

July 17, 2019

**Via Courier**

Heidi King  
Deputy Administrator  
National Highway Traffic Safety Administration  
1200 New Jersey Avenue, S.E.  
West Building  
Washington, D.C. 20590

Re: Petition for Determination of Inconsequential Noncompliance

Dear Ms. King:

On behalf of Harley-Davidson Motor Company, we are submitting the enclosed Petition for Determination of Inconsequential Noncompliance pursuant to 49 U.S.C. §§ 30118(d) and 30120(h) and 49 C.F.R. §§ 556.1-556.9, for an exemption from the notice and remedy requirements, on the ground that the noncompliance to which this petition relates is inconsequential to motor vehicle safety.

We appreciate your consideration of this petition. Please contact me with any questions.

Sincerely,



Christopher H. Grigorian

CHG:krb  
Enclosures

cc: Josh Neff NHTSA RMD  
Karen Kircher, Esq. (Harley Davidson)  
Michael Nixdorf (Harley-Davidson)

RECEIVED

2019 JUL 17 P 4:58

EXECUTIVE SECRETARIAT

AUSTIN  
BOSTON  
CHICAGO  
DALLAS  
DENVER

DETROIT  
HOUSTON  
JACKSONVILLE  
LOS ANGELES  
MADISON

MEXICO CITY  
MIAMI  
MILWAUKEE  
NEW YORK  
ORLANDO

SACRAMENTO  
SAN DIEGO  
SAN FRANCISCO  
SILICON VALLEY  
TALLAHASSEE

TAMPA  
WASHINGTON, D.C.  
BRUSSELS  
TOKYO

4810-7887-0941.1  
ES19-002684

**Harley-Davidson Motor Company**  
**Petition for Determination of Inconsequential Noncompliance**

**July 17, 2019**

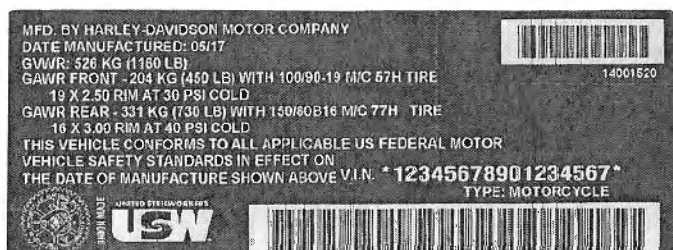
Harley-Davidson Motor Company submits this Petition for Determination of Inconsequential Noncompliance pursuant to the National Traffic and Motor Vehicle Safety Act (Safety Act), 49 U.S.C. §§ 30118(d) and 30120(h) and 49 C.F.R. §§ 556.1-556.9, for an exemption from the notice and remedy requirements of 49 U.S.C. §§ 30118 and 30120, on the ground that the noncompliance to which this petition relates is inconsequential to motor vehicle safety.

**I. Background**

Harley-Davidson is a Wisconsin corporation with its principal place of business at 3700 W. Juneau Avenue, Milwaukee, WI 53208. Harley-Davidson manufactures and sells on-road motorcycles, including the motorcycle models that are the subject of this petition.

On June 17, 2019, H-D determined that a population of model year (MY) 2018-2019 Softail FXBB Street Bob (FXBB) motorcycles (manufactured between June 22, 2017 and June 11, 2019) and MY 2018-2019 Softail FXLR Low Rider (FXLR) motorcycles (manufactured between June 26, 2017 and June 11, 2019) failed to comply with the requirements of Federal motor vehicle safety standard (FMVSS) No. 120. Specifically, at the inflation pressure stated on the certification label, the load rating of the front tire per the Tire and Rim Association Year Book (TRA Year Book) may be less than the stated gross axle weight rating (GAWR) of the motorcycle. Therefore, these motorcycles may not comply with FMVSS 120 S5.3.1. NHTSA Recall No. 19V-475. (A copy of H-D's Part 573 report is attached as Exhibit 1.)

The front wheel of the FXBB motorcycle is fitted with a Dunlop D401F 100/90-19 57H BW tire as original equipment. The model has a GAWR of 450 lbs., but at the recommended inflation level shown on the certification label (i.e., 30 psi), the calculated load rating of this tire according to the TRA Year Book is 386 lbs.<sup>1</sup> The following is a copy of the certification label for the FXBB model:



<sup>1</sup> This tire has a maximum load carrying rating of 507 lbs. at 41 psi (compared with the front GAWR of 450 lbs.) and, thus, complies with FMVSS 120 S5.1.2.

The front wheel of the FXLR motorcycle is fitted with a Michelin Scorcher “31” 100/90B19 62H BW as original equipment. The front axle has a GAWR of 450 lbs.; but at the recommended inflation level shown on the certification label (i.e., 30 psi), the calculated load rating of this tire according to the TRA Year Book is 443 lbs.<sup>2</sup> The following is a copy of the certification label for the FXLR model:



As discussed below, however, tests performed by the respective tire manufacturers demonstrate that these tires have an actual load carrying capacity that exceeds the GAWR at the recommended cold inflation pressure stated on the certification label.

H-D has contained and corrected all motorcycles within its control and has addressed this issue in production.

## II. Discussion

Under the Safety Act, each FMVSS promulgated by the National Highway Traffic Safety Administration (NHTSA) must be “practicable, meet the need for motor vehicle safety, and be stated in objective terms.” 49 U.S.C. § 30111(a). The Safety Act defines “motor vehicle safety” as follows:

the performance of a motor vehicle or motor vehicle equipment in a way that protects the public against unreasonable risk of accidents occurring because of the design, construction, or performance of a motor vehicle, and against unreasonable risk of death or injury in an accident, and includes nonoperational safety of a motor vehicle.

49 U.S.C. § 30102(a)(9).

The Safety Act exempts manufacturers from the Safety Act’s notice and remedy requirements when NHTSA determines that a noncompliance is inconsequential as it relates to motor vehicle safety. *See* 49 U.S.C. §§ 30118(d) and 30120(h). Sections 30118(d) and 30120(h) demonstrate Congress’s acknowledgement that there are cases where a vehicle fails to meet the requirements of a safety standard, yet the impact on motor vehicle safety is so slight that an exemption from the notice and remedy requirements of the Safety Act is justified. NHTSA has stated that the relevant consideration in evaluating an inconsequentiality petition is “whether an occupant who is affected by the noncompliance is *likely to be exposed to a significantly greater*

---

<sup>2</sup> Because this tire has a maximum load rating of 584 lbs. at 41 psi (compared with the front GAWR of 450 lbs.), the motorcycle complies with FMVSS 120 S5.1.2, which specifies that the maximum load rating of the tire must meet or exceed the GAWR.

risk than an occupant in a compliant vehicle.” 69 *Fed. Reg.* 19897, 19900 (Apr. 14, 2004) (emphasis added).

Under FMVSS 120 S5.1.2, “the sum of the maximum load ratings of the tires fitted to an axle shall be not less than the gross axle weight rating (GAWR) of the axle system as specified on the vehicle’s certification label required by 49 CFR Part 567.” Furthermore, FMVSS 120 S5.3.1 specifies that the manufacturer shall provide the “size designation . . . and the recommended cold inflation pressure for those tires such that the sum of the load ratings of the tires on each axle . . . is appropriate for the GAWR as calculated in accordance with S5.1.2.”

NHTSA has explained that the GAWR “formalizes the decision each manufacturer makes about the load-bearing ability of the tires, rims, axle, brakes, and suspension components (at a minimum) chosen to support and control the loaded vehicle.” 42 *Fed. Reg.* 7140, 7141 (Feb. 7, 1977). FMVSS 120 S5.3.1 seeks to ensure that the combination of the tire size designation and the recommended cold inflation pressure can support and control the loaded vehicle.

As described in H-D’s noncompliance report, the recommended inflation pressure for the designated tire size would put the tires’ rated load capacity as stated in the TRA Year Book below the motorcycle’s front GAWR. Specifically, the front wheel of the FXBB motorcycle is fitted with a Dunlop D401F 100/90-19 57H BW tire, which has a calculated load rating of 386 lbs. per the TRA Year Book when inflated to 30 psi. Because the FXBB’s GAWR is 450lbs., the tire’s load rating at this inflation pressure is 64 lbs. below the specified front GAWR.<sup>3</sup>

The front wheel of the FXLR motorcycle is fitted with a Michelin Scorchier “31” 100/90B19 62H BW, which has a calculated load rating of 443 lbs. per the TRA Year Book when inflated to 30 psi. Because the FXLR’s GAWR is 450 lbs., the tire’s load rating is 7 lbs. below the GAWR.<sup>4</sup>

Although the load rating of the tires at the recommended inflation pressure as stated in the TRA Year Book falls below the GAWR, these tires were designed to carry a greater load than specified. Recent testing of these tires conducted by their respective manufacturers (Michelin and Dunlop) confirms that these tires can be safely operated on these motorcycles at 30 psi at the stated GAWR of 450 lbs. Accordingly, H-D believes the noncompliance is inconsequential to motor vehicle safety.

For the Dunlop tire, H-D commissioned an endurance test that tracks the conditions in FMVSS 119 S7.2 and Table III. The test constituted the three phases of the endurance test detailed in Table III of FMVSS 119 at the recommended tire pressure of 41 psi beginning with maximum sidewall load and increasing the load at each phase. The test added a fourth, extended phase that tested the tire at the recommended tire pressure (30 psi). The phases break down as follows:

---

<sup>3</sup> In order to achieve the 450 lbs. load rating under the TRA Year Book calculations, the tire would need to be inflated to 36 psi.

<sup>4</sup> In order to achieve the 450 lbs. load rating, the TRA Year Book calculates that the tire would need to be inflated to 32 psi.

- Phase 1: 100% maximum sidewall load (507 lbs.) for 4 hours totaling 200 miles;
- Phase 2: 108% maximum sidewall load (549 lbs.) for 6 hours totaling 300 miles;
- Phase 3: 117% maximum sidewall load (594 lbs.) for 24 hours totaling 1,200 miles; and
- Phase 4: 125% of the gross axle load (495 lbs., derived by applying the 0.88 correction factor under the FMVSS 119 test procedure) for 8,300 miles at 30 psi.

In total, the four-phase endurance test ran the tire for 10,000 total miles at loads above the stated GAWR on the motorcycle. The tire passed all four phases of the endurance test. (A copy of the endurance test report is included in Exhibit 2.) Based on these results – including the worst-case scenario of Phase 4 – the load carrying capacity of the tire at 30 psi would adequately support the GAWR of 450 lbs.

For the Michelin Scorcher tire, which is original fitment on the FXLR model and optional/replacement fitment on the FXBB model, H-D worked with Michelin to confirm that the Scorcher “31” could be operated safely at a recommended tire pressure of 30 psi on both of these models when loaded to the full GAWR of 450 lbs. Michelin confirmed the performance of the tires through a high-speed test on a smooth drum by inflating the tire to 30 psi, applying a load of 450 lbs., and running the tire at a maximum speed of 210 kph (130 mph). Based on its testing, Michelin provided H-D with letters certifying that the tire would adequately support the GAWR of 450 lbs. (Copies of the performance certificates from Michelin are included as Exhibits 3 and 4.)

The above-referenced Dunlop and Michelin tires are the only fitments specified by H-D as original or replacement equipment for these two vehicle models.

Based on these test results, H-D believes that the noncompliance does not expose the rider of a noncompliant motorcycle to a significantly greater risk than a rider on a compliant motorcycle. 69 *Fed. Reg.* at 19900. While the recommended inflation pressure of 30 psi would reduce the tire’s load rating as stated in the TRA Year Book, the tire’s actual load carrying capacity is sufficient to allow the motorcycle to be safely operated at its full GAWR.<sup>5</sup> Accordingly, H-D believes that that the difference is inconsequential to motor vehicle safety.

### **III. Conclusion**

The labeling noncompliance at issue here is inconsequential to motor vehicle safety. The load carrying capacity of the tires when inflated to 30 psi would adequately support the gross axle weight for both motorcycle models (FXLR and FXBB).

---

<sup>5</sup> H-D also notes that NHTSA has previously granted a petition for inconsequential noncompliance where the recommended cold inflation pressure on the certification label was below the appropriate “GAWR as calculated in accordance with S5.1.2.” *See 55 Fed. Reg.* 49365 (Nov. 27, 1990).

For the foregoing reasons, H-D believes the noncompliance is inconsequential to motor vehicle safety and respectfully requests that NHTSA exempt H-D from the notice and remedy requirements of the Safety Act.

Respectfully submitted,

Harley-Davidson Motor Company



Harley-Davidson Motor Company

## Vehicle Report

NHTSA ID: 19V475 Transaction ID: 19-00601-22815-10 (Original Report)

Required fields indicated with \*

**Manufacturer: Harley-Davidson Motor Company**

3700 W. Juneau Avenue  
Milwaukee WI 53201-0653

Chris Grigorian Outside Counsel For  
202-672-5542,

This is a Noncompliance Report. Filing a petition pursuant to [49 CFR 556](#)

### Vehicle Information

**Harley-Davidson Softail FXBB Street Bob 2018 - 2019**

\* **Model Yr. Start:** 2018      \* **Model Yr. End:** 2019  
\* **Make:** Harley-Davidson  
\* **Model:** Softail FXBB Street Bob

**Type:** MOTORCYCLES  
**Body Style:** OTHER  
**Powertrain:** GAS

**Production Dates**    Begin: 06/22/2017  
                                  End: 06/11/2019

**Descriptive Information:**

Certain 2018 and 2019 Harley-Davidson Softail FXBB Street Bob motorcycles shipped prior to 6/17/19 are part of the recall population. The remaining 2018 and 2019 Harley-Davidson Softail FXBB Street Bob model motorcycles have updated VIN labels and owner's manuals. The specific number of this make/model/model year is: 8543

**VIN Range(s):**    Begin:    End:

**Harley-Davidson Softail FXLR Low Rider 2018 - 2019**

\* **Model Yr. Start:** 2018      \* **Model Yr. End:** 2019  
\* **Make:** Harley-Davidson  
\* **Model:** Softail FXLR Low Rider

**Type:** MOTORCYCLES  
**Body Style:** OTHER  
**Powertrain:** GAS

**Production Dates**    Begin: 06/26/2017  
                                  End: 06/11/2019

**Descriptive Information:**

Certain 2018 and 2019 Harley-Davidson Softail FXLR Low Rider motorcycles shipped prior to 6/17/19 are part of the recall population. The remaining 2018 and 2019 Harley-Davidson Softail FXLR Low Rider model motorcycles have updated VIN labels and owner's manuals. The specific number of this make/model/model year is: 4388

**VIN Range(s):**    Begin:    End:

**Number potentially involved:** 12931

**Estimated percentage of involved with defect:** 100%

### Defect / Noncompliance Description

For this Defect/Noncompliance:

**\* Describe the defect or noncompliance:**

At the stated inflation front tire pressures on the VIN label, the load rating (according to the Tire and Rim Association Yearbook) may be less than the stated GAWRs. Therefore, these vehicles may not comply with FMVSS 120, Section S5.3.1.1. However, H-D believes the actual load capacities at the stated recommended inflation pressures are sufficient in these applications.

**If a noncompliance, provide the applicable FMVSS:**

120 - Wheels and rims- other than passenger cars

**If applicable, provide any further FMVSS affected:**

**Describe the cause:**

**\* Describe the safety risk:**

Harley-Davidson believes this labeling noncompliance is inconsequential to motor vehicle safety and intends to submit an inconsequentiality petition in accordance with 49 CFR Part 556.

**Identify any warning which can precede or occur:**

**This Recall affects all vehicles.**

If applicable, identify the manufacturer of the defective or noncompliant component. If the manufacturer of the component is unknown, provide the information for the company that supplied the subject component.

Component manufacturer

Company Information

**Company Name:**

**Country:**

**Address 1:**

**Address 2:**

**City:**

**State:**

**Zip/Postal Code:**

Company Contact Information

**First Name:**

**Last Name:**

**Position:**

**Email:**

**Phone:**

### Chronology of Defect / Noncompliance Determination

**Provide the chronology of events leading up to the defect decision or test data for the noncompliance decision.:**

May 22, 2019: A potential VIN labeling issue was identified by the Harley-Davidson Product Integrity Department while investigating tire load ratings. May 30 - June 13, 2019: Harley-Davidson's Technical Subcommittee (TSC) conducted its investigation of this potential issue. As part of that work, Harley-Davidson's Regulatory organization initiated a review of applicable regulatory requirements to assist the TSC in its investigation. June 12, 2019: All motorcycles within our control at assembly plants were contained. June 13, 2019: This issue was escalated to Harley-Davidson's Recall Investigation Committee (RIC). June 14, 2019: The RIC met and escalated the issue to Harley-Davidson's executive management. June 17, 2019: Upon review of the results of the RIC's investigation and analysis, Harley-Davidson's executive management determined that the subject motorcycles may not comply with Federal Motor Vehicle Safety Standard (FMVSS) No. 120.

### Identify the Remedy

**Describe the defect/noncompliance remedy program, including the manufacturer's plan for reimbursement.**

Harley-Davidson intends to submit a petition for determination of inconsequential noncompliance in accordance with 49 CFR Part 556.

**Describe what distinguishes the remedy component from the recalled component.**

This issue has been corrected in production and in the population of contained vehicles.

**Identify and describe how and when the recall condition was corrected in production.**

On vehicles shipped on or after 6/17/19, VIN labels have been updated. Also, updated owner's manuals have been included with the motorcycles.

### Identify the Recall Schedule

**Describe the recall schedule for notifications.:**

Not Applicable Pending Resolution of Harley-Davidson's Part 556 Petition.

**Planned Dealer Notification Begin Date:**

**Planned Dealer Notification End Date:**

**Planned Owner Notification Begin Date:**

**Planned Owner Notification End Date:**

**Manufacturer's identification code for this recall (if applicable):**

Please be reminded that owner notification letters must be mailed no more than 60 days from submission of this report.

### Manufacturer Comments to NHTSA Staff

### Document Upload

There are 0 documents associated with this report.

1200 New Jersey Avenue, SE, West Building Washington DC 20590 USA 1.888.327.4236 TTY 1.800.424.9153

This application works best in IE9 and above and recent versions of Firefox, Chrome and Safari



(to) **FMVSS119 Endurance Test Report**

Test Tyre	CTG	Code No.	Pattern
100/90-19 M/C 57H D401	MCX	3319	
Mark( )			
Purp.	100/90-19 D401 FC: 3319		CLS
Spec.			

JDG item	JDG
FMVSS119 Standard	Conf.
FMVSS119 Int. target	Conf.

Section	(USA)QTech
ReportNo.	ED190381UUU
IssueDate	19 06 27
Approve Check	Charge
INSINNA	BAILEY
BUDNACK	
19.06.27	19.06.27 19.06.26
OrderNo.	UMC19-0229
TechOrder	TI-188585-0
Design	MC143564-00
Drawing1	61519-00
Drawing2	
Tyre No.	UM190409
Stencil	20241323
DOT No.	DA1F4R1M0919
Mould No.	500034
Curedate	19 3 1
TyreWGT	6.01 kg
TGTWGT	kg~ kg
Test No.	19ED0383

Test Condition		(Tyre Dimension)			
IP	280 kPa LP	207 kPa	Measured	Int.target	JDG
Speed	80	km/h	OVR-W(mm)		MAX
Rim	2.50		Dia(mm)	~	
RmTemp	35-41?		O.D.Growth	% ± %	
Test	19 6 18		(IP after testing)		
Date	( 07 00 Start)		kpa	Measured	Standard
DrumDia.	67.23	inch	3rd step(LIP)	>	
Pos. No.	161		4th step(LIP)	>	
TTM No.	TTM-01002/41		5th step(LIP)	>	
Test points No.					

Leave start: 6 17 09 30  
 Test completed: 6 26 18 30  
 Leaving time with inflation: 21

(Tyre Dimension)  
 <Before Runnig>  
 OVR-W(mm) / 2: / Peri. /  
 SEC-W(mm): / 4: / Tread Camber /  
 5: / 6: /

Measured after running hrs mins  
 OVR-W(mm) \_\_\_\_\_  
 Dia(mm) \_\_\_\_\_  
 OVR-W(mm) 2: \_\_\_\_\_  
 3: \_\_\_\_\_ 4: \_\_\_\_\_  
 5: \_\_\_\_\_ 6: \_\_\_\_\_  
 Peri.(mm) \_\_\_\_\_

(Spec.)		Breaker				Ply Turn up		3-0(0STEP0(0))	
Tread	C/B	BP015	1440/3-39	K721	31	Cap	T794	Base	B.Apex
Case	1	BP015	1440/3-39	K721	31	Wing		U.tread	AG25
Case	2								K766
Breaker	1					S.W.		Clinch	B.Filler
Breaker	2					Cushion		B.E.S	Filler
Band						W.S.W.			Chefer
E.Band						LL	K129	S.W.P	BB035
									Bead Core
									0SX0T
									PCI Press.
									276 kPa

Test Result					
Step	1st	2nd	3rd	4th	5th
Load(kN)	2.26	2.44	2.64	2.20	
Tyre SH(S)					
Temp SH(N)					
(°C) CR					
IP (kPa)	280	296	296	207	
RmTemp(°C)	35.0	35.0	35.0	35.0	
Time	4	6	24	166	

Failer Code (After Test)  
**NOF**

(Cut Examination)																
Gauge	S		NS		Dsin	Breaker	S		NS		AV.	Dsin	Angle	Dsin	Ends	Dsin
	1	2	1	2			1	2	1	2						
A						Width	1	2	1	2						
B						1st										
C						2nd										
I						3rd										
D												1P				
E												2P				
F												3P				
												4P				

Comment  
 TEST COMPLETE TIRE OKAY  
 ENDING MILEAGE 16093KM



Jean-Luc BOUVIER  
Research and Development director  
MICHELIN 2 Wheel division  
Agence, Service, Département  
Adresse  
CODE POSTAL  
Phone +33 630 10 94 65  
Télécopie

Clermont-Ferrand,  
Date : July 15<sup>th</sup> 2019

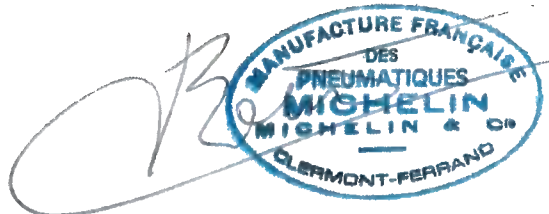
Purpose : Performance certificate for 110/90 B19 M/C 62H SCORCHER "31" F TL/TT  
on Harley-Davidson FXLR platform

I, Jean-Luc BOUVIER, Research and Development Director for Michelin 2 Wheel Division, certify that the performance of 110/90 B19 M/C 62H SCORCHER "31" F TL/TT covers the operating conditions of Harley-Davidson FXLR platform, described as follow:

- GAW: 450 lb (204 kg)
- Recommended Cold inflation pressure: 207 kPa (30 psi)
- Top Speed: 190 kph

Jean-Luc BOUVIER

Michelin 2Wheel R&D director



Manufacture Française  
des Pneumatiques Michelin

Place des Carmes - Déchaux  
63040 CLERMONT-FERRAND CEDEX 9  
FRANCE

Téléphone : (33) 4 73 32 20 00  
Télécopie : (33) 4 73 32 22 02  
Internet : <http://www.michelin.com>

Société en commandite par actions  
au capital de 504 000 004 d'Euros.  
855 200 507 R.C.S. Clermont-Ferrand  
N° identification TVA FR 33856200507  
Code Européen : 2211z



Jean-Luc BOUVIER  
Research and Development director  
MICHELIN 2 Wheel division  
LADOUX Technology Center  
Place des Carmes Déchaux  
63040 Clermont-Ferrand Cedex 9 France

+33 630 10 94 65

Clermont-Ferrand,  
July 12th, 2019

**Purpose :** Performance certificate for 100/90 B19 M/C 57H SCORCHER "31" F TL/TT  
on Harley-Davidson FXBB platform

I, Jean-Luc BOUVIER, Research and Development Director for Michelin 2 Wheel Division, certify that the performance of 100/90 B19 M/C 57H SCORCHER "31" F TL/TT covers the operating conditions of Harley-Davidson FXBB platform, described as follow:

- GAW: 450 lb (204 kg)
- Recommended Cold inflation pressure: 207 kPa (30 psi)
- Top Speed: 190 kph

Jean-Luc BOUVIER

Michelin 2Wheel R&D director

Manufacture Française  
des Pneumatiques Michelin

Place des Carmes - Déchaux  
63040 CLERMONT-FERRAND CEDEX 9  
FRANCE

Téléphone : (33) 4 73 32 20 00  
Télécopie : (33) 4 73 32 22 02  
Internet : <http://www.michelin.com>

Société en commandite par actions  
au capital de 504 000 004 d'Euros.  
855 200 507 R.C.S. Clermont-Ferrand  
N° identification TVA FR 33855200507  
Code Européen : 2211z

# Part 573 Safety Recall Report

# 19V-475

**Manufacturer Name :** Harley-Davidson Motor Company**Submission Date :** JUN 20, 2019**NHTSA Recall No. :** 19V-475**Manufacturer Recall No. :** NR**Manufacturer Information :**

Manufacturer Name : Harley-Davidson Motor Company

Address : 3700 W. Juneau Avenue

Milwaukee WI 53201-0653

Company phone : (414) 343-4056

**Population :**

Number of potentially involved : 12,931

Estimated percentage with defect : 100 %

**Vehicle Information :**

Vehicle 1 : 2018-2019 Harley-Davidson Softail FXBB Street Bob

Vehicle Type : MOTORCYCLES

Body Style : OTHER

Power Train : GAS

Descriptive Information : Certain 2018 and 2019 Harley-Davidson Softail FXBB Street Bob motorcycles shipped prior to 6/17/19 are part of the recall population. The remaining 2018 and 2019 Harley-Davidson Softail FXBB Street Bob model motorcycles have updated VIN labels and owner's manuals. The specific number of this make/model/model year is: 8543

Production Dates : JUN 22, 2017 - JUN 11, 2019

VIN Range 1 : Begin :

NR

End : NR

 Not sequential

Vehicle 2 : 2018-2019 Harley-Davidson Softail FXLR Low Rider

Vehicle Type : MOTORCYCLES

Body Style : OTHER

Power Train : GAS

Descriptive Information : Certain 2018 and 2019 Harley-Davidson Softail FXLR Low Rider motorcycles shipped prior to 6/17/19 are part of the recall population. The remaining 2018 and 2019 Harley-Davidson Softail FXLR Low Rider model motorcycles have updated VIN labels and owner's manuals. The specific number of this make/model/model year is: 4388

Production Dates : JUN 26, 2017 - JUN 11, 2019

VIN Range 1 : Begin :

NR

End : NR

 Not sequential

## Description of Noncompliance :

Description of the Noncompliance : At the stated inflation front tire pressures on the VIN label, the load rating (according to the Tire and Rim Association Yearbook) may be less than the stated GAWRs. Therefore, these vehicles may not comply with FMVSS 120, Section S5.3.1. However, H-D believes the actual load capacities at the stated recommended inflation pressures are sufficient in these applications.

FMVSS 1 : 120 - Wheels and rims- other than passenger cars

FMVSS 2 : NR

Description of the Safety Risk : Harley-Davidson believes this labeling noncompliance is inconsequential to motor vehicle safety and intends to submit an inconsequentiality petition in accordance with 49 CFR Part 556.

Description of the Cause : NR

Identification of Any Warning that can Occur : NR

## Supplier Identification :

### Component Manufacturer

Name : NR

Address : NR

NR

Country : NR

## Chronology :

May 22, 2019: A potential VIN labeling issue was identified by the Harley-Davidson Product Integrity Department while investigating tire load ratings. May 30 - June 13, 2019: Harley-Davidson's Technical Subcommittee (TSC) conducted its investigation of this potential issue. As part of that work, Harley-Davidson's Regulatory organization initiated a review of applicable regulatory requirements to assist the TSC in its investigation. June 12, 2019: All motorcycles within our control at assembly plants were contained. June 13, 2019: This issue was escalated to Harley-Davidson's Recall Investigation Committee (RIC). June 14, 2019: The RIC met and escalated the issue to Harley-Davidson's executive management. June 17, 2019: Upon review of the results of the RIC's investigation and analysis, Harley-Davidson's executive management determined that the subject motorcycles may not comply with Federal Motor Vehicle Safety Standard (FMVSS) No. 120.

## Description of Remedy :

Description of Remedy Program : Harley-Davidson intends to submit a petition for determination of inconsequential noncompliance in accordance with 49 CFR Part 556.

How Remedy Component Differs from Recalled Component : This issue has been corrected in production and in the population of contained vehicles.

Identify How/When Recall Condition was Corrected in Production : On vehicles shipped on or after 6/17/19, VIN labels have been updated. Also, updated owner's manuals have been included with the motorcycles.

### Recall Schedule :

Description of Recall Schedule : Not Applicable Pending Resolution of Harley-Davidson's Part 556 Petition.

Planned Dealer Notification Date : NR - NR

Planned Owner Notification Date : NR - NR

\* NR - Not Reported