 HARLEY DAVIDSON STREET GLIDE CVO. CONSUMER WRITES IN REGARDS TO HARD BAGS FLYING OFF WHILE DRIVING. *LD THE CONSUMER STATED THE HARD BAG FLEW OFF WHILE DRIVING ALMOST CAUSING THE REAR VEHICLE TO CRASH. THE MANUFACTURER WAS NOTIFIED AND DID NOT OFFER ANY ASSISTANCE. *JS

9999 LED TURN SIGNAL KIT

EQUIPMENT:ELECTRICAL

[11221626](#)

I PURCHASED A BRAND NEW 2011 HARLEY DAVIDSON HARLEY DAVIDSON CVO SOFTAIL CONVERTIBLE AT OAKLAND HARLEY DAVIDSON. THE MAIN ISSUE THAT IÆM STILL DEALING WITH SINCE 2013!! IS THAT WHEN I RIDE MY BIKE THE LEFT OR SOMETIMS BOTH INDICATOR SIGNALS (THE SIGNAL THAT FLASHES ON MY LED STRIP THATÆS LOCATED BELOW MY SPEEDOMETER THAT TELLS ME IF MY SIGNAL(S) IS ON OR OFF IS STILL NOT FUNCTIONING AFTER YEARS OF CONSTANT REPAIRING FROM HARLEY DAVIDSON FACTORY AND THROUGH THE EXTENDED WARRANTY PROGRAM BY REPLACING MY BIKE WITH 4 TO 5 HARNESES AND I HAD ALSO PURCHASED TWO EXTENDED WARRANTY PROGRAMS SOLD TO ME IN THE AMOUNT OF OVER 4K BY HARLEY DAVIDSON. AND MULTIPLE DEALERS IN NOR CAL AND NOW IN SOCAL AND THEY STILL HAVE NOT BEEN ABLE TO REPAIR IT AFTER ALL THESE YEARS OF IT CONSTANTLY FAILING. THEY FIGURED THAT PERHAPS IT COULD BE A CIRCUIT IN THE SPEEDOMETER WAS AT FAULT SO THEY REPLACE THAT WITH A BRAND NEW ONE. THAT LASTED ABOUT A LITTLE LESS THAN A YEAR BEFORE THE SIGNAL FAILED AGAIN. SO THEN THEY REPLACED IT WITH YET ANOTHER! NEW SPEEDOMETER WHICH LASTED YET ABOUT ANOTHER YEAR!!! , NOW ITÆS OBVIOUSLY ITÆS NOT THE SPEEDOMETER THAT IS AT FAULT, BUT WHEN I TOOK IT INTO GLENDALE HARLEY THEY SAID THEY NEED TO REPLACE THE SPEEDOMETER FOR THE THIRD TIME !!!!!SO THAT THEY WOULD GET PAID. BUT NOW A NEW SPEEDOMETER FOR MY BIKE IS OBSOLEET!!. THEY INFORMED ME THAT THE CAN GET EVERY MODEL AND YEAR SPEEDOMETER FOR ALL HARLEYS EXCEPT MINE. THEY TOLD ME THAT THEY CANNOT DO ANYTHING MORE AFTER IT WAS AT THEIR SHOP FOR OVER TWO MONTHS. AND I ENDED UP EVEN HAVING TO PAY OUT OF POCKET EVEN MORE MONEY SINCE HARLEY COMPANY WOULDNÆT PAY GLENDALE DEALERSHIP A DIME.. I PAID \$120 AND HAD IT TOWED BACK TO MY GARAGE, AND THERE MY 40K HARLEY SITS, SINCE I STILL DONÆT HAVE A FUNCTIONING LEFT SIGNAL LIGHT INDICATOR AND I AM NOT GOING TO DRIVE IT AND BREAK THE LAW, BUT WORSE YET ENDANGERING MY LIFE AND OTHERS INCLUDING OTHER MOTOR VEHICLES AND PEDESTRIANS.PERIOD!! ALL THAT I WANT IS TO HAVE IT FIX

9999 LED TURN SIGNAL KIT

EQUIPMENT:ELECTRICAL

[11221874](#)

I PURCHASED A BRAND NEW 2011 HARLEY DAVIDSON CVO SOFTAIL CONVERTIBLE AT OAKLAND HARLEY DAVIDSON. THE MAIN ISSUE THAT IÆM STILL DEALING WITH SINCE 2013!! IS THAT WHEN I RIDE MY BIKE THE LEFT OR SOMETIMES BOTH INDICATOR SIGNALS (THE SIGNAL THAT FLASHES ON MY LED STRIP THATÆS LOCATED BELOW MY SPEEDOMETER THAT TELLS ME IF MY SIGNAL(S) IS ON OR OFF IS STILL NOT FUNCTIONING AFTER YEARS OF CONSTANT REPAIRING FROM HARLEY DAVIDSON FACTORY AND THROUGH THE EXTENDED WARRANTY PROGRAM BY REPLACING MY BIKE WITH 4 TO 5 HARNESES AND I HAD ALSO PURCHASED TWO EXTENDED WARRANTY PROGRAMS SOLD TO ME IN THE AMOUNT OF OVER 4K BY HARLEY DAVIDSON. AND MULTIPLE DEALERS IN NORCAL AND NOW IN SOCAL AND THEY STILL HAVE NOT BEEN ABLE TO REPAIR IT AFTER ALL THESE YEARS OF IT CONSTANTLY FAILING. THEY FIGURED THAT PERHAPS IT COULD BE A CIRCUIT IN THE SPEEDOMETER

WAS AT FAULT SO THEY REPLACE THAT WITH A BRAND NEW ONE. THAT LASTED ABOUT A LITTLE LESS THAN A YEAR BEFORE THE SIGNAL FAILED AGAIN. SO, THEN THEY REPLACED IT WITH YET ANOTHER! NEW SPEEDOMETER WHICH LASTED YET ABOUT ANOTHER YEAR!!!, NOW ITÆS OBVIOUS ITÆS NOT THE SPEEDOMETER THAT IS AT FAULT, BUT WHEN I TOOK IT INTO GLENDALE HARLEY THEY SAID THEY NEED TO REPLACE THE SPEEDOMETER FOR THE THIRD TIME !!!!!SO THAT THEY WOULD GET PAID. BUT NOW A NEW SPEEDOMETER FOR MY BIKE IS OBSOLETE! AND YEAR. THEY TOLD ME THAT THEY CANNOT DO ANYTHING MORE AFTER IT WAS AT THEIR SHOP FOR OVER TWO MONTHS. THEY INFORMED ME TO USE HAND SIGNALS ONLY!! IT IS ILLEGAL TO OPERATE A MOTORCYCLE WITH NONFUNCTIONAL ELECTRONIC SIGNAL INDICATORS EXCEPT BIKES PRIOR TO JAN. 1,1973. AFTER YEARS OF TRYING TO HAVE THEM DIAGNOSE AND FIX MY SIGNALS I HAD IT TOWED BACK TO MY GARAGE, AND THERE MY 40K HARLEY SITS, I STILL DONÆT HAVE A FUNCTIONING LEFT SIGNAL LIGHT INDICATOR AND I AM NOT GOING TO RIDE AND BREAK THE LAW, ENDANGERING ME, MOTORISTS/PEDESTRIANS END ITIS ILLEGAL TO OPERATE A VEHICLE/MOTORCYCLE WITH NON FUNCTIONAL ELECTRONIC SIGNALS IN THE STATE OF CA. EXCEPT FOR PRIOR TO '73

2017 TRIKE

FUEL/PROPULSION SYSTEM

[11218866](#)

WHEN THE ENGINE ON MY 2017 HARLEY DAVIDSON TRIGLIDE GETS HOT, IT WILL STALL WHEN I COME TO STOP. THIS ISSUE BEGAN AFTER 5000 MILES, AND IÆVE HAD IT IN THE SHOP 2 TIMES, BUT PROBLEM STILL EXISTS. MY TRIKE STILL HAS ONLY HD STOCK PARTS. IT ALSO WILL NOT START IN GEAR WITH THE CLUTCH ENGAGED, WHICH CAUSES A HUGE SAFETY ISSUE WHEN IT STALLS, AS I MUST TRY TO GET IT IN NEUTRAL BEFORE I CAN RESTART IT. LAST YEAR, IT STALLED WITH THE CLUTCH ENGAGED, IN THE MIDDLE OF A VERY BUSY INTERSECTION, ON A HOLIDAY WEEKEND. I HAD TO TRY TO GET IT IN NEUTRAL BEFORE I COULD RESTART IT. FORTUNATELY, TRAFFIC WAITED FOR ME TO MOVE. I UNDERSTAND HARLEY DAVIDSON IS AWARE OF THIS SAFETY ISSUE WITH THE 2017 TRIKE, BUT HAS NOT ISSUED A RECALL TO FIX IT YET.

2008 VRSCDXA

SERVICE BRAKES

[11203146](#)

TL* THE CONTACT OWNS A 2008 HARLEY-DAVIDSON VRSCDXA. THE CONTACT STATED THAT BRAKE FLUID LEAKED FROM THE VEHICLE DUE TO A MELTED BRAKE LINE. THERE WERE NO WARNING INDICATORS ILLUMINATED. THE DEALER WAS NOT MADE AWARE OF THE FAILURE. THE VEHICLE WAS NOT DIAGNOSED OR REPAIRED. THE MANUFACTURER WAS NOTIFIED. THE FAILURE MILEAGE WAS 3,000.

2015 XG500

POWER TRAIN

[11206113](#)

THIS IS THE THIRD TIME MY BIKE HAS BEEN IN THE SHOP SINCE AUGUST 2019. ON MAY 8, 2019, IT HAS BEEN BACK IN THE SHOP FOR SIX WEEK. THE FIRST TIME IT BROKE DOWN IN WAS IN THE SHOP FOR 6 WEEKS. IÆM BEING TOLD THE OUTPUT SHAFT IS BEING REDESIGNED. WHEN YOUÆRE GOING THOUGHT THE GEARS THE OUTPUT SHAFT BREAKS. YOU DONÆT EVEN GET THOUGH THE 6 GEARS. THEN BIKE LOSES ALL POWER TRAIN ONCE THE OUTPUT SHALL. THIS IS VERY DANGEROUS WHEN YOU ARE IN TRAFFIC. YOU HAVE TO FIND A SAFE PLACE TO COAST TO THE SIDE OF THE ROAD. THIS IS THE THIRD TIME ITÆS BEEN IN THE FOR THE SAME THING. FIRST TIME AUGUST 27, 2018. SECOND TIME OCTOBER 24, 2018. TOOK MY BIKE IN FOR THEM TO CHECK THE OUTPUT SHAFT AND BOLT. THIRD TIME MARCH 25, 2019.

2016 XG750

SERVICE BRAKES

[11195280](#)

TL* THE CONTACT OWNS A 2016 HARLEY-DAVIDSON STREET 750 (NA). IN FEBRUARY OF 2019, THE CONTACT WAS INFORMED THAT THE VEHICLE WAS INCLUDED IN AN UNKNOWN RECALL REGARDING

THE BRAKES. THE DEALER (HIGH DESERT HARLEY-DAVIDSON, 2310 E CINEMA DR, MERIDIAN, IDAHO) STATED THAT THE PARTS WERE UNAVAILABLE. THE MANUFACTURER WAS NOT CONTACTED. THE CONTACT HAD NOT EXPERIENCED A FAILURE.

2016 XG750 SERVICE BRAKES [11205549](#)
 TL* THE CONTACT OWNS A 2016 HARLEY-DAVIDSON STREET 750 (XG750). THE CONTACT RECEIVED A RECALL NOTICE FOR NHTSA CAMPAIGN NUMBER: 18V927000 (SERVICE BRAKES). AFTER CONTACTING SALEM HARLEY-DAVIDSON (3601 SILVERTON RD NE, SALEM, OR) AND THE MANUFACTURER, THE CONTACT WAS INFORMED THAT THE PARTS NEEDED FOR THE RECALL REMEDY WERE NOT AVAILABLE. THE CONTACT HAD NOT EXPERIENCED A FAILURE. PARTS DISTRIBUTION DISCONNECT.

2016 XG750 SERVICE BRAKES [11221646](#)
 MY SON DRIVING THIS MOTORCYCLE WAS CUT OFF BY ANOTHER DRIVER. THE REAR BRAKES APPEARED TO HAVE LOCKED UP. THIS RESULTED IN A FATALITY- MY SON WAS KILLED. WE JUST GOT NOTICE THAT THERE IS A RECALL FOR THIS BRAKE ISSUE AND THERE IS NO REPAIR AVAILABLE.

2017 XG750A SERVICE BRAKES [11207952](#)
 A RECALL WAS ISSUED IN DECEMBER, I WAS NOT NOTIFIED. I BROUGHT MY BIKE TO A HARLEY DEALER IN MARCH FOR 1,000 MILE MX ONLY TO FIND OUT ABOUT THE RECALL THEN AND THAT I COULD NOT RIDE THE BIKE HOME. MY BIKE HAS BEEN AT THE DEALER SINCE, OVER TWO MONTHS, WITH NO ESTIMATE GIVEN ON THE ARRIVAL OF PARTS OR COMPLETION OF WORK.

2016 XL1200XC-ROADSTER FUEL/PROPULSION SYSTEM [11218484](#)
 AS I EXITED THE FREEWAY, I APPROACHED A RED LIGHT AND THE ROADSTER JUST SHUT OFF AND THE BIKE SEIZED. HAD I NOT QUICKLY PRESSED THE CLUTCH I WOULD'VE LOST CONTROL. THEN THE OIL PRESSURE LIGHT, THE CHECK ENGINE LIGHT, AND THE SECURITY LIGHTS TURNED ON. I TRIED TO TURN THE MOTORCYCLE ON AND IT WAS HAVING TROUBLE STARTING. IT FINALLY STARTED BUT AS SOON AS I WOULD THROTTLE THE ACCELERATOR THE MOTORCYCLE WOULD SHUT OFF. THE BIKE CONTINUED TO HAVE THE INDICATOR LIGHTS ON. WHEN I DID TURN THE MOTORCYCLE ON IT WOULD STALL VIOLENTLY AND THEN SHUT OFF. THE MOTORCYCLE HAS BEEN SERVICED AND HAD BRAND NEW GAS AS WELL AS A NEW BATTERY. I AM HAVING THE MOTORCYCLE INSPECTED BY HARLEY BUT THIS IS NOT THE FIRST TIME THIS HAS HAPPENED TO ME WITH THIS SAME MOTORCYCLE.

BMW	Components	ODI#
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2019 C650 GT MAXI-SCOOTER FUEL/PROPULSION SYSTEM [11209805](#)
 INTERMITTENT ENGINE POWER LOSS UPON ACCELERATION - IN THE MOST RECENT OCCURRENCE (5/24/19), THE MOTORCYCLE WAS MOVING FROM A CITY STREET IN NORTH LAS VEGAS (CRAIG ROAD) ONTO I-15 NORTHBOUND. AFTER MERGING ONTO THE INTERSTATE FROM THE ON-RAMP AT A SPEED OF 55 MPH, THE MOTORCYCLE SUDDENLY LOST POWER. THE ENGINE RPM QUICKLY DROPPED FROM AROUND 6000 TO IDLE RPM. INCREASING HAD NO AFFECT AT THIS POINT. THE ENGINE QUIT AFTER I PULLED TO THE SHOULDER AND SLOWED TO A STOP. I WAS ABLE TO RESTART THE ENGINE AT THIS POINT. THIS IS THE 4TH TIME THIS HAS HAPPENED SINCE MARCH OF THIS YEAR. NO OTHER FUEL

OTHER THAN CHEVRON PREMIUM UNLEADED 91 OCTANE HAS BEEN USED SINCE PURCHASE OF VEHICLE. I'VE INFORMED THE DEALERSHIP SERVICE DEPARTMENT ABOUT THE INTERMITTENT SHUTOFFS, BUT THEY DON'T SEEM TO KNOW WHAT THE ISSUE IS. I BELIEVE IT MAY BE AN ISSUE WITH THE THROTTLE POSITION CONTROLLER, OR FAULT IN FIRMWARE THAT MONITORS THROTTLE POSITION.

2008 F 800 ST

POWER TRAIN

[11210442](#)

THE REAR WHEEL BEARING ON THE 2006-2009 F800ST IS A KNOWN FAILURE ITEM. BMWNA ISSUED A RECALL. SEE: 13V549. UNFORTUNATELY, THE RECALL DOES NOT CONTAIN THE PROBLEM. THE RECALL REQUIRES BMW TO INSPECT THE DRIVE AXLE AND IF THE VEHICLE DOESN'T EXHIBIT ANY SYMPTOMS, THE RECALL IS MARKED AS COMPLETE. THIS IS A SINGLE INSPECTION. IF THE BIKE HAS 8 MILES ON IT WHEN THE INSPECTION IS PERFORMED AND NO ISSUE IS FOUND, THE RECALL IS MARKED AS COMPLETE. IF THE BIKE HAS 100,000 MILES ON IT, AND NO DAMAGE IS FOUND, THE RECALL IS MARKED COMPLETE. IF THE BIKE HAS 100,000 MILES ON IT AND DAMAGE IS FOUND, BMW WILL REPLACE THE AXLE ASSEMBLY ONLY IF AN INSPECTION HAD NOT BEEN DONE PREVIOUSLY. IN OTHER WORDS, IT IS IN BMW'S INTEREST TO INSPECT BIKES AND PERFORM THEIR "INSPECTION" AS SOON AS POSSIBLE SO THAT THEY ARE NOT OBLIGATED TO PAY FOR REPAIRS. THE DAMAGE CAUSED BY THIS FAILURE IS A SIGNIFICANT SAFETY HAZARD. THE REAR WHEEL BEARING FAILING CAN CAUSE THE WHEEL TO SEIZE WHILE RIDING WHICH CAN CAUSE THE OPERATOR TO LOSE CONTROL OF THE VEHICLE. BMW HAS TOLD ME SPECIFICALLY THAT IT IS UNSAFE TO RIDE THE MOTORCYCLE. HOWEVER, BECAUSE THE INSPECTION WAS DONE PREVIOUSLY AS PART OF THE RECALL, THEY ARE UNWILLING TO COVER THE REPAIR COSTS.

2007 F800S

FUEL/PROPULSION SYSTEM

[11207956](#)

FUEL LEAKING FROM AROUND FUEL PUMP ASSEMBLY. THIS APPEARS TO BE SIMILAR TO A RECALL AFFECTING 2005 - 2012 BMW BIKES. NHTSA CAMPAIGN NUMBER: 13V617000.

2019 F850GS

POWER TRAIN

[11208478](#)

WHILE IN MOTION, APPROXIMATELY ONE OUT OF FIVE UP-SHIFT ATTEMPTS FROM SECOND TO THIRD GEAR RESULT IN REPEATED MISSED SHIFTS, RESULTING IN A SUDDEN LOSS OF ACCELERATION ATTEMPTING TO REACH SPEEDS ABOVE 35 MPH. BMW MOTORCYCLES OF OMAHA (OMAHA, NEBRASKA) AND BMW MOTTORAD USA ATTRIBUTE THE TRANSMISSION MALFUNCTIONS TO A MATERIAL DEFECT, MOST LIKELY A METAL BURR IN THE SHIFTING MECHANISM. THEIR RECOMMENDATION IS TO CONTINUE OPERATING THE MOTORCYCLE IN ORDER TO WEAR DOWN THE BURR. AFTER OPERATING THE MOTORCYCLE FOR ~500 MILES, THE ISSUE HAS NOT SELF RESOLVED. THE SHIFTING PROBLEM RESULT IN A SUDDEN LOSS OF ACCELERATION, AND NEARLY RESULTED IN BEING STRUCK FROM BEHIND BY VEHICLES ON TWO SEPARATE OCCASIONS AS THE TRAILING VEHICLES DIDN'T ANTICIPATE A LOSS OF STEADY ACCELERATION IN THE COURSE OF ATTEMPTING TO ACCELERATE TO REACH POSTED SPEED LIMITS. BMW MOTORCYCLES OF OMAHA DID NOT PROVIDE ANY DOCUMENTATION OF THE SERVICE REQUEST, THE PROBLEM, OR THEIR INTENDED COURSE OF ACTION, TO CONTINUE USE OF THE F850GS IN THE HOPE THE PROBLEM WOULD SELF-RESOLVE. I BELIEVE THE LACK OF PROVIDED PAPERWORK WAS TO AVOID ANY POTENTIAL LEGAL ISSUES STEMMING FROM ASKING ME TO CONTINUE OPERATING A MOTORCYCLE I EXPLAINED TO THEM WAS UNSAFE.

2015 G650GS

FUEL/PROPULSION SYSTEM

[11194423](#)

SOME TIMES MOTORCYCLE WILL NOT IDLE. HAS DONE IT WHILE TRYING TO MOVE IN TRAFFIC SITUATION. VERY DANGEROUS

2018 K 1600 GT

UNKNOWN OR OTHER

[11217292](#)

WHEN STARTING ENGINE FROM A STATIONARY POSITION, WHILE IN NEUTRAL, THE THROTTLE GETS STUCK REVVING AT APPROXIMATELY 2000 RPM. CAN'T SHIFT OUT OF NEUTRAL OR DECELERATE/ACCELERATE THROTTLE. THIS HAS HAPPENED ON MULTIPLE OCCASIONS.AFTER SEVERAL ATTEMPTS OF TURNING ON/OFF THE MAIN SWITCH,AND ROCKINING THE BIKE BACK AND FORTH THE ISSUE SOMETIME GOES AWAY ...BIKE HAS 3100 MILES ON IT

2018 K 1600 GTL

STEERING

[11196948](#)

THIS IS A NEW, 2018 MOTORCYCLE PURCHASED FROM THE DEALER ON 4/6/2019 WITH 6 MILES ON THE ODOMETER. AFTER A SHORT TEST RIDE THROUGH SEVERAL SHORT BACK-ROADS AROUND THE DEALERSHIP I DECIDED TO PURCHASE THE VEHICLE. UPON LEAVING THE DEALERSHIP AND HEADING HOME ON THE INTERSTATE AT HIGHWAY SPEEDS THE ISSUE REVEALED ITSELF. THE MOTORCYCLE HAS A DANGEROUSLY AGGRESSIVE LEFT PULL. CONSTANT PULLING OF THE LEFT BAR AND/OR PUSHING OF THE RIGHT BAR IS REQUIRED FOR THE VEHICLE TO TRACK PROPERLY. EASING OFF OF THE PRESSURE WILL RESULT IN THE MOTORCYCLE INITIALLY LEANING AND TURNING LEFT. IF NOT CORRECTED BY REAPPLYING THE PULLING/PUSHING OF THE HANDLEBARS THE BIKE WILL AGGRESSIVELY PULL LEFT ACROSS LANES OR INTO ONCOMING LANES. I NOTIFIED THE SALES PERSON OF THE ISSUE AND WAS ADVISED TO BRING THE VEHICLE IN THE FOLLOWING FRIDAY (4/12/19) TO BE CHECKED. UPON ARRIVAL THE SERVICE MANAGER STATED HE DIDN'T HAVE TIME TO LOOK AT THE VEHICLE AND SCHEDULED ANOTHER DATE (4/17/19) TO BRING THE BIKE IN. UPON INSPECTION AND A TEST RIDE THE SERVICE MANAGER STATED THAT HE COULDN'T FIND ANYTHING WRONG WITH THE VEHICLE BUT HE SAID THE WIND WAS BLOWING STRONGLY AT THE TIME OF HIS RIDE. HIS SOLUTION WAS TO ADJUST THE FRONT TIRE AIR PRESSURE AND SEND ME ON MY WAY. THIS PULLING IS DANGEROUS NOT TO MENTION EXTREMELY FATIGUING BY CONSTANTLY HAVING TO CORRECT THE TRACKING OF THE BIKE. BECAUSE OF THE CONSTANT EFFORT INVOLVED TO CORRECT THE TRACKING OF THE BIKE I DO NOT FEEL SAFE DRIVING THIS VEHICLE MORE THAN A FEW MILES AT A TIME. I HAVE TRIED RIDING IN DIFFERENT LANES AND IN DIFFERENT POSITIONS IN THOSE LANES ALL WITH THE SAME RESULTS SO THE CROWN/GRADE OF THE ROAD IS NOT CAUSING THE ISSUE.

2007 K1200 R

FUEL/PROPULSION SYSTEM

[11203188](#)

THERE IS A FACTORY FUEL STRIP THAT CAUSES THE FUEL GAUGE TO GIVE AN IMPROPER READING. IT SHOWS HALF FULL WHEN THERE ISN'T ANY GAS LEFT AND GIVES NO WARNING. IT HAS CAUSED ME TO STALL IN HEAVY TRAFFIC TWO TIMES AND ONCE I WAS ALMOST HIT DOING 60 MPH.

2005 K1200 S

FUEL/PROPULSION SYSTEM

[11222304](#)

MY MOTORCYCLE IS LEAKING GASOLINE SOMEWHERE. I CAN'T LEAVE IT IN THE GARAGE DUE TO THE STRONG GAS SMELL. I'VE REMOVED THE FAIRING, BUT STILL CAN'T FIND WHERE THE LEAK IS COMING FROM.

2019 K1600B

STEERING

[11208774](#)

THIS MOTORCYCLE IS UNSTABLE IN ANY WIND CONDITION AT HIGHWAY SPEEDS. IT IS SEVERELY BUFFETED SUFFICIENT ENOUGH TO CAUSE FEAR EVEN IN AN EXPERIENCED RIDER. I AM FAIRLY CERTAIN THAT, WHEN THIS OCCURS, THE BIKE IS AT THE LIMITS OF THE ENVELOP OF STABILITY AND

EXPECT IT TO WOBBLE OR WEAVE INTO DEADLY OSCILLATIONS. THE DEALERS SHOULD WARN PEOPLE NOT TO BUY THIS MACHINE. I HAVE BEEN RIDING FOR 50 YEARS ON ALL TYPES OF MOTORCYCLES AND THIS IS THE MOST UNSTABLE I HAVE EVER RIDDEN. BMW NEEDS TO BE COMPELLED TO FIND THE ROOT CAUSE OF THIS CONDITION AND EITHER REMEDY IT IN SOME WAY OR REPLACE IT. THE FIRST TIME I ENTERED AN INTERSTATE IN SLIGHTLY WINDY CONDITIONS WAS THE SECOND DAY I OWNED IT. I COULD ONLY PROCEED TO THE FIRST EXIT AND COULD NOT REMAIN AT THE 80 MPH POSTED SPEED LIMIT DUE TO THE BUFFETING AND WHAT SEEMED LIKE HUNTING FOR STABILITY. THE BIKE IS NOW PARKED IN MY GARAGE WITH 300 MILES ON IT. I BOUGHT A HONDA GOLDWING AFTER OPERATING IT IN 40 MPH CROSS WIND - SOMETHING I WOULDN'T DO WITH THE BMW. THE GW WAS STEADY AS CAN BE KIN THE SAME OPERATION. DO WE HAVE TO WAIT UNTIL SOMEONE IS KILLED BEFORE THE NHTSA DOES SOMETHING? WE NEED ENGINEERING EXPERTS TO EVALUATE THIS DESIGN AND FIND OUT WHY A COMPANY LIKE BMW IS GETTING AWAY WITH THIS.

2019 K1600B

SUSPENSION

[11196695](#)

AT HIGH SPEEDS THE REAR END OF THE MOTORCYCLE SHAKES AND TORQUES LIKE A SNAKE. IT DOES NOT INCREASE WITH WIND. IT ALMOST FEELS LIKE YOU LOSE CONTROL OF THE VEHICLE.

2018 K1600B

ELECTRICAL SYSTEM

[11218963](#)

DRIVING ON I10 IN NEW MEXICO AT 80MPH, FOLLOWED BY TWO SEMI TRUCKS MY BIKE SUDDENLY QUIT WITHOUT WARNING OR REASON, I CAME VERY CLOSE TO BEING RUN OVER BY THE TWO TRUCKS FOLLOWING ME. DEALER CONTACTED BMW AND IT APPEARS THEY ARE AWARE OF THIS PROBLEM BUT NO RECALL HAS BEEN INDICATED. APPARENTLY, ACCORDING TO BMW, THE ELECTRIC CONTACTS ON THE "FLY BY WIRE" SYSTEM ARE COATED WITH A RUST INHIBITOR COMMON IN ANY INDUSTRY. HOWEVER WITH THIS MOTORCYCLES ELECTRICAL SYSTEM IT OCCASIONALLY FAULTS THE SIGNAL FROM THE THROTTLE TO THE ON-BOARD COMPUTER RESULTING IN A MIXED SIGNAL THE COMPUTER CANNOT PROCESS THEREBY SHUTTING THE BIKES THROTTLE CONTROL OFF AND DEFAULTING INTO THE "LIMP MODE" WHICH ELIMINATES ANY THROTTLE CONTROL AND MAINTAINS THE RPM AT 2000 ENABLING THE BIKE TO LIMP TO THE NEAREST GARAGE. I CASUALLY LOOKED INTO THIS ISSUE ONLINE AND FOUND FOUR OTHER COMPLAINTS ABOUT THIS PROBLEM, THEY WERE ALL 2018 K1600 MODELS. THIS MAY BE AN INCONVENIENCE AT LOCAL, LOW-SPEED RIDING BUT TO ME, IT WAS A NEAR-DEATH EXPERIENCE AND FEEL STRONGLY BMW NEEDS TO RECALL THIS MODEL BEFORE THERE IS A FATALITY AND IRONICALLY IT WILL MOST LIKELY NOT BE ASSOCIATED TO THIS MALFUNCTION.

2018 K1600B

STEERING

[11194573](#)

AT SPEEDS ABOVE 60MPH IN TURBULENT AIR (BEHIND LARGE TRUCKS, SUV'S) BIKE WILL ACT AS THOUGH IT WERE ON A GROOVED ROAD. IT HAS A "WOBBLE" UNTIL YOU GET OUT OF THE TURBULENT AIR. IF DRIVING IN HIGH WINDS AND NOT FOLLOWING ANOTHER VEHICLE YOU WILL ALSO EXPERIENCE THIS. THIS IS ON A GRAND AMERICA. I OWN A GTL, SAME YEAR MODEL, AND IT DOES NOT HAVE THIS ISSUE.

2018 K1600B

SUSPENSION

[11219239](#)

TL* THE CONTACT OWNS A 2018 BMW K1600B. WHILE DRIVING OVER 65 MPH, THE CONTACT FELT AN ABNORMAL VIBRATION FROM THE MOTORCYCLE. TWO OTHER MOTORISTS ALERTED THE CONTACT THAT THE REAR OF THE MOTORCYCLE SHIMMIED AND SWAYED ABNORMALLY BACK AND FORTH. THE VEHICLE WAS NOT DIAGNOSED OR REPAIRED. BMW MOTORCYCLES FORT LAUDERDALE (4201 PETERS RD, PLANTATION, FL 33317, (954) 581-6099) AND POWER BMW MOTORCYCLES OF

PALM BAY (190 INTERSTATE CT SE, PALM BAY, FL 32909, (321) 215-2065) WERE CONTACTED AND INDICATED THAT THIS WAS A NORMAL CHARACTERISTIC OF THIS MOTORCYCLE MODEL. THE CONTACT STATED THAT THE ABNORMAL CONDITION WAS INTERMITTENTLY PROGRESSING. THE MANUFACTURER WAS NOTIFIED OF THE FAILURE. THE FAILURE MILEAGE WAS UNAVAILABLE.

2010 R 1200 RT

FUEL/PROPULSION SYSTEM

[11210483](#)

THE FUEL GAUGE MISREAD THE ACTUAL AMOUNT OF FUEL IN MY TANK CAUSING ME TO RUN OUT OF GAS AT A DANGEROUS INTERSECTION. I HAD TO GET OFF THE MOTORCYCLE AND PUSH IT ACROSS ONCOMING TRAFFIC (THE ONLY DOWNHILL OPTION) TO A SAFE PLACE ON THE SIDE OF THE ROAD. I HAD TO WALK FOR 2 MILES TO PURCHASE A GAS CAN AND FUEL IN ORDER TO RESTART AND MOVE THE BIKE. THIS WAS THE FIRST TIME MY GAS GAUGE FAILED. THE SENSOR FOR THE GAS GAUGE HAS NOW FAILED 3 TIMES. THE SECOND TIME I WAS ABLE TO COAST UP A DRIVEWAY HILL INTO A SAFE CHURCH PARKING LOT. THIS WAS SO LUCKY AS NO SHOULDER WAS AVAILABLE. RECENTLY, THE THIRD TIME IT FAILED I NOTICED THE FUEL GAGE WAS ACTUALLY GOING UP AS I WAS OPERATING THE VEHICLE. IT WENT FROM 1/2 TANK TO ALMOST FULL. THE FUEL STRIP (FUEL SENSOR) IN THE GAS TANK IS THE ROOT CAUSE OF FAILURE. I NOW HAVE THE 3RD FUEL STRIP REPLACEMENT SCHEDULED FOR 7/12/2019. IF I RUN OUT OF FUEL IN THE MIDDLE OF A HIGHWAY DURING A RUSH HOUR TIME PERIOD, I COULD LITERALLY BE KILLED (EXAMPLE: I LIVE IN ATLANTA AND HAVE BEEN IN RUSH HOUR ON I-75 / I-285 WHICH IS ABOUT 8-9 LANES WIDE WITH TIGHT AND FAST MOVING CARS AND TRUCKS). THE FUEL TANK ON THE 2010 BMW R 1200 RT DOES NOT HAVE AN EMERGENCY FUEL RESERVE PETCOCK. IF THE FUEL GAUGE OVERSTATES THE REMAINING FUEL, AND THE BIKE RUNS OUT OF FUEL, THERE IS NO AVAILABLE RESERVE. THERE IS NO SAFETY MARGIN. I JUST PURCHASED A FUEL BOTTLE TO CARRY ON THE MOTORCYCLE FOR AN EMERGENCY. I DO NOT LIKE THE IDEA OF CARRYING FUEL IN THIS MANNER, NOR SHOULD I HAVE TO. I CANNOT LOCK IT SAFELY LEAVING OPEN AN OPPORTUNITY FOR VANDALISM, AND I CANNOT GUARANTEE IT WILL NOT LEAK OR RUPTURE. PHOTOS: PHOTOS WERE TAKEN WHEN BIKE WAS OUT OF FUEL AND DISPLAYING MILES REMAINING AND FUEL LEVEL. TANK HOLDS 6.6 GL AND I SEE 43 MPG. THERE SHOULD BE ABOUT A GALLON LEFT IN THE TANK... THIS IS A SIGNIFICANT PERCENTAGE.

2013 R1200 GS

STRUCTURE

[11217318](#)

MY 2013 BMW R1200GS HAD A FRAME FAILURE WHERE THE FRONT SUSPENSION/HANDLE BARS ARE MOUNTED TO. FRAME TORE AT THE TRIPLE TREE MOUNT ON A BIKE USED AS A COMMUTER FOR 54K. THE BIKE WAS AT IDLE ON THE DRIVEWAY AND FELL. THE ONLY POINT OF CONTACT WAS THE ENGINE GUARD. THE FORCE OF ME PICKING UP THE BIKE BY THE HANDLE BARS WAS THE LAST AMOUNT NEEDED TO TEAR THE ALREADY FATIGUED FRAME. I WAS FORTUNATE IT DID FALL THAT DAY, HAD IT NOT AND I RODE IT I WOULDN'T BE HEAR TODAY TO WRITE THIS. *JS

2012 R1200 GS ADVENTURE

FUEL/PROPULSION SYSTEM

[11204226](#)

THE FUEL TANK QUICK CONNECT COUPLING CRACKED, LEAKED FUEL AND NEARLY CAUSED A FIRE ON THE VEHICLE. I WAS RIDING THE MOTORCYCLE ON A ROADWAY AND WHEN I STOPPED THE FUEL DRIPPED ONTO THE HOT ENGINE. THE FUEL STARTED TO SMOKE BECAUSE I REACTED QUICKLY AND SHUT DOWN THE ENGINE I WAS ABLE TO PREVENT A FIRE FROM STARTING.

2015 R1200 RT

WHEELS

[11208944](#)

MOTORCYCLE HAS LESS THAT 30,000 MILES AND IS LESS THAN FOUR YEARS OLD BUT THE FROM TPMS SENSOR HAS COMPLETELY FAILED AND NO LONGER READS ANY TIRE PRESSURE. I HAVE A

CONSTANT TPMS FAILURE LIGHT ON MY DASH BOARD. A REPLACEMENT SENSOR IS OVER \$200 NOT INCLUDING LABOR FOR INSTALLATION AND REPROGRAMMING OF THE ON-BOARD COMPUTER.

2011 R1200 RT

FUEL/PROPULSION SYSTEM

[11205457](#)

MY 2011 BMW R1200RT HAD A RECALL REPAIR PERFORMED IN 2015 TO ADDRESS A FUEL LEAK ISSUE AT THE FUEL PUMP FLANGE. THE DEALER DID NOT REPLACE THE FUEL PUMP ASSEMBLY BUT DID A REPAIR WHICH INVOLVED INSTALLATION OF A REINFORCEMENT RING ON THE FUEL PUMP FLANGE WHICH WAS CRACKING AND LEAKING FUEL UNDER PRESSURE. IN MARCH OF 2019 THE AREA THAT WAS REPAIRED ON THE FUEL PUMP DEVELOPED A FUEL LEAK CAUSING GASOLINE TO LEAK UNDER PRESSURE AND LEAK DOWN ONTO THE ENGINE WHICH COULD HAVE CAUGHT FIRE. MY LEFT BOOT AND LEFT LOWER PANT LEG GOT WET WITH GASOLINE. BMW SHOULD HAVE FIXED THIS PROBLEM PROPERLY WITH A NEW FUEL PUMP INSTEAD OF TRYING TO RIG IT UP IN 2015. THEY HELD OFF FOR YEARS EVEN ISSUING THE RECALL UNTIL FORCED BY GOVERNMENT TO DO IT. THEY SHOW A BLATANT DISREGARD FOR THEIR CUSTOMER'S SAFETY BY NOT FULLY REPAIRING THE VEHICLE AFTER THE RECALL WAS ISSUED. NOW BMW CUSTOMER RELATIONS SAYS THE RECALL REPAIR IS OUT OF WARRANTY. THIS CAUSED ME TO HAVE TO REPLACE THE FAULTY PART AT A COST OF OVER 500 DOLLARS. THIS IMPROVED PART SHOULD HAVE BEEN INSTALLED DURING THE RECALL REPAIR INSTEAD OF TRYING TO BAND-AID THE PROBLEM. WE ARE TALKING ABOUT HIGH PRESSURE FUEL. THIS IS A MAJOR SAFETY CONCERN AND THE GOVERNMENT SHOULD SANCTION BMW FOR NOT PERFORMING THE RECALL PROPERLY. CUSTOMERS THAT HAD TO GO BACK LATER AND REPAIR THEIR MOTORCYCLES FOR THIS FUEL LEAK ISSUE SHOULD BE REIMBURSED.

2010 R1200 RT

SERVICE BRAKES

[11221451](#)

REAR BRAKE LINE ADAPTER LEAKING BRAKE FLUID. THIS IS AN ALUMINUM FITTING THAT CONNECTS THE STEEL BRAKE LINE TO THE FLEXIBLE LINE GOING TO THE REAR WHEEL. CRACKS FORMED ON BOTH THREADED ENDS. BMW PART NUMBER 34327679297. I REPLACED THIS PART MYSELF. THE REAR BRAKE RESERVOIR WAS EMPTY.

2008 R1200 RT

FUEL/PROPULSION SYSTEM

[11202929](#)

THIS SERIES OF MOTORCYCLES HAS A COMMON PROBLEM WITH CRACKS IN THE THROTTLE PULLEYS ON THE THROTTLE BODY. FAILURE OF THIS PLASTIC PART WILL RESULT IN INSTANT LOSS OF POWER. I HAVE BEEN READING ABOUT THIS PROBLEM, AND DECIDED TO INSPECT THE TWO THROTTLE BODIES ON MY MOTORCYCLE AS A PRECAUTION. BOTH OF MINE WERE CRACKED. ONE OF THE PULLEYS HAS THREE CRACKS IN IT, AND WOULD LIKELY HAVE FAILED WITHIN A SHORT TIME. SEE PHOTOS INCLUDED WITH THIS REPORT.

2012 S1000 RR

POWER TRAIN

[11209399](#)

THE MOTORCYCLE WAS STATIONARY WHEN FAULT OCCURED. IT FAILED TO START FOLLOWING REFUELING. A 'VDS' CODE WAS DISPLAYED ON THE SCREEN. DEALER COULD NOT CONNECT TO THE ECU TO DETERMINE THE FAULT CODES. THE DEALER TESTED ALL THE SENSORS AND WIRING AND NO ISSUE. FINALLY THEY REPLACED THE ECU AND THEY WERE ABLE TO CONNECT TO THE ECU. THEY SAID THE FAULT IS IN THE ECU AND NEEDED TO BE REPLACED. THE MOTORCYCLE HAS 4600 MILES ON IT. IF THE ECU FAULTED WHILE RIDING, A VDS (VEHICLE DROP SENSOR) CODE CAN POTENTIALLY CAUSE A CRASH AT HIGH SPEEDS, ESPECIALLY WHEN CORNERING ON MOTORCYCLES. BMW MOTORCYCLES OF USA FAILED TO TAKE RESPONSIBILITY FOR A FAULTY ECU. THIS VDS CODE SEEMS TO BE A COMMON ISSUE ON THIS MOTORCYCLE AS REPORTED BY MANY PEOPLE ON FORUMS.

HONDA	Components	ODI#
<p>2008 CBR1000RR</p> <p>THE ENGINE BURNS OIL AT THE RATE OF 1 QUART PER 500 MILES REGARDLESS OF HOW IT OPERATED. ABSOLUTELY RIDICULOUS. MOST OTHER OWNERS KNOW THIS IS A COMMON ISSUE WITH FAULTY PISTON RINGS AND NO RECALL HAS BEEN ISSUED. THIS PROBLEM ONLY RESULTS IN UNNECESSARY WEAR AND TEAR ON OTHER ENGINE COMPONENTS, HIGHER COST OF OWNERSHIP AND MUCH HIGHER EMISSIONS. HONDA, PLEASE FIX YOUR BIKE!!</p>	ENGINE	11204715
<p>2015 CBR300R</p> <p>IM HAVING TROUBLES WITH DOWNSHIFTING, THE CLUTCH IS FINE AND WAS TOLD THE FRONT SPOCKET SEEMS SUPER LOOSE. I HAVE TO ROCK IT TO GET IT INTO FIRST. I WAS RIDING THE OTHER DAY AND OUT OF KNOW WHERE MY BIKE SHUTS OFF IN THE MIDDLE OF A SHIFT DOIN 45 IN 5TH. SO I DONE ALIL REASEARCH AND THERE WAS A RECALL ON WHAT I'M EXPERIENCING, CAN YOU PLEASE HELP</p>	POWER TRAIN	11205132
<p>2017 CRF50</p> <p>INER TUBES INCORRECTLY INSTALLED. NUT MUST BE VISABLE. STEM WILL BREAK OFF CAUSING A BLOW OUT OR FLAT TIRE. COULD BE CATASTROPHIC FOR THE RIDER.</p>	WHEELS	11210178
<p>2018 GL1800</p> <p>THE ENGINES STOPS SOMETIMES WHEN I STOP AT AN INTERSECTION AND START TO TAKE OFF. MANY TIMES THE TRANSMISSION MAKES A LOUD CLUNK AND THE ENGINE STOPS. IT APPEARS LIKE THE BIKE TRY'S TO ENGAGE BOTH TRANSMISSIONS AT THE SAME TIME. SEVERAL TIMES I COULD NOT GET THE BIKE RESTARTED. I TOOK IT TO TWO DIFFERENT HONDA DEALERS BUT THEY CANNOT FIND THE PROBLEM. I HAVE FOUND OTHER 2018 HONDA GOLDWING DCT OWNERS THAT HAVE HAD THE SAME THING HAPPEN TO THEM AND HONDA TELLS ALL OF US THEY NEVER HEARD OF THIS PROBLEM. IT IS A SAFELY ISSUE BECAUSE I GO TO MOVE AND THE TRAFFIC BEHIND ME STARTS TO MOVE AND HAS TO JAM ON THERE BRAKES AND THEN THEY HONK AT ME BECAUSE I AM STALLED AT THE INTERSECTION.</p>	ELECTRICAL SYSTEM	11205522
<p>2018 GL1800</p> <p>BIKE SURGES UNEXPECTEDLY AT LOW SPEED MOSTLY WHEN MAKING LEFT TURNS AND ONCE FROM A DEAD STOP. BIKE SURGE FORWARD CAUSING A CRASH AT INTERSECTION. I WAS SITTIN AT A RED LIGHT BETWEEN TWO CARS WHEN BIKE UNEXPECTEDLY SHOT FORWARD RAPIDLY CAUSE BIKE TO HIT CAR IN FRONT. DAMAGING BOTH VEHICLES.</p>	POWER TRAIN	11217483
<p>2002 GL1800</p> <p>TL* THE CONTACT OWNS A 2002 HONDA GL1800 (GOLDWING) MOTORCYCLE. WHILE DRIVING 25 MPH, THE REAR BRAKES FAILED. THE CONTACT PULLED OVER AND HAD THE BIKE TOWED TO HIS RESIDENCE. THERE WERE NO WARNING INDICATORS ILLUMINATED. AN UNKNOWN DEALER WAS NOTIFIED, BUT WAS NOT ABLE TO ASSIST. THE CONTACT REPAIRED THE REAR MASTER BRAKE</p>	SERVICE BRAKES	11203994

CYLINDER SUB-ASSEMBLY HIMSELF. THE MANUFACTURER WAS NOT MADE AWARE OF THE FAILURE. THE FAILURE MILEAGE WAS 186,000.

2002 GL1800

STRUCTURE:BODY

[11203989](#)

TL* THE CONTACT OWNS A 2002 HONDA GL1800 (GOLDWING) MOTORCYCLE. THE CONTACT STATED THAT THERE WAS A CRACK ON THE RIGHT SIDE OF THE FRAME WHERE AN ALUMINUM TUBE ENTERED INTO THE MAINFRAME. THE DEALER (FRED CUMMINGS MOTORSPORTS, 2211 CHESTER AVE, BAKERSFIELD, CA 93301, (661) 324-9695) STATED THERE WERE NO RECALLS AND DID NOT ASSIST. THE MANUFACTURER HAD A RECORDED MESSAGE STATING THAT THERE WERE NO RECALLS. THE CONTACT EMAILED THE MANUFACTURER'S WEBSITE AND WAS AWAITING A RESPONSE. THE FAILURE MILEAGE WAS 186,000.

2002 GL1800

UNKNOWN OR OTHER

[11196578](#)

HAVE A 2002 HONDA GOLDWING NEVER MADE ANY PROBLUMS AT ALL

2002 GL1800A

SERVICE BRAKES

[11206622](#)

THIS CONCERNS AN ONGOING SAFETY RECALL FOR REAR BRAKE LOCKUP ON GL1800 GOLDWING. I OWN A 2002 MODEL. THREE TIMES IN THE LAST MONTH, MY REAR BRAKE HAS LOCKED UP, ONE TIME CAUSING ME TO LOOSE CONTROL AND DROP THE BIKE, BEING SLIGHTLY INJURED, WITH A SCRAPE TO THE RIGHT ARM. HONDA HAS THUS FAR NOT REIMBURSED ME FOR REPAIRS THAT IS SUPPOSED TO BE AN UNENDING SAFETY RECALL. DEALER SAID I HAD TO PAY, SINCE HONDA HAS ALLEGEDLY DONE THE RECALL, CLAIMING FLUID CONTAMINATION, EVEN THOUGH THEIR OWN DEALER HAS FLUSHED AND BLED THE SYSTEM TWICE IN THE LAST MONTH. TWICE, THIS HAS HAPPENED WHILE RIDING IN FORWARD MOTION, ONCE REAR BRAKE LOCKED UP AFTER PARKING BIKE IN DEALER'S LOT, SO THIS CAN HAPPEN AT ANY TIME, WITHOUT WARNING. THE NHTSA IS SUPPOSED TO BE THE WATCHDOG OVER THESE ISSUES, AND IS AWARE OF THIS RECALL, WHEN ARE WE GOING TO GET THIS RESOLVED? HOW MANY 1800 GOLDWING OWNERS WILL BE INJURED, POSSIBLY KILLED BEFORE THIS IS FIXED. HONDA HAS KNOWN THIS FOR AT LEAST 8 YEARS, AND THERE IS BIKES WITH RE-OCCURRING PROBLEMS, EVEN AFTER RECALL IS PREFORMED, APPARENTLY, THEIR "FIX" IS NOT WORKING. HELP!

2016 NC700

POWER TRAIN

[11218335](#)

PLEASE REFER TO MY ORIGINAL COMPLAINT NUMBER OF 11217973 IN WHICH I DIDN'T LIST THE PROBLEM UNDER THE NC700 CATEGORY AND MISTAKENLY LISTED IT AS THE HONDA NM4 (COMMON NAME FOR THIS MOTORCYCLE). THE ORIGINAL INFO IS BELOW: THIS IS A HONDA MOTORCYCLE WITH A DUAL CLUTCH TRANSMISSION (DCT). MULTIPLE PEOPLE WHO OWN THESE ARE HAVING PROBLEMS WITH A BOLT COMING LOOSE INSIDE THE DCT THAT CAUSES THE BIKE TO GET STUCK IN ONE GEAR. MY MACHINE FAILED IN MAY OF 2019 WHILE COMING OFF A FREEWAY. NO ACCIDENT BUT EASILY COULD HAVE BEEN ONE. THE DEALERSHIP HAD NO IDEA WHAT THE PROBLEM WAS AND CONTACTED THE FACTORY. AFTER HAVING THE BIKE FOR WEEKS AT THE DEALERSHIP THE FACTORY SENT OUT A TECH WHO BY SHEER DUMB LUCK HAD SEEN THE SAME ISSUE WITH OTHER DCT MACHINES AND DIRECTED THE DEALERSHIP TO LOOK FOR THE ISSUE. IT WAS INDEED A LOOSE BOLT. I HAVE ORIGINAL BOLT AND IT IS UNDAMAGED. I AM OUT \$750 BUCKS AND THREE WEEKS DUE TO A LOOSE BOLT THAT SHOULD HAVE BEEN SECURED AT THE FACTORY PER THE DEALERSHIP. MULTIPLE PEOPLE ON WEBSITE FOURMS FOR THIS MOTORCYCLE ARE ALSO HAVING THE SAME ISSUE. HERE'S A LINK TO ONE SUCH TOPIC: [HTTPS://WWW.CTX700FORUM.COM/ FORUM/CTX700-GENERAL-DISCUSSION-FORUM/73313-DUAL-CLUTCHTRANSMISSION-PROBLEMS.HTML](https://www.ctx700forum.com/forum/ctx700-general-discussion-forum/73313-dual-clutchtransmission-problems.html) THIS DCT IS HONDA'S NEXT BIG THING. THEY DON'T NEED ANY BAD PUBLICITY ABOUT IT BUT THIS ISSUE WITH THIS BOLT

NEEDS A RECALL OR SOMETHING. I LOVE THE BIKE, BUT WHAT ELSE COULD GO WRONG WITH IT? THE BOLT WON'T COME LOOSE A SECOND TIME AFTER THE TECHS PUT LOCKTITE ON IT, WHICH SHOULD HAVE BEEN DONE AT THE FACTORY FOR SUCH AN IMPORTANT PART. PLEASE FIND ATTACHED MY PDF DESCRIPTION OF WHAT HAPPENED. I COULD HAVE BEEN HURT WHEN THIS FAILED AS I CAME OFF THE FREEWAY.

2016 NC700JD

POWER TRAIN

[11217973](#)

THIS IS A HONDA MOTORCYCLE WITH A DUAL CLUTCH TRANSMISSION (DCT). MULTIPLE PEOPLE WHO OWN THESE ARE HAVING PROBLEMS WITH A BOLT COMING LOOSE INSIDE THE DCT THAT CAUSES THE BIKE TO GET STUCK IN ONE GEAR. MY MACHINE FAILED IN MAY OF 2019 WHILE COMING OFF A FREEWAY. NO ACCIDENT BUT EASILY COULD HAVE BEEN ONE. THE DEALERSHIP HAD NO IDEA WHAT THE PROBLEM WAS AND CONTACTED THE FACTORY. AFTER HAVING THE BIKE FOR WEEKS AT THE DEALERSHIP THE FACTORY SENT OUT A TECH WHO BY SHEER DUMB LUCK HAD SEEN THE SAME ISSUE WITH OTHER DCT MACHINES AND DIRECTED THE DEALERSHIP TO LOOK FOR THE ISSUE. IT WAS INDEED A LOOSE BOLT. I HAVE IT AND IT IS UNDAMAGED. I AM OUT \$750 BUCKS AND THREE WEEKS DUE TO A LOOSE BOLT THAT SHOULD HAVE BEEN SECURED AT THE FACTORY PER THE DEALERSHIP. MULTIPLE PEOPLE ON MAIN WEBSITE FOR THIS MOTORCYCLE ARE ALSO HAVING THE SAME ISSUE. HERE;S A LINK TO ONE SUCH TOPIC: [HTTPS://WWW.CTX700FORUM.COM/FORUM/CTX700-GENERAL-DISCUSSION-FORUM/73313-DUAL-CLUTCH-TRANSMISSION-PROBLEMS.HTML](https://www.ctx700forum.com/forum/ctx700-general-discussion-forum/73313-dual-clutch-transmission-problems.html) THIS DCT IS HONDA'S NEXT BIG THING. THEY DON'T NEED ANY BAD PUBLICITY ABOUT IT BUT THIS ISSUE WITH THIS BOLT NEEDS A RECALL OR SOMETHING. I LOVE THE BIKE, BUT WHAT ELSE COULD GO WRONG WITH IT? THE BOLT WON'T COME LOOSE A SECOND TIME AFTER THE TECHS PUT LOCKTITE ON IT, WHICH SHOULD HAVE BEEN DONE AT THE FACTORY FOR SUCH AN IMPORTANT PART. PLEASE FIND ATTACHED MY PDF DESCRIPTION OF WHAT HAPPENED.

2006 VTX1300

ELECTRICAL SYSTEM

[11209344](#)

MY STARTER MAGNET SHORTED OUT & BURNED CONNECTING PLUG & ELECTRICAL HARNESS. MY BIKE WAS PARKED IN GARAGE LIKE ALWAYS. I WENT OUT IN MORNING TO START BIKE & NOTHING HAPPENED, A FEW SECONDS LATER I NOTICE A BURNED SMELL & IMMEDIATELY TURNED OFF KEY. I THEN DISCONNECTED MY BATTERY & STARTED TO LOOK FOR THE PROBLEM. AFTER THE BATTERY CHECKED OUT TO BE GOOD , I STARTED CHECKING FUSES , WHEN I NOTICE THE STRING BURNED SMELL FROM THE STARTER MAGNET AREA , THE MAIN FUSE WAS STILL GOOD BUT NOTICED THE CONNECTOR PLUG SLIGHTLY MELTED. UPON FURTHER INSPECTION OF PLUG, I NOTICED THE CONNECTORS & SOME WIRING WERE BURNT.

YAMAHA	Components	ODI#
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2018 CZD300A

ENGINE

[11228509](#)

ENGINE TOP END CATASTROPHICALLY DESTROYED CAUSING THE ENGINE TO STOP, LEADING TO POSSIBLE ACCIDENT. THIS VEHICLE HAS BEEN SERVICED MULTIPLE TIMES FOR A "TICKING" SOUND. IT WAS SUPPOSEDLY FIXED, BUT THEN IT CATASTROPHICALLY DESTROYED ON A 4 LANE ROAD LEADING ME TO ALMOST BE HIT BY A PASSING TRUCK. THE ATTACHED DOCUMENT CONTAINS LETTERS THAT I HAVE WROTE TO YAMAHA IN THE PAST TO ADDRESS THIS ISSUE. THE MOTORCYCLE WAS SERVICED "FIXED" TWICE BEFORE THE ENGINE CATASTROPHICALLY DESTROYED ON JUNE 13, 2019. THE

MOTORCYCLE IS NOW BEING SERVICED AT MOTORWORLD OF EL CAJON IN EL CAJON, CA. I HAVE EMAILED YAMAHA THAT I AM CONCERNED THAT THERE PRODUCT IS UNSAFE. ALSO, I RECEIVED A MESSAGE FROM ANOTHER YAMAHA XMAX OWNER ON JUNE 30, 2019 THAT IS HAVING A SIMILAR EXPERIENCE.

2015 FJ-09

ENGINE

[11219387](#)

CLUTCH BASKET WENT BAD (MANY OF THIS ENGINE MOTORCYCLES WITH THE SAME PROBLEM)

2010 FJR13

ELECTRICAL SYSTEM

[11204940](#)

DROVE BIKE FOR TEN MILE , SPEEDOMETER AND THE TACHOMETER WERE JUMPING UP AND DOWN, DROVE HOME AND WOULD NOT RESTART FOR 1.5 HOURS. BIKE STALLED TURNING RIGHT CORNER AT A CITY INTERSECTION CAUSING REAR TIRE TO SLIDE. 1 BLOCK FROM HOME. OTHER TIMES THE BIKE WOULD NOT RESTART AFTER WARMED UP, STARTER WOULD WORK BUT COULD NOT HERE FUEL PUMP WORKING. ANOTHER TIME STALLED AT STOP SIGN AND PUSHED HOME. BIKE WOULD RESTART AFTER COOL DOWN FROM 10 MINUTES TO A HOUR. EVERY TIME BIKE WOULD NOT START IT WOULD HAVE ER-1 CODE ON DASH. YAMAHA MECHANIC COULD NOT FIND PROBLEM.

2005 FJR1300

ENGINE

[11208378](#)

IGNITION SWITCH IS INTERMITTENT. SOMETIMES AFTER TURNING SWITCH TO OFF POSITION THEN BACK TO THE ON POSITION, MOTORCYCLE WILL NOT START AND GAGE HAVE NO POWER. SOMETIME I MAY HAVE TO TURN KEY ON AND OFF FIFTY OR MORE TIMES AND SOMETIMES THAT DOESN'T WORK. MOTORCYCLE HAS LESS THAN 17,000 MILES ON IT AND HAS BEEN GARAGE KEPT. I'VE READ MANY OTHER OWNERS HAVING SAME THE SAME PROBLEMS.

2015 FZ-09

SUSPENSION

[11208440](#)

THE REAR SUSPENSION SHOCK ABSORBER IS RUSTED AT ALL OF THE REAR WELDED POINTS. THE VEHICLE HAS BEEN GARAGED AND IS IN A LOW HUMIDITY DESERT OF ARIZONA. THE RUST FROM THE WELDS HAS TRAVELED UP ALONG WHERE TWO PARTS OF THE SHOCK ASSEMBLY IS CONNECTED. THERE IS NO WAY TO DISASSEMBLE THE SHOCK TO CLEAN OFF THE RUST AND REFINISH IT. TO MY KNOWLEDGE, ONLY THE 2015 MODEL YEAR IS AFFECTED, SINCE YAMAHA CHANGED THE DESIGN OF THE REAR SHOCK ASSEMBLY FROM 2016.

2002 ROAD STAR WARRIOR

FUEL/PROPULSION SYSTEM

[11219092](#)

THE FUEL FILTER ASSEMBLY TO THE FRONT OF THE TANK WILL RELEASE THE INNER SLEEVE AT THE ELBOW SPILLING FUEL ALL OVER MOTOR. IF MOTOR IS HOT, CAN RESULT IN FIRE AND HAS HAPPENED IN THE PAST. I WAS FORTUNATE TO HAVE JUST STARTED RIDING WHEN IT HAPPENED TO ME.

2015 XT250

EXTERIOR LIGHTING

[11209060](#)

TL* THE CONTACT OWNS A 2017 (NA) YAMAHA XT250. THE CONTACT STATED THAT THE HAZARD LIGHTS ILLUMINATED WHEN THE LEFT AND RIGHT TURN SIGNALS WERE ACTIVATED. AS A RESULT, BOTH TURN SIGNAL INDICATORS WOULD BLINK AND CONFUSE OTHER MOTORISTS. THE VEHICLE WAS TAKEN TO MIDDLE TOWN CYCLES (3711 COMMERCE DR, MIDDLETOWN, OH 45005, (513) 422-5471) WHERE IT WAS DIAGNOSED THAT THE ELECTRICAL SYSTEM HAD LOW POWER, WHICH WAS WHY THE HAZARD LIGHTS BLINKED INSTEAD OF ONLY THE TURN SIGNALS. THE MECHANIC DID NOT KNOW HOW TO REPAIR THE VEHICLE. THE VEHICLE WAS NOT REPAIRED. THE MANUFACTURER WAS NOT MADE AWARE OF THE FAILURE. THE FAILURE MILEAGE WAS 200.

2012 XV1900

EXTERIOR LIGHTING

[11196479](#)

BIKE BOUGHT DEC. 2013. 1 YR. WARRANTY PLUS BOUGHT 4YR. Y.E.S. EXTENDED SERVICE COMPREHENSIVE WARRANTY THROUGH 10/31/2018. AT APPROX. END 2017, THE REAR LEFT HAND SIGNAL FLASHER STALK BEGAN TO VIBRATE LOOSE TO THE POINT OF BEING FLOPPY AND RISKING FALLING OFF ENTIRELY. THIS BUILT-IN STALK IS NOT ACCESSIBLE TO TIGHTEN WITHOUT DEALER DROPPING REAR WHEEL, REMOVING REAR LED BRAKE LIGHT ASSEMBLY, AND TIGHTENING BOLTS FROM INSIDE THE NOW ACCESSIBLE FENDER. IT IS NOT JUST A "MAINTENANCE ITEM" AS YES STAFF CLAIMED WHEN PRESENTED FOR WARRANTY CLAIM. TURN SIGNALS ON BIKES ARE KEY SAFETY FEATURES, AND AS ON CARS, ARE NOT SUPPOSED TO JUST VIBRATE OFF UNDER WARRANTY. INDEED, UNLIKE A MIRROR WHICH CAN BE TIGHTENED EASILY BY A WRENCH, SUCH DISMANTLING REQUIRED IS A DEFECT IN MANUFACTURING. HARLEYS, CARS, DON'T HAVE HEADLIGHTS OR BRAKE/TURN LIGHTS FALLING OFF AND UNBOLTING DURING A 5YR. WARRANTY PERIOD, IF EVER ! OWNER CONTACTED DEALER IN FEB. 2018 AND ASKED IF DEFECT, HOW BEAT TO FIX. OWNER STOPPED IN TO DEALER SUMMER 2018 FOR FIX BUT TOLD "TOO BUSY" DESPITE A SAFETY ISSUE. OWNER CAME IN END OF OCT. 2018 UNDER WARRANTY, AND DEALER REPAIRED BUT YES WOULD NOT PAY FOR FIX. INTERNET IS FULL OF SIMILAR COMPLAINTS ON THIS AND OTHER MODELS THAT INTERNALLY ATTACHED SIGNAL STALKS VIBRATE LOOSE AND OWNERS HAVE TO TAKE TO DEALER OR USE BIZARRE D.I.Y. TECHNIQUES TO ACCESS INTERNAL BOLT. YAMAHA CLEARLY DID NOT ENGINEER ENOUGH PROTECTION VIA LOCK-WASHERS, DOUBLE BOLTS AND/OR USE OF LOCTITE GLUE ON BOLT AND THREADED ROD. YAMAHA ALSO REFUSES ADMIT OWNERS ARE COMPLAINING. YAM SHOULD INFORM NHTSA HOW MANY DEALER REPAIRS ON '12 STRATOLINER, AND WHY NO RECALL OR TSB ISSUED. YAM SHOULD BE TOLD BY NHTSA THIS A DEFECT/SAFETY ISSUE, NOT A MAINTENANCE ITEM. ALSO, DEALER INSTALLED YAM PASSING LAMPS CUSTOM MADE FOR BIKE ALSO FAILED & DEALER FIXED WRONG AS NOW WON'T GO OFF WHEN HIBEAMS ON, A NY LAW. *JS

2016 YXZ1000

STRUCTURE:BODY

[11206292](#)

THE FRAME WHERE MOTOR MOUNTS ARE LOCATED BROKE IN THREE PLACES CAUSING COOLANT PIPE TO BREAK WHICH IN TURN CAUSED ALL OF THE ENGINE COOLANT TO DRAIN OUT, WHICH IN TURNS CAUSES THE ENGINE TO OVERHEAT TO THE POINT THAT ENGINE NEEDS TO BE REPLACED. WHEN VEHICLE WAS IN MOTION ON AN INCLINE OFFROAD AS INTENDED, CAUSED OVERHEATING , EXTREME SMOKE FROM FLUIDS BURNING OFF TO THE POINT OF USING EXTINGUISHER FOR FEAR OF FIRE.

2017 YZFR3

ELECTRICAL SYSTEM

[11203975](#)

TL* THE CONTACT OWNS A 2017 YAMAHA YZFR3. WHILE DRIVING VARIOUS SPEEDS, THE MOTORCYCLE SUDDENLY SHUT COMPLETELY OFF AND COULD NOT RESTARTED IMMEDIATELY. THE CONTACT INDICATED THAT THE FAILURE OCCURRED ON FIVE SEPARATE OCCASIONS. THE MOTORCYCLE WAS TOWED TO MOUNTAIN MOTORSPORTS ROSWELL (10885 ALPHARETTA HWY, ROSWELL, GA), BUT THE CAUSE OF THE FAILURE COULD NOT BE DETERMINED. THE MOTORCYCLE WAS EXAMINED BY THREE OTHER UNKNOWN MOTORSPORTS DEALERS, BUT THEY WERE UNABLE TO DETERMINE THE CAUSE OF THE FAILURE. THE MANUFACTURER WAS NOTIFIED OF THE FAILURE. THE FAILURE MILEAGE WAS 200.

TRIUMPH	Components	ODI#
<p>2008 DAYTONA 675</p> <p>TL* THE CONTACT OWNS A 2008 TRIUMPH DAYTONA 675. WHILE DRIVING AT AN UNKNOWN SPEED, THE VEHICLE STALLED ON THE HIGHWAY. THE VEHICLE WAS TOWED TO THE NEAREST INDEPENDENT MECHANIC WHO REPAIRED THE VEHICLE PER NHTSA CAMPAIGN NUMBER: 12V445000 (ELECTRICAL SYSTEM). THE REPAIR COST \$956. THE VEHICLE DID NOT PASS STATE INSPECTION WHEN THE RECALL WAS FIRST DISCOVERED BY THE CONTACT. THE CONTACT WAS NOT THE ORIGINAL OWNER AND DID NOT RECEIVE THE RECALL LETTER. THE MANUFACTURER REFUSED TO REIMBURSE THE CONTACT FOR THE REPAIR COST. THE CONTACT WAS REFERRED TO HIS STATE'S ATTORNEY GENERAL. THE DEALER WAS NOT CONTACTED. THE FAILURE MILEAGE WAS 16,179.</p>	ENGINE	11194054
<p>2000 SPRINT RS</p> <p>THE FUEL TANK HAS EXPANDED AND DEFORMED SIGNIFICANTLY. WHEN REMOVED FOR ROUTINE MAINTENANCE, THE TANK REQUIRES SIGNIFICANT PRESSURE TO GET IT REINSTALLED. ALSO, WHEN INSTALLED, THE TANK DOES NOT FIT INTO THE RECESS PROPERLY AND INTERFERES WITH THE MOVEMENT OF THE HANDLEBARS IN SHARP RIGHT AND LEFT HAND TURNING.</p>	FUEL/PROPULSION SYSTEM	11219549
<p>2017 THRUXTON 1200R</p> <p>THE FRONT BRAKE EXHIBITS A VERY LONG FIRST PULL TO ENGAGE, SUBSEQUENT PULLS ARE SHORT BRIEFLY, THEN THE LONG PULL RETURNS AFTER A FEW MINUTES. THIS CAUSES THE FRONT BRAKE TO ENGAGE AT GREATLY VARYING LEVELS OF LEVER PULL AND EFFORT DURING A TYPICAL RIDE. THE BRAKE IS ALSO VERY SPONGY AND VAGUE. THE DEALER HAS MADE 5 ATTEMPTS TO ADDRESS THE ISSUE WHICH INCLUDES SEVERAL BRAKE BLEEDS, REPLACEMENT OF THE MASTER CYLINDER AND THE CHANGE TO DIFFERENT TYPE OF BRAKE FLUID, ALL TO NO AVAIL.</p>	SERVICE BRAKES	11221173
<p>2014 THUNDERBIRD</p> <p>TL* THE CONTACT OWNS A 2014 TRIUMPH THUNDERBIRD. WHILE DRIVING BETWEEN 35-55 MPH, THE CONTACT'S MOTORCYCLE MADE AN ABNORMAL KNOCKING NOISE. THE NOISE WAS LOUD AND A DISTRACTION. THE VEHICLE WAS TOWED TO SOUTHERN CALIFORNIA MOTORCYCLES (515 W LAMBERT RD, BREA, CA 92821, (714) 256-6700) TO BE DIAGNOSED, BUT THE TEST CAME BACK INCOMPLETE. THE DEALER STATED THAT THE MOTOR WAS NOT AS NOISY AS OTHER MOTORCYCLES. THE MANUFACTURER WAS MADE AWARE OF THE FAILURE AND STATED THAT "THE MOTOR WAS NOT NOISY ENOUGH". THE VEHICLE WAS NOT REPAIRED. THE FAILURE MILEAGE WAS 9,100. THE VIN WAS INVALID.</p>	ENGINE	11221665
<p>2013 THUNDERBIRD</p> <p>AT 1ST VALVE CLEARANCE INSPECTION, IT WAS DISCOVERED THAT THE RIGHT-SIDE EXHAUST DECOMPRESSION MECHANISM BROKE OFF OF THE CAMSHAFT AND SHATTERED, LEAVING METAL PIECES LOOSE UNDER THE CAM COVER WHERE THEY COULD POTENTIALLY INTERFERE WITH INTAKE OR EXHAUST VALVE OPERATION. NOT ALL PIECES ARE ACCOUNTED FOR. IT IS UNKNOWN WHEN THIS DAMAGE OCCURRED. THE MOTORCYCLE WAS SHOWING NO SIGNS OF MALFUNCTION. AN INTERNET SEARCH TURNED UP AT LEAST 7 SIMILAR INCIDENTS OF THE SAME PART, SAME SIDE ON THIS MAKE AND MODEL MOTORCYCLE, DIFFERENT YEARS.</p>	ENGINE	11207150

2014 THUNDERBIRD STORM

WHEELS

[11221324](#)

FAILURE OF ENCLOSED BEARINGS RESULTING IN BENT AXLE AND DAMAGE TO DRIVE BELT.

2017 TROPHY

ELECTRICAL SYSTEM

[11218186](#)

I WAS BACKING UP MY MOTORCYCLE (WHILE IT WAS RUNNING) AND AS I TURNED THE HANDLEBARS TO THE RIGHT, ALL ELECTRICAL SHUT OFF (THE ENGINE INCLUDED). THIS CONTINUED TO HAPPEN EVERY TIME I TURNED THE HANDLEBARS TO THE RIGHT, AND GOT PROGRESSIVELY WORSE, FROM ONLY HAPPENING WHEN TURNING FULL RIGHT TO BARELY TO THE RIGHT OF CENTER, BUT I WAS ABLE TO MAKE THE RIDE HOME, ABOUT 100 MILES, AS LONG AS I DIDN'T MAKE A RIGHT TURN! FORTUNATELY, ON A MOTORCYCLE, MOST TURNS CAN BE MADE BY LEANING THE BIKE. ANYWAY, THE PROBLEM TURNS OUT TO BE THE WIRING COMING OUT OF THE IGNITION SWITCH. IT MAKES A 90 DEGREE TURN, BUT WILL CONTACT A HARD BRAKE LINE WHEN MOVING THE HANDLEBARS TO THE RIGHT, WHICH EVENTUALLY WEARS THROUGH THE INSULATION ON THE WIRING. I BELIEVE THE BEST WAY TO REMEDY THIS WOULD BE TO INSTALL A REDESIGNED BRAKE LINE THAT AVOIDS THE WIRING. THERE HAVE BEEN MULTIPLE CASES OF THIS SAME PROBLEM ON THE MODEL-SPECIFIC FORUM THAT I FREQUENT (TRIUMPH-TROPHY.COM). I BELIEVE THAT THIS SHOULD BE ADDRESSED AS A SAFETY ISSUE, SINCE HAVING A MOTORCYCLE SHUT DOWN WITH NO WARNING CAN OBVIOUSLY BE PRETTY DANGEROUS! THE BIKE IS CURRENTLY AT THE DEALER GETTING THE SWITCH REPLACED.

DUCATI	Components	ODI#
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2018 MULTISTRADA

SERVICE BRAKES

[11195692](#)

I WAS RIDING FOR AROUND 4 HOURS ON THE INTERSTATE. I CAME OFF THE INTERSTATE AND ONTO THE SURFACE STREETS. I WAS ENTERING A PARK WITH A DIRT ROAD AND PARKING LOT. I WENT TO APPLY THE REAR BRAKE FOR STOPPING ON DIRT. THE REAR BRAKE LEVER CYCLED THROUGH THE ENTIRE STROKE. I PUMPED THE REAR BRAKE LEVER AND NO PRESSURE WAS BUILT UP. I HAD TO USE THE FRONT BRAKE TO STOP ON THE DIRT. AFTER VISITING THE PARK ABOUT 20 MINUTES THE BIKE WAS RIDDEN TO A GAS STATION AND THE REAR BRAKE STILL FAILED TO WORK. THE BIKE WAS THEN RIDDEN TO A LOCAL HOTEL STILL WITH NO REAR BRAKE. THE NEXT MORNING I TESTED THE REAR BRAKE BEFORE LEAVING FOR THE DAY. THE REAR BRAKE HAD NORMAL PRESSURE AND A VERY SHORT LEVER STROKE AND WOULD STOP THE WHEEL (CENTER STAND). AFTER RIDING ON THE INTERSTATE FOR 2 HOURS I PULLED OFF FOR GAS AND THE BRAKE WOULD NOT ENGAGE. SINCE RETURNING HOME FROM MY TRIP I HAVE EXPERIENCED THE SAME THING REPEATEDLY, BIKE COLD REAR BRAKE WORKS, BIKE HOT NO REAR BRAKE.

2016 MULTISTRADA

SERVICE BRAKES

[11202598](#)

HAVE HAD TO HAVE THE BRAKES BLEED TWICE A YEAR SINCE PURCHASING .REAR BRAKE FADES AND IS ALMOST NON EXISTENT, WORSE AS THE BIKE HEATS UP NUMEROUS TIMES HAVE BEEN TO THE DEALER AND HAVE BEEN TOLD THIS IS NORMAL FOR A DUCATI.I DO NOT FEEL SAFE , AND DREAD THE DAY WHEN I REALLY NEED THEM.

2018 PANIGALE V4

VISIBILITY/WIPER

[11205414](#)

THE REAR VIEW SIDE MIRRORS ARE VERY FRAGILE AND BREAK EASILY, DURING RIDING ON A BUMPY ROAD OR ADJUSTMENT WHILE STATIONARY.

2018 PANIGALE V4 VISIBILITY/WIPER [11205420](#)

THE REAR VIEW SIDE MIRRORS ARE VERY FRAGILE AND BREAK VERY EASILY EITHER WHEN RIDING ON A ROUGH ROAD OR WHILE TRYING TO ADJUST THE MIRROR WHILE STATIONARY OR EVEN A SLIGHT BUMP IN A PARKING LOT.

2018 PANIGALE V4 VISIBILITY/WIPER [11205425](#)

THE REAR VIEW SIDE MIRRORS ARE VERY FRAGILE AND BREAK VERY EASILY, EITHER WHILE RIDING ON A ROUGH ROAD, ADJUSTING THE MIRROR WHILE STATIONARY, OR A LIGHT BUMP IN A PARKING LOT. THIS IS THE 2ND TIME ONE HAS BROKEN ON ME AND IT HAS HAPPENED TO SEVERAL OTHER PEOPLE.

2018 PANIGALE V4 VISIBILITY/WIPER [11205424](#)

THE REAR VIEW SIDE MIRRORS ARE VERY FRAGILE AND BREAK VERY EASILY, EITHER WHILE RIDING ON A ROUGH ROAD, ADJUSTING THE MIRROR WHILE STATIONARY, OR A LIGHT BUMP IN A PARKING LOT. THIS IS THE 2ND TIME ONE HAS BROKE FOR ME AND IT HAS HAPPENED TO SEVERAL OTHER PEOPLE.

2018 SUPERSPORT VISIBILITY/WIPER [11204395](#)

THE REAR VIEW MIRRORS WERE REPLACED FOR NHTSA CAMPAIGN ID NO. 18V-793 RECALL. THE RECALL DID NOT FIX THE PROBLEM. THE MIRROR PROBLEMS STILL PERSIST AND THERE WAS NO CHANGE IN THE PROBLEM. THEY PERFORM THE SAME AS BEFORE THE RECALL REPLACEMENT.

KTM	Components	ODI#
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2015 1190 ADVENTURE FUEL/PROPULSION SYSTEM [11218690](#)

FUEL PUMP FAILED WITH NO WARNING WHILE PASSING A VEHICLE ON A TWO LANE HIGHWAY. IT SHOWED NO SYMPTOMS UNTIL HOT AND UNDER LOAD. WHEN THROTTLE WAS OPENED THE ENGINE SPUTTERED LIKE IT WAS RUNNING OUT OF GAS. EVENTUALLY THE VEHICLE WOULD NOT ACCELERATE AND BECAME UNRIDABLE. THE ENGINE RAN NORMALLY AT IDLE AND WITHOUT A LOAD ON IT (CLUTCH IN). THIS IS A KNOWN KTM PROBLEM IN THE 1190, 1290, AND SUPER DUKE FAMILY. MY FRIEND HAD HIS FUEL PUMP FAIL ON A 1290 EXACT SAME SCENARIO AT 13000 MILES. THERE IS NO WAY TO PREDICT WHEN THE PUMP WILL FAIL AND WHEN IT DOES COULD CAUSE A CRASH. THERE IS AN IMPROVED FUEL PUMP PART NUMBER WHICH ADDRESSES THE FLAW AND KTM IS REACTANT TO PROVIDE THE NEW PUMP CLAIMING THIS FAILURE WAS DUE TO AGE.

2018 1290 SUPER ADVENTURE R ELECTRICAL SYSTEM [11222490](#)

THE KEYLESS IGNITION ON THE MOTORCYCLE DOES NOT WORK CORRECTLY. MANY TIMES IT WILL SAY THE KEY IS OUT OF RANGE, THIS COULD CAUSE AN ISSUE IF THE MOTORCYCLE WAS TO STALL. WHEN MOVING AND TURNED ON IT WILL REPORT KEY OUT OF RANGE. WHEN TURNED OFF AND ATTEMPTING TO START THE MOTORCYCLE WILL NOT TURN ON. THIS ISSUE HAS WIDELY BEEN REPORTED BY OWNERS. [HTTPS://ADVRIDER.COM/F/THREADS/STRANGE-KEYFOB-PROBLEM-1290-SAS.1385383/](https://advrider.com/f/threads/strange-keyfob-problem-1290-sas.1385383/) [HTTPS://ADVRIDER.COM/F/THREADS/ANOTHER-KEY-FOB-ISSUE-2017-](https://advrider.com/f/threads/another-key-fob-issue-2017-)

1290R.1297799/ [HTTPS://ADVRIDER.COM/F/THREADS/KEY-NOT-IN-RANGE.1260362/](https://advrider.com/f/threads/key-not-in-range.1260362/)
[HTTPS://ADVRIDER.COM/F/THREADS/KEY-NOT-IN-RANGE.1260362/](https://advrider.com/f/threads/key-not-in-range.1260362/)
[HTTP://WWW.KTMSMT.COM/VIEWTOPIC.PHP?F=29&T=11926](http://www.ktmsmt.com/viewtopic.php?f=29&t=11926)

2018 1290 SUPER DUKE R

SERVICE BRAKES

[11220698](#)

TL* THE CONTACT OWNS A 2018 KTM 1290 SUPER DUKE R. WHILE RIDING AT VARIOUS SPEEDS, THE MOTORCYCLE SHOOK AND VIBRATED. THE FAILURE BECAME MORE SEVERE AS THE SPEED INCREASED. THE MOTORCYCLE WAS TAKEN TO GOLD COAST MOTOR SPORTS (2070 JERICHO TURNPIKE, NEW HIGHLAND PARK, NY) WHERE IT WAS DIAGNOSED THAT THE TWO FRONT BRAKE DISCS WERE WARPED AND NEEDED TO BE REPLACED. THE VEHICLE WAS NOT REPAIRED. THE MANUFACTURER WAS NOTIFIED OF THE FAILURE, BUT NO ASSISTANCE WAS OFFERED. THE FAILURE MILEAGE WAS 3,102.

2014 1290 SUPER DUKE R

SERVICE BRAKES

[11228348](#)

MY FRONT BRAKE MASTER CYLINDER COMPLETELY LOST PRESSURE AND THE ABILITY TO SLOW DOWN THE MOTORCYCLE. I AM FORTUNATE THAT IT DID NOT CAUSE ME TO CRASH. THE BRAKE SYSTEM IS MANUFACTURED BY BREMBO. I BELIEVE THIS TO BE THE SAME MANUFACTURER DEFECT THAT AFFECTED THE 2015 AND 2016 KTM 1290 SUPERDUKE R MOTORCYCLES, WHICH HAVE AN OPEN RECALL ON THE SAME BREMBO MASTER CYLINDER. I AM NOT SURE WHY THE 2014 WAS NOT INCLUDED IN THE RECALL. THANK YOU FOR YOUR TIME.

2017 390 DUKE

FUEL/PROPULSION SYSTEM

[11217655](#)

WHEN IN MOTION, AND GEARING DOWN, AS I PULL IN THE CLUTCH THE RPMS DROP. AS THEY DO, THE BIKE WILL INTERMITTENTLY STALL. THIS IS A CONTINUOUS ISSUE. THERE IS NO DIFFERENCE BETWEEN RUNNING COLD OR HOT. ALSO, THIS BIKE WAS JUST BOUGHT FROM PREVIOUS OWNER. THE TITLE IS NOT YET SIGNED OVER TO ME.

INDIAN	Components	ODI#
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2017 CHIEF

SERVICE BRAKES

[11193406](#)

TL* THE CONTACT OWNS A 2017 INDIAN CHIEF MOTORCYCLE. WHEN DECELERATING, THE MOTORCYCLE WOULD VIBRATE VIOLENTLY. THERE WERE NO WARNING INDICATORS ILLUMINATED. INDIAN MOTORCYCLE OF MARIETTA AND SLINGSHOT OF MARIETTA (1750 COBB PKWY SE, MARIETTA, GA 30060, (770) 956-9577) DIAGNOSED THAT THE FRONT BRAKE ROTORS NEEDED TO BE REPAIRED. THE VEHICLE WAS NOT REPAIRED. THE MANUFACTURER WAS MADE AWARE OF THE FAILURE. THE FAILURE MILEAGE WAS 37,000. *TT *BF

2017 ROADMASTER

POWER TRAIN

[11219719](#)

LORS DE FORTE PLUIE , LE MOTEUR TOURNE SUR UN SEUL CYLINDRE ET CALE PARFOIS.

2019 ROADMASTER ELITE

FUEL/PROPULSION SYSTEM

[11193759](#)

WHILE ACCELERATING TO MERGE ONTO FREEWAY, AS I MERGED BETWEEN TRUCKS, THE ENGINE LOST POWER WITHOUT WARNING AND WENT INTO "LIMP MODE" - APPARENTLY, POLARIS KNOWS

ABOUT IT AND STILL HAS NOT SOLVED THE PROBLEM. VERY DANGEROUS AS THE SEMI TRUCK BEHIND ME COULD HAVE NEVER STOPPED TO AVOID RUNNING ME OVER. FORTUNATELY, INSTANTLY UPON LOSING POWER AT 60MPH, I VEERED OFF THE FREEWAY, ONTO THE SHOULDER AS THE SEMI-TRUCK WHIZZED BY. PLEASE HELP ME EMPHASIZE TO POLARIS, HAVING THE ENGINE GO INTO NEARLY TOTAL LOSS OF POWER, OR "LIMP MODE" IS AN EXTREMELY DANGEROUS SITUATION FOR A MOTORCYCLE RIDER. I'VE READ BLOGS OVER THE PAST FEW DAYS AND IT HAS HAPPENED TO MANY OTHERS.

2016 SCOUT

SERVICE BRAKES

[11222951](#)

TL* THE CONTACT OWNS A 2016 INDIAN SCOUT 900. WHILE DRIVING APPROXIMATELY 55 MPH, THE CONTACT ATTEMPTED TO SLOW DOWN BY DEPRESSING THE REAR BRAKE PEDAL; HOWEVER, THE MOTORCYCLE DID NOT STOP. THE CONTACT HAD TO USE THE FRONT BRAKE TO STOP THE VEHICLE. THE MOTORCYCLE WAS DRIVEN TO INDIAN MOTORCYCLE REDLANDS (215 E REDLANDS BLVD, REDLANDS, CA 92373) WHERE IT WAS DIAGNOSED THAT THE BRAKE CYLINDER SEAL FAILED AND NEEDED REPLACEMENT. THE MOTORCYCLE WAS GOING TO BE REPAIRED WITHIN THE NEXT SEVEN DAYS WHEN PARTS BECOME AVAILABLE. THE MANUFACTURER WAS NOTIFIED OF THE FAILURE AND PROVIDED CASE NUMBER: 641932. THE APPROXIMATE FAILURE MILEAGE WAS 8,080.

KAWASAKI	Components	ODI#
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2017 NINJA 650

ENGINE

[11194836](#)

THE ENGINE OVERHEATS EVEN IN 50 DEGREE FAHRENHEIT. THE GAUGE INDICATES 4 OR 5 BAR ALL THE TIME AND FAN STARTS ON 5 AND SWITCH TO OFF ON 4 AND KEEP DOING IT. THERE COULD BE PROBLEM WITH RADIATOR.

2011 VULCAN 1700 VAQUERO

UNKNOWN OR OTHER

[11203269](#)

PLEASE NOTE THAT YOUR SYSTEM DID NOT HAVE NOMAD SO I SELECTED VAQUERO AS IT GAVE ME A DIFFICULT TIME IDENTIFYING THE MAKE AND MODEL. HOWEVER, VIN IS CORRECT AND VERIFIED. THE BIG SAFETY CONCERN IS THE KICKSTAND AND IF IT WILL HOLD THE WEIGHT OF THE MOTORCYCLE (900+LBS.). THE KICKSTAND ON MY 2011 VULCAN 1700 NOMAD IS IN MY OPINION NOT SUITABLE OR LARGE ENOUGH TO HOLD UP SUCH A HEAVY MOTORCYCLE. I HAVE TO ROUTINELY CHECK AND ADJUST THE BOLTS AND/OR SPRINGS AFTER LONG RIDES. AT MANY TIMES, IT APPEARS THE BIKE CAN TIP OVER AS IT IS STATIONARY. THIS IS A HUGE CONCERN IF THE KICKSTAND GIVES WAY AND THE HEAVY MOTORCYCLE FALLS AND INJURES ME OR SOMEONE ELSE.

2008 ZG1400A8F

SERVICE BRAKES

[11223070](#)

WHEN RIDING THE MOTORCYCLE I BRAKED HARD TO TEST OUT THE ABS SYSTEM. THE ABS SYSTEM TRIGGERED AS IT SHOULD MODULATING THE BRAKING. WHEN I LET OFF THE BRAKES, THE REAR BRAKE DID NOT RELEASE AND THE VEHICLE CONTINUED TO SLOW COMING TO A STOP IN THE MIDDLE OF THE ROAD. THE REAR BRAKE WOULD NOT RELEASE AND I COULD NOT GO. EVENTUALLY I TURNED OFF THE VEHICLE AND TURNED IT BACK ON WHICH SOLVED THE ISSUE LEADING ME TO BELIEVE IT IS A FAULTY ABS SYSTEM. I WAS IN A LOCATION IN ORDER TO SPECIFICALLY TEST OUT THE MOTORCYCLE WHICH IS NEW TO ME. HAD I BEEN IN AN EMERGENCY BRAKING SITUATION ON THE

HIGHWAY IN WHICH I NEEDED TO ONLY TEMPORARILLY SLOW AND THEN GO, I WOULD HAVE BEEN FORCIBLY STOPPED IN THE MIDDLE OF THE ROAD TO POWER CYCLE THE MOTORCYCLE OFF/ON TO RESET THE ABS. ALL RECALLS TO DATE HAVE BEEN PERFORMED ON THIS MOTORCYCLE BY THE DEALERSHIP. THE ISSUE IS REPLICATEABLE AND SEVERAL OTHERS HAVE HAD THE ISSUE AS NOTED ON OWNERS FORUMS ONLINE.

CAN-AM	Components	ODI#
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2008 SPYDER GS

STEERING

[11209121](#)

TL* THE CONTACT OWNS A 2008 CAN-AM SPYDER GS. WHILE DRIVING 55 MPH, THE STEERING SEIZED. THE CONTACT PULLED THE VEHICLE OVER TO GAIN CONTROL OF THE VEHICLE. THE DPS AND CHECK ENGINE WARNING INDICATOR ILLUMINATED. THE VEHICLE WAS TAKEN TO AN UNKNOWN DEALER WHERE IT WAS DIAGNOSED THAT THE DPS FAILED. THE VEHICLE WAS NOT REPAIRED. THE MANUFACTURER WAS NOT NOTIFIED. THE FAILURE MILEAGE WAS 14,000.

2012 SPYDER RT

SERVICE BRAKES

[11219050](#)

WHILE STOPPING AFTER 25 MILES. THE REAR BRAKES EMITTED A BURNING ODOR AND FAILED. THE REAR CALIPER AND ROTOR HAVE BEEN REPLACED TWICE AND REAR BRAKE PADS REPLACED 4 TIMES SINCE NEW WITH ONLY 6500 TOTAL MILES ON VEHICLE. ROTORS BECAME WARPED AND DISCOLORED FROM EXCESSIVE HEAT OCCASIONALLY GLOWING ORANGE AT NIGHT. THESE BRAKES HAVE FAILED SEVERAL TIMES WITH FACTORY PARTS AND CERTIFIED MECHANIC REPAIRS. TAKEN TO AUTHORIZED DEALER SEVERAL TIMES REQUESTING TO OPEN A CASE WITH BRP THAT IS QUICKLY IGNORED AFTER SEVERAL ATTEMPTS TO RESOLVE. THIS VEHICLE IS UNSAFE TO RIDE AND OBVIOUSLY HAS A FACTORY DEFECTIVE BRAKING SYSTEM. SERIOUS ACCIDENTS OR DEATH IS LIKELY TO RESULT.

2008 SPYDER RT

SERVICE BRAKES

[11210216](#)

08 CAN AM SPYDER .PARK BRAKE WARNING ON .PARK BRAKE NOT HOLDING . BUT BRAKES LOCKED UP AFTER BACKING OUT OF GARAGE. WAITED ABOUT 20 MIN AND THEY RELEASED. BUT LOCKED UP AGAIN WHEN APPLIED FOOT BRAKE . EACH TIME I USED FOOT BRAKE SAME THING WOULD HAPPEN.HAVE NOT RIDDEN SINCE PROBLEM.

ZERO	Components	ODI#
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2018 DSR ZF

ENGINE

[11221117](#)

AFTER ABOUT 30KM RIDE FROM MY WORKPLACE TO HOME, WHILE I'M ALREADY IN THE PARKING LOT AND GOING LOW SPEED (ABOUT 10KM/H) I STARTED TO HEAR UNUSUAL KNOCKING SOUND FROM THE ELECTRIC MOTOR AREA. THEN , WHEN I TRIED TO WALK THE MOTORCYCLE REVERSE INTO MY PARKING LOT (AS I USUALLY DO),THE REAR WHEEL GOT STUCK. BY VISUAL INSPECTION I FOUND THAT SCREW THAT HOLDS THE MOTOR PULLEY IS UNSCREWED AND PUSHING AGAINST CHASSIS , CAUSING DRIVETRAIN TO STUCK. AFTER THAT I MANUALLY PUSHED THE MOTORCYCLE FORWARD

AND THE SEIZING RELEASED. BUT , AFTER ALL THE MOTOR DOESN'T SPINNING NOW AT ALL , JUST MAKING WEIRD SOUND . NOW MY MOTORCYCLE IS COMPLETELY OUT OF ORDER AND NO DRIVABLE. AND THE ABSOLUTELY WORST THING , THAT I BOUGHT THIS MOTORCYCLE IN ISRAEL, WHERE I AM LIVING . AND THERE IS NO ONE IN ISRAEL WHO CAN HELP WITH MY PROBLEM , BECAUSE ZERO MOTORCYCLES CALLED BACK THEIR LICENSE FROM ONLY DEALER IN ISRAEL AND DIDN'T STARTED WORKING WITH ANYONE ELSE. IT SEEMS THAT ZERO MOTORCYCLES COMPANY FAILED TO COMPLY GUARANTEE AGREEMENTS WITH CUSTOMERS IN ISRAEL, THEREFORE I'M ASKING FOR YOUR HELP. THANK YOU.

2018 SR ZF

ELECTRICAL SYSTEM

[11219709](#)

I OWN A ZERO S 2018, WHEN I OFTEN EXPERIENCE PROBLEMS AND THE MOTORCYCLE DOES NOT START. ZERO DOES NOT GIVE SUPPORT EVEN THOUGH I HAVE A 5-YEAR WARRANTY, NO TRAINING, NO INFORMATION. THERE IS NO DEALER IN ISRAEL, I ALSO SENT THEM A FEW EMAILS ON THE SUBJECT. I DID NOT GET AN ANSWER OTHER THAN ADVERTISEMENTS ABOUT THE NEW MOTORCYCLE THEY'RE INVESTING IN. I WOULD LIKE YOUR HELP TO FIND A SOLUTION FOR MY PROBLEM AND DOZENS IF NOT HUNDREDS OF ISRAELI ZERO-TYPE MOTORCYCLE OWNERS.

SUZUKI	Components	ODI#
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2003 SV1000S

ELECTRICAL SYSTEM

[11217862](#)

MOTORCYCLE WOULD NOT CHARGE BATTERY AND COMPLETELY DIED BECAUSE OF IT ONE DAY. OPENED UP MAGNETO COVER AND FOUND THE ROTOR MAGNETS HAD DISINTEGRATED. RUINED THE ROTOR AND MAGNETO AND ONLY HAD 17,000 MILES ON IT. CLEANING UP BITS OF MAGNET ALL AROUND THE CRANK AND INSIDE THE ENGINE.

AVON	Components	ODI#
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9999 STORM ST

TIRES:TREAD/BELT

[11221970](#)

AVON STORM 3 MOTORCYCLE FRONT TIRE DEVELOPED A FLAT AREA AFTER ONLY 1500 MILES. TIRE IS OUT OF ROUND.